



Norfolk County Trails Master Plan

October 2009

Jay Kivell and Associates

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1.0 Introduction

The Community Services Department has created a Trails Master Plan for Norfolk County. In November 2008, the consultant firm of Jay Kivell and Associates was retained by the Community Services Department to help the Department develop the Trails Master Plan. The objective is to provide a framework for future trails development throughout Norfolk County. A county-wide trails system integrating communities, parks, open space, on-road links and on-waterway links will provide trails to be used by residents and tourists alike.

The initial phases of the master plan included three consultation processes. These included consultation with community trail committee members, public and private agencies and municipal officials. Two public meetings were held, one in Simcoe and the other in Courtland. A questionnaire was developed prior to the public meetings which was available on-line and at community centres throughout Norfolk. From these consultation processes an initial document which included a draft vision, mission, guiding principles and strategic directions for future land and water trail acquisition, development and maintenance was developed.

This draft document of the vision, mission, guiding principles and strategic directions for future trail land acquisition, development and maintenance was reviewed by the Community Services Department. Additional consultation was conducted with community trail committee members, public and private agencies and municipal officials.

The second draft Trails Master Plan was completed identifying trail needs and priorities. Recommendations and implementation strategies have been recommended for 0 to 2 years, 3 to 5 years and 5 to 7 years.

This second draft was circulated to municipal officials for comments and revisions. It was available on-line and was available for viewing and consultation at the final public presentation.

Finally, the document will be presented to Council in October of 2009 for approval and implementation.

2.0 The County

The County is a rural city-status single-tier municipality with a mixed urban and rural area.

Designated as the Forest Capital of Canada for 2008/2009, Norfolk County is located along the shoreline of Lake Erie, and includes the UNESCO (United Nations Educational Scientific and Cultural Organization) designated Long Point Biosphere Reserve. With Norfolk's strong connection to its shoreline and unique moderate climate, Norfolk's brand is "Ontario's South Coast - feel the warmth".

The County is home to 62,563 residents (2006 census) and has grown by 2.8% (since the 2001 census). The median age is currently 43.4 which is higher than the provincial average of 39.0. The percentage population from 15 years to 65 years is 81.3%.

With only 7.2 percent of Norfolk residents walking or biking to work, the development of organized trail systems has been limited and focused on connecting larger communities together. Only recently with the opportunity to use former railway corridors and public lands has the community rallied to further develop trail networks across Norfolk County.

Norfolk has been a destination for tourists for many decades and as a County-wide trails network is established, increased visitors can be expected.

Norfolk County residents have enjoyed the use of their access to significant public land holdings for recreational pursuits, including the seasonal usage of the Ontario Federation of Snowmobile Clubs trail network and fire road network within each of these properties, however the majority of these properties do not have organized or maintained trail networks.

3.0 History

Norfolk County was, and continues to be defined by its unique natural and diverse landscape with connectivity to the Great Lakes via Lake Erie. Norfolk County was once an area heavily forested with fragmented pockets of native prairie, meadows and oak savannah.

With such diversity, abundance of wildlife and fertile lands, Norfolk once served as residence for a succession of native aboriginal tribes.

The early European settlers first came in 1669. Settlement began shortly thereafter with rural farms and mills that were built along the waterways. The mills formed early towns which became lake-based trading centres. The primary industries in Norfolk County consisted of fruit and grain production and distribution, as well as lumber production and milling.

Flue-cured tobacco was only introduced as a major commodity in the area during the First World War.

Unfortunately, the woodlands of Norfolk County bore the brunt of excessive land clearing, destabilizing the fragile sandy soils that lay beneath the once forested lands. As a result, in 1908, the Provincial Forestry Station opened in St. Williams to reverse the effects clear-cutting and the destruction of Norfolk's diverse Carolinian woodlands.

Through reforestation, proper forest management and a reliance on resources derived from these forested lands, including the process of curing tobacco, woodlands became a viable part of the agricultural landscape.

Norfolk was also the site of a slightly unexpected business – tugboat-building. The alligator tugboat currently located adjacent to Pond Street, on the Lynn River, is one that was built by West & Peachy. This particular alligator warping tug is the last of these steam-powered tugs; others were shipped off for use in the forest industry across North American and one even went to the coffee plantations of South America.

During the early days of Norfolk County settlement, goods were shipped either via Lake Erie and rivers, usually by schooner; or else they were transported over land on wagons. Both options were the most viable at the time before trains, but made for long waits for deliveries. With the coming of the railway system in the mid-19th century, Norfolk was transformed, via various rail lines like the ones that existed on the current Lynn Valley, Norfolk Sunrise and Waterford Heritage Trail corridors, into an industrious export community, with bids on the tobacco, fruit, lumber and grain markets. Trains could carry seemingly infinitely more than wagons and small lake-craft; they were faster and did not require as much manpower to operate. With the popularization of the train, the world opened up, and Norfolk evolved more quickly. Building materials, food, and personal items became more varied, and communities shifted and grew with the easy prosperity that comes with such a technological leap.

Modern Norfolk now has an agricultural and tourism focus. While many of the Norfolk rail corridors have been abandoned, they continue to provide a useful purpose as utility corridors and providing recreational opportunities as multi-use trails.

4.0 Location

Norfolk County is located on the north shore of Lake Erie in Southwestern Ontario. The county seat is Simcoe. It encompasses the former townships of Norfolk and Delhi, the town of Simcoe and part of the former city of Nanticoke. With direct access to Highways 401 and 403 via Highways 24, 59, 19 and 6, Norfolk County is only 42 kilometres from the 400-series highway corridor that unites all the major cities in Ontario, Quebec, Michigan and New York. Toronto is less than two hours away; Brantford, Hamilton, Kitchener-Waterloo and London are within a one-hour drive

5.0 Points of Interest/Opportunities

There are many events, museums, historic sites, arts, entertainment and sports available in Norfolk County. These activities and sites will be of interest to trail users who live in or visit the County.

Public beaches are located in Port Dover, Normandale, Turkey Point, Port Ryerse, and Long Point. Marinas are located in Port Dover, Turkey Point, Long Point and Port Rowan. These provide opportunities for swimming, sun bathing, wind surfing, water skiing, diving, skim sports, sailing, power boating and fishing.

Within Norfolk County, the Long Point area, comprising 26,250 hectares, was designated as a Biosphere Reserve by UNESCO in April, 1986, the third to be named in Canada and one of 15 biosphere reserves found in this country today. It provides an example of the Great Lakes coastal ecosystem and a unique blend of habitats – long uninterrupted beaches, undisturbed sand dunes, grassy ridges, wet meadows, woodlands, marshes and ponds, coldwater streams, and the shallow Inner Bay. Its delicate dunes and marshes teem with songbirds, spawning fish, turtles and frogs.

Norfolk County continues to benefit from wise natural resource stewardship. A natural resource success story began in Norfolk County in 1984 with the successful re-introduction of Wild Turkey to Ontario, a species extirpated in 1909. Today, Norfolk County boasts a diversity of upland hunting opportunities, including wild turkey, white-tailed deer, rabbit, hare, woodcock, squirrel and ruffed grouse. With a diversity of agricultural cropland, wetlands, marshes, ponds and easy access to Lake Erie – Long Point Inner Bay, waterfowl hunters can enjoy and hunt a wide range of migratory waterfowl.

Started in 1908, the St. Williams Forestry Station was Canada's first forestry station. Originally publicly operated, the tree seedling production facility is now privately operated. With the landscape of Norfolk an important part of our local heritage, the St. Williams Interpretative Centre was opened in 2005 by the Port Rowan/South Walsingham Heritage Association to educate future generations of our past mistakes and efforts to restore lands across Ontario. This was followed by the Ontario Ministry of Natural Resources designating the forested Crown lands, known as the Nursery tract in St. Williams and Turkey Point tract in Turkey Point, as a Conservation Reserve.

The Long Point Bird Observatory is operated by Bird Studies Canada. It is committed to involving Canadians in research directed at the conservation of wild birds and their habitats. Programs at Long Point are focused on local breeding and migratory birds and an interactive interpretative display is open to the public at their main facility located in Port Rowan.

Norfolk County has a number of museums, historic sites, interpretative centres and theatres, home to artistic collections and host to a variety of arts and live theatrical entertainment.

Norfolk County Museums include the Delhi Tobacco Museum and Heritage Center, the Port Dover Harbour Museum, the Spruce Row Museum in Waterford and the Teeterville Pioneer Museum. The Norfolk Heritage Centre, formerly known as the Eva Brook Donly Museum, in Simcoe is operated by the Norfolk Historical Society and hosts the Norfolk County Archives.

The Norfolk County Sports Hall of Recognition is located at the Simcoe Recreation Center.

The Norfolk Arts Centre is located at the Lynnwood National Historic Site. It contains art galleries and offers a variety of programming showcasing local and visiting artists. The Alligator Tug (steam driven) located on the Lynn River in Simcoe was rebuilt in 1997 to demonstrate the legacy of a major Simcoe industry, the West and Peachey Company, that produced over 200 unique tugs between 1889 and 1945. These flat bottomed boats used cable to pull themselves across land between waterways and were vital to the lumber industry.

The Carillon Tower in Simcoe was dedicated on June 17th, 1925 in honor of the service men from Norfolk County killed in World War I. The structure is 60 feet in height by 22 feet square. It is constructed of Hagersville limestone and trimmed with carved Indiana stone and is set on a pile foundation. It comprises 23 bells weighing over 8,000 pounds. In 1946, a plaque was added with the names of those killed in World War II.

