



Headwaters
**Communities
in Action**

Building A Better Quality of Life Together

DRAFT FOR DISCUSSION

Building a Regional Network of Trails

Preliminary Findings Report

Prepared By:

Headwaters' Trails Working Group

October, 2007

www.headwaterscommunities.ca/trails

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FOREWORD

This Preliminary Findings Report is meant to serve as a catalyst for further discussion with stakeholders throughout our region regarding our best options to realize our shared vision of an interconnected system of trails throughout the region. If we can all come together and endorse a plan, we will have taken a very important step forward.

The Report summarizes information and research that members of the Headwaters Communities in Action (HCIA) Trails Working Group have collected through a series of interviews and conversations with individuals and organizations both within – and outside our community. We would like to thank the many individuals and organizations who have worked so willingly with us to compile the information outlined here.

It is our hope that this will be a “living document” that will continue to grow and evolve over time. We would therefore welcome any additional information that will enrich or build upon what we’ve begun to capture here.

As a first step, our group will be hosting a session on **October 24th from 2:00 – 8:00 p.m. at Mono Community Centre** where we will welcome feedback and perspective to what we’ve documented here from any interested stakeholders.

HCIA TRAILS WORKING GROUP,

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INTRODUCTION

Who Are We?

Headwaters Communities in Action is a grassroots, citizen group that brings together people from many different sectors to work towards building a better quality of life for the residents of Ontario's Headwaters region. We do this by acting as a catalyst for projects that our citizens have identified as important and supporting their implementation.

Our **Community Action Plan for Social Prosperity** outlines a 3-year strategy to positively impact quality of life in the Headwaters area. It is the result of an in-depth consultation process with residents and local experts. At its foundation, our plan recognizes that the quality of life of our region will be bettered by simultaneously addressing three areas of strategic focus: economic prosperity, community health and environmental viability. This is therefore at the core of how and what we do. Our plan also identifies 8 specific projects to realize our goal. These projects have been endorsed by the community. One of our priorities for action in 2007 is to engage Trails Leaders and key stakeholders across sectors in developing and promoting the Trails of the Headwaters area.

Why Trails?

Through our consultations we learned that while many residents treasure the "green space" of our region for its intrinsic value and see its tourist potential, this natural asset is underutilized because we currently lack a comprehensive, interconnected, regional trail system or a coordinated strategy to create one. Although we have a number of committed trails groups throughout the region, they are primarily working independently of each other with limited resources.



HCIA's Sustainable Communities Approach

Citizens told us that creating an interconnected system of trails throughout the region would have a significant impact on quality of life through its ability to affect positive change in the three areas of our strategic focus... economic prosperity, community health and social well being, and environmental viability.

Our research has demonstrated the incredibly powerful health benefit that trails offer communities – which is important to improve health status and mitigate issues such as the rising obesity rates of both adults and children. Between 1996 and 2001, the percentage of overweight people in Wellington and Dufferin Counties jumped significantly (10% increase in males and 15% increase in females).

Walking (84%), bicycling (44%) and jogging (24%) are consistently rated as three of the most popular forms of physical activity by Canadians of all ages. There are also many documented environmental benefits to trails. These include, helping to reduce automobile use, acting as agricultural buffers and helping to improve air and water quality by protecting plants that naturally filter out air pollutants.

As outlined later in this report, the economic benefit of trails to local economies and to the property values of adjacent land owners has also been well documented.

A Vision for Trails

As a first step in promoting Trails in the Headwaters Area, our organization partnered with the Hills of Headwaters Tourism Association to host an initial session bringing together local trails activists. At this initial session, 40 interested groups and individuals shared their ideas for the future of trails across the region and explored challenges to realizing that vision. A small working group of volunteers from this session used this information to draft a vision and mandate for the HCIA Trails Working Group that was ultimately endorsed by the participants.

Our vision is our group's "north star", describing the ideal future we are working to achieve. It reads:

A VISION FOR TRAILS IN THE HEADWATERS REGION

We envision a, safe, interconnected network of multi-use trails, bike lanes and walkways throughout the Headwaters Region that link our rural and urban communities, encourage healthy lifestyles, attract economic activity and promote a deeper appreciation for our rich environmental assets.

Our trail system is an emblem of community pride. Good mapping, signage and promotion will ensure that it is accessible and well used by local residents and visitors. It is well maintained, promoted and supported through the combined efforts of dedicated volunteers, local governments and agencies, private sector partners and donors. It is recognized as a key ingredient of our region's social prosperity, promoting a culture of activity and good health for all. If we've done a good job, people will come.

To assist in making this vision a reality, our Working Group mandate is:

Mandate of the HCIA Trails Working Group

- To support the vision, values and mandate of **Headwaters Communities in Action**
- To be an advocate for trails with various levels of government and other organizations
- To promote and support existing trails throughout the region
- To develop a shared vision for trails development and promotion within the region
- To advance that vision by creating a shared plan that will:
 - Develop an inventory of existing trails and who manages them
 - Research and share best practices with local trails groups
 - Identify priorities for future development
 - Identify key issues to be resolved and explore and recommend strategies to address them
- To link trail bodies to possible funding sources
- To foster collaboration amongst partners, community groups, agencies and governments to support trail development and maintenance
- To challenge partners to see the opportunities in collaboration to realize our shared vision

Geographic Boundary of Our Work

Our geographic boundaries include:

- Dufferin County
- North Caledon
- Eastern Wellington (including Erin, Orton & Hillsburgh)

In setting this boundary we acknowledge that it is flexible depending on what is happening in neighbouring jurisdictions and we are willing to work collaboratively around these defined "edges".

Focus of Trail Use

We have focused our thinking and planning around the non-motorized use of the trail system. This is largely due to our need to both contain the overall scope of work as well as a wish to focus on those activities in which the majority of our community could participate. This decision is also consistent with HCIA's own three-fold focus on environmental viability, economic prosperity and community health and social well-being.

This Preliminary Report outlines a summary of our findings to date. Specifically it will:

- Share summary information about the local trails in our region
- Outline some "best practices" that we've identified from our research of other jurisdictions
- Propose some possible options and considerations for bringing our vision of Headwaters Trails into reality
- Identify possible roles for key stakeholders

Our hope is to use this document to stimulate further discussions that will result in agreement from a diverse set of stakeholders around our best plan for moving forward. In the end, our Working Group believes that our vision will become a reality only when trails are seen as an essential ingredient of the infrastructure of our communities – encouraging healthy lifestyles for our residents and offering economic benefits to local businesses.

