



TOWN OF CALEDON TRAILS MASTER PLAN UPDATE



DRAFT

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TRAILS MASTER PLAN UPDATE



1.0 Introduction

Located in the heart of Ontario, the Town of Caledon has an exceptional geographic location within the Region of Peel where it embraces a unique landscape of internationally recognized geological and ecological natural systems such as the Niagara Escarpment World Biosphere, the Oak Ridges Moraine and numerous rivers and streams. These land features are important and valued characteristics to both Caledon's and Southern Ontario's landscape. As a valued resource, this much sought after landscape increasingly contends with pressures for intensified population growth and diversified recreational needs.

As a whole, Ontario municipalities continue to experience an increased need for the establishment of well connected public trail and active transportation systems to meet the public and tourism demand for inexpensive ways to exercise, commute and enjoy the outdoors. Factors central to the increased demand include the aging population, suburban sprawl and the ongoing consumption of natural landscapes.

Covering a land base of approximately 700 square kilometres, the Town of Caledon is a relatively rural community, made up of urban districts, suburban communities and rural settlement areas which are scattered amongst agricultural lands, the Niagara Escarpment (NE) and the Oak Ridges Moraine (ORM). Refer to **Map 1.0 Town of Caledon Context Map**. With such a wide spread population disbursement of approximately 57,000 residents, trails have become an important amenity in Caledon for providing connectivity, sense of place, preserving historic railroad corridors and improving the quality of life for residents and visitors alike. Caledon is an environmentally conscious municipality, winning "TVO's Greenest Town in Ontario" in 2003. Protection of the natural environment is important and forms the basis for trails and tourism development.

In February 2002 the Town of Caledon Council approved the Town of Caledon Trails Master Plan. A well thought out document with ample input from Caledon's numerous trail partners and stakeholders, the Trails Master Plan focuses on providing proactive rural trail planning for Town-owned trails from 2002 to 2021. Council endorsement of the Master Plan has allowed for approval of trail funding for both the implementation of new trails and enhancement of Town-owned existing trails.

Located in close proximity to the Greater Toronto Area (GTA), Caledon continues to experience both rapid population growth and increased tourism for those wishing to enjoy a countryside destination.

"As the majority of the population moves from activities like tennis and spectator sports to ones like walking and birding, the movement to make the countryside more accessible will intensify."
(David Foot, Boom, Bust & Echo)

With increased population comes increased public need for additional trail amenities. Caledon already encompasses a variety of high quality trails that are provided through both public and private facilities, such as the Caledon Trailway, the Bruce Trail, the Humber Valley Heritage Trail and the Trans Canada Trail. There is a public expectation that Caledon will continue to provide high quality and well connected trail facilities. In addition, there is a growing interest by

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the general population for the establishment of bicycle facilities that can accommodate both recreation and commuting opportunities. Provisions for on-road cycling were not included in the 2002 Trails Master Plan; however, since approval of the plan there has been significant public interest in implementing an on-road cycling network. In addition, over the past year the Region of Peel has made great strides to incorporate active transportation strategies within their planning and development mandate.

Active transportation is an important planning practice to include in a trails master plan because it is a process which promotes opportunities for alternative modes of transportation. By definition, active transportation is regarded as healthier and environmentally sustainable methods of travel. Typically active transportation focuses on human powered modes of transportation. In Caledon, active transportation can be aptly addressed through a combination of on and off-road pedestrian and cycling networks.

Based on the ever increasing development in Caledon and the need for trails and cycling networks, periodic updates to the Master Plan is a key success factor for the ongoing planning and implementation of trails. An update to the Trails Master Plan is a priority identified in Town Council's 2006-2010 work plan. This update demonstrates the Town's ongoing commitment to addressing the needs of residents and trail partners in establishing and maintaining a well connected, safe and environmentally sound trail network.

1.1 PURPOSE OF THE TRAILS MASTER PLAN UPDATE

The Trails Master Plan Update focuses on providing a long term planning document which guides the planning, design, development and maintenance of Town-owned trails as well, encourages ongoing partnerships with the many other private and public trail providers in Caledon to ensure an over all network that is safe, diverse, protects the natural environment and is well connected. In addition, the Master Plan includes public input to define user needs and identify trail connection opportunities.

The Master Plan is a beneficial planning document because it:

- Establishes a comprehensive inventory of the existing trails network throughout the Town of Caledon;
- Identifies permitted uses on Town-owned trails;
- Defines important recreational, open space linkages;
- Defines guidelines for appropriate levels of service for maintenance of trails; and
- Supports both the Town's and Region's objective to provide alternative modes of transportation.

Upon implementation of the plan, Caledon will offer a unique trail experience for residents and visitors.

1.2 VISION AND PRINCIPLES

The Vision of the Master Plan is:

To achieve a high quality and variety of trails in the Town of Caledon, accessing and connecting points of interest while protecting, preserving and enhancing community health and the environment.

The Vision is supported by the following **Principles**:

To protect:

- The trail user by providing safe serviceable trails.
- The environment in sensitive and significant areas.

To preserve:

- A sustainable integrated public trails network
- The peaceful co-existence with others sharing our trail environment.
- Sustainable and well-used trails.

To enhance:

- Trails as an alternative transportation system.
- Year round and varied uses.
- User interest.
- Direct pedestrian access from places of residence.
- Face to face contact.
- Access to our natural and cultural heritage.
- The north-south linkages of the trail network.

To establish:

- An inter-connected trail network that connects all areas of Caledon.
- Well-implemented and monitored trails.
- Partnerships where development and cost sharing opportunities could exist.
- Trails as an integral part of new development areas.
- Strong links to trails provided by others within Caledon as well as, to surrounding municipalities, regional, provincial and national trail networks.

The principles ensure that the trails in Caledon are implemented in a consistent approach. The principles should be referred to whenever a segment of trail is being planned, implemented or changes to the overall network are being considered.

1.3 STUDY APPROACH

The approach of this Master Plan is to review the existing approved 2002 Trails Master Plan and use it as the foundation for providing an updated master plan, which includes bicycle networks and active transportation opportunities. The study is broken into two phases:

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Phase 1 Understanding, Reviewing and Assessing the Resources

- Reviewing the existing trails plan to identify any gaps in the existing trail mapping,
- Understanding the existing resources and planning requirements,
- Partnering with the Provincially sponsored Walk and Bike for Life Organization to complete a public input process for trail planning in Caledon,
- Working with the Region of Peel to include active transportation,

Phase 2 Incorporating New Information and Preparing the Master Plan

- Identifying an on and off road cycling network,
- Providing recommendations,
- Achieving Council adoption of the updated Master Plan,

1.4 ORGANIZATION OF THE REPORT

The Master Plan builds upon the significant groundwork that Town, Council and staff, in coordination with many community groups and trail partners, have worked on for the past 10 years. While the Master Plan recognizes the importance of the numerous trails within the Town that are provided through various public and private partners, the focus of the plan is for the identification of on and off-road trail development on the Town of Caledon's publicly-owned lands and bicycle routes within road right-of-ways. Where appropriate, effort will be made to provide connections between Town-owned trails and trails by others.

The Master Plan focuses on strengthening the existing solid framework of successes and recommendations from which the 2002 Trails Master Plan established for planning and developing trails. The Master Plan is intended to be a constantly evolving document; therefore, it must be flexible enough to accommodate Caledon's growing built fabric and changes in trail development priorities. The vision and principles of the Master Plan must remain consistent and should be referred to when planning or implementing new trail sections to ensure the objectives of the Master Plan are achieved.

Keeping the Master Plan updated will guarantee the document remains a relevant and valuable resource for Town of Caledon trails. The document is organized in chapters and includes information on the benefits of trails, planning for trails, community input, inventory and analysis, developing the network, economic analysis, maintaining the trails and recommendations.

The Trails Master Plan Update document should be considered a comprehensive document that supersedes the 2002 Trails Master Plan.

2.0 The Benefits of Trails

There are many benefits to providing trails. In the Province of Ontario, the recreational sectors are currently experiencing significant participation and influence from the Baby Boomer population who are looking for opportunities to enjoy outdoor activities. Walking, hiking and cycling are among the most popular, inexpensive outdoor recreational activities, which continue to experience annual growth in participation numbers. The establishment of trail infrastructure supports these popular activities. There are many surveys, discussion papers and articles written on the benefits that trails provide. The most popular benefits that are identified center on public health, economic, sustainable transportation and environmental preservation.