The Lighthouse Festival Theatre is a professional live theatre operating seasonal theatre and musical concerts, art gallery exhibits, special shows and events throughout the year. The Simcoe Little Theatre is a non-profit theatre company.

Theatre Norfolk is a live theatre company providing leadership and performance training and creative outlets for youth and adults.

A multitude of festivals and small community fairs are held throughout the year throughout Norfolk County, many of which are based upon each communities tie to the landscape or as a celebration to the end of a season or harvest of an agricultural crop.

Some of the major events and festivals include:

- Ontario's oldest agricultural fair, the annual Norfolk County Fair and Horse Show has had entertainment, a demolition derby, midway rides and games, horse raising and horse shows, since 1840;
- The Simcoe Rotary Friendship Festival features a large arts and crafts display throughout the downtown park system. There are entertainment, art and craft vendors, and rides for the kids, a giant parade and games;
- Port Dover Friday the 13th. Port Dover has hosted motorcycle enthusiasts, motorcycle watchers and visitors, since 1981;
- Bayfest, formerly known as Tomatofest. Port Rowan now celebrates every Labour Day weekend, the community's heritage and ties to the Long Point Inner Bay;
- Delhi Harvest Festival, a celebration of harvest in the town of Delhi, occurs mid-September and highlights the diversity of agricultural crops and the farmers who grow them;
- One day fairs, in the communities of Langton and Houghton/Fairground, are hosted during the week and highlight the accomplishments of youth and the efforts of the community;
- Donnybrook Fair in Walsh. Sponsored by the Charlotteville Agricultural Society has been held since 1857 and includes the crafts, food, amusements, rides, games and the annual Demolition Derby;
- Pumpkinfest, hosted by the community of Waterford, featuring a parade, special events and entertainment, since 1982 and
- The Simcoe Christmas Panorama display which has set up since 1958 colourful themed displays with over 125,000 lights strung in trees along the Lynn River in Wellington and Clifton Parks creating a winter wonderland.

Golf enthusiasts are provided with ample opportunities to play and improve their skills at the 10 golf courses that are in the County.

Norfolk County has a variety of outdoor and indoor recreational facilities which serves the leisure and competitive needs of the community.

An interest in cycling is supported by the European heritage of the small town of Delhi. "Le Tour de Norfolk", a recreational bicycle tour occurs annually and is hosted in Delhi. Cycle routes have been developed and are available throughout the County.

Opportunities exist to visit small towns, enjoy rural landscapes and see agricultural areas. Shopping, sightseeing and dining exist. Accommodations are available in bed and breakfast, hotels and motels and camping is provided at provincial parks and private campgrounds throughout the County.

6.0 Purpose

Trails are popular throughout the world, in North America and specifically throughout Ontario. Norfolk County is promoting a healthier lifestyle, an alternative mode of transportation by walking or biking and a commitment to the environment.

This Trails Master Plan will provide the guiding principles and the strategic directions for linking communities, parks and destinations as well as managing the County's current and future trail assets, recognizing the growing interest of multiple trail uses and opportunities. This Plan will build upon the existing community developed urban and rural trails. It will enhance the quality of life for the users and offer opportunities to provide benefits to recreation, increased tourism, use alternative modes of transportation and expand or increase economic development.

As well, the Trails Master Plan will be harmonious with other County documents i.e. the Official Plan, the Lakeshore Special Policy Area Secondary Plan, the Strategic Plan and the Business Plan. In addition, the South Central Ontario Region (SCOR) has a strategic plan "The Path Forward" 2009-2020 that calls for the development and diversification of the economy in the region. The Norfolk County Trails Master Plan will aid that strategic plan.

7.0 Benefits of trails

Trails are an integral component of healthy communities which provide health, environmental, economic and social benefits. Trails also conserve open space, separate walking and bicycling from vehicle traffic (except in on-road bicycle lanes) promote public health through exercise and provide wildlife corridors.

Health benefits include an active lifestyle which improves health and exercise which helps to prevent disease, reduce stress and improve mental health.

Environmental benefits include an alternative transportation mode, a reduction in air pollution, increased green space, protection from runoff into water bodies, agricultural buffers, an increased awareness of the natural environment, and provides buffers to sensitive areas (i.e. ANSI).

Economic benefits include strong economically viable communities with increased property revenues, reduced crime, potential corporate retention and relocation, reduction in health care costs, stimulus for small business, mitigates water control, air pollution and flood management.

Economic impact sees increased tourism, trail related jobs, expansion of travel based businesses and sales of equipment,

clothes, souvenirs and maps.

Social benefits include participation in outdoor activities, preservation of historic places and promotion of volunteerism.

8.0 Activities

Activities that take place on land trails include: walking, hiking, orienteering, geocaching, cycling, mountain biking, equestrian riding, ATV and trail bike riding, snowmobile riding, cross country skiing and snow shoeing. Activities that take place on water trails include canoeing and kayaking.

9.0 Existing trails

Trails in Norfolk County have traditionally been developed by Community Trail Committees on utility corridors, in Conservation Authority tracts, abandoned railroad rights of ways and in urban settings.

Feedback from public meetings conducted and survey results indicated that individuals find the following best about Norfolk County trails: trails are well maintained, access for all, diversity of flora and fauna, makes exercising interesting and fun.

The Lynn Valley Trail is a 10 kilometre trail connecting the southern Ontario towns of Simcoe and Port Dover. This former Canadian National Railway line was established along the pioneer river trail in 1873 and abandoned in 1988. The Regional Municipality of Haldimand-Norfolk purchased the corridor in 1991 as a possible route for future water and sewer lines to Lake Erie treatment facilities. The Lynn Valley Trail Association was formed in 1988 as a lobby group to promote preservation of the route as a multipurpose corridor including use as a hiking and nature trail. The trail was officially opened for use on May 2, 1993.

Since 1992, many positive changes have taken place along the trail, such as the addition of the benches and picnic tables and barriers with pedestrian/ cycle access. Decking and handrails have been added to the four trestle bridges. Fencing and signage have been upgraded and added as needed. The trail connects with walkways in both Simcoe and Port Dover. The Lynn Valley Trail Association undertakes the maintenance and care of the trail on a continual basis.

The 3.7 kilometre Norfolk Sunrise Trail runs from Argyle Street to Concession 13 in the north end of town and connects the Lynn Valley Trail to the Waterford Heritage Trail. It is the link creating a biking and hiking path straight through from Waterford to Port Dover. A unique feature is a connection under the Highway 3 bridge along side of the Lynn River. The Rotary Club of Norfolk, Sunrise raised the funds in 2008 to develop the trail link on land owned by the County. The Rotary Club's goal is to help to link to the national Trans Canada Trail. That will occur when the trail on the former Toronto, Hamilton and Buffalo Railway is completed from the northerly stretch of the Waterford Heritage Trail to Brant County. This former TH&B Railway land was purchased by Norfolk County for this purpose.

The Waterford Heritage Trail Association was founded in 2001 to develop and maintain a 6.2 kilometre non-motorized trail located on ORC (Ontario Realty Corporation) abandoned Lake Erie and Northern Rail Road, which runs from Waterford to Simcoe. Back in history, people would flag down the train to go to work, visit neighbours and shop in Simcoe or Port Dover.

The Long Point Region Conservation Authority (LPRCA) has many trails. Backus Woods in Port Rowan has three trails located in a 650 acre forest tract. The trails are organized around a main linear road that connects three main trails. In total there are 13.4 kilometres of trails. The Brook Conservation Area in Simcoe has one 2.3 kilometre trail located in 30 acres. The Hay Creek Conservation Area in Port Ryerse has a 2 kilometre trail. Other LRPCA trails are found in Backus Heritage, Black Creek and Sutton. Many other LRPCA lands are open to the public; however they do not have an organized or maintained trail network.

Turkey Point Provincial Park has a trail system for park users with 4.2 kilometres of trails.

St. Williams' Conservation Reserve has many kilometers of trails for ATV, trail bikes, mountain biking, equestrian, and walking uses, and is developing an organized trail system to balance use and protect the significant natural features of the property.

The Bird Studies Canada has 2-3 kilometres of trails in Port Rowan.

Big Creek National Wildlife Area has 2 kilometres of trails near Port Rowan.

Norfolk County manages a multitude of park land within urban and rural areas which has localized trail networks.

Norfolk County Community Forests are open to the public and while some may contain trails/fire roads they do not have an organized or maintained trail network.

There are urban trails located in Courtland, Delhi, Langton, Port Dover, Port Rowan and Waterford. They are either 3 or 5 kilometre trails. In Simcoe there is a 3 kilometre trail and two alternative 5 kilometre trails.

There is one recognized water trail on Big Creek. The Big Creek Canoe Route is 65 kilometres long from the first access point off County Road 1 to the Highway 59 causeway bridge. It travels through Norfolk's main watershed, into the Long Point World Biosphere Reserve. The approximate travel time from start to finish is 10 - 12 hours providing a good opportunity for fishing as well as viewing wildlife and amphibians. Other canoe and kayak opportunities exist at Deer Creek, Lynn River, Waterford Ponds, Little Lake Conservation Area, Silver Lake and Long Point Bay.

Boating, fishing, sailing, shipwreck diving and scuba diving opportunities exist in Lake Erie including Long Point Bay, Port Dover and Turkey Point.

10.0 Future Trail Links

Future trail links have been identified along existing abandoned railway corridors. To the North, the TH&B Railway to Brant County has been identified as the link to Brant County trails. To the East, Concession Road 14 as well as the New Lakeshore Road have been identified to link to Haldimand County trails. To the West, the Lakeshore Road has been identified as a link to Elgin County. Highways 3 and 59 have been identified as links to Oxford County.