LEARNING FROM OTHER JURISDICTIONS

Members of our Trails Working Group researched six trails from other jurisdictions in order to and identify some key learnings or “best practices” to consider in building a trails system for Headwaters. The six trails examined were:

- **Route Verte:** A Quebec cycling trail that is 4000+ km in length.
- **East Coast Greenway (ECG):** From Maine to Florida, when completed it will be 4,800km long.
- **Trans Canada Trail (TCT):** Across Canada, 18,000km long.
- **Elora-Cataract Trailway:** From Elora to Cataract and 47 km long.
- **The Walter Bean Grand River Trail:** From Woolwich Township to Cambridge along the Grand River. When complete it will be 78km in length.
- **Niagara Recreation Trailway:** From Fort George to Fort Erie, 58 km in length.

Like our vision for trails in Headwaters, each of these six trails promotes environmental awareness, economic growth and a healthy lifestyle. A copy of this research report is found in **Appendix #1** of this document. In summary, the key learnings we have gleaned from our review include:

1. ACTIVE SUPPORT AND SIGNIFICANT FINANCIAL INVESTMENT ARE REQUIRED FROM MULTIPLE LEVELS OF GOVERNMENT TO ESTABLISH AND MAINTAIN TRAILS AS AN ESSENTIAL COMPONENT OF COMMUNITY INFRASTRUCTURE.

Each of the six trails we researched attributed their success in part to receiving support and funding from various levels of government. That support includes things such as:

- approval of related legislation
- access to funding and staff support; and,
- support with construction and trail maintenance

Even at times when government funding is unavailable, those with political power have played a constructive role publicly showing their support thereby increasing endorsement for and encouraging public involvement in trails development projects.

As just one example, the very successful Route Verte in Quebec credits the organizational and financial support of its Provincial Government as key in its primary stages. In 1995, the Province of Quebec announced that it would collaborate with Velo Quebec (a community group of cyclists) and promised \$88.5 million over a ten-year span. The Province’s Ministry of Transportation also became involved – uniting relative municipalities, overseeing the Route Verte Assistance Program (which provides 25% of the fees related to trail construction) and coordinating the work of the Interdepartmental Committee.

The Town of Caledon’s Trails Master Plan (2002) identified a “reasonable benchmark” cost estimate for trail construction at \$46,000/km for primary trail development (including land acquisition) and \$556/km/year to maintain established primary trails. Furthermore, they recommend that trail development keep pace with population growth. The benchmarks they recommend for trail development include:

- 0.8 km of primary trail per 1000 population and
- 6.0 km of total trail per 1000 population

2. TRAILS OFFER POSITIVE ECONOMIC IMPACT TO COMMUNITIES

Our research has found ample evidence that demonstrates the positive economic benefits that trails provide to adjacent land owners as well as the local business community. These benefits need to be promoted and emphasized in developing our local trail system. In 1997 “33% of Bruce Trail users indicated that they had made purchases of goods relating to their use of the trail. These purchases over a one-year period had a direct impact of over \$20 million and a gross (direct and indirect) impact of almost \$47 million – supporting almost 900 jobs. Similarly, in 1995 it was estimated that users of the Overmountain Victory National trail in the Southern US spent an average of \$49.05 per day which broke down as follows:

- \$11.29 on restaurants
- \$2.69 on food and beverages
- \$12.29 on lodging
- \$7.35 on retail purchases; and,
- \$ 8.49 on all other expenses

In 1998, the Route Verte estimated that non-locals spent between \$22.50 - \$25 per trip (total value of \$3.4 million) and locals spent between \$7-8 per trip (total value of \$17-\$20 million)

It’s important to note that trails have also demonstrated a positive effect on the property values of adjacent land owners. Real Estate agents that sell properties near the Bruce Trail revealed that 80.5% felt that proximity to the trail would either make a home easier to sell or would have no negative effect. A survey conducted by the U.S. National Parks Service also sited that proximity to trails and parks increased in property values across the country by a range from 5-32%.

3. TRAILS PROMOTE AND FOSTER BROADER HEALTH AND ENVIRONMENTAL BENEFITS FOR COMMUNITIES.

Each of the trails our group researched emphasizes its benefits in restoring and enhancing the protection of the environment, economic potential, and a healthy lifestyle through increased education and exposure to the project. The environmental benefit of trail systems has been well documented in articles such as **Trails and the Environment**, published by Go for Green which lists these benefits as:

- Protecting habitat for native animals and plants
- Raising environmental consciousness
- Helping to mitigate pollution caused by fossil fuels
- Reducing noise levels and providing visual diversity
- Offering living laboratories to monitor changes in the environment

Another environmental benefit of particular interest to us in the Headwaters region is the recognition that trails long stream valleys and wetlands help filter and remove pollutants, thereby protecting downstream water quality.

Raising environmental awareness is particularly important for young children as it has been recognized that “when children do not explore nature when they are young, they do not understand it when they grow up.” (*International Journal of Environmental Conservation, 1998*) Therefore, ensuring easy access to trails for families with young children – is particularly important.

Establishing trail systems in ecologically sensitive areas can help to reduce the damage done by foot traffic since hikers, birdwatchers and other trail users are confined to a specific corridor. Finally, it is important to note that one of the natural by-products of linking trails together – as set out in our vision – is that it increases the use of the individual parks and open spaces that it connects.

The article entitled **A Footprint of Delight** (2006), suggests that, “delightful places contribute to happier, healthier communities” and that “evidence suggests that genuinely happy people live longer, recover from illness more quickly and are more likely to seek out and act on health information.” The article also highlights findings of a 2005 **Delightful Places** survey that set out to learn more about what contributes to individual and public happiness in both natural and built environments. Their survey found that “natural environments, trails paths and parks were the sites of most delightful places.”

4. RAILWAY LINES OFTEN PROVIDE A KEY COMPONENT OF TRAIL BUILDING INFRASTRUCTURE

Most of the trail systems we examined utilized converted railways as a key component of their trail system. This has been done by: The Route Verte, the Trans Canada Trail, the Walter Bean Grand River Trail, and The Elora Cataract Trail. In its article entitled **Trails and the Environment**, Go for Green emphasizes the value of converted railways because “the generous width of railway rights-of-ways (typically 66 feet minimum) allows for wider treadways, parallel paths, as well as plant and seed-growth separations.” Many of these trails also utilize local roads that have little traffic to connect trails systems.

There are also examples of trails – most notably a stretch of the Trans Canada Trail in Quebec – that have integrated approximately 20 kilometers of trail along an active, commuter rail line in order to connect trail sections. This trail is located within the 66’ right-of-way with a fence between the trail and the tracks. It goes through 3 or 4 municipalities with each municipality insuring and maintaining its respective stretch.

5. TRAILS NEED TO EMPHASIZE NON-MOTORIZED USES

Each of the examined trails follows strict motor activity exclusion. A summary of the typical uses of each trail is documented in the report in **Appendix #1**.

Given our project’s emphasis on building a better quality of life which balances environmental, economic and health benefits, the members of the Headwaters Trails Working Group believe trail development in our region should emphasize trail development for non-motorized vehicles.