2.1 PUBLIC HEALTH

In the past decade Ontario Public Health (OPH) has come to the forefront as a prominent partner in helping to establish healthy environments for Ontarians to live and work within. Health Units across Ontario have published numerous reports regarding the importance of getting Ontarians active. It is the health sectors' belief that active people are a low risk for such health concerns as obesity, heart disease, stroke, depression, diabetes and cancer. In turn, a healthier population means less dependence on the health care system, a lower rate of absenteeism in the workplace, decreased workplace compensation claims and increase in overall life expectancy.

Public agencies have been vocal on the benefits of trails in enhancing an individual's fitness level. As an inexpensive year round activity, walking, hiking and jogging are recreational pursuits, which are multi generational; meaning all age groups can participate no matter their level of fitness abilities. In addition, as most municipalities have implemented trails of some form, trail facilities are generally available to a significant portion of the Ontario population. With this type of knowledge and resource it is easy to understand why there is such a national health trend to support trails in the fight to get people physically active.

2.2 ECONOMIC

Today we live in a fast paced society where physical inactivity and individual stress levels are on the increase. Trails are quickly becoming an affordable economic alternative for recreation and travel. In combination with the economy experiencing global decline over the past several years and the increase concern for individual safety when travelling out of country, there has been a noticeable change in the average Canadians travelling habits. A higher percentage of Canadian's are opting for "Stay-cations" which are vacations closer to home. As a family orientated activity, trails located in natural environments have become a popular travelling destination.

From the start of construction to ongoing management, trails create jobs and generate economic benefit as a tourism asset. Visitors to trails are likely to spend money in the local economy through food, drink, accommodation and retail purchases. In addition to tourism, when new businesses are looking to locate in a community the availability of trails is often a consideration in the decision making process. Even the real estate market is finding that properties located close to trails hold or increase in value and purchasing desire. Headwaters Communities in Action (HCIA) has prepared a draft report for discussion called: *Building a Regional Network of Trails Report and Recommendations*. In the report HCIA has been able to identify that

“Real estate agents that sell properties in the Bruce Trail area revealed that 80.5% felt that proximity to the trail would either make a home easier to sell or would have no negative effect.”

Finally, trails garner new partnerships between public, private and grass root agencies. These partnerships often generate new funding opportunities to put towards trail education, promotion and development.

Chapter 8.0 The Economics of this study provides detail on how trails in Caledon affect the local economy.

2.3 TRANSPORTATION

With such a large land base to connect, historical planning in North America has designed communities around vehicle movement. This pattern of design has often created barriers to the walk and bike-ability of a community. Over the past two decades there is a very slow movement in North America that is promoting the importance of planning active communities. Observing the successes that active, pedestrian planned European communities are experiencing, this new green movement is starting to build momentum in North America. This movement includes the important integration of active transportation systems.

As outlined in Canada’s agreement within the Kyoto Protocol that was set into place on February 16, 2005, it is mandatory that Canadians reduce our production of emissions. Motorized vehicles are one of the largest contributors to the production of greenhouse gases. By implementing alternative modes of transportation there can be a net reduction in the number of vehicular trips done in a day; there by reducing the carbon footprint. The establishment of non-motorized trails promotes energy efficient and non-polluting forms of transportation.

2.4 ENVIRONMENT

Trails not only provide an environmentally sustainable, alternative mode of transportation but they also connect communities to their environment; this adds value to a community as an attractive and desirable place to live.

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When compared with the infrastructure required for establishing and maintaining a vehicle corridor, trail infrastructure requires significantly less resources, a smaller corridor width and can often be constructed using more sustainable materials, all resulting in a lower impact on the environment.

The Ontario non-profit organization, Go for Green has published *Trails and the Environment* which suggests that trails provide such environmental 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, and*
- *Offering living laboratories to monitor changes in the environment.*

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3.0 Planning for Trails

The increase in public popularity for trails over the past two decades has established trails as an important asset in municipal infrastructure. As a key amenity for municipalities, it has become essential to properly plan, design, implement and promote trails.

3.1 PLANNING POLICIES

There are numerous provincial, regional and local planning policies which highlight the importance of establishing trails, supporting active transportation networks and encouraging active living initiatives. The following highlights some of the planning documents that support the establishment of a trails network in the Town of Caledon.

3.1.1 Provincial Policies

The Province of Ontario has been an active leader in the planning of trails and active transportation systems. The following is a summary of provincially prepared policies and documents that support the planning of trails in Caledon.

3.1.1.1 Province of Ontario – Provincial Policy Statement (March 2005)

The Provincial Policy Statement (PPS) focuses on provincial interests in land use planning, development and public health. The PPS was issued under Section 3 of the Planning Act and came into effect March 1, 2005. Planning authorities shall have regard to PPS statement issues under the Planning Act.

There are several sections to the PPS that outline the importance of including trails and alternative modes of transportation as part of municipal planning. Municipalities shall establish optimal land use planning so that *“these land use patterns promote a mix of housing, employment, parks and open spaces and transportation choices that facilitate pedestrian mobility and other modes of travel.”*(Part 4)

The PPS recognizes the significance of providing healthy, active communities. *“Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, and facilitate pedestrian and non-motorized movement, including but not limited to walking and cycling.”* (Section 1.5.1 A) These active facilities shall provide *“a full range of equitable distribution of publicly-accessible built and natural settings for recreation, including, facilities, parklands, open space areas, trails and where practical, water based resources.”* (Section 1.5.1 B)

Trails should be considered a component of a municipality’s transportation network; therefore, shall be a well-connected system. *“Connectivity within and among transportation systems and modes should be maintained and wherever possible, improved including connections which*

cross jurisdictional boundaries.” (Section 1.6.5.3) A well-connected transportation network will encourage “viable choices and plans for public transit and other alternative transportation modes.” (Section 1.6.5.4)

The establishment of non-motorized modes of transportation in between areas of residential, commercial, industrial and employment lands will support the PPS objectives for planning energy efficient communities.

3.1.1.2 Province of Ontario – Places to Grow Act – The Greater Golden Horseshoe (GGH) (2006)

Providing direction for the long-term development in Ontario, the Places to Grow Act, under the leadership of the Ministry of Public Infrastructure and Renewal, outlines clear direction for the municipal establishment of trails, cycling and active transportation.

With a vision for 2031, Places to Grow outlines a goal for the inclusion of walking and cycling as a common element within the municipal transportation system.

2.2.2 Managing Growth (g)

Planning and investing for a balance of jobs and housing in communities across the GGH to reduce the need for long distance commuting and increase the modal share for transit, walking and cycling.

2.2.3 General Intensification

7. All intensification areas will be planned and designed to –

d. support transit, walking and cycling for everyday activities.

2.2.7 Designated Greenfield Areas

1. New development taking place in designated Greenfield areas will be planned, designated, zoned and designed in a manner that –

b. creates street configurations, densities, and urban form that support walking, cycling...

d. Create high quality public open space with site design and urban design standards that support opportunities for transit, walking and cycling.

3.2.2 Transportation General

1. The transportation system within the GGH will be planned and managed to –

b. Offer a balance of transportation choices that reduce reliance upon any single mode and promotes transit, cycling and walking.

3.2.3 Moving People

3. Municipalities will ensure that pedestrian and bicycle networks are integrated into transportation planning to –

a. provide safe, comfortable travel for pedestrian and bicyclists within existing communities and new development.

b. provide linkages between intensification areas, adjacent neighbourhoods, and transportation stations, including dedicated lane space for bicycles on the major street network where feasible.

4.2 Policies for Protecting what is Valuable

4.2.1 Natural Systems (4)

Municipalities, conservation authorities and non-government organizations and other interested parties are encouraged to develop a system of publicly accessible parkland, open space and trails.. within the GGH that –

b. is based on a co-ordinated approach to trail planning and development.