Building upon these main corridors a network of public lands owned and managed by the Canadian Wildlife Service, Ontario Ministry of Natural Resources, the Long Point Region Conservation Authority and Norfolk County have the capacity to further extend trail networks and recreational opportunities.

In addition to these public lands, a multitude of lands is owned and managed by Non-Governmental Agencies, such as the Nature Conservancy of Canada and the Long Point Land Trust. These lands may benefit from the development of an organized and maintained trail network which would include parts of their lands. The potential exists for future water trails to be developed along Big Creek and the Lake Erie waterfront.

11.0 Resource documents and other resources

There are three resources that have been developed to date. Walk in Norfolk is a guide to walking routes in Norfolk County developed by the Community Services Department, Health Action, the Haldimand Norfolk Health Unit and local sponsors. The Community Services Department is in the process of developing Trail Standards and a manual for Creating a Trails Advisory Committee.

Norfolk Pathways for People is a group comprised of representatives who are from all areas of Norfolk. They represent municipal and provincial government and existing trail and cycling organizations. The organization Pathways for People is working towards improving the conditions of walking and cycling for health, recreation and transportation in Norfolk County. This group has 3 priorities: promote the use of existing pathways in a safe and healthy way; advocate improving new and existing pathways; and inventory existing and future pathways for accessibility and safety for walkers, bikers and the disabled.

12.0 Trail development

Management

Trails in Norfolk County will be developed to the draft Trail Standards developed by the Community Services Department. These standards are for multi-use trails which includes hiking, walking, cross country skiing, snow shoeing and single use trails such as snowmobile, ATV, trail bike or equestrian uses. These standards need to be updated to include water trails and to be consistent with the standards that the Ministry of Natural Resources has developed for trails.

The American Trails Association has developed disability standards. These standards provide direction for construction, maintenance, signage and compatibility. The Ontarians with Disabilities Act, 2001 and The Accessibility for Ontarians with Disabilities Act, 2005 will guide trail development for persons with disabilities.

Permitted uses for each trail section will need to be determined. As well, non-permitted uses need to be defined.

Conflicting uses and encroachments will need to be identified and to be remediated. Partnerships and leases should be developed between property owners and the County.

Insurance will be required to protect owners and users, and may require specific users, for example snowmobilers, belong to a larger organization which offers such to its members and to those who own the lands in which the trails pass.

In developing these trail networks, trail amenities should be defined which include signs, gates, furniture, parking areas and washrooms.

Maintenance

Trails will have to be regularly inspected and a process to document such.

A process to facilitate repairs in a timely fashion for damage or deficiencies will be required for each trail section and type.

Vegetation should be cleared at least one-metre wide on either side of the trail to prevent vegetation encroachment and safety for users. Where significant vegetation, such as native prairie or savannahs exists, prevents such, education and awareness is key to prevent impact on these environments with trail use.

Fences must be maintained according to the Line Fences Act and utilized to prevent conflict.

Waste collection should be scheduled and collected at regular intervals, where applicable.

Trail etiquette – be alert, be courteous, be predictable and be visible

A sign with trail etiquette should be placed at each trail head. It should identify those users:

- Walk with a friend
- Hike only along marked routes. Do not take shortcuts.
- Do not climb fences or open gates.
- Respect the privacy of people living along the trails.
- Leave the flowers and plants for others to enjoy.

- Protect trees and shrubs. Do not strip off bark.
- Do not disturb wildlife or farm animals.
- Keep dogs on a leash, especially on or near farmland.
- Leave the trail cleaner than you found it. Carry out all litter.
- Let family and friends know your hiking plans.
- Remember: You use the trail at your own risk.
- Leave only your thanks and take only photographs.

Barriers to trail development

Throughout the public process barriers to trail development were identified. These barriers must be considered during any trail development. The barriers are in the order of the guiding principles, strategic directions and recommendations and include:

- time of year and seasonal conditions, including weather, insects and competing uses (ie; ATV, trail bike, hunting);
- management / restriction upon motor vehicle noise and associated air pollution; the high lease costs with Ontario Realty Corporation for the use of ORC lands for trails;
- the high cost of insurance and the liability associated with trails; the lack of county-wide connectivity of existing trails;
- the lack of sidewalks which could provided need connectivity; the lack of accessibility for certain users;
- the incompatibility of trails and some uses within agricultural areas;
- unauthorized ATV and trail bike use & degradation of trails by their use;
- highways are seen as barriers;
- the Fence Act is an overhead cost that is too expensive for some groups;
- adjacent property owners that are seen as difficult and the supposed infringement of their property rights and the loss of enjoyment and privacy;
- the lack of an implemented Ministry of Natural Resources St. Williams' Conservation Reserve Management Plan;
- the lack of funding for acquisition, development and maintenance of trails and the high overhead maintenance costs; the lack of security - vandalism of gates and fences;
- the lack of parking and washrooms; and;
- the lack of public awareness of existing trails.

13.0 Vision

Norfolk's County's trail vision is an organized linear network of trails connecting our communities and to the Trans Canada Trail.

14.0 Mission

Norfolk County's trail mission is to support the creation of a network of trails and that the County will work together with groups and organizations to provide a quality service for diverse users.

15.0 Implementation strategy

The implementation strategy is designed to achieve the guiding principles, strategic directions and recommendations. Each recommendation is given timing in line with the capital budget, a priority that is high, medium or low and operating budget implications.

A high priority is essential to achieve the goals of the plan, which will provide a high quality trail and will address significant issues. A medium priority is necessary to achieve the goals of the plan and which will address less significant issues. A low priority will assist to achieve the goals of the plan by supplementing the high and medium priorities

Each recommendation is given a ranking to allow for consideration in line with the budgetary processes of Norfolk County.

A priority is assigned as high, medium or low and whether it should have an operating or capital budget implication.

A **high priority** is considered a necessity to achieve the goals of the plan. A high priority is essential to provide the framework for the development and implementation of the next steps towards the delivery of a high quality trail network.

A **medium priority** is necessary to achieve and maintain the goals of the plan and will address less significant issues not critical to the success of maintaining a trail network over the short term.

A **low priority** will assist to achieve and compliment the goals of the plan by supplementing the high and medium priorities, but are not considered critical to ensure the development and maintenance of a trail network.

16.0 Guiding principles, strategic directions and recommendations

Guiding principle 1 - Building healthy communities:

The County and its trail partners will develop a trail network that promotes a healthy lifestyle, social interaction and four-season activities for all generations.

Strategic directions

- 1.1 Use the existing trail network to promote a healthy lifestyle for residents and visitors.
- 1.2 Encourage activity for physical and mental well being and social interaction with nature.
- 1.3 Encourage the use of trails by all generations.

Recommendations		Timing (Years)			Priority Level	Resource Requirements
		0-2	3-5	5-7		
1.1.1	Promote using trails for exercise to promote a heart-healthy lifestyle.	x	x	x	MEDIUM	County/NGO staff Volunteer time Communication monies to support campaign (levy/external)
1.1.2	Promote trails as a low cost alternative transportation resource.	x	x	x	MEDIUM	Agency/NGO partners Volunteer time Communication monies to support campaign (levy/external)
1.2.1	Promote that activity which refreshes the mind, reduces fatigue, reduces weight and reduces the risk of diabetes, osteoporosis and heart disease.	x	x	x	MEDIUM	County/Agency/NGO staff Volunteer time Communication monies to support campaign (levy/external)
1.3.1	Encourage the active living and physical education components of programs for youth in elementary and secondary schools.	x	x	x	MEDIUM	County / School Board staff Volunteer time Communication monies to support campaign (external)
1.3.2	Encourage seniors, local conservation and environmental groups to utilize the trails.	x	x	x	MEDIUM	County/Agency/NGO staff Volunteer time Communication monies to support campaign (levy/external)

Guiding principle 2- Natural heritage values

The County and its trail partners will recognize the range of biodiversity of oak savanna, tall-prairie grasses, woodlots and wetlands and practice stewardship and sustainability when planning for and implementing trails.

Strategic directions

2.1 Conserve and preserve the natural heritage values of the oak savanna, tall-prairie grasses, woodlots and wetlands.

2.2 Understand and minimize the impact of trail development in the oak savanna, tall-prairie grasses, woodlots and wetlands.

2.3 Interpret and educate the users of the range of biodiversity of the oak savanna, tall-prairie grasses, woodlots and wetlands and their impact on the resource.

Recommendations		Timing (Years)			Priority Level	Resource Requirements
		0-2	3-5	5-7		
2.1.1	Recognize the biodiversity and promote environmental stewardship of the oak savanna, tall-prairie grasses, woodlots and wetlands.	x	x	x	MEDIUM	County/Agency/NGO Partners Volunteer time Monies to support identification (levy/external)
2.1.2	Identify areas of endangered species and significant habitat, and avoid impact associated with trail development and use. Minimize the impact of trails in the oak savanna, tall-prairie grasses, woodlots and wetlands.	x	x	x	HIGH Legislated Requirement	County/Agency/NGO Partners Volunteer time Capital investment -structural (levy/external)
2.2.1	Encourage sustainable development practices which does not alter the drainage, cause erosion or encourage invasive species.	x	x	x	HIGH Legislated Requirement	County/Agency/NGO Partners Volunteer time Capital investment -structural (levy/external)
2.3.1	Implement a unified interpretive program to include walking tours of points of interest, rare and at risk ecosystem features and rail history. Focus on endangered and threatened species of flora and fauna that exist in the County.	x	x	x	MEDIUM	County/Agency/NGO Partners Volunteer time Operating monies to support development (levy/external)

Guiding principle 3 – Partnerships

The County will develop multiple partnerships with trail groups, service clubs, adjacent counties and others to plan for and implement trails.