6. EFFECTIVE MAPPING AND SIGNAGE ARE ESSENTIAL TO PROMOTE TRAIL AWARENESS AND USE AND TO PROVIDE USERS WITH A POSITIVE TRAIL EXPERIENCE.

Effective mapping and signage are essential to maximize the positive experience of trail users and to assist in linking trail users to local points of interest. Through programs such as the “Bienvenue cyclists!”, The Route Verte highlights the surrounding opportunities including restaurants, hotels, and

markets, all of which are cycle friendly. This ensures that signs along the path not only indicate the navigation of the trail, but also stimulate the local economy. On a negative note, one of the trails systems we examined frustrated many users by having inadequate signage through a small town. As a result, many users get lost or are forced to ask for directions. This decreases their enjoyment and the overall success of the trail.

7. CITIZEN GROUPS CAN PLAY AN IMPORTANT ROLE IN GALVANIZING SUPPORT AND DEVELOPING PARTNERSHIPS ACROSS SECTORS FOR TRAIL DEVELOPMENT, MAINTENANCE AND USE WITHIN A REGION.

In each of the six successful trails we examined, a citizen group assumed a leadership role in project facilitation that was distinct from trail construction or management. Given the tremendous variety in size and degree of organization amongst trails groups in Ontario, the Trans Canada Trail has concluded that “the development of Regional Trail Committees (RTCs) in Ontario is regarded as the most likely mechanism to aid in the construction of recreational trails and the Trans Canada Trail for its target completion date of 2010.” In its document **Best Practices for Forming & Revitalizing Regional Trails Councils in Ontario** Trans Canada Trails Ontario notes that “while the role of a RTC can vary considerably they generally serve the following purposes:

- To represent trail interests over a set geographic area
- To manage a diverse set of issues in line with community interests at the regional level
- To communicate successes and issues to the public, partners, local government and funders
- To network with other Regional Trail Committees and equivalents
- To identify and assist in resolution and advocacy of operational trails issues locally, regionally, provincially and nationally”

On a similar note, the **Ontario Trails Strategy** states that one of its key goals is to “adopt and implement new coordinating mechanisms to improve trail stakeholders’ ability to work together.” It further suggests that groups need support to develop “a framework for collaboration amongst coordinating bodies at the regional and local levels.

1. Instances may arise where snowmobile use is permitted. However, such exceptions need to be carefully considered.

THE CURRENT REALITY OF TRAILS IN THE HEADWATERS REGION

We are a region with rich natural resources. We already have 7 or 8 major trail systems established – primarily in the south of our region as well as several provincial parks and conservation areas. The Ministry of Natural Resources has identified a number of “significant ecological areas” throughout the Headwaters and – as our name suggests

– our region is the headwaters of 4 major river systems. Establishing a *comprehensive trail system would make* these natural resources more accessible and heighten our appreciation for the beauty of the Headwaters.

Over the past several months, members of the HCIA Trails Working Group have been meeting and talking to various local trails

organizations and other stakeholders to begin to compile an inventory the resources that can be built upon to realize our vision. See **Appendix #2** for a map of these trails. A summary table of information from these conversations is included in **Appendix #3**. To date, we have researched and/or spoken to the following groups & organizations:

TRAILS

- The Caledon Trailway
- The Grand Valley Trail
- The Upper Grand Trail Way
- Luther Marsh
- The Oak Ridges Trail
- Orangeville Trails
- The Humber Valley Heritage Trail
- The Bruce Trail – Caledon and Dufferin Highlands Sections
- Monora Park
- Island Lake Conservation Area
- Mono Cliffs Provincial Park
- Boyne Valley Provincial Park
- Hockley Valley Provincial Nature Reserve
- The Dufferin County Forest
- The Dufferin Forest Trail
- The Elora Cataract Trailway

CONSERVATION AUTHORITIES

- Credit Valley Conservation Authority (CVCA)
- The Nottawasaga Valley Conservation Authority (NVCA)
- Grand River Conservation Authority (GVCA)

MUNICIPALITIES

- Town of Shelburne
- Town of Orangeville
- Town of Mono
- Town of Caledon
- Dufferin County

OTHER STAKEHOLDERS

- The Ministry of Health Promotion
- The Ontario Trails Council
- Trans Canada Trails Ontario
- Wellington Dufferin Guelph Health Unit
- Hills of Headwaters Tourism Association.
- HBCC Cycling
- Hydro One

Taken together, these trails and other stakeholders offer us a solid infrastructure upon which to build an interconnected system throughout the region. It would appear that the “time is right” and many of the pieces we need are here. At the same time, it is important to recognize the consistent challenges being reported by many of our local trails associations. These included:

- Inadequate funding to maintain and develop their trails
- Challenges with volunteer recruitment and turnover, making ongoing trail management and maintenance difficult
- Limited membership resources to assist with advocacy and public education
- Difficulty accessing information, technical expertise and best practices

On a positive note however, there is considerable desire and momentum to continue to build trails infrastructure in localized areas – including plans to acquire land and see greater portions of existing trails re-routed off-road. There is also strong support and enthusiasm for a coordinated effort and plan to support trails development throughout the region. As one individual said, “it would be very useful to create a County-wide map of our ideal trail system.”

The simple truth however is that trails groups cannot create a vibrant regional trails system alone. At the same time, until the trail system is established, the residents of our region will not be able to fully utilize and appreciate the green spaces that so many of them treasure. Leadership is required across the community to establish a solid plan and the necessary partnerships to advance our vision of trails in the region.

Support for trails amongst the municipalities of our region is growing and this has provided the momentum for trails development in the Headwaters. At the same time, the Ontario Trails Strategy and efforts at the provincial level are also helping to foster a climate which encourages trails development and creates another key ingredient in the readiness for realizing our vision. It would appear that our time is now.

MAKING OUR VISION A REALITY

We appreciate that our vision will be realized incrementally over a number of years, but ultimately, it is our intent that trails development in the Headwaters Region will become an essential ingredient of our communities' infrastructure – helping to support a healthy lifestyle and economic activity.