3.1.1.3 Province of Ontario – Active 2010 (August 26, 2005)

Active 2010 is a provincial strategy with a goal to increase every Ontarian's daily participation in physical activity through sport and recreation programs. Key action areas of the plan include supporting the establishment of active communities and supporting facilities that provide safe and affordable opportunities for participation. Trails are facilities, which can encourage the participation in sports such as running, cycling and cross-country skiing. *"The development and maintenance of safe and attractive recreational facilities and programs is a key factor in achieving increased levels of participation in sport in Ontario."* (page 17)

3.1.1.4 Province of Ontario - Ontario Trails Strategy – Active 2010 (2005)

The Ontario Trail Strategy (OTS) supports the decision making process for trail development in Ontario. It is a long term planning document, which identifies *"strategic directions for planning, managing, promoting and using trails."* (preface – Honourable Jim Watson) The strategy has been prepared in coordination with the Active 2010 strategy and has a strong focus on creating recreational facilities that support physical activity and the establishment of healthy communities. The OTS identifies key elements such as trails positive contribution to public health, economy, community identity and environmental preservation.

3.1.1.5 Province of Ontario - The Greenbelt Plan (February 28, 2005)

Under the jurisdiction of the Ministry of Municipal Affairs and Housing, the Greenbelt Plan determines where urbanization can occur within the Province. The focus of the plan is for the protection of agricultural lands, environmental lands and natural heritage systems. Much of Caledon is encompassed by the greenbelt planning area, particularly with the towns make up of NE, ORM, agriculture and protected countryside lands. One of the goals of the Greenbelt Plan is for providing publicly accessible trails.

Section 3.3 Parkland Open Space and Trails

3.3.1 Description

Maintaining and expanding the supply of publicly accessible parkland, open space and trails is encouraged through strategic planning activities that identify, plan for and protect these resources for current and future generations.

The Greenbelt planning area already incorporates a well-established trail system in the Bruce Trails, The Trans Canada Trail and the Niagara Greenway.

This system of parks and trails, provides economic benefits and opportunities for a multitude of uses and activities compatible with the Greenbelt's vision and goals. This system should serve as the base for future decisions on parkland, open space use and trail development.

3.3.3 Municipal Parkland, Open Space and Trail Strategies

- 1. Provide for a full range of publicly accessible built and natural settings for recreation including facilities, parklands, open space areas, trails and water-based activities.*
- 3. Include the following considerations in municipal parkland and open space strategies:
 - b. Providing facilities, parklands, open space and trail that particularly support an active, healthy community lifestyle;**
- 4. Include the following considerations in municipal trail strategies:
 - a. Preserving the continuous integrity of corridors (e.g. abandoned railway rights-of-way and utility corridors);*
 - b. Planning trails on a cross-boundary basis to enhance interconnectivity where practical;*
 - c. Incorporating the existing system of parklands and trails where practical;*
 - d. Restricting trail uses that are in appropriate to the reasonable capacity of the site (notwithstanding the ability to continue existing trails/uses);**

f. Supporting and ensuring compatibility with agriculture; and

g. Ensuring protection of the sensitive key natural heritage features and key hydrologic features and functions of the landscape.

3.1.1.6 Province of Ontario - The Oak Ridges Moraine Conservation Plan (April 22, 2002)

Completed in 2002, the Oak Ridges Moraine Conservation Plan (ORMCP) outlines a direction for protecting the ecological and hydrological functions of the ORM. A key objective of the plan is “*providing for a continuous recreational trail through the Oak Ridges Moraine area that is accessible to all including persons with disabilities*” while protecting the ecological integrity of the plan area. Further all trail development shall include trail connections to the plan area.

Some Key Land Use Policies (page 6)

The trail system through the Oak Ridges Moraine shall provide non-motorized recreational access through the Moraine.

3.1.1.7 Province of Ontario - The Niagara Escarpment Plan (NEP) (June 2005/updated September 2009)

The Niagara Escarpment is an important ecological landform in Ontario and is designated on an international level as a Biosphere Reserve by the United Nations Educational, Scientific, and Cultural Organization (UNESCO). As an important natural environment to protect, the Niagara Escarpment Plan (NEP) provides direction to those municipalities within the NEP planning area on matters of appropriate development. The Bruce Trail is established within most areas of the escarpment providing vital recreational links. The NEP outlines the importance of trail connections in the escarpment area.

All recreation and trails within the Niagara Escarpment are to be developed so to protect the escarpment environment.

Within the Niagara Escarpment land use designation areas of Escarpment Natural, Escarpment Protection and Escarpment Rural, permitted uses include,

The Bruce Trail corridor including the pedestrian footpath and, where necessary, bridges, boardwalks and other trail-related constructions and unserviced Overnight Rest Areas and Access Points for Bruce Trail Users.

1.6 Minor Urban Centres

Trails shall be accommodated within the NEP designated Minor Urban Centres which includes Caledon's: Belfountain, Cataract, Cheltenham, Inglewood, Mono Mills and Terra Cotta.

Development Growth Objectives

11. Adequate public access to the escarpment should be provided by such means as parking areas, walkways or pedestrian trails (e.g. the Bruce Trail).

Part 2 Development Criteria

2.13 Recreation

6. Trails will be located and designed so as to not adversely affect adjoining landowners.

7. Motorized vehicle trails are encouraged to use abandoned pits or quarries, abandoned railway lines or unused township roads where disruption of the natural environment would be minimal.

8. Trails will be located and designed to avoid wherever possible steep slopes, wetlands, erosion prone soils, agricultural areas and ecological sensitive areas such as deer-wintering yards and significant plant and animal habitats and Areas of Natural and Scientific Interest.

9. Where existing trails are in locations that cause environmental deterioration, relocations to less critical locations shall be encouraged.

10. Trail design, construction and management should ensure the safety of trail users.

3.1.2 Region of Peel

The Region of Peel has a number of planning and transportation studies that promote the establishment of trails and active transportation systems in the Town of Caledon.

3.1.2.1 Region of Peel Official Plan (OP) Consolidated November 2005 Active Transportation Communication/Social Marketing Strategy, Resolution 2009-595

3.5 Recreation

3.5.1 Objective

3.5.1.1

- *To support passive recreational opportunities through Regional cooperation and partnerships with agencies having the prime responsibility for recreation facilities; namely, the area municipalities, conservation authorities, provincial park agencies including the Niagara Escarpment Commission and the Bruce Trail Association.*

3.5.2 Policies

3.5.2.6

- *support initiatives to establish trail systems on the Oak Ridges Moraine as well as the Culham Trail, Cataract/Elora Trail, the Caledon Rail Trail, Credit Valley Trail, equestrian trails and other trails in the Region.*

5.6 Transportation System in Peel

5.6.1 General Objectives

5.6.1.8

- *To provide for bicycle and pedestrian opportunities in the design of roadways.*

5.6.4 Major Road Network

5.6.4.2 Policies

5.6.4.2.16

- *Encourage the area municipalities to identify and integrate a network of bicycle routes and lanes in greenbelts and local streets. Where necessary, bicycle routes along Regional roads may be considered where they provide essential linkages to the local bicycle route network. Bicycle routes along Regional roads should be separated from motorized traffic travel lanes to satisfy safety and road transportation capacity considerations.*

3.1.2.2 Region of Peel Active Transportation Communication/Social Marketing Strategy, Resolution 2009-595

The Region of Peel in collaboration with its area municipalities is currently preparing an Active Transportation/Social Marketing Strategy. The Active Transportation Initiative focuses on promoting and educating residents and visitors of the benefits and opportunities to use trails within the Region.

3.1.2.3 Regional Municipality of Peel Transportation Demand Management Study Report (TDM), June 2004

The Region of Peel TDM addresses long-term transportation planning within the Region of Peel. The objectives of the TDM include the promotion of active transportation opportunities such as walking and cycling.

3.1.3 Town of Caledon Planning Objectives

There is interest amongst both the Town of Caledon and its residents to establish a community trail network and active transportation system, which connects all of Caledon's individual communities, including newly emerging communities. Planning will ensure that new development areas, as well as, areas of community improvement or redevelopment will meet the expectations for incorporating trail networks and active transportation systems.

The following is a summary of municipal trail and active transportation policies, recommendations and guidelines.

3.1.3.1 Town of Caledon Official Plan (OP) (June 2005/updated September 2009)

The Town of Caledon OP provides principles, goals and objectives to guide the land use, development and effects on social, economic and natural environment within Caledon. Various sections of the Official Plan make reference to supporting trail and active transportation as outlined below.