Strategic directions

3.1 Develop and enhance partnerships with the private sector, community groups, municipalities and provincial government ministries.

3.2 Jointly manage the resource with all partners.

3.3 Recognize and support the efforts of partners who develop and maintain trails.

Recommendations		Timing (Years)			Priority Level	Resource Requirements
		0-2	3-5	5-7		
3.1.1	Continue to develop multiple partnerships with trail groups, service clubs, the private sector including manufacturers and distributors of motorized equipment, community groups, municipalities, adjacent counties and provincial government ministries.	x	x	x	HIGH	County/Agency/NGO/Industry Partners Partnership/Lease Agreements Volunteer time
3.1.2	Partner with the Ontario Trails Strategy for funding of regional trails.	x	x	x	HIGH	County staff (funding coordination) Volunteer time to develop opportunities
3.1.3	Join the Ontario Trails Council (OTC) as a member and join their insurance program to provide 3 rd party liability insurance for all trail organizations.	x			HIGH	County staff - coordination 3 rd party insurance County OTC membership
3.1.4	Develop a partnership with the Trans Canada Trail (TCT) for trail development costs and link with the Trans Canada Trail in adjacent counties.	x			HIGH	County staff (funding coordination) Volunteer time to develop partnerships
3.1.5	Utilize “adopt a trail”, “pitch-in week” and corporate sponsored “adopt a bike” programs to clean up trails.	x	x	x	MEDIUM	County staff - coordination of Corporate Partners/Partnership Agreements Volunteer time
3.2.1	Continue to implement a joint management plan of trail resources.	x	x	x	HIGH	County staff – coordination/facilitation Volunteer time

Guiding principle 3 – Partnerships (*continued*)

The County will develop multiple partnerships with trail groups, service clubs, adjacent counties and others to plan for and implement trails.

Strategic directions

3.1 Develop and enhance partnerships with the private sector, community groups, municipalities and provincial government ministries.

3.2 Jointly manage the resource with all partners.

3.3 Recognize and support the efforts of partners who develop and maintain trails.

Recommendations		Timing (Years)			Priority Level	Resource Requirements
		0-2	3-5	5-7		
3.2.2	Develop and implement a stakeholder communication policy.	x			MEDIUM	County staff Communications plan Communications funding (levy/external)
3.2.3	Develop use agreements to be used when agricultural properties are adjacent to trails.	x			MEDIUM	County staff Legal Services
3.2.4	Recognize the needs and concerns of adjacent property owners when developing trails	x	x	x	HIGH	County staff Legal Services
3.3.1	Recognize and support the efforts of partners who develop and maintain trails. Thank them publicly at Council each year for their valuable contribution.	x	x	x	HIGH	Inclusion within the County Volunteer policy
3.3.2	Continue to support community trail groups.	x	x	x	HIGH	County staff coordination Monies - levy - insurance costs, capital expenditures, operating funds, in-kind access to County equipment Volunteer time
3.3.3	Develop a program to recruit, train, supervise, motivate recognize, retain and prevent burnout of volunteers.	x			MEDIUM	County/Agency/NGO/Industry Partners County staff coordination Volunteer time

Guiding principle 4 – Connectivity

The County and its trail partners will make connecting trails between towns and villages within the County and to adjoining counties a priority.

Strategic directions

4.1 Connect neighbourhoods with urban and rural trails throughout the County.

4.2 Link the County trails system to the Trans Canada Trail.

4.3 Link the County trails system to adjacent counties.

Recommendations		Timing (Years)			Priority Level	Resource Requirements
		0-2	3-5	5-7		
4.1.1	Identify that an integrated trail network connecting trails between towns and villages within the County and to adjoining counties is a priority. Each linked section should keep its own community identity.	x	x	x	HIGH	County/Community Partners Volunteer time Operating / Capital monies to support development (levy/external)
4.1.2	Develop the Delhi to Simcoe (Toytetsu) trail on the Canadian National Railway line.	x			HIGH	County/Community Partners Volunteer time Operating / Capital monies to support development (levy/external)
4.1.3	Develop the Simcoe Northwest connection from Wellington Park to Toytetsu.	x			HIGH	County staff coordination Volunteer time Operating / Capital monies to support development (levy/external)
4.1.4	Link the trail system to existing and future parks and trails.	x	x	x	HIGH	County staff coordination Operating / Capital monies to support development (levy/external)
4.1.5	Use sidewalks wherever possible as a link to the trail system.	x	x	x	HIGH	County staff coordination Operating / Capital monies to support development – signage (levy/external)

Guiding principle 4 – Connectivity (*continued*)

The County and its trail partners will make connecting trails between towns and villages within the County and to adjoining counties a priority.

Strategic directions

- 4.1 Connect neighbourhoods with urban and rural trails throughout the County.
- 4.2 Link the County trails system to the Trans Canada Trail.
- 4.3 Link the County trails system to adjacent counties.

Recommendations	Timing (Years)			Priority Level	Resource Requirements
	0-2	3-5	5-7		

4.1.6	Ensure that subdivision planning and development policies and agreements identify and designate potential trail linkages to existing and future trails.	x	x	x	HIGH	County staff coordination Partnership with Developers Operating / Capital monies to support development – signage (levy/external)
4.2.1	Link the main trails in Norfolk to the Trans Canada Trail.	x	x	x	HIGH	County staff coordination Volunteer time Operating / Capital monies to support development – signage (levy/external)
4.3.1	Develop a future trail link North to Brant County from Waterford on the Toronto, Hamilton and Buffalo Railway (TH&B) line.	x			HIGH	County staff coordination Volunteer time Operating / Capital monies to support development – signage (levy/external)
4.3.2	Develop a future trail link Northwest to Oxford County via highways 3 and 59 from Delhi to Norwich.	x			HIGH	County staff coordination Volunteer time Operating / Capital monies to support development – signage (levy/external)
4.3.3	Develop a future trail link East to Haldimand County via New Lakeshore Road and via Concession 14.	x			HIGH	County staff coordination Volunteer time Operating / Capital monies to support development – signage (levy/external)

Guiding principle 4 – Connectivity (*continued*)

The County and its trail partners will make connecting trails between towns and villages within the County and to adjoining counties a priority.

Strategic directions

- 4.1 Connect neighbourhoods with urban and rural trails throughout the County.
- 4.2 Link the County trails system to the Trans Canada Trail.
- 4.3 Link the County trails system to adjacent counties.

Recommendations		Timing (Years)			Priority Level	Resource Requirements
		0-2	3-5	5-7		
4.3.4	Develop a future trail link West to Elgin County via Lakeshore Road.	x			HIGH	County staff coordination Volunteer time Operating / Capital monies to support development – signage (levy/external)
4.3.5	Develop the Lake Erie Lakeshore trail from Haldimand County to Elgin County.	x			HIGH	County staff coordination Volunteer time Operating / Capital monies to support development – signage (levy/external)

Guiding principle 5 – Accessibility and affordability

The County and its trail partners will endeavor to make trails reasonably accessible and affordable to all residents and visitors while recognizing the divergent uses and expectations.

Strategic directions

- 5.1 Facilitate access to trail development where the need is the greatest.
- 5.2 Provide trails for divergent uses where and when possible.
- 5.3 Provide access to the Lake Erie waterfront and rivers.
- 5.4 Eliminate barriers for persons with disabilities.

Recommendations		Timing (Years)			Priority Level	Resource Requirements
		0-2	3-5	5-7		
5.1.1	Develop an ongoing program to develop trails for all users – walkers, hikers, cyclists, geocachers, equestrian riders, ATV and trail riders, cross country skiers and snowshoers. As well, trails for canoes and kayak should be developed.	x	x	x	HIGH	County staff facilitation Volunteer time Capital monies to support land acquisition/construction Operating monies - signage/mtce costs (levy/external)
5.2.2	Develop on-road bicycle paths when redeveloping roadways throughout the County.	x	x	x	HIGH	County staff facilitation Capital monies to support engineering/construction Operating monies - signage/mtce costs (levy/external)
5.2.3	Develop trails off of rail corridors, in crown land, woodlots and road right of ways for controlled ATV and trail bike use. Consider “twining” active and abandoned railway rights of way for ATV and trail bike use.	x			HIGH	County staff facilitation Agency/Corporate Partnerships Capital monies to support land acquisition/construction Operating monies - signage/mtce costs (levy/external)

Guiding principle 5 – Accessibility and affordability (*continued*)

The County and its trail partners will endeavor to make trails reasonably accessible and affordable to all residents and visitors while recognizing the divergent uses and expectations.

Strategic directions

5.1 Facilitate access to trail development where the need is the greatest.

5.2 Provide trails for divergent uses where and when possible.

5.3 Provide access to the Lake Erie waterfront and rivers.

5.4 Eliminate barriers for persons with disabilities.

Recommendations		Timing (Years)			Priority Level	Resource Requirements
		0-2	3-5	5-7		
						(levy/external)
5.2.4	Consider the development of trails for equestrian use.	x			HIGH	County staff facilitation Volunteer time
5.2.5	Develop a framework, tools and strategies to address needs of multiple users and resolve conflicts from competing uses including the provision for by-laws if required.	x			HIGH	County staff facilitation Volunteer time
5.3.1	Revise trails standards to include water trails and be consistent with the trail standards developed by the Ministry of Natural Resources.	x			HIGH	County staff coordination Agency Partnership
5.3.2	Develop trails along waterways and the Lake Erie shoreline.	x	x	x	HIGH	County staff facilitation Volunteer time Capital monies to support land acquisition/construction Operating monies - signage/mtce costs (levy/external)
5.4.1	Keep accessibility in mind, when developing trails, to make trails accessible for all users regardless of abilities. Use the current provincial barrier free access standards and refer to the American Trails Association accessibility standards.	x	x	x	HIGH	County staff coordination and facilitation
5.4.2	Provide equal opportunities and access to trails in compliance with the Ontario Human Rights Code, The Ontarians with Disabilities Act, 2001 and The Accessibility for Ontarians with Disabilities Act, 2005.	x	x	x	HIGH	County staff coordination and facilitation Volunteer time

Guiding principle 6 – Delivery system

The County will be the catalyst to facilitate trail development throughout the County.