Since the formation of our Trails Working Group, we have:

ADVOCATED WITH GOVERNMENT

- Made presentations to the Town of Caledon, the Town of Erin, Dufferin County and its eight local municipalities
- Worked with staff of Dufferin County to begin establishing a plan for bike lanes on County roads

PROMOTED/SUPPORTED LOCAL TRAILS

- Hosted an initial meeting with local Trails stakeholders in partnership with the Hills of Headwaters Tourism Association
- Established and shared our database of trails stakeholders throughout the region and made our research and documents available to all through our website at www.headwaterscommunities.ca
- Promoted existing trails through regular e-newsletters to more than 400 stakeholders and presentations across the region

DEVELOPED AND ADVOCATED FOR A SHARED VISION FOR TRAILS IN THE REGION

- Drafted and secured endorsement of a vision and mandate from stakeholders
- Carried out research into the trail systems and opportunities within our community as well as exploring best practices in trail development from other jurisdictions

FOSTERED COLLABORATION AMONG TRAILS GROUPS AND OTHER PARTNERS

- Participated in conversations with the Waterloo, Wellington, Dufferin Trails Network and the Ontario Trails Council
- Collaborated with **WDG in motion**, the **Town of Mono**, the **Heart & Stroke Foundation** and **Community Living Dufferin** to launch the pilot of a Walking Stick campaign for students at Mono Amaranth Public School.

We have been inspired by the sense of momentum that is building in support of our vision to interconnect and expand our trails system. At the same time, we know that a concerted effort by a number of key groups is still required for us to ultimately reach our goal. Key partners are outlined below – along with our thoughts as to their potential roles:

- **Municipal Governments** – Both elected officials and staff need to be willing to provide public support, leadership, funding, staff resources and a willingness to work collaboratively with other jurisdictions to build and maintain trails within the communities of Headwaters.
- **The Government of Ontario** – has a key role in providing a policy framework that supports trail development, eliminating legislative barriers and providing seed funding to support trails development and maintenance
- **Trails Associations and Conservation Authorities** – need to continue to share their knowledge and skill in trail building and maintenance along with a willingness to come together with other partners and create a plan to implement our shared vision.
- **Service Clubs** – The many dedicated service clubs play an essential role in fostering trail development throughout our region with their capacity to raise funds, mobilize volunteers and increase public awareness to assist in trail building and maintenance.

- **Foundations and Non-Governmental Organizations** – there are many Foundations and non-governmental organizations such as the Niagara Escarpment Commission who can assist groups like our in securing matching funds for trails development
- **Corporate Sector and Individual Donors** – The corporate sector and individual donors throughout our region have an important role to play in assisting to secure local matching funds to support the building and maintenance of an interconnected rails system. However, work is required to identify and engage them meaningfully in this plan and a case needs to be made that powerfully demonstrates the potential benefits of this plan – to them and to the community as a whole.
 - **HCIA Trails Working Group** – Our working group will continue to champion the creation of a shared plan for an interconnected system of trails throughout the region. We will do this by:
 - Sharing information and resources and acting as a connector between and amongst local trails groups and other stakeholders
 - Advocating for trails development with governments, the public and other key stakeholders
 - Assisting local groups in securing the necessary funding and resources to implement this shared plan

We appreciate that in moving from vision to reality, our work together will likely require more than identifying and developing new stretches of trail in the region. However, we believe that we will have achieved a significant step in reaching some agreement, as a diverse group of stakeholders, around some initial priorities for collective action. To assist in this process we have outlined below some suggested criteria that can be used. It would be our hope that with discussion, these criteria will be refined and endorsed, offering us a collective standard to evaluate the desirability/priority of various trails. Our suggested criteria (in no particular order) include:

SUGGESTED CRITERIA FOR PRIORITIZING TRAIL OPPORTUNITIES

1. Increases accessibility of trails to local residents of Headwaters communities – connecting communities, existing trails and points of interest
2. Increases the number of users and/or the uses for our trails
3. Offers a diversity of safe routes that consider the interests and needs of a variety of users
4. Helps create a “comprehensive trail network throughout Headwaters ensuring both north/south and east/west routes
5. Connects existing trails in the Headwaters with established trail systems in neighbouring jurisdictions
6. Supports the protection of and education about environmentally sensitive areas by making them available and accessible to the public
7. Positively impacts tourism in our region
8. Offers an opportunity to build strong partnerships with local trails associations, public and private agencies and other stakeholders

SOME TRAIL DEVELOPMENT OPTIONS FOR CONSIDERATION

Listed below are some of the specific opportunities within our region that have been identified by the various stakeholders. Ultimately we must collectively decide how best to prioritize and implement them.

1. Complete the trail around Island Lake
2. Connect the Island Lake Trail to Forks of the Credit Provincial Park – possibly using the Grange Property in Alton, lands acquired by the CVCA and appropriate road allowances. This would serve as a main trail for connecting Dufferin and Caledon
3. Develop off road trail to connect Caledon Trailway to Elora-Cataract Trail, from Inglewood to Forks of Credit Provincial Park
4. Connect Orangeville to Island Lake – either at the Hockley Valley Road or at 5th Avenue and Hwy 10
5. Establish selected bicycling lanes in Dufferin and Caledon
6. Connect Orangeville and Shelburne using railway lines owned by Orangeville and Dufferin County –if necessary creating trails beside active rail lines
7. Support trail development within the Town of Shelburne
8. Develop a trail beside the railway line in Orangeville from Townline in the south to Broadway in the north
9. Develop a trail in Orangeville behind Avalon Retirement Centre to connect with residential developments in the north
10. Connect the Grand Valley Trail and the Upper Grand Trailway and reroute the trail into Luther Marsh – possibly utilizing existing and proposed hydro corridors
11. Connect the Upper Grand Trailway to Arthur using converted CP rail line.
12. Connect Island Lake to provincail and County parks in Mono and eventually to Mulmur
13. Establish connections in Shelburne and Mulmur to Collingwood’s trail system

NEXT STEPS

As suggested at the outset, it is our hope that this Preliminary Findings document becomes a “living” document with the information contained here continuing to be updated and clarified through feedback and dialogue amongst local stakeholders.

To facilitate this becoming a reality, the Trails Working Group of Headwaters

Communities in Action will be hosting a workshop at Mono Community Centre from 2:00 – 8:00 p.m. on October 24th, 2007. The purpose of this session is to invite trails enthusiasts and other interested community leaders to come together, review these findings, assist us in identifying some specific priorities for trails development in the Headwaters and

ultimately determining how best to move these priorities forward together. This session is open to everyone and there is no cost, however registration is required to ensure we have accurate numbers for our planning. To register, please phone Sylvia Cheuy at (519) 940-3118 or via action@headwaterscommunities.ca.



Headwaters
**Communities
in Action**

Building A Better Quality of Life Together

APPENDIX #1

Best Practices From Other Jurisdictions

BEST PRACTICES REPORT

I. Introduction

This report highlights best practices of six trails that promote environmental awareness, economic growth and a healthy status of life. Through the examination of these trails it becomes evident that key attributes that may contribute to success are:

- Government support: in the means of financing and organization
- Mandate that include exposure to the environment and a healthy lifestyle
- Well-developed trail system, which provides recreational venues and also economic benefits.

The six trails examined were:

Route Verte: A Quebec cycling is 4000+ km in length.

East Coast Greenway (ECG): From Maine to Florida, when completed it will be 4,800km long.