Section 2.2.3: Goals

- *To provide residents with an open space system which promotes a diversity of recreational and leisure opportunities.*

Section 5.1.2: Agricultural Area - Objectives & Section 5.2.2: Rural Area - Objectives

- *To encourage the preservation of present and future recreational linear trail systems in their present conditions for the benefit of citizens within the Town and beyond.*

Section 5.8.2.2: Open Space and Recreation - Objectives

- *To preserve and protect existing linear trail systems, including the Bruce Trail, the Great Pine Ridge Trail** and the Caledon Trailway.*

Section 5.8.2.4: Open Space and Recreation - Objectives

- *To participate in, and support, where appropriate, the initiatives of other agencies and interest groups in establishing or expanding interconnected linear and other recreational open space systems within Caledon, and at a broader scale.*

** *Great Pine Ridge Trail is no longer recognized as an active trail within the Town of Caledon. See section 5.1.1 for more details.*

Section 5.8.3.3: Open Space and Recreation – General Policies

- *It is the policy of the Town to encourage the development of a comprehensive open space recreational system within the municipality, which links watersheds, regional landforms and connects to external trail and open space networks. This system may include components of the Ecosystem Framework where appropriate, and shall be encouraged to integrate local, district, Regional and provincial public parks.*

Section 5.8.3.4: Open Space and Recreation – General Policies

- *The Town recognizes the significance of existing national, inter-provincial and inter-regional trail and open space/parks systems such as the Trans-Canada Trail, the Bruce Trail, the Humber Valley Heritage Trail, the Caledon Trailway, the Elora-Cataract Trailway and the Niagara Escarpment Parks and Open Space system and shall endeavour to preserve and protect these trail networks and open space systems where feasible.*

Section 5.8.3.5: Open Space and Recreation – General Policies

- *The Town will support and participate in, as appropriate, the initiatives of other agencies and interest groups to expand and interconnect existing linear passive trail systems. Particular emphasis shall be placed on linking recreational opportunities between the Oak Ridges Moraine, the Niagara Escarpment and the Humber and Credit river watersheds.*

Section 5.8.3.7: Open Space and Recreation – General Policies

- *The Town shall, in consultation with other government, and non-government agencies, explore options for initiating a Caledon Greenway Strategy. This Strategy could, among other things, identify opportunities to establish a comprehensive, Town-wide recreational trails system and could include other important considerations such as the potential economic benefits of enhanced tourism, and the potential impacts of increased recreational uses on the natural environment.*

Section 5.9.1: Transportation – Introduction

- *The Official Plan recognizes the important relationship between existing and future development, and all transportation modes and public rights-of-way including automobiles, trucks, public transit, pedestrian and bicycle pathways.*

Section 5.9.2 (f): Transportation – Objectives

- *To support the planning and development of pedestrian and bicycle facilities and their linkages with open space areas.*

Section 5.9.11.1: Bicycle and Pedestrian Paths

- *The Town will encourage the development of a system of bicycle routes and pedestrian paths to link major public open space, activity centres, and the transportation network.*

Consideration will be given in all new subdivisions, and development proposals to provisions for bikeway/walkway links with transportation networks.

Within the Town of Caledon OP are Secondary Plans that provide further details on conceptual trail systems within specific communities.

Section 7.1.12.1: Palgrave Estates Residential Community

- *Linkages within regional trail systems and adjacent open spaces should be developed*

Bolton South Hill Residential. Conceptual trail system map included on Schedule C-2.

Section 7.2.6.4:

- *It is the intent of the plan to locate parks adjacent to school sites and to provide trail linkages between the sites to maximize access to such sites.*

Section 7.2.6.5:

- *The Town shall encourage the development of a linked open space system in the secondary plan area, which will link the park/school sites with the environmental policy area adjacent to the Humber River. Linkages between this area and other areas of Bolton will be encouraged.*

The Bolton Core Area Secondary Plan. Conceptual trail system map included on Schedule C-1.

Section 7.3.6 (g): Vehicular and Pedestrian Accessibility

- *A continuous walkway linkage shall be provided in proximity to the shores of Humber River. In the long term, the walkway may form part of a larger pedestrian open space system associated with the Humber River Watershed.*

West Bolton Secondary Plan Area. Conceptual trail system map included on Schedule C-3.

Section 7.4.3: Land Use - General

- *A range of community uses are incorporated including.... railway linkages associated with valley lands of the tributary to the Humber River.*

Section 7.4.7: Parks

- *Park linkages between park sites, which utilize the valley system, shall be encouraged to maximize access. Where linkages are provided within the road allowances, design principles may include dedicated pedestrian/bicycle paths, extra right-of-way widths, enhanced boulevards widths, landscaping and signage.*

North East Bolton Secondary Plan. Conceptual trail system map included on Schedule C-4.

Section 7.5.6: Neighbourhood Park

- *A linked passive trail system shall be provided on lands included within the secondary plan area, and in some areas may extend beyond the boundary of the secondary plan are into the surrounding EPA designation. The passive trail system shall be developed by individual landowners in consultation with the Town of Caledon and TRCA.*

Inglewood Village Plan. Conceptual trail system map included on Schedule M.

Section 7.6.2.1. : Community Planning Objectives

- *(h) To provide for a system of open spaces, trails and pedestrian walkways that interconnect the new residential neighbourhood, McLaughlin Road, the core and the Caledon Trailway.*
- *(i) To establish and maintain a trail linkage between the Caledon Trailway and the Elora-Cataract Trail.*

Section 7.6.8.5: Open Space and Recreation

- *The existing system of inter-regional and local trails within the vicinity of Inglewood will be enhanced by the establishment of a trail network within each new residential neighbourhood.*

Caledon East Secondary Plan. Conceptual trail system map included on Figure 7.7.2.

Section 7.7.2 (h):

- *To encourage and facilitate pedestrian activity by providing a system of open spaces, trails and pedestrian walkways that interconnect the residential neighbourhoods, the core, community facilities and the Caledon Trailway.*

Section 7.7.3: The Structural Concept

- *The development of trails will be encouraged to create pedestrian linkages between parks, the environmental police area, the core and the residential neighbourhoods.*

Open Space and Recreation

Section 7.7.12.3:

- *The trail system shall be developed by individual landowners in consultation with the Town of Caledon and TRCA*

Section 7.7.12.11:

- *Where linkages are provided within road allowances, design principles may include dedicated pedestrian/bicycle paths, extra right-of-way widths, enhanced boulevard widths, landscaping and signage, as indicated in the community design guidelines.*

3.1.3.2 Town of Caledon Community Design Guidelines

The Town of Caledon has established several community design guidelines to provide detailed guidance in development of new growth communities. The following community design guidelines contain principles regarding trail development and should be referred to when new or re-development of trails is being contemplated.

- **The Fernbrook Subdivision, Snell's Hollow Community Design Guidelines, November 2007**
- **Inglewood Village Community Design Guidelines, July 12, 1999**
- **Mayfield West Community Design Guidelines, November 2007**
- **Caledon East Streetscape Study Design Concept, February 1994**

3.1.3.3 Town of Caledon Recreation & Parks Masterplan – Draft, January 2010

The Town of Caledon is currently updating the Recreation and Parks Masterplan. Included in the Masterplan's recommendations is the updating of the 2002 Trail Masterplan so that trails can continue to be developed to serve the active transportation and recreational needs.

3.1.3.4 Bolton Pedestrian Network – February 2002

The Bolton Pedestrian Network is a map that was prepared and approved as part of the 2002 Trail Master Plan approval process. The pedestrian network illustrates primary and proposed pedestrian corridors within the Bolton settlement area.

3.1.3.5 Walk 21 Charter, Adopted by Council, 2007

Walk 21 is an international charter for promoting safe walking in communities. The Town of Caledon signed the international charter in the fall of 2007 to support the movement and show commitment towards establishing trails and walkable communities.

3.2 PLANNING CONSIDERATIONS

There are ample policies and guidelines in place, which clearly identify the importance of establishing trails in the Town of Caledon. The key to implementing a trail network depends upon pro-active planning, promoting partnerships and availability of financial resources. The Public Works and Engineering Department along with other Town departments, Council and stakeholders, will play a key role in the development of the Caledon pedestrian network. Maximizing the communication and participation of all stakeholders will ensure the successful implementation of trails and cycling networks in Caledon.