Strategic directions

6.1 Delegate authority to the Community Services Department to facilitate all County departments for all trail planning, development and maintenance.

6.2 Appoint a Norfolk County Trail Committee to coordinate, lead development, maintain and promote the trails system.

6.3 Operation and management of all trails will be facilitated by the Community Services Department in partnership with community and volunteers.

Recommendations		Timing (Years)			Priority Level	Resource Requirements
		0-2	3-5	5-7		
6.1.1	Delegate the authority to the Community Services Department, across all County Departments and Divisions, to facilitate all County trail planning, development and maintenance to ensure that tools and resources are supportive, effective and efficient. The portfolio would be in Resource Management Services, Parks, Forestry and Recreation Services Division.	x			HIGH	County staff coordination and facilitation
6.1.2	Establish a full time staff position to implement the Trails Master Plan and co-ordinate all activities.	x			HIGH	County Operating Budget Service level change – 1 FTE
6.1.3	Develop an implementation plan and place a priority on trail projects.	x			HIGH	County staff coordination and facilitation
6.1.4	Consider the Trail Master Plan when developing new secondary plans, new plans of subdivision, new transportation infrastructure plans and the update to the Norfolk County Official Plan.	x			HIGH	County staff coordination and facilitation
6.1.5	Ensure that the Trails Master Plan will be harmonious with other County documents i.e. the Official Plan, the Strategic Plan and the Business Plan.	x			HIGH	County staff coordination
6.1.6	Update Community Services Department Business Plan to include trails.	x			HIGH	County staff coordination
6.2.1	Develop a terms of reference for a community based, volunteer driven Norfolk County Trail Advisory Committee to coordinate, solicit funds, lead development, maintain and promote the trails system throughout the County.	x			HIGH	County staff coordination and facilitation

Guiding principle 6 – Delivery system (continued)

The County will be the catalyst to facilitate trail development throughout the County.

Strategic directions

6.1 Delegate authority to the Community Services Department to facilitate all County departments for all trail planning, development and maintenance.

6.2 Appoint a Norfolk County Trail Committee to coordinate, lead development, maintain and promote the trails system.

6.3 Operation and management of all trails will be facilitated by the Community Services Department in partnership with community and volunteers

Recommendations		Timing (Years)			Priority Level	Resource Requirements
		0-2	3-5	5-7		
6.2.2	Advertise for applicants for the Norfolk County Trail Advisory Committee, interview applicants and appoint the Norfolk County Trail Advisory Committee.	x			HIGH	County staff coordination and facilitation

Guiding principle 7 – Infrastructure

The County and its trail partners will develop strategies to acquire lands, raise funds, plan for, develop and maintain trails.

Strategic directions

- 7.1 Provide capital and operating budgets for land acquisition, development and maintenance of trails.
- 7.2 Acquire lands for trail links.
- 7.3 Plan, develop and maintain trails.

Recommendations		Timing (Years)			Priority Level	Resource Requirements
		0-2	3-5	5-7		
7.1.1	Review the Trails Master Plan annually for capital and annual budget development.	x	x	x	HIGH	County staff facilitation Annual Budget Review
7.1.2	Develop a financial strategy and identify roles and responsibilities for funding, development and maintenance.	x			HIGH	County staff coordination and facilitation Volunteer time
7.1.3	Search for alternative funding opportunities for land acquisition, development and maintenance of trails.	x	x	x	HIGH	County staff facilitation Volunteer time
7.1.4	Utilize parks dedication (2%, 5% and cash in lieu) and development charges to acquire land and money to develop trails.	x	x	x	HIGH	County staff review and report Council consideration
7.1.5	Identify funding sources; public, private, grants and foundations to be utilized for development.	x	x	x	HIGH	County staff coordination and facilitation Volunteer time
7.2.1	Acquire abandoned railway lines, surplus utility corridors, waterfront lands, road rights of way, and linear corridors for future trails.	x	x	x	HIGH	County staff review and report Council consideration Capital monies to support land acquisition (levy/external)
7.2.2	Encourage the long term retention of transportation and utility corridors in the public domain.	x	x	x	HIGH	County staff review and report Council consideration

Guiding principle 7 – Infrastructure(continued)

The County and its trail partners will develop strategies to acquire lands, raise funds, plan for, develop and maintain trails.

Strategic directions

7.1 Provide capital and operating budgets for land acquisition, development and maintenance of trails.

7.2 Acquire lands for trail links.

7.3 Plan, develop and maintain trails.

Recommendations		Timing (Years)			Priority Level	Resource Requirements
		0-2	3-5	5-7		
7.3.1	Provide incentives for private property owners to use their properties for trails.	x	x	x	MEDIUM	County staff review and report Council consideration Capital monies to support land acquisition/leases (levy/external)
7.3.2	Include a provision for trails in woodlot management plans.	x	x	x	MEDIUM	County staff review and report Council consideration Capital monies to support construction (levy/external)
7.3.3	Review and revise the Trails Master Plan in 7 years.			x	HIGH	County staff review and report Volunteer time Council consideration Capital monies to support consulting fees

Guiding principle 8 – Safety and security

The County and its trail partners will make safety a priority for all trails.

Strategic directions

8.1 Due diligence will be practiced at all times.

8.2 Trails standards will be adhered to for the development and maintenance of all trails.

8.3 Realistic compatibility of uses will be determined and practiced to protect all users and adjoining landowners.

Recommendations		Timing (Years)			Priority Level	Resource Requirements
		0-2	3-5	5-7		
8.1.1	Develop a trail hazard inventory checklist and establish a digital data base.	x			MEDIUM	County staff coordination and facilitation Volunteer time
8.1.2	Implement a consistent maintenance program for all trails provided by all providers within the County.	x			HIGH	County staff coordination and facilitation Agencies/NGOs/Partners Volunteer time
8.1.3	Ensure that all bridges, culverts, tunnels, retaining walls and sign supports are inspected for structural integrity according to the Ontario Structure Inspection requirements of the Ontario Ministry of Transportation.	x	x	x	HIGH	County staff coordination and facilitation Capital monies to support engineering inspections (levy/external)
8.1.4	Implement a unified signage program including regulatory, warning, guide and information and prohibited use signs.	x	x	x	MEDIUM	County staff coordination and facilitation Agencies/NGOs/Partners Volunteer time
8.1.5	Continue to have a police presence providing realistic expectations for enforcement. Ensure that all users have required licensing, permits and insurance, wear CSA approved equipment and reflective clothing where required.	x	x	x	MEDIUM	County By-law development and enforcement Enforcement -OPP Partners – trail wardens
8.1.6	Appoint trail stewards to help supervise the use and help maintain the trails.	x	x	x	MEDIUM	County staff coordination and facilitation Volunteer time
8.2.1	Revise trail standards to include emergency locator numbers at all trail crossings, range of difficulty of trail sections, gates, lighting, uniform surfaces, drainage, washrooms and waste receptacles.	x			HIGH	County staff coordination and implementation Capital monies to support trail amenity development (levy/external)

Guiding principle 8 – Safety and security (continued)

The County and its trail partners will make safety a priority for all trails.

Strategic directions

8.1 Due diligence will be practiced at all times.

8.2 Trails standards will be adhered to for the development and maintenance of all trails.

8.3 Realistic compatibility of uses will be determined and practiced to protect all users and adjoining landowners.

Recommendations		Timing (Years)			Priority Level	Resource Requirements
		0-2	3-5	5-7		
8.2.2	Install emergency locator numbers at all trail crossings.	x			HIGH	County staff coordination and implementation Operating monies for signage and installation
8.3.1	Ensure that access points are controlled.	x	x	x	HIGH	County staff coordination and implementation Operating monies for signage and installation, fencing, gating, and mtce.
8.3.2	Where hunting is allowed on adjacent properties to trails and notify users where hunting may occur.	x	x	x	HIGH	County staff coordination and implementation Operating monies for signage and installation
8.3.3	Develop process and signage to close trails where conflict may develop during a specific time period, or due to use, or due to seasonal condition of trail.	x	x	x	HIGH	County staff coordination and implementation Operating monies for signage and installation, advertising and communications
8.3.4	Limit leashed pet access on compatible trails which requires owners to clean up after their pets and properly dispose of their waste. Restrict trail access to pets where conflict may occur i.e.: equestrian.	x	x	x	MEDIUM	County By-law development and enforcement Enforcement -OPP Partners – trail wardens
8.3.5	Develop and implement a trail by-law.	x			HIGH	County staff coordination and implementation Legal Services Operating monies for signage and installation

Guiding principle # 9 – Marketing and promotion

The County and its partners will keep residents informed of trail opportunities and market and promote the County's trails to visitors.

Strategic directions

- 9.1 Develop trail guides and maps of the County's trails.
- 9.2 Market and promote the County's trails as a four-season tourist destination.
- 9.3 Develop uniform signage for all trails.