Trans Canada Trail (TCT): Across Canada, 18,000km long.

Elora-Cataract Trailway: From Elora to Belwood and 47 km long.

The Walter Bean Grand River Trail: From Woolwich Township to Cambridge, 78km in length.

Niagara Recreation Trailway: From Fort George to Fort Erie, 58 km in length.

II. Support of Government Bodies and Community Groups

The support of the most appropriate community groups can allow for logical and progressive success. When such a group translates into political support, it has by example, provided trails initiatives with the most reliable funding with a plethora of other assets. The examined trails all have attributed success rates to the level of support and unity from governmental

bodies. The support of such groups allows for the approval of related legislation, available funding and in certain situations, construction resources.

When funding from governing bodies is unavailable, individuals in positions of political power have, on several occasions, publicized their support increasing endorsement and encouraging public involvement of required development. Each project has a distinctive connection with associated bodies or community groups and has experienced a similarly unique vision of success.

ROUTE VERTE

The Route Verte would not have experience such achievement within the primary stages of the project without the financial and organizational support made available by the Provincial Government who, in 1995, announced that it would collaborate with Velo Quebec (a community group of cyclists) and assist with the planning and construction of Route Verte. In support of the progress Government of Quebec promised \$88.5 million over a ten-year span.

The Ministry of Transportation then too become involved and played the role of uniting relative municipalities, overseeing the Route Verte Assistance Program (which provides 25% of the fees related to trail construction) and coordinating the work of the Interdepartmental Committee.

Furthermore, Velo Quebec has established a network of regional partners, which cater to the various, and vast demands that a successful trails network requires attention to.

THE ELORA-CATARACT TRAILWAY

The Elora-Cataract Trailway received a lower scale form of support. While the initiative is not nearly as extensive as the aforementioned, Route Verte, funding from the Government of Ontario provided enough finances when combined with The Grand Valley Conservation Foundation, corporate and private donors, service clubs, user groups and local citizens for the acquisition of the CP rail corridor as well as the development of the Trailway.

THE WALTER BEAN GRAND RIVER TRAIL

Walter Bean Grand River Trail collaborated with municipal bodies including: The Cities of Cambridge, Kitchener, Waterloo and the Township of Woolwich. Support was financial as well as in the form of promotional and organization.

THE NIAGARA RECREATIONAL TRAIL

Niagara Recreational Trail is a self funded agency of the Ontario Government called the Niagara Parks Commission. Any related costs, organization or construction is drawn from the NPC.

TRANSCANADA TRAIL

Both TransCanada Trail have been associated with governing bodies through support alone. Financing has been raised. The TCT draws funds from donations, membership, merchandise sales, licensing royalties, sponsorship, investment income, project income, and millennium project income (the sales of Trail Builders, Media Print, the Coffee Book Table, etc).

THE EAST COAST GREENWAY

The ECG similarly collects funds from membership, associated clubs, sponsorship, merchandise sales and general contribution. Both projects have worked alongside trail related groups, to which most have done so under the agreement of pro bono.

III. Nature of Trails

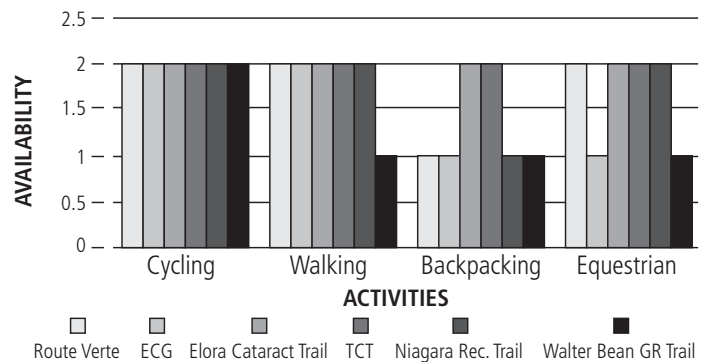
Most of the trails examined have converted old railways into paths. This has been done by: The Route Verte, the Trans Canada Trail, the Walter Bean Grand River Trail, and The Elora Cataract Trail. Both of the East Coast Greenway and the Niagara Recreational Trail have been created through asphalt surfacing with bridges to connect the gaps.

Those trails that do follow the example of a converted railway also utilize local roads that have little traffic.

Uniquely, the Trans Canada Trail has included water routes, which allow for the opportunity to exercise waterfront activities including canoeing, kayaking, etc.

IV. Delegation of Management

Comparison of Encouraged Trail Activity



Each successful trail group examined has taken on the role of project facilitation as opposed to construction or a management position. Under this leadership is allows the corresponding municipalities to manage delegated trail sections. It is the responsibility of the consequent areas to manage the trail, which includes law enforcement and maintenance. In examples like the Trans Canada Trail, provinces are responsible for collecting a foundation of volunteers to complete demanded regional tasks. This system is also found in cross community initiatives like the East Coast Greenway.

V. Intended Use

Each of the examined trails follows strict motor activity exclusion. While relating reasons for elimination to the mandate of a healthy lifestyle and environmental protection, the use of motorized vehicles does not adapt.

VI. Mandate

Each trail examined focuses on the hope to restore and enhance the protection of the environment, economic potential, and a healthy lifestyle through increased education and exposure to the project. In examples such as the Trans Canada Trail and the Niagara Recreational Trail a venue is geared toward historical education and Canadian heritage by taking participants closer to areas they would not have experienced otherwise.

ROUTE VERTE

In hopes to raise awareness for environment preservation, Velo Quebec has focused the campaign of "Go Green" around the Route Verte trail. This promotes transportation through alternative methods while maintaining an environmentally protective state of being. Furthermore, it sets an example of material reduction through e-newsletters opposed to paper products. Economically, the success of Route Verte has translated into an extreme economic boost, as Quebec is now the highest manufacture of bicycles in Canada. Furthermore, the jobs that the trail sustains, and the exponentially growing bicycle industry has brought this province immense financial success.

EAST COAST GREENWAY

In a similar initiative the East Coast Greenway provides a trail that allows urban dwellers to travel their cities via pathway instead of roadway. The trail proposes to link all major cities along the East Coast of America in hopes of reduced vehicle use and in turn, resulting in an increased air quality. Through the success of this pathway, it would also ensure the opportunity for the growth of ecotourism, and improved mental and physical health via recreation and exercise while abstaining from a stressful commute.

TRANS CANADA TRAIL

While the Trans Canada Trail does not offer the same daily alternate transportation opportunity, it does allow the setting for safe recreational enjoyment, while creating a connection between all Canadians. The project follows the mandate of creating an environmental venue that through enjoyment will increase the awareness and passion for protection. Furthermore, through the use of this trail it will also improve physical well being while encouraging local economic growth, including ecotourism, and a venue for family activity.