3.2.1 Trails in Established Communities

The Caledon Trailway is the primary trail that bisects the Town and connects many of Caledon's smaller communities, villages and hamlets. See **Map 2.0 Existing Trails in Caledon**. Many of Caledon's established communities such as Bolton, Inglewood and Caledon East have conceptual trail plans already established to guide trail development in these communities. The trail plans have been established through the completion of Secondary Plans. These Secondary plans should be referred to when looking to expand trails or re-develop trails within these communities. The following OP schedules and figures directly relate to the secondary plans and delineate trail locations:

- Schedule C-2, Bolton South Hill Land Use Plan;
- Schedule C-4, North East Bolton Land Use Plan;

- Schedule M, Inglewood Village and Area Land Use Plan; and
- Figure 7.7.2, Caledon East Conceptual Pedestrian Network.

Other established communities such as Alton, Belfountain and Palgrave have well-promoted and established trails provided by others like the Oak Ridge Moraine Trail, Humber Valley Heritage Trail, Elora-Cataract, The Alton Grange Association and the Bruce Trail. See **Map 2.0 Existing Trails in Caledon.**

It is always challenging to develop new trails in established areas as new trail development and cycling routes will primarily come through the acquisition of new lands, partnership creation with other privately or public agency owned property, road and streetscape re-development opportunities and through the submission of new development applications.

Unlike new development areas where trails are often implemented before a significant portion of population has moved in, established areas have established residents who are key stakeholders in the development of trails within their neighbourhoods. Developing trails will require community engagement and public opportunity for communication and input on conceptual planning.

Often opposition towards trail development comes from concerns of increased traffic, vandalism, loss of privacy and increase garbage to name a few. These concerns will need to be addressed.

3.2.2 Trails in New Development Areas

“A liveable suburb or city is one that lets us get home after work fast...that restores and sustains our historic neighbourhoods...that preserves among new development some family farms and green spaces.... a liveable neighbourhood lets you and your spouse walk through a natural ecosystem as you simply take an evening stroll down your street.” (Vice President Albert Gore, Go For Green)

Caledon is growing with numerous new development communities being planned and implemented. As part of the planning process, new subdivisions are being designed to incorporate active transportation opportunities as a critical component of establishing a sustainable community. The planning includes a well-integrated system of off-road trails through parks, open spaces, schools, storm water management facilities and natural features along with on-road networks of bicycle routes, streetscape systems, pedestrian pathways and walkways.

While the Town of Caledon policies clearly outline an expectation that new development will plan for trails and active transportation, many developers recognize the importance of providing integrated pedestrian and cycling systems because of the value it brings to their developments.

Typically, trails in new development areas will be implemented prior to the new residents moving in; furthermore, the trails will be well promoted by the developer/builder as part of the residential sales process. As new residents will not have the opportunity to provide input on

planning and locating of trails, both Town and developer/builder promotion of trails and cycling networks is important to keep residents informed.

New development areas such as Mayfield West and Snell's Hollow have Community Development Plans (CDP) that provides conceptual plans for trail and bicycle networks. In addition, OP Schedule B-1, Snell's Hollow Secondary Plan – Land Use Plan schedules identifies a trail concept that matches what is detailed in the CDP.

3.2.3 Trails in Natural Areas

Caledon has an abundance of natural areas worth enjoying and protecting. People are often attracted to natural areas for walking, hiking, biking and enjoying the outdoor experience for their health and well-being. It is important to allow trail development in natural areas as long as, it is well planned and does not deteriorate or negatively impact sensitive natural environments.

Trails that are established in natural areas must be located and designed so that they protect the natural area from negative impacts. These trails need to be regularly monitored to ensure that trail users are not creating new trails and loops, particularly in sensitive areas.

Often natural areas are coming into public ownership through the Region of Peel's Greenlands Securement Strategy and new subdivision development. Depending on the function of the lands both the Town and the Conservation Authority work in concert to preserve and protect the lands. For some natural areas that are considered highly sensitive, trail development within them may not be appropriate. For natural areas where trails will not be established, alternative measures such as buffering, fencing, signage and developing other routes for trail connections must be considered. Public education on the sensitivity will be important to help deter public access.

3.2.4 Trails Provided by other Groups and Public Agencies

Caledon is fortunate enough to have numerous other trail providers who steward extensive kilometres of trails across Caledon. The Bruce Trail, Humber Valley Heritage Trail, Oak Ridges Moraine Trail, Elora-Cataract Trail, Grand Valley Trail, Toronto Region Conservation Authority, Credit Valley Conservation Authority all provide trail linkages in Caledon. The creation of trail connections between the Town-owned trails and the various other trail providers is becoming a high priority in order to meet the public needs for strong trail connectivity.

In addition to connectivity of trails within Caledon, it is also important to provide strong connectivity within the Region of Peel and with area municipalities. The various trails that are provided by other agencies are beneficial because they cross community boundaries providing Caledon residents with connections to adjacent municipalities. The Region of Peel has a mandate to provide a well-connected region of trails, pathways and cycling networks. The City of Brampton to the south, the Town of Orangeville to the north and the Region of York to the east have approved Trail and Cycling Plans that identify desired municipally-owned connections to Caledon.

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See **Map 3.0 Trail Connectivity** for the various trails provided by other groups and agencies within Caledon as well as where connections have been identified to Caledon from adjacent municipalities and regions.

To create trail connections between the Caledon trails and trails owned by other groups, agencies and municipalities, strategies for communication and partnership will need to be established in order to jointly work together and remove barriers. Trail connections should be established as opportunities become available.

4.0 Understanding the Needs of Our Trail Users

Caledon is fortunate to have public support for the establishment and protection of trails. That support is often shown through the formation of active interest groups who will sometimes volunteer to maintain certain stretches of trails for which they have a keen interest in. Trail groups can be beneficial for the Town because they provide assistance and input in the planning, development and maintenance of trails.

A diversity of trail users with different goals and objectives often brings the possibility of user conflict. Caledon's mix of urban and rural settings invites a diverse group of different types of trail users who may not all be safely accommodated on the same trails. Some types of trail activities may be more suited for rural trail settings versus urban ones. Equestrian is an example: it works well on trails in the rural areas but may not be suited for the urban settings. Typically, different trail users wish to experience different types of trails and with the diversity of Caledon's landscapes not all trails will be appropriate for all user groups. Specifying designated uses on specific trails may be required in order to address user safety, minimize conflict and protect the natural environment; for example, it may be necessary to prohibit equestrian use or bicycle use in trail areas that are located within sensitive landscapes. Signage, user education and site-specific trail design will need to be incorporated in those areas where certain trail uses are discouraged.

4.1 PERMITTED USES ON CALEDON TRAILS

Part of understanding the needs of trail users in Caledon is understanding the permitted uses Caledon currently supports on Town-owned trails. Permitted uses on Caledon Trails include:

- Hiking/walking/running;
- Cycling;
- Cross Country Skiing and snowshoeing (on rural designated trails); and
- Equestrian riding (on rural designated trails).

Each of the various user groups may require different trail types to meet their desired needs. Depending on the intensity of their use, they may establish different impacts to a trail. Therefore, not all trails may be suitable for all users in all trail locations. Additionally, depending on seasonal conditions or unforeseen circumstances, some trails may not be accessible year round.

Under by-law No. 2005-112, **motorized vehicle and motorized recreational vehicles** are not permitted on Town parks or trails unless otherwise authorized by the Town of Caledon. Motorized vehicles are not permitted because when compared to the permitted trail uses, motorized recreation can be considered a higher intensity use that generates higher speeds,

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increased noise and a potential increased impact on trail surfacing. All of these factors make it incompatible with the permitted trail uses.

4.2 INCORPORATING USER AND STAKEHOLDER INPUT

An important component in the development of a Trails Master Plan Study is gaining input from the public and stakeholders. Comments and input provide by the public has been incorporated into the plan where appropriate

4.2.1 Public Meeting Held in 2000 as Part of Initial Trails Master Plan Development

In 2000, prior to the completion of the initial Trails Master Plan development, there was a public meeting held with trail groups and Councillors to discuss the current trail network in Caledon. The meeting focused on identify any issues and opportunities and completing a trail links design charrette. The community input provided at the meeting is still applicable as part of this master plan update. As an outcome to the meeting the following list of trail development priorities were compiled and included in the 2002 Trails Master Plan:

- Secure trails
- Easements on private property
- Need for biking and equestrian trails
- Signage
- Eliminate need to drive to trails
- Link villages and other municipalities
- More north-south connections
- Future trails to be more sustainable and environmentally-sensitive

Secure Trails

Securing new trails was listed as an important priority to Caledon residents. Typically local trail groups have been the ones pushing for further development, even though Caledon identified trails, healthy lifestyles, and active transportation as very important to Caledon residents.