Recommendations		Timing (Years)			Priority Level	Resource Requirements
		0-2	3-5	5-7		
9.1.1	Develop a GIS and GPS inventory of all trails within Norfolk County and identify any gaps.	x			HIGH	County staff coordination and implementation – CSD Volunteer time
9.1.2	Develop and promote a trail map showing all existing parks, walking, hiking, cycling, equestrian riding, ATV and motor bike riding, cross country skiing and snow shoe trail use. As well, all existing cycling tour routes and canoeing and kayaking routes and marinas should be identified. Identify corporate sponsors and partners to advertise and reduce costs.	x			HIGH	County/Agency/NGO/Industry Partners Communications plan Communications funding (levy/external)
9.2.1	Consider a branding name for the County wide trail system. i.e. Ontario's South Coast Trail System.	x			HIGH	County staff coordination and implementation – CSD / PED Communications plan Communications funding (levy/external)
9.2.2	Promote Ontario's South Coast Trail System as an eco-tourism destination for birding, angling and hunting, bicycling and hiking.	x	x	x	HIGH	County staff coordination and implementation – CSD / PED Communications plan Communications funding (levy/external)
9.2.3	Promote Ontario's South Coast Trail System for ATV and snowmobile use. Identify accommodations for short and long term stays.	x			MEDIUM	County staff coordination and implementation – CSD / PED Agency/Industry Partners Communications plan Communications funding (levy/external) Volunteer time

Guiding principle # 9 – Marketing and promotion (continued)

The County and its partners will keep residents informed of trail opportunities and market and promote the County’s trails to visitors.

Strategic directions

- 9.1 Develop trail guides and maps of the County’s trails.
- 9.2 Market and promote the County’s trails as a four-season tourist destination.
- 9.3 Develop uniform signage for all trails.

Recommendations		Timing (Years)			Priority Level	Resource Requirements
		0-2	3-5	5-7		
9.2.4	Continue to develop the trail information and links on the Norfolk County web site.	x			MEDIUM	County staff coordination and implementation – CSD / PED Agency/Industry Partners Communications plan Communications funding (levy/external)
9.2.5	Celebrate trails with an Annual Trails Day.	x			MEDIUM	County staff facilitation and coordination – CSD / PED Agency/NGOs/Industry Partners Communications plan Communications funding (levy/external) Volunteer time
9.3.1	Ensure that trail signage, marketing and branding are uniform and compatible.	x	x	x	MEDIUM	County staff facilitation and coordination – CSD / PED Agency/NGOs/Industry Partners Communications plan Communications funding (levy/external) Volunteer time
9.3.2	Provide trail sign maps at each trail head.	x	x	x	MEDIUM	County staff facilitation and coordination – CSD / PED Agency/NGOs/Industry Partners Communications plan Operating monies – signage and installation Communications funding (levy/external) Volunteer time

17.0 Appendices

Appendices will include the following:

- Maps
- Signs
- List of Interviewees
- Public Meetings and Presentations
- Questionnaires
- Norfolk County Trail Master Plan Questionnaire Consolidation List
- Bibliography
- Credits

17.1 Maps

Norfolk County Trails

Norfolk County Rail Trails

Norfolk County Urban Walking Trails

Norfolk County Trails – Simcoe to Delhi Rail Trail

Norfolk County Trails - Simcoe to Port Dover

Norfolk County Trails - Waterford to Brant County

Norfolk County Trails - Port Rowan to Turkey Point

Norfolk County Trails - Future Trail Links

Norfolk County Trails - Simcoe to Waterford

17.2 Signs

Examples of regulatory, warning, guide and information and prohibited use signs are provided.

Regulatory Signs



Stop



Railroad crossing



Yield



Do not enter



Reserved bicycle lane



One way

Warning Signs



Narrow bridge ahead



Pedestrian crossing



Intersection ahead



Obstacle adjacent to trail



Steep hill ahead

Guide and Information Signs



Bicycles permitted



Hiking and walking permitted



Dogs permitted on leash



Snowshoeing permitted



X-C skiing permitted



horse-back riding permitted



Snowmobiles permitted



All terrain vehicles permitted



Yield to



Wheelchair accessible



Waterfront Trail



Canoeing permitted



Kayaking permitted



Trans Canada Trail

Prohibited Use Signs



**No motorcycles
permitted**



**No snowmobiles
permitted**



**No all terrain
vehicles permitted**



**No horse-back
riding permitted**



**No hunting
permitted**

17.3 List of interviewees

Terry Bonnett (Waterford Heritage Trail)
Frank Woodcock (Waterford Heritage Trail)
Frank Sams (CSD, Recreation Services)
Heather King (CSD, Recreation Services)
Michelle Crowley (Haldimand-Norfolk Health Unit)
Blair Harrison (Norfolk Sunrise Trails)
Frances Edmonds (Delhi Rail Trail)
Steve Scheers (CSD, Parks and Facilities)
Kevin Lichach (CSD)
Mark Boerkamp (Norfolk Sunrise Trail)
Chris Baird (Planning & Economic Development Services)
Rob Luke (Lynn Valley Trail)
Lee Rabbitts (CSD, Parks & Facilities)
Dave McLaren (Forest Care)
Wendy Cridland (Nature Conservancy Canada)
Bill Cridland (Public Works & Environmental Services)
Dave Holmes (Long Point Region Conservation Authority)
Gord Pennington (Lynn Valley Trail)
Gord Propper (Norfolk County ATV Club)
Randy McLean (Norfolk County ATV Club)
Audrey Heagy (Bird Studies Canada)
Bernie Solymar (Long Point World Biosphere)
Peter Carson (Long Point Basin Land Trust)
Mike Potsma (Turkey Point Provincial Park)
Barry Bouw (Sno Riders Association)
Terry Dicks (CSD, Fire and Rescue Services)
Darwin Rouse (CSD, Emergency Medical Services)
Tony Tait (Goshen Ridge Equine Association)
Bill Caldwell (Goshen Ridge Equine Association)
Taylor Blake (Ministry of Natural Resources)
Kirsten Spence (Trans Canada Trail)
Dan Andrews (Trans Canada Trail)
Scott Peck (Planning & Economic Development Services)
Jim Oliver (Councillor, Member Pathways for People)

Scott Gillies (Eva Brook Donly Museum)
Mark Foster (Norfolk OPP)

17.4 Public meetings & presentations

November 19, 2008 Simcoe
November 20, 2008 Courtland
May 20, 2009 Simcoe Pathways for People: trails sub committee
September 23, 2009, Simcoe

17.5 Questionnaires

There were 36 total returns. 27 were completed and returned from the web site and 9 were returned in hard copy format.

17.6 Norfolk County Trail Master Plan Questionnaire Consolidation List

There were 36 questionnaires completed: 27 were from the web site and 9 were hard copy picked up from the recreation centres. This is a consolidation of their answers.

Please check the area in which you live or have a residence:

Charlotteville
Courtland
Cultus
Delhi (3 responses)
Dundas
Jarvis
Langton
La Salette
Nixon
Pinegrove
Port Dover (3 responses)
Port Rowan
Port Ryerse
Simcoe (10 responses)
St Williams
Tillsonburg

Townsend
Turkey Point
Walsingham
Waterford
Wilsonville
No Answer Entered (2 responses)

In general terms, what do you like best about the trails in Norfolk County?

- Easily accessible and close to home. I don't have to drive far to access the trails
- Diversity of the flora and fauna
- Natural settings and wildlife
- Trails are well maintained
- The wildlife and the fresh water by Decou road.
- Access for all walkers, horses, bicycles and power assisted electric bicycles
- Quiet
- Nicely used for biking
- Shaded
- Maintained
- That they run through woodlots and natural environments
- What trails??
- Diversity of environments, high biodiversity, lots of things to see --- but the trail system is not very diversified or extensive as it could be which would make it much nicer
- They join communities, offering exercise and recreational opportunities while respecting our environment
- The natural environment
- Get away from the concrete jungle and back to nature. We like trails that wind through the woods. Not the long flat ones
- The Lynne valley trail is a pleasure to ride. The trail from Waterford to Simcoe needs some improvement!!!!
- Nice place to walk or bike ride out of the way of traffic
- Nice scenery, close-by, there are many large trail networks that will allow for riding(horses) for hours at a time
- I don't know of any trails, where are they?
- Do you have a map of the trails?
- What kind of trails are they, walking, bike, etc.
- The up-keep
- I am a biker and a jogger and use the trail from Simcoe to Port Dover a few times per week
- Wooded, generally smooth track, garbage cans
- Accessibility, varied types of areas available, close to home

- Groomed trails, at least Lynn Valley Trail, out back of yard are well maintained and in a timely fashion, if tree downed etc. The side trails are left natural, providing the ultimate experience almost pristine and most desirable for those capable and more into the joy tree, weed, bird, etc identification, as opposed to just exercise.....thus something for all. Groomed trail with signage helpful for visitors as well
- I like the snowmobile trails
- Well they would be wonderful if you lived in Simcoe. With so many conservation and forest tracts all around Norfolk I was very disappointed to find out that we only have the Lynn Valley trail. Couldn't something be arranged with the LPRCA to have walking trails throughout the many forested areas of the LPRCA? If anything does exist then it is not shown on your website
- Makes exercising interesting and fun- seeing the landscape from a different angle- chance to see the wildlife- away from traffic- quiet- many uses for trails, biking, hiking, jogging, picnicking
- Lynn Valley Trail – trail surface, linkage between communities, suitable for cycling, walking or running Natural environment not concerned about traffic/safety with family on trail
- Most are well maintained easy to get to not too difficult
- Access to nature
- Generally well maintained although it sometimes takes 2-3 seasons to clear fallen trees (Backus CA)
- ATV use has damaged trails in Turkey Pt Park, for example Fin & Feather
- More development of the St. Williams Conservation Area trails would be nice. There is quite an extensive network between Front Rd and Turkey Pt bluffs Beautiful back there
- Also the Reforestry Farm trail could be developed & advertised more (Dolf Wynia could help)
- Varied in nature (forest, railway, parks, etc)
- Number of trails available in all areas of the County
- No need to use a car, and we live 3 minutes to trail, and use on a daily basis & get a good workout
- I would like to see horses included in any further trail development in the county. So that future riders can have the same pleasure of riding in the county that I have.
- Bush trails
- No Answer Entered (4 responses)

Are improvements needed? If so, please identify what improvements, changes or new linkages would you like to see?