VII. Trail Organization and Additives

As mentioned in previous paragraphs, the growth and success of these trails provides the appropriate opportunity for local economic initiatives to prosper. Through the careful organization of the trails, it allows for the promotion of local sources while contributing the overall experience of the user.

ROUTE VERTE

The Route Verte should be noted for the great organizational value and awareness of the potential that the local industry holds through programs such as the "Bienvenue cyclists!" which highlights the surrounding opportunity including restaurants, hotels, and markets, all of which are cycle friendly. Signs along the path not only indicate the navigation of the trail, but also stimulate the local economy. Routing is also simplified through user friendly guidebooks and information stands located throughout the duration of the trail.

ELORA-CATARACT TRAIL

On a negative note, the Elora Cataract Trail is not known for the same trail organization, but instead frustrates many users through the town of Fergus where many are lost and forced to ask for directions. This seemingly easily avoidable downfall decreases the enjoyment and therefore overall success of the trail. However, the project has offered unique recreational opportunities with picnic areas and nearby campgrounds.

THE TRANS CANADA TRAIL

The Trans Canada Trail also provides a well organized trail which is unique due to the extensive size of the project. It also caters to future projects as it plans to be utilized by the 2010 Olympics.

THE NIAGARA RECREATIONAL TRAIL/WALTER BEAN GRAND RIVER TRAIL

The Niagara Recreational Trail and the Walter Bean Grand River Trail are catered to small urban transportation and recreation. The signage used in both projects is well organized and translates into ease and relaxation. Both center on facilitating historical consciousness while connecting local residents.

THE EAST COAST GREENWAY

The East Coast Greenway has yet to be graded on signage or local additives as the project is still in very early stages. However, of the 21% of completed trail, it is easy navigated.

It is then by example that the general organization of the trail as well as the availability of surrounding resources can create the ultimate experience for the user.

THE WALTER BEAN GRAND RIVER TRAIL/ ELORA CATARACT/ NIAGARA RECREATIONAL TRAIL

The Walter Bean Grand River Trail, the Elora Cataract Trailway and the Niagara Recreational Trail all provide a similar hope to connect those within the associated boundaries. Their mandates all include the promotion and education of environmental safety by allowing users to experience the area in a safe manner. Similar to other projects, it draws in outside tourists who a stimulus to the local economy and create the demand for economical growth.

In conclusion, all trials examined wish to promote a healthy existence while promoting environmental protection through an ecologically protected setting. Through this it encourages the growth of the local economy while highlighting the enterprise for ecotourism.

Conclusion:

Through the examined trail cases, the evident themes for success all translate to the support given by governmental and community bodies, the ease at which users experience the trail, the activities available, and the management of the trail which translates into organization. Dependent on the successful creation and stability of these key traits, the case studies have experienced a wide range scale of successful use which later translates into economic growth, the encouragement for a healthy lifestyle, with high stress on environmental protection.



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APPENDIX #2

A Map of Trails in the Headwaters

Headwaters Region

Current and Possible Trails and Bike Lanes

October 2007



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LEGEND

- Bruce Trail/Niagara Escarpment
- Caledon Trailway
- Elora-Cataract Trailway
- The Grand Valley Trail
- Humber Valley Heritage Trail
- Upper Grand Trailway
- Vicki Barron & Island Lake Trails
- Trans Canada Trail
- Possible Bike Lanes
- Hydro Corridor
- Rail Line
- Possible Trail Segments for Development
- Town Locations
- Hospital
- Rivers & Water Ways
- Conservation Area / Dufferin County Forest
- Sideroads and/or Lines
- County Roads
- Highways
- Rail Line

Note: Not all possible trail and bike lane options are included on this map.



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APPENDIX #3

Summary of Stakeholder Interviews

Organization	Trail Description	Challenges	Opportunities	Contact Persons
Trails				
The Caledon Trailway	35 km hiking, cycling horseback riding and cross country skiing trail created from a former rail line that runs from Palgrave to Terra Cotta. It is owned and maintained by the Town of Caledon	<ul style="list-style-type: none"> • Funding • Need to reestablish a Trails Committee • Establishing bike lanes on identified roadways 	<ul style="list-style-type: none"> • Trail from Forks of the Credit PP to Orangeville following the Credit river • Porterfield road allowance from Hwy 136 to Hwy 24 for route to Forks of the Credit PP • Off-road trail connecting Caledon trailway to Elora-Cataract trail from Inglewood to FCPP 	Jan Smith-Bull, Parks Service Facilitator Jan.smith-bull@caledon.ca 905-584-2272 x 4248 www.caledon.ca
The Grand Valley Trail	A 275 km footpath (currently 50% off-road) from Lake Erie to the top of the pinnacle in Alton managed by the Grand Valley Trail Association. Open to all non-motorized uses and some snowmobiling. Several other hiking trails connect with the Grand Valley Trail	<ul style="list-style-type: none"> • Trail losses & re-routes onto roads • Inadequate relationships with landowners • Inadequate trail maintenance • Insurance costs • Volunteer burden & turnover • Inadequate membership base • Lack of continuity in association administration 	<ul style="list-style-type: none"> • Currently establishing a partnership with the Upper Grand Trailway to reroute the northern terminus of the Trail to Luther Marsh by 2011 • Want to increase percentage of trail off-road through Centre Wellington 	Andrew Costley Trail Director, Dufferin County 905-845-8427 acostley@cogeco.ca www.gvta.on.ca
The Upper Grand Trail Way	10.5 km multi-use recreational trail owned by the Township of East Luther and Grand Valley and managed by the Upper Grand Trailway Association. It was developed from an old CP rail line and runs from Waldemar, traveling along the Grand River to East Luther town line on Luther Marsh Road. Snowmobiles are the only motorized vehicles permitted on this trail.	<ul style="list-style-type: none"> • Line Fences Act • Financing and capital for insurance • Maintaining volunteers • advocacy 	<ul style="list-style-type: none"> • Link with Grand Valley Trail to connect with Elora Cataract & Trans Canada Trail and into Luther Marsh • Link into Wellington County using abandoned CP rail into Arthur 	Kim Davison 519-928-2973 ugta@sympatico.ca Vada McCrone darthvada@sympatico.ca www.grandvalley.org
Luther Marsh	Several trails ranging from 5 to 32 kms in length follow the shoreline of the Marsh and out to the Grand River. These trails are managed by the Grand River Conservation Authority and are for non-motorized use			See Grand River Conservation Authority (below)
The Oak Ridges Trail	250 km hiking trail is managed by the Oak Ridges Trail Association – 10 km of which is in Caledon linked to the Caledon Trailway.			www.oakridgestrail.org