Easements on Private Property

The use of easements on private property for trail routing was another suggestion by stakeholders. Many trail groups have used this method to facilitate the development of their trail and their suggestion is that this option be pursued for the development of north/south trail connections.

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Need for Biking and Equestrian Trails

There is a public desire for additional equestrian and mountain bike trails. The Town of Caledon's primary trail is multi-use and therefore is not providing the optimal experience for any particular user group. Opportunities need to be explored to provide trails that can be designated for single uses which can accommodate the equestrian and mountain biking users.

Signage

Trail groups felt that improved and increased signage is a necessary change. Most of the trails in Caledon are owned or managed by different groups and extend outside the boundaries of the Town of Caledon, making a comprehensive signage system very difficult to achieve. It was suggested that the establishment of a Regional Trail Committee could oversee the organisation of signage or logo, and could also facilitate the creation of maps at trailheads which overview the entire trail network.

Eliminate the Need to Drive to Trails

Being a rural municipality, it would be very difficult to eliminate the need to drive to trails because of the sheer distances that would be required to travel even with an entirely connected trail system. However, trail connections within the populated centres is an important suggestion to take into consideration as it would encourage physical activity and trail use as active transportation.

Link Villages and Other Municipalities

A vital improvement to the trail network in the Town of Caledon would be the connection of all villages to a trail network. There are still several villages, including Caledon Village, which are currently not linked to the other villages by trail. Connections to trail networks outside the boundary of Caledon are also very important. Currently there are several trails which traverse this boundary, but there is still opportunity for improvement especially with links of on-road cycling facilities and other modes of active transportation. Continued communication with adjacent municipalities and active trail committees would be beneficial to the overall comprehensive network so that any future changes or developments can be made.

More North-South Connections

The main trail through the Town of Caledon travels from east to west linking several communities along its length. North-South trail connections to either Brampton or Orangeville are lacking. The Etobicoke Creek trail comes a few hundred meters into Caledon in Mayfield West, but further development should be pursued. There is also a joint project underway with Credit Valley Conservation, Town of Caledon and Headwaters Communities in Action (HCIA) Trails Working Group to ensure a continuous trail from Terra Cotta to Orangeville. It has been roughly concluded that the first section from Terra Cotta to Inglewood is complete (along the Caledon Trailway), the second section from Inglewood to Cataract exists in its primary form (pedestrian and multi-use are separate), and the third section is under development. Credit Valley Conservation is in the process of acquiring lands between Cataract and Orangeville on which trail development is a planned use.

Future Trails to be more Sustainable and Environmentally-Sensitive

The importance of having trails that are both sustainable and environmentally-sensitive was also identified by stakeholders as a future goal that should be established for trails in Caledon. There have been problems in the past with environmental damage from trails through user traffic and littering, and poorly designed trails. Sustainable trail design standards should be employed to ensure proper drainage on the trail and optimal user experience. A properly designed trail network will also reduce any environmental damage, which may occur through route choice and other user management design tools.

4.2.2 Recreation & Parks Masterplan – Council Adopted March 2010

The 2009 Recreation and Parks Masterplan compiled significant public input regarding public desire for recreation and parks facilities within the Town of Caledon. Public participation tools included:

- household survey;
- community stakeholder surveys;
- community search conference;
- youth engagement session;
- public information session
- key informant interviews; and
- online feedback opportunities.

The input gathered provides valuable information on community desires for trails and active transportation in Caledon as highlighted below:

- walking, hiking, cycling/mountain biking and jogging are identified as the most favourable leisure activities that families engage in for outdoor recreation;
- nature trails and paved multi-use trails are the two top outdoor recreational facilities that the public felt the Town should focus on as the highest priority for investment;
- there is a need for trails to have central parking;
- there should be easier access to trail maps and trail information;
- where appropriate on municipal highway routes, the Town should designate on-road right-of-ways for active transportation such as bicycling, walking ect.;
- there is a need for better trail connectivity (e.g. locating trail routes along existing infrastructure corridors such as railway lines); and

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- providing more comfort and amenities at key trailheads (e.g. water fountains, washrooms, seating, ect.);

4.2.3 Walk and Bike for Life Public Meeting

On Monday March 23, 2009 the Town of Caledon hosted a Walk and Bike for Life workshop to discuss opportunities and challenges for trails and active transportation in Caledon. The keynote speaker of the evening was Gil Penalosa, Executive Director of Walk and Bike for Life. The Ontario-based organization of Walk and Bike for Life is now called 8-80 Cities and can be found on-line at www.8-80cities.org where a document called “A Community Action Plan for Life – Caledon” summaries active transportation guidelines for Caledon.

Gil Penalosa, is a social marketing strategist, and internationally renowned executive who is passionate about improving quality of life through the promotion of walking and bicycling as activities, and the promotion of parks, trails and other public spaces as great places that foster healthier communities with happier residents. In his presentation and workshops on creating better communities, Gil develops the strong links between Walking, Bicycling, Parks and Trails, with economic development, cleaning up our environment, improving personal and public health, enhancing our transportation systems, and providing recreation for people of all genders, ages and abilities. (Walk and Bike for Life)

Some of the things that were talked about by Mr Penalosa were: the importance of walkable communities; the projected growth of the greater Toronto area and how to promote walking and cycling as a form of active transportation. Part of the public meeting included dividing meeting attendees into tables of people from a variety of organizations and trail user backgrounds. Each table was provided with a map of Caledon and asked to identify issues, opportunities and key focal points. They were also asked to identify things that they liked about the current trail and active transportation system, and come up with short and long term goals for Caledon to accomplish. After each group had formulated their lists, they were asked to share them with the larger group. Some of the suggestions made included:

- An improved trail network
 - Additional development
 - Connections made within Caledon and outside
 - Trail development for specific user groups
- The creation of a leading trail group for the region
- Improved and additional signage
 - Trail markers
 - Maps
- Trail website
 - Access information
 - Provide printable maps
 - Contact information
- Organize more trail-related community events
 - Promote trail use
 - Fundraise
 - Promote tourism

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- Improve on-road cycling facilities in Caledon
 - Increased and improved signage
 - Bike lanes on more roads
 - Maps for public
- Improve Caledon Trailway
 - Road crossing line paint
- Improve the maintenance of trail surfaces

Specific public recommendations that came from the community workshop included:

- More land should be dedicated (purchased where necessary) for recreational use;
- Create an advertising campaign to promote Caledon trails;
- Create paved shoulders and designated bike lanes on rural roads in order to make active transportation more safe and accessible;
- New developments should incorporate mixed use, bike lanes and trails as part of their development;
- Install secure bike parking spots on the Caledon Trailway;
- Maintain trails throughout the year so that they are safe and usable for cyclists;
- Create more off-road mountain bike trails throughout Caledon;
- Improve the Gore Road for cyclists by adding more signage and bike lanes;
- Provide user-friendly trail maps so that users can easily navigate and access points of destination in Caledon;
- Improve crosswalks and pedestrian facilities by differentiating them from the streets. This could be done using various colours or textures, putting in pedestrian islands and extending crossing times;
- Create off-shoot trails from the Caledon Trailway to other conservation areas and destination points in Caledon;
- Create a physically separated bike corridor from Bolton to Albion Hills Conservation Area;
- Build a well-connected, dedicated bike network that is safe in rural as well as urban areas by alternating between painted and physically separated bike lanes depending on the setting;
- Build more sidewalks and pedestrian areas to improve walk ability in the populated areas; and
- Reclaim land and designate it for public use by turning old quarry lands and redevelop them into new recreational areas and parklands.

4.3 FUTURE PUBLIC INPUT

Through the gathering of public input, the Town can measure user participation of the trails and can help determine what current activities are popular and what resources are needed. Gathering input can also provide an opportunity for the community participation in the planning of trails.

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A comprehensive public survey of trail interest was not undertaken as part of this study. It is believed that public input is much more effective at the secondary planning level, and when specific significant project level undertakings are being contemplated.