- More connectivity -- e.g. a bike trail from Port Rowan to Long Point
- Simcoe to Waterford and north to Brantford - link to Trans Canada Trail
- Lynn Valley. Take down the gates, or design them like the Dundas Rail trail
- Backus woods - fix, add signs, groom trails
- need signs to let u know distances to and from Port Dover and Simcoe
- More bathrooms
- Diversification -- more places to go, a greater variety of things to do

- Improved signage
- Silver Lake - tidy up, clear some bush at lakeside
- Woodhouse east Dover conservation area - define trails and manage soggy ground
- More public waterfront trails
- Linkage between Delhi, Simcoe
- Trail along Big Creek from Delhi to Lynedoch
- Interpretive signage of natural features - all locations
- Improved signage
- More side trails like the one around the old brook creek area
- Trail from Waterford to Simcoe need some gravel or screening to get rid of the ruts and brush should be cut
- Don't forget Delhi
- All trails/signage indicating cyclists and motorists should yield to pedestrians and horseback riders
- Extend the trail from Delhi east to the Lynn Valley Trail in Simcoe
- Waterford, finish rail trail to Simcoe specifically rough section from Bloomsburg to Davis Street (too difficult for young children to ride bikes)
- Mobility problems recently have not allowed for lengthy trailing to offer input
- Simcoe to Waterford smoother trail surface
- Waterford heritage Trail- trail surface not suitable for walking/biking the entire route
- Hay Creek and St William's Forestry need better directional signs
- Backus (off Hwy 24 entrance) either remove the tree identification signs completely or replace them, they are illegible
- Repair benches, one was crushed by a tree last year (Sugerbush)
- Dedrick Creek trail- does it still exist? Impossible to see where it was, it was not much used, I guess. (The ones regularly used are fine)
- Davis St-Queensway- complete the trail thru this area
- Delhi-Simcoe- complete rail trail
- Hat Creek- blaze trails- they are difficult to follow
- Courtland WERE? And how to link up to others
- Better catalogue of trails/connections, etc.
- Simcoe to Delhi (Old Rail Line)
- Waterford west to Oxford County (old Rail Line)
- Waterford east to Haldimand County (old Rail Line)
- Tillsonburg a linkage of the abandoned railroad with Tillsonburg's " new trail system
- Location / Improvements: Rail trail - link Davis street to Lynn Valley trail and enforce no motorized vehicles rules (i.e. barricades as on the Lynn Valley Trail
- Link Simcoe and Delhi
- Location / Improvements: North Waterford: trail to link north end to downtown and rail trail behind co-op. (From WF Hewitt, passed water tower, deer park, bridge to library)

- Surface for roller blades
- Connect it up to Waterford then to the Bruce trail
- No Answer Entered (9 responses)

Where appropriate, should trails have an educational component? (Such as interpretive signs that describe significance of area). Please use a scale of 1 to 5 to rate, with 1 being very likely and 5 being not likely at all and 0 for don't know.

- Choose One: 0
- Choose One: 1 (22 responses)
- Choose One: 2 (3 responses) Choose One: 3 (4 responses)
- Choose One: 4 (2 responses)
- Choose One: 5 (2 responses)
- Choose One: 5 historical and environmental
- No Answer Entered (1 response)

Where appropriate, should trails have an art component? (Such as placement of sculptures or landscaped land forms). Please use a scale of 1 to 5 to rate, with 1 being very likely and 5 being not likely at all and 0 for don't know.

- Choose One: 0 (1 response)
- Choose One: 1 (3 responses)
- Choose One: 2 (3 responses)
- Choose One: 3 (7 responses)
- Choose One: 4 (6 responses)
- Choose One: 5 (14 responses)
- No Answer Entered (1 response)

What are some adjacent natural, cultural or heritage elements that should be retained?

- All natural features listed in the NAI should be retained and protected -- people should be able to visit these places so they understand how important (and how beautiful) they are; cultural features -- Backus Mill, the old wooden St Williams church now in Lynedoch, the Lighthouse Crescent lighthouse, old native settlements, war of 1812 sites etc -- should become focal points of trail systems with interpretive signage; maps should be made to tell people where these are; temporal assessments should be advertised -- Norfolk should advertise when swans (cranes and other birds) are migrating as the concentration of these birds here phenomenon is an impressive feature on a global scale; hunting and fishing should also be included (but not coyote killing); the list of activities below could all be encouraged -- but some uses conflict with each other and should be kept in different zones

- Natural wetlands along stream & rivers
- Natural vegetation
- Old building ruins
- Big Creek, Lynn River should remain natural. Trails through woodlands should respect natural habitat and not encroach onto surrounding natural environment
- Existing rare ecosystem components, such as Tall grass Prairie and Oak Savannah along the Delhi - Simcoe railway
- I think the trails should be designed to accommodate all existing adjacent elements
- History signage is always nice to know what something use to be
- Everything that is not on the trail should be left as it is
- Bridges
- Native species identification
- Plaques about local history or wildlife/plants etc to look for
- Lynn River
- Old railway bridges, trestles
- Deer park in Waterford could have greater exposure if more easily accessed by families walking or on bikes. Park area at corner of Deer Park Road and Main Street could be utilized more if residents could access more easily without driving vehicles. A trail from Bruce Street that goes by the water tower and deer park and a signed crossing at Deer Park Road to park area as well as a link to library across Nanticoke Creek without having to use Main Street would greatly improve to usage of these areas and link the 2 ends of town together while keeping kids from riding along streets and sidewalks. This could be a beautiful area if used and maintained on regular basis, right now it is not easily accessible without using a vehicle
- Brook Conservation area - old ruins of dams or other. The Alligator
- Flowers/waterways/old buildings etc.
- Backus is local attraction; Carolinian heritage can be built up
- Backus Heritage Village
- Black Creek C.A.
- Sanctuaries, heritages sites and natural habitats along with forestry
- Historical features, landmarks, events that took place in specific area, etc.

Please indicate by using a check mark the ways you, your family and friends use the trails where permitted:

ATV (2 responses)

Bird watching (13 responses)

Horseback riding (4 responses)

Jogging (12 responses)

Nordic skiing (6 responses)

Off Road cycling (18 responses)

On Road Cycling (11 responses)
Snowshoeing (8 responses)
Snowmobiling (4 responses)
Walking (28 responses)
Cycling - Lynn Valley Trail
Geocaching
Power assisted electric bikes
Shopping
No Answer Entered (2 responses)

**As an alternative to driving your vehicle, how likely would you be to use the trails for any of?
(Please use a scale of 1 to 5 to rate, with 1 being very likely and 5 being not likely at all.)**

To go shopping: 1 (7 responses)
To go shopping: 2 (4 responses)
To go shopping: 3 (3 responses)
To go shopping: 4 (2 responses)
To go shopping: 5 (16 responses)
To go shopping need to carry parcels home
To go to work: 1 (6 responses)
To go to work: 2 (1 responses)
To go to work: 3 (4 responses)
To go to work: 4 (2 responses)
To go to work: 5 (15 responses)
Travel to recreation facilities: 1 (12 responses)
Travel to recreation facilities: 2 (3 responses)
Travel to recreation facilities: 3 (5 responses)
Travel to recreation facilities: 4 (3 responses)
Travel to recreation facilities: 5 (9 responses)
Travel to school: 1 (3 responses)
Travel to school: 2 (3 responses)
Travel to school: 3 (1 response)
Travel to school: 4 (2 responses)
Travel to school: 5 (22 responses)
Go visiting
I use for exercise and relaxation
No Answer Entered (3 responses)

Which of the following factors often keep you from using trails as often as you would like? (Circle up to three)

- Safety concerns (8 responses)
- Lack of time (8 responses)
- Lack of trails in my area (13 responses)
- Lack of trails connecting to places that interest me (12 responses)
- Condition and or maintenance of trails (7 responses)
- Not aware of available trails (12 responses)
- Not aware of all available trails
- None of the above – nothing prevents me from using trails (6 responses)
- Don't live in Walsingham full time
- Condition and or maintenance of some trails i.e. Waterford Heritage Trail
- No Answer Entered (1 response)

How frequently do you and members of your household use local trails? (Circle one only)

- A few times a year (11 responses)
- A few times a month (12 responses)
- Once a week (1 response)
- More than once a week (6 responses)
- Daily (3 responses)
- We don't use trails (2 responses)
- No Answer Entered (1 response)

**Which season(s) are you most likely to use local trails?
(Check all that apply and state the type of usage for each season)**

- All Seasons (17 responses)
- Spring (13 responses)
- Summer (8 responses)
- Fall (14 responses)
- Winter (6 responses)
- A couple of times per month for Spring, Summer & Fall
- Spring, summer, fall, winter - mountain biking and walking
- All Seasons – mainly walking & cycling when weather permits
- None - We do not use the trails
- No Answer Entered (1 response)

In your mind, what should the top 4 priorities be for trails in the County? (Circle up to 4)

- Develop more trails to create linkages (27 responses)
- Develop more trails in new areas (14 responses)
- Provide more parking for trails (4 responses)
- Improve security on trails (5 responses)
- Improve trail signage (13 responses)
- Develop trail maps / advertising (14 responses)
- Develop bicycle lanes on roads (11 responses)
- Develop waterway trails (12 responses)
- Improved accessibility for persons with disabilities (4 responses)
- Improve trail maintenance (9 responses)
- Repair existing trails (5 responses)
- Add more washrooms along trails (7 responses)
- Install lighting on selected trails (1 response)
- Add more benches along trails (5 responses)
- Advertise the trails, can't use a trail you don't know is there
- Showcasing environmental highlights/increase awareness of environment
- No Answer Entered (1 response)

Do you use trails more often on? (Circle one only)

- Weekends (18 responses)
- Both equally (16 responses)
- We do not use trails
- Weekdays
- No Answer Entered (1 response)

As the County develops and improves its trails system, which of the following should the County place the highest priority on? (Please prioritize 1 being high and 5 being low).