Organization	Trail Description	Challenges	Opportunities	Contact Persons
<p align="center">Orangeville Trails</p>	<p>A number of trails exist in town including one through Montgomery Village connecting with Brenda Blvd</p>	<ul style="list-style-type: none"> Funding 	<ul style="list-style-type: none"> A trail beside the rail line from Townline to Broadway Trail behind Avalon to connect to residents in the north Connecting town to Island Lake Connect Orangeville to Shelburne using railway Connect Orangeville west with bike lanes on County Rd 10 and thru Laurel on Cnty Rd 25 and south to Grand Valley East and South – Island Lake and FCPP 	<p>Bernadette Hardaker 519-941-8711 Bernadette@lifestories.ca</p> <p>Sonya Pritchard, Rec Dept. 519-940-9092 x 4102 spritchard@orangeville.ca</p>
<p align="center">The Humber Valley Heritage Trail</p>	<p>A 15+ km rugged hiking trail following the Humber River Watershed from Bolton to Palgrave managed by the HVTA and owned by the Metro Toronto and Region Conservation Authority</p>			<p>www.geocities.com/gosemite/trails/5400</p>
<p align="center">The Bruce Trail – Dufferin Highlands Section</p>	<p>The 840 km Bruce Trail is for hiking only however where it is part of another existing trail uses may vary. The Dufferin Highlands section is 51.4 kms funning from Lavender to County Rd #8 just east of Mono Centre and its club has 300 members.</p>	<ul style="list-style-type: none"> The usual on going challenges of trail operation and maintenance. No crises 	<ul style="list-style-type: none"> Dufferin Hi-Land would like to get more of its section off-road, particularly the section on Cty. rd. 17 in Mulmur. However, land acquisition is done at the Association, not the Club level, and will depend on the priorities and available funds at the time. 	<p>Tony Hopkins 519-942-1038 Hopkins@gl.yorku.ca www.dufferinbruceclub.org</p>
<p align="center">The Bruce Trail – Caledon Section</p>	<p>The Caledon section includes a side trail running from the Pinnacle in Alton to Forks of the Credit Provincial Park (FCPP) – thereby linking it to the Grand Valley Trail.</p>			<p>Gary Hall 905-880-4037 Chris Walker cwalker@aztec-net.com</p>
<p align="center">Monora Park</p>	<p>20 kms of trails for hiking in summer only. In winter, trails are groomed for cross-country skiing but users must belong to the Mono Nordic Ski Club. In the coming year, the. Another priority is to</p>	<ul style="list-style-type: none"> Funding 	<ul style="list-style-type: none"> Make one of the trails in Monora Park accessible to hikers throughout the winter Make the park accessible to residents of Cardinal Woods through an entrance through Brett Farm 	<p>Kim Perryman 519-941-3599 x 27 kim@townofmono.com www.townofmono.com</p>

Organization	Trail Description	Challenges	Opportunities	Contact Persons
Island Lake Conservation Area	5 kms of woodland trails and a new 2.7 km Vicki Baron Lakeside Trail managed by the Credit Valley Conservation Area			See Credit Valley Conservation Authority below
Boyne Valley Provincial Park	The Bruce Trail runs through the park's 431 hectares offering many side trails for hiking and cross-country skiing only.			Ministry of Natural Resources 705-435-2498
Hockley Valley Provincial Nature Reserve	The Bruce Trail runs through this Reserve offering several scenic loop trails. Permitted uses here are hiking and cross-country skiing only			
The Dufferin County Forest	The Forest has 4 main trails and several others that are unmapped. All are woodland trails open for non-motorized use and snowmobiles are permitted on some trails.	<ul style="list-style-type: none"> • Funding 		Caroline Mach
The Dufferin Forest Trail	This 920 metre, fully accessible trail was created through a partnership between the Town of Mono, Credit Valley Conservation Authority and Dufferin County and funded through the Ontario Trillium Foundation. It opened on Oct 3rd, 2007 and connects Mono Amaranth School to the North Shore of Island Lake.	<ul style="list-style-type: none"> • Funding 	<ul style="list-style-type: none"> • Develop the North Shore of Island Lake to connect with this trail 	Kim Perryman 519-941-3599 x 27 kim@townofmono.com www.townofmono.com
The Elora Cataract Trailway	(part of the Trans Canada Trail) – this 47 km trail was created from a converted rail line beginning in Elora, passing through Fergus, and past Belwood Lake and through the Belwood Lake Conservation Area to reach the Forks of Credit Provincial Park at Cataract. It is linked to the Caledon Trailway via a north/south road to Inglewood. Permitted uses on this trail include hiking, cycling, horseback riding and cross-country skiing. No motorized vehicles are permitted.			Tom Skimson t.skimson@sympatico.ca Steve Revell 519-843-3650 www.trailway.org

Organization	Trail Description	Challenges	Opportunities	Contact Persons
Conservation Authorities				
<p style="text-align: center;">Credit Valley Conservation Authority (CVCA)</p>	<p>The CVCA is responsible for managing the Credit River Wetlands from Lake Ontario to Island Lake. They are in the process of acquiring 4 or 5 parcels of land between Orangeville and Alton. The primary purpose for these acquisitions is wetland protection but they see trails development as important.</p>	<ul style="list-style-type: none"> • Funding for land acquisition • Management of trails & property • Forming a partnership to spearhead Island Lake to FCPP 	<ul style="list-style-type: none"> • Completing the Island Lake trail • Creating a trail from Island Lake to the Forks of the Credit Provincial Park 	<p>Tim Wood (905) 670-1615 x 268 twood@creditvalleycons.com</p> <p>Terri Leroux (905) 670-1615 x 247 tleroux@creditvalleycons.com</p> <p>Dave Dyce ddyce@creditvalleycons.com</p> <p>Bill Lidster 519-941-6329</p>
<p style="text-align: center;">The Nottawasaga Valley Conservation Authority (NVCA)</p>	<p>The NVCA's vision is to conserve our healthy waters. Their jurisdiction includes only a small portion of the Headwaters</p>	<ul style="list-style-type: none"> • Funding for land acquisition & operations 	<ul style="list-style-type: none"> • Ensure development in watershed area doesn't harm watershed • Land stewardship • Elba area property is close to the railway allowance running north to Shelburne and may offer a potential for linkage. 	<p>Fred Nix 519-941-0225</p>
<p style="text-align: center;">Grand River Conservation Authority (GVCA)</p>	<p>The GVCA's vision is one of a healthy and sustainable natural environment in the Grand River watershed.</p>			<p>Ralph Beaumont 519-843-2979 rbeaumont@grandriver.ca www.grandriver.ca</p>
Municipalities				
<p style="text-align: center;">Town of Shelburne</p>	<p>Town of Shelburne has recently established a Trails Committee and secured provincial funds to assist in developing a Trails Study for the town.</p>		<ul style="list-style-type: none"> • Currently issuing a Request for Proposals to hire a consultant to complete this Trails Study. • They envision incorporating a indoor track into their trails system to promote its year-round use. 	<p>John Telfer, Clerk 519-925-2600 x 226 jtelfer@townofshelburne.on.ca</p>