It is suggested that the Town circulate a survey to the homes of the general public every five years. The sample for the survey should be a random sampling. The questions should be carefully formed so that they are not misleading. The survey findings will be helpful in prioritizing trail development and maintenance upgrades. The survey should include gaining input in the following categories:

- The importance of the trail network to community residents;
- The residents awareness of current trail network;
- The residents current use of trails;
- What facilities and trail locations the community residents desire to see increased, decreased, or remain the same;
- What are the current likes, dislikes, concerns and needs for trails in Caledon;
- Ranking the importance of trails when compared to other parks and recreation facilities; and
- Demographic questions.

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5.0 Inventory & Analysis

This study considers only recognized trail networks that exist within the Town's limit. The Town is bounded by Highway 9 on the north side, Albion Vaughan Road on the east side, Mayfield Road on the south side and Winston Churchill Boulevard on the west side.

5.1 THE EXISTING TRAIL NETWORK

Of the numerous trails in Caledon, hiking, biking, bird watching, horseback riding, canoeing and fishing are the most popular recreation activities, which utilize the trails. Public input concluded that the scenic landscape, accessibility, solitude and wildlife were the key factors that drew people to the Caledon trails.

5.1.1 Town of Caledon Rural Trails (off-road)

There are currently 137.7kms of rural trails (see section 6.1.2 for definition of rural trails) available for public use in Caledon of which 36.7kms are maintained as multi-use trails by the Town. **Table 1.0 Trail Inventory in Caledon** provides a detailed inventory of sanctioned trails in Caledon and includes trail descriptions from the various conservation areas and Provincial Park. For ease of reference, see **Map 2.0 Existing Trails in Caledon**.

It is important to inventory all of the rural trails in Caledon whether municipally-owned or not because they provide important staging areas and trail connections to the larger regional trail network. In addition, most trail users are not necessarily concerned with who owns the trails in Caledon but rather how well-connected all of the publicly-accessible trails are with each other. In cases where a non-Town owned trail closes; Caledon will need to determine if the trail connection can be re-established through a different partnership or means in order to meet the needs of the various users. The Great Pine Ridge Trail is an example of a trail within Caledon that appears to be no longer recognized by an active trail provider, as the Town has no contact information or updated profile for the group. The trail is no longer classified as an active trail linkage. As a 75km trail within Caledon, the Great Pine Ridge Trail was located primarily within Caledon road-rights of ways. It is possible that the linkage could be re-established by the Town through continued use of the public road right-of-ways.

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Table 1.0 Trail Inventory In Caledon

Trail or Site	Length in km	Users	Description/ Users	Challenges	Opportunities	Governing Organization
Caledon Trailway	35kms	<ul style="list-style-type: none"> • Pedestrians • Cyclists • Equestrians • Nordic skiers • (all passive recreation users/non-motorized) 	Established on a former rail line that runs east west across Caledon from Terra Cotta to Palgrave. A section of the Bruce Trail and the Trans Canada Trail are located on the Caledon Trailway.	<ul style="list-style-type: none"> • Funding • It is the primary municipally owned trail that provides limited connections to other trails 	<ul style="list-style-type: none"> • Improved link to Elora Cataract Trailway • Link from Terra Cotta to Orangeville in partnership with the Credit Valley Conservation Area 	The Town of Caledon
The Etobicoke Creek Trail	1.7kms	Multi-use (all passive recreation users/non-motorized)	Located within the Etobicoke Creek Valley the trail is established on TRCA lands but managed by the Town of Caledon. The Trail provides an important linkage from Caledon to the City of Brampton.	<ul style="list-style-type: none"> • Preventing user established trails within the Valley that may access more sensitive areas of the valley 	<ul style="list-style-type: none"> • The trail will connect with new linkages established as part of the Fernbrook subdivision Development and the Mayfield West Subdivision Development 	Town of Caledon in agreement with Toronto Region Conservation Authority (TRCA)
Grand Valley Trail	275kms in length (6kms are within Caledon)	All non-motorized users, snowmobiling permitted on some sections.	Currently 50% of the trails is located off-road. The network follows from Rock Point Provincial Park on Lake Erie to Alton. The section of trail, which is in Caledon, runs primarily along	<ul style="list-style-type: none"> • Trail losses on private property has re-routed sections of the trail to on roads • Level of maintenance • Insurance – trail liability 	<ul style="list-style-type: none"> • In partnership with the Upper Grand Trailway, there are plans to establish a trail link to Luther Marsh by 2011 • Increase off-road links through 	Grand Valley Trails Association of the Grand River Conservation Foundation

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Trail or Site	Length in km	Users	Description/ Users	Challenges	Opportunities	Governing Organization
			the roads.		Wellington County <ul style="list-style-type: none"> Has adopted a Strategic Plan for 2007-2011 	
Oak Ridges Trail	287kms (3.2kms are within Caledon)	Hiking only	In partnership with the Oak Ridges Land Trust and the Oak Ridges Moraine Foundation, the Oak Ridges Trail Association manages and maintains the trail. The trail is located on private property and within road right-of-ways. The section of trail within Caledon stretches across the Moraine from Palgrave in the west to Gore's Landing in the east.	<ul style="list-style-type: none"> Private ownership could mean that routing is sensitive to change of ownership and possible loss of trail linkages The trail is maintained through an entirely volunteer based group A portion of the trail is located on Town of Caledon lands Other non-permitted trail user groups are using the trail 	<ul style="list-style-type: none"> The trail is a valuable east-west linkage in regional trail network 	Private ownership, managed and maintained by Oak Ridges Trail Association
Humber Valley Heritage Trail	25kms	Hiking only	Located on Toronto Region Conservation Authority lands. The trail follows the Humber River from Bolton to Palgrave and connects to the Caledon Trailway.	<ul style="list-style-type: none"> The trail is maintained through by volunteers A portion of the trail is located on Town-owned lands 	<ul style="list-style-type: none"> Potential for more trail development within the same corridor, specifically trails that could accommodate other trail users. 	Managed by Humber Valley Heritage Trail Association (HVHTA)

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Trail or Site	Length in km	Users	Description/ Users	Challenges	Opportunities	Governing Organization
Bruce Trail – Caledon Section	840kms (22kms of main trail and 21kms of side trail within Caledon)	Hiking only	The Bruce Trail travels Niagara Escarpment from top to bottom. The sections of the Bruce Trail within Caledon run north south from Cheltenham to Mono Cliffs (northeast of Orangeville) and east west from Terra Cotta to Palgrave. The club organizes events such as a hiking program, club socials, trail maintenance workshops, and the annual 'Bruce Trail Day'.	<ul style="list-style-type: none"> • Group is entirely volunteer based and subject to frequent turnover and volunteer burnout • The trail is designated for hiking only, however is used by other trail groups 	<ul style="list-style-type: none"> • Well established trail organization • Opportunity to provide hikers with optimal experience (with no other users) 	The trails in Caledon are managed and maintained by the Caledon branch of the Bruce Trail Conservancy (BTC)
Elora-Cataract Trailway	47 kms (4kms within Caledon)	Multi-use (non-motorized)	Acquired in 1993, this old railway corridor is now a trail, which links the Village of Elora (and the Grand River watershed) with Cataract (and the Credit River watershed). The trail is recognized as part of the Trans Canada Trail system, and serves as a link from neighbouring towns and villages.	<ul style="list-style-type: none"> • Wheelchair accessibility on certain sections • Way finding through Fergus because trail has to go onto roads 	<ul style="list-style-type: none"> • Provides valuable east west link in the regional trail system. 	Most of the trail located within Caledon is owned by Credit Valley Conservation Authority (CVC) and managed by Elora Cataract Trailway Association. There is a small portion of trail located within the Forks of the Credit provincial Park which is owned by Ontario Parks.