- On-road pedestrian lanes (urban): 1 (5 responses)
- On-road pedestrian lanes (urban): 2 (5 responses)
- On-road pedestrian lanes (urban): 3 (4 responses)
- On-road pedestrian lanes (urban): 4 (3 responses)
- On-road pedestrian lanes (urban): 5 (9 responses)
- On-road pedestrian lanes (rural): 1 (3 responses)

On-road pedestrian lanes (rural): 2 (5 responses)
 On-road pedestrian lanes (rural): 3 (6 responses)
 On-road pedestrian lanes (rural): 4 (2 responses)
 On-road pedestrian lanes (rural): 5 (10 responses)
 Off-road trails (paved): 1 (7 responses)
 Off-road trails (paved): 2 (3 responses)
 Off-road trails (paved): 3 (6 responses)
 Off-road trails (paved): 4 (3 responses)
 Off-road trails (paved): 5 (8 responses)
 Off -road trails (dirt or stone): 1 (17 responses)
 Off -road trails (dirt or stone): 2 (8 responses)
 Off -road trails (dirt or stone): 5 (4 responses)
 All of the above, equally: 1 (6 responses)
 All of the above, equally: 2 (3 responses)
 All of the above, equally: 3
 All of the above, equally: 4
 All of the above, equally: 5 (4 responses)
 None of the above: 5 (1 response)
 Off -road trails (dirt or stone): 1 All of the above, equally: 1
 Off-road trails (paved) no 5
 Don't know: 5
 No Answer Entered (1 response)

On a scale of 1 to 5 where 1 is “excellent” and 5 is “poor” and 0 for don’t know, please rate parking accessibility for trails?

1 (4 responses)
 2 (7 responses)
 3 (6 responses)
 4 (5 responses)
 5 (1 response)
 0 (5 responses)
 2 I have no problems. Don't need too much space or ATV trailers will take over as they have at the Fish Hatchery Rd off Turkey Pt Road
 They vary from bad @ Waterford– to great @ LPRCA
 2 Lynn Valley Rail Trail
 0 Courtland
 No Answer Entered (2 responses)

On a scale of 1 to 5 where 1 is “excellent” and 5 is “poor” and 0 for don’t know, Please rate the following in terms of meeting the needs of your household:

Trails in Norfolk County: 1 (5 responses)
Trails in Norfolk County: 2 (16 responses)
Trails in Norfolk County: 3 (5 responses)
Trails in Norfolk County: 4 (2 responses)
Trails in Norfolk County: 5 (4 responses)
Trails in Norfolk County: 0 (2 responses)
Waterfront and Waterways in Norfolk County: 1 (1 response)
Waterfront and Waterways in Norfolk County: 2 (9 responses)
Waterfront and Waterways in Norfolk County: 3 (7 responses)
Waterfront and Waterways in Norfolk County: 4 (6 responses)
Waterfront and Waterways in Norfolk County: 5 (5 responses)
Waterfront and Waterways in Norfolk County: 0 (7 responses)
No Answer Entered (1 response)

Please indicate by using a check mark the ways you, your family and friends use waterfront and waterways where permitted:

Swimming (20 responses)
Walking (24 responses)
Fishing (16 responses)
Canoeing/Kayaking (13 responses)
Boating (12 responses)
Windsurfing (2 responses)
Sailing (4 responses)
what trails
No Answer Entered (5 responses)

On a scale of 1 to 5 where 1 is “excellent” and 5 is “poor” and 0 for don’t know, Please rate parking accessibility for waterfront and waterways?

Choose: 1 (2 responses)
Choose: 2 (7 responses)
Choose: 3 (5 responses)
Choose: 4 (7 responses)

Choose: 5 (1 response)
Choose: 0 (7 responses)
Choose: 3 – Courtland
Turkey Pt, Long Pt, & Port Dover are fine
No Answer Entered (4 responses)

On a scale of 1 to 5 where 1 is “excellent” and 5 is “poor” and 0 for don’t know, Please rate the importance of additional public waterfront access?

Choose: 1 (14 responses)
Choose: 2 (3 responses)
Choose: 3 (4 responses)
Choose: 4 (5 responses)
Choose: 5 (1 response)
Choose: 0 (3 responses)
Choose: 1 must keep these areas accessible
Choose: 1 along Lake Erie Shore
No Answer Entered (4 responses)

Please let us know your thoughts on related issues such as parking, washrooms facilities, protection of natural amenities, the importance of waterfront access, etc. and areas that need improvements:

-Not allowing parking on long point roadways is NIMBYism -- although it does need to be somewhat controlled; natural areas with significant features should be protected to the best of our ability -- when people wake up to the significance of Norfolk County's (not just Long Point) natural features, they will be amazed. Much should probably be managed as a national park - studies in several places in the States (Maine, Adirondack State Parks etc) have shown that the creation of parks increases property values and helps to diversify local economies and provide better job prospects -- this is something to consider for Norfolk. Protected Natural areas will also improve water quality for fishing (as well as the commercial fishery in Port Dover) and recreation

- Control the parking in Long Point. Add more no parking signs. Cars should not be parked all over private cottage areas on long weekends. There are no facilities or garbage cans to deal with these freeloaders

- I have never had a problem with parking or washrooms. I think the protection of the natural environment is of very high priority as this is part of the attraction of using trails. Waterfront access should be accessible to all, not just those who are fortunate to have property adjacent to the waterfront. Lake Erie is a gem that should be made available to all to enjoy. I despise ATVs and their use and the owner's attitude that they can go anywhere they want, and their desire to try and move in and "piggy back" on existing trail. ATVs should NOT be allowed on any trail designed for recreation, i.e. cycling, walking, skiing etc.

- There should definitely be stronger enforcement of the prohibition of motorized vehicles on the trails, and where possible there should be something made available to educate the public on how best to use the trails in order to keep them at a useable condition. For example, if it has been wet, and it is muddy, people should NOT be cycling or riding horses (and definitely not motor biking or ATV-ing) on the trails since ruts and holes will be left behind, not to mention safety issues involved with slick footing

-I think the county needs to put greater emphasis on the use of the trail networks for horseback riders, not just cyclists and pedestrians. There is a LARGE number of horses in Norfolk County, and many horse owners would love to take advantage of the trails, however a lot of people don't realize they are there and/or don't want to have to deal with cyclists and/or pedestrians (and even motorized vehicles) that do not know how to safely interact with a horse and rider that they happen to meet on the trails. I think a big priority would be to let the general public become aware that horses may be encountered on the trails, and signage indicating how to interact with that horse and rider would be extremely helpful

-The county NEEDS to realize that horse-people are large users of the local trails!

-Being someone who walks my dogs on the trails, I would prefer to see more signage for other dogs to be leashed as I have had a few close calls with dogs running

-I myself would use the trails more often if I knew there were MNR/police patrols for safety purposes.

-Parking at Waterford ponds is adequate, washroom facilities would be nice. Improvement to waterfront area in downtown Waterford area and behind museum(i.e. clean up overgrowth at waterfront from museum to behind Lingwood Dr. and add link to Library, link trails from downtown to rail trail at Thomson Road via access route behind Co-Op - trails are present here but not maintained or safe for family use.)

-Partially groomed trails for ease of linkage, but side trails should be left narrow as possible and as natural as possible. Washrooms on groomed trails appropriately spaced to meet needs.....none on side trails. Benches for boomer and aging populous to tolerate healthy walking lifestyle. Waterfront accesses should not require the use of paid public beach, park area, high cost parking, trail walking not always lengthy for all, nor do nature loving folk generally enjoy/desire the busy social aspects in any part of their natural excursions, so prefer to avoid high cost and or busy unnatural parking environments in their chosen natural experience.

-There should be a "profile" part of this survey. Is the respondent a senior, a young person with a young family, a teenager? Disabled? M?F? You should know which group needs what on these trails. I myself am 56, Female, & reasonably fit, daily walker, but I probably would like to see more amenities for seniors and disabled people in the future. I also like to see young people using the trails in a responsible way. Also, a trail connecting the Turkey Point Camping area to the beach is a must. Can't believe the Ministry has never done this. People camping shouldn't have to walk down a busy road or drive to the beach area which is still the Park & Ministry owned!

- Disappointed with "Walk in Norfolk". Was expecting a lot more trails in the woods and county, and less Urban-in-town-trails and along waterways

No Answer Entered (27 responses)

17.7 Bibliography

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17.8 Credits

The History of Norfolk in Section 2.0 used information provided by Aja Sutton of the Eva Brook Donly Museum in Simcoe.