Organization	Trail Description	Challenges	Opportunities	Contact Persons
<p>Town of Orangeville</p>	<p>Both Council and staff of the town are committed to developing trails, walkways and bike lanes. A Trailway Advisory Committee is active and their vision is to connect all quadrants by trail/bike lane/walkways and also connected to rural trails in the north, south east and west.</p>		<ul style="list-style-type: none"> Hiring consultants to create a trails Master Plan Member of WDG in motion, a community partnership in Wellington Dufferin and Guelph that is promotes physical activity whose goal is to increase the level of regular physical activity among adults and children in our area. 	<p>Bernadette Hardaker Chair, Trails Cttee 519-941-8711 bernadette@lifestories.ca</p> <p>Sonya Pritchard, Recreation Dept 519-940-9092 x 4102 spritchard@orangeville.ca www.orangeville.org</p>
<p>Town of Mono</p>	<p>The Town of Mono adopted a Trails Plan in 2002 however, implementation of this plan was hampered by difficulty in securing the co-operation of resident landowners. More recently, the town has modified it's a trails development strategy to emphasize creating smaller, accessible trails on public lands.</p>	<ul style="list-style-type: none"> Funding 	<ul style="list-style-type: none"> Mono is a participant in the WDG in motion campaign. This past year, Mono partnered with the CVCA, NVCA, Dufferin County and the Ontario Trillium Foundation to construct a 920 meter trail from Mono Amaranth Public School to the North Shore Island Lake Conservation Area 	<p>Kim Perryman Recreation Department 519-941-3599 x 27 kim@townofmono.com www.townofmono.com</p>
<p>Town of Caledon</p>	<p>The Town of Caledon has a Trails Master Plan that was adopted in 2002. They have identified possible routes for bike lanes and posted "share the road" signs on key roadways</p>	<ul style="list-style-type: none"> Reestablishing a Trails Committee Geographic spread of population 	<ul style="list-style-type: none"> Establish cycling lanes on appropriate roads. 	<p>Jan Smith-Bull Parks Service Facilitator 905-584-2272 x 4248 jan.smith-bull@caledon.ca www.caledon.ca</p>
<p>Dufferin County</p>	<p>The County has been very supportive of the creation of Trails and provided funding support to our Trails Working Group to develop this report.</p>	<ul style="list-style-type: none"> Needs support and coordination from local municipalities 	<ul style="list-style-type: none"> County owns abandoned rail lines that can serve as important corridors for future trails. County has endorsed the creation for a plan to support bike lanes on their roads and instructed staff lead establishing such a plan. 	<p>Linda Dean CAO 519-941-2816 ljdean@dufferincounty.on.ca</p> <p>Trevor Lewis Dir of Public Works 519-941-2816 x 2601 tlewis@dufferincounty.on.ca www.dufferincounty.on.ca</p>

Organization	Trail Description	Challenges	Opportunities	Contact Persons
OTHER STAKEHOLDERS				
<p>The Ministry of Health Promotion</p>	<p>Through the creation of Ontario Trails Strategy, this Ministry is facilitating the coordination of the various Ministries whose mandate impacts trail development across the province.</p>	<ul style="list-style-type: none"> Diverse needs of trails development exist across Ontario Can be a key partner but can't achieve strategy without local stakeholder cooperation 	<ul style="list-style-type: none"> Coordinating provincial ministries to ensure a supportive environment for trails development Source of some funding for trails development Provides info and resources to trails development groups 	<p>Barbara Elias Regional Consultant Dufferin County, Wellington County and the City of Guelph 1-800-265-5520 ext. #3 Barbara.Elias@ontario.ca</p>
<p>The Ontario Trails Council</p>	<p>The Ontario Trails Council offers knowledge and support to our group and helps to link us to other trails systems outside our region.</p>	<ul style="list-style-type: none"> Funding 	<ul style="list-style-type: none"> OTC infrastructure includes a website that can offer a means of compiling and promoting trails in the Headwaters region 	<p>Patrick Connor 877-668-7245 psc@kos.net www.ontariotrails.on.ca</p>
<p>TransCanada Trails Ontario</p>	<p>The TransCanada Trail is an 18,000- kilometer recreational corridor winding its way through every Province and territory, linking over 800 communities along its route. When completed, this will be the longest trail of its kind in the world, connecting our regions, our three oceans and our people in a new way for generations to come.</p>		<ul style="list-style-type: none"> Recently completed a report on Best Practices for Regional Trails Committees in Ontario. Regardless of org structure, they believe RTCs are the "most likely mechanism to aid in the construction of recreational trails and the Trans Canada Trail by 2010." 	<p>Dan Andrews General Manager Tel: (705) 743-0826 dan.andrews@tctrail.ca Kirsten Spence 705-746-1283 tcto@cogeco.ca www.tctrail.ca</p>
<p>Wellington Dufferin Guelph Health Unit</p>	<p>Our local health unit has long been a champion of healthy living and trails through its publishing of a very accessible guide and map of some of our local trails, they have also provided resources and support to assist HCIA's Trails Working Group in compiling and sharing this report with stakeholders and offering resources which will assist us in realizing our vision.</p>		<ul style="list-style-type: none"> Through their lead role in WDG In Motion, the health unit is facilitating and supporting local partnerships to encouraged increased physical activity and active living amongst our residents. 	<p>Karen Armstrong 519-941-0760 x</p>

Organization	Trail Description	Challenges	Opportunities	Contact Persons
<p align="center">Hills of Headwaters Tourism Association</p>	<p>The Tourism Association played a key role in partnering with HClA to host the initial event that convened local trails enthusiasts which launched our Trails Working Group. Since that time, they have worked with their members to identify and develop signature “trails experiences” which promote the trails of our region throughout the province and beyond.</p>			<p>Lisa Brusse Executive Director 519-942-0314 lbrusse@thehillsofheadwaters.com www.thehillsofheadwaters.com</p>
<p align="center">HBCC Cycling Club</p>	<p>The club has assisted in identifying and articulating the needs of local cyclists and sharing information about popular routes within the region.</p>			<p>Gary McNally 519-942-1557 gary.mcnally@digica.ca</p> <p>Brad Hunter 941-8611 theepicride@bellnet.ca</p>
<p align="center">Hydro One</p>	<p>The construction of a new transmission corridor from Milton, which will travel through Erin, Orton, and East of Luther Marsh to the Bruce County Power Generation facility provides an opportunity for the establishment of a trail... using a secondary land use agreement.</p>			<p>Enza Cancilla enza.cancilla@hydroone.com</p>