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Trail or Site	Length in km	Users	Description/ Users	Challenges	Opportunities	Governing Organization
Terra Cotta Conservation Area	12kms	Multi-use	A 485 acre conservation area that offers a variety of loop trails. The site also includes the Bruce Trail which connects this conservation area to the larger regional trail network.	<ul style="list-style-type: none"> • Environmental damage and unsanctioned trails from previous uses 	<ul style="list-style-type: none"> • Recreational opportunities for more trail user groups 	CVC
Belfountain Conservation Area	1.5kms	Hiking only	The conservation area is a 8 ha site which contains the Trimble Trail. The Trail also connects with the Bruce Trail allowing it to be connected to the larger regional trail network.	<ul style="list-style-type: none"> • Sensitive environment limits development of new trails 		CVC
Ken Whillans Resource Management Area		Hiking only (multi-use on Caledon Trailway)	217 acre site, primarily used for resource management including fishing, and wildlife and flood protection. There is the Main Pond Trail within the conservation area as well, the Caledon Trailway and Bruce Trail cuts through the property.	<ul style="list-style-type: none"> • Managing permitted trail uses on the site 	<ul style="list-style-type: none"> • Create more sustainable trails 	CVC

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Trail or Site	Length in km	Users	Description/ Users	Challenges	Opportunities	Governing Organization
Upper Credit Conservation Area	2.8 kms	Hiking only	81 acres of land, 12 acres of provincial significant wetlands. This conservation area is one of the newest additions to CVC's greenlands network. Part of the longest network of publicly owned land along the Credit River. Facilities include: brook trout fishing, hiking trails, parking lot, and information kiosk.	<ul style="list-style-type: none"> Newly opened trails still being established 	<ul style="list-style-type: none"> Opportunity for trail development along this CVC owned network of properties Potential opportunity to connect the trails to both Alton and Orangeville 	CVC
Forks of the Credit Provincial Park	6.2kms	<ul style="list-style-type: none"> Hiking Picnicking Fishing Winter use 	282 ha Part of the Niagara Parks System of the Niagara Escarpment Biosphere. The Bruce Trail both main and side trails run through the park. Park facilities include: parking lot, picnic tables, viewing platforms, toilets, marked trails.		<ul style="list-style-type: none"> Opportunities for additional trails, and promotion of use Provide trails for more diverse user groups 	Ontario Parks

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Trail or Site	Length in km	Users	Description/ Users	Challenges	Opportunities	Governing Organization
Albion Hills Conservation Area	40kms (27kms in winter)	• Multi-use	This conservation area is a 1200 acre site. Ontario's first conservation area. The site offers many recreational opportunities and camping. The Humber valley Heritage Trail runs through the conservation area, which connects it to the larger regional trail network.	• High recreational use, and possible damage to habitat	Opportunity to provide multi-use trail link north from Bolton to Caledon Trailway	TRCA
Palgrave Forest and Wildlife Area	17kms (future trails)	Multi-use, including: <ul style="list-style-type: none"> • Mountain biking • Nordic skiing • Hiking (etc.) 	306ha, Recreation destination. TRCA is currently preparing the trails plan for the park. Features to include: 3 parking lots, 3 primary trailheads, 1 secondary trailhead, directional signage, interpretive signage at key locations, boardwalks, and protection of sensitive flora and fauna habitat.	<ul style="list-style-type: none"> • At least 10km of unsanctioned or environmentally damaging trails • Main purpose is forest management 	<ul style="list-style-type: none"> • Provide trails for under serviced user groups • Promote use of not well known site • To provide future connection with the Caledon Trailway 	TRCA

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Trail or Site	Length in km	Users	Description/ Users	Challenges	Opportunities	Governing Organization
Bolton Resource Management Tract		Hiking only	800ha of TRCA owned and managed properties, including Edelweiss, Dick's Dam, and Bolton Mill Parks in Bolton. Primary trail through the lands is the Humber Valley Heritage Trail. Management plan to be created through public consultation.	Hiking only	<ul style="list-style-type: none"> • Opportunity to provide multi-use trail link north from Bolton to Caledon Trailway 	TRCA
Glen Haffy Conservation Area		Hiking only	Offers recreational opportunities for hiking and fishing (stocked trout ponds). The Bruce Trail passes through the conservation area and connects the property to the regional trail system.	Ponds managed by Glen Haffy Fly Fishers Club	<ul style="list-style-type: none"> • Opportunity to provide multi-use trail link to Caledon Trailway 	TRCA
Alton Grange Property	Approximately 2.0kms of natural pedestrain trails (in addition to the Bruce Trail)	Hiking only	A 350 acre property in the Village of Alton. A side trail to the Bruce Trail runs through the property.		<ul style="list-style-type: none"> • Opportunities for additional trails, and promotion of use • Provide trails for more diverse user groups 	Ministry of Natural Resources in partnership with the Alton Grange Association
Total in Caledon – 139.7 kms						

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5.1.2 Town of Caledon On-road Bicycle Facilities

On-road cycling facilities are relatively new in the Town of Caledon. Following the 2000 Public Meeting where information was gathered from users and stakeholders, cycling routes were identified by local cycling groups as those that they would like to see signed as share-the-road cycling routes. All routes have since been signed, although additional signage is needed in several places to increase cyclist safety. These routes are generally loops, some of which travel more north south, and some of which travel more east-west.

Potential improvements to these routes include additional signage, surface improvements, and connections to adjacent municipalities. Since the signing of these routes, the Region of Peel has implemented a section of designated bike lane on King Street between Highway 10 and Creditview Road. Currently there are approximately 82.0 kms of shared on-road cycling routes and 4.2 kms of designated bike lanes in Caledon. See **Map 2.0 Existing Trails in Caledon**, which illustrates the existing inventory.

5.1.3 Analysis of Designated Trails

Through both the municipally designated trails and the various other trail providers, Caledon currently has an inventory of 139.7 kms of rural trails and 86.2 kms of on-road bicycle facilities for a total of 225.9kms of designated trail facilities. **Table 2.0 Total Trail Kilometers for Designated Users** provides a summary of the distribution for the kilometres of trail facilities designated for the various permitted trail users within Caledon. Trail analysis shows that the greatest distribution of trails is for hiking and biking. It is important to note that the trail inventory is not including paved trails found in urban areas or trails found within Town-owned parks and greenways. It is approximated that these urban multi-use trails could provide approximately 10 kilometers of additional trails to the overall inventory. Future updates to the study should include an inventory of the urban trails to provide a more accurate understanding of trail resources.

Table 2.0 Total Trail Kilometers for Designated Users

Activity	Length(kms)	Percentage
Hiking	172.2	76%
Equestrian	58.7	26%
Biking	185.0	82%
Skiing	94.0	42%

5.1.4 Destinations and Barriers

The sighting of a trails network within the Town depends greatly upon geography and built form. Destination points are places that naturally draw the public to visit. Establishing a trails network which links to destination points will encourage more active use of on and off-road trails. Similarly, barriers can present challenges to locating trails. Common barriers include: highways, rivers, landforms and private property ownership. Understanding both the destinations and barriers will help in the sighting and planning of trail linkages in Caledon.

Map 4.0 Social and Green Nodes illustrates the settlement areas and recognized publicly-owned natural attractions, which indicates areas where trail linkage opportunities should be considered. The map also illustrates the major highways, roads, transportation corridors and natural elements, which may create barriers to trail connections.

5.1.4.1 Destinations

In Caledon the following are considered places and areas of destinations:

- Conservation areas and Provincial Parks;
- Natural geographic and ecological features such as the Niagara Escarpment and the Oak Ridges Moraine;
- Villages that provide leisure and tourism-based facilities like Belfountain, Cataract, Alton, Caledon East;
- Community facilities such as recreation centres, libraries, parks, community centres, museums, churches and schools;
- Special interest facilities like the Palgrave Equestrian Centre, golf courses and heritage sites,
- Commercial centres; and
- Areas of employment

5.1.4.2 Barriers

Barriers are challenges to establishing trail connections. With good planning many barriers can be overcome. Trail barriers in Caledon include:

- Major transportation corridors such as: Highway 10, Highway 50, Highway 9 and Highway 410 extension;
- The two active Canadian Pacific Railway Lines;
- The Humber River and tributaries, Etobicoke Creek and tributaries and the Credit River and tributaries; and
- Active aggregate extraction pits and quarries.

Caledon currently has a large number of active pits and quarries particularly in the areas surrounding Caledon Village. Active pits and quarries are barriers because of their intensive industrial practises on both the lands and the surrounding roads that are used as hauling routes. The nature of the land use is not typically considered a favourable match with trail uses. Although lands that are quarried can be mined for many years once the extraction is finished, there is opportunity to incorporate trails within those pits and quarry lands as part of

rehabilitation plans. Current provincial practise requires pits and quarries to be rehabilitated upon completion of the extraction process. Often rehabilitation plans include trails to incorporate public-use facilities on the site.

5.2 CALEDON DEMOGRAPHICS

Caledon's current and projected population statistics is a foundation for evaluating the level of trail needs in the community. The population, age distribution, average family income and cultural background can influence the type and the amount of trails needed within Caledon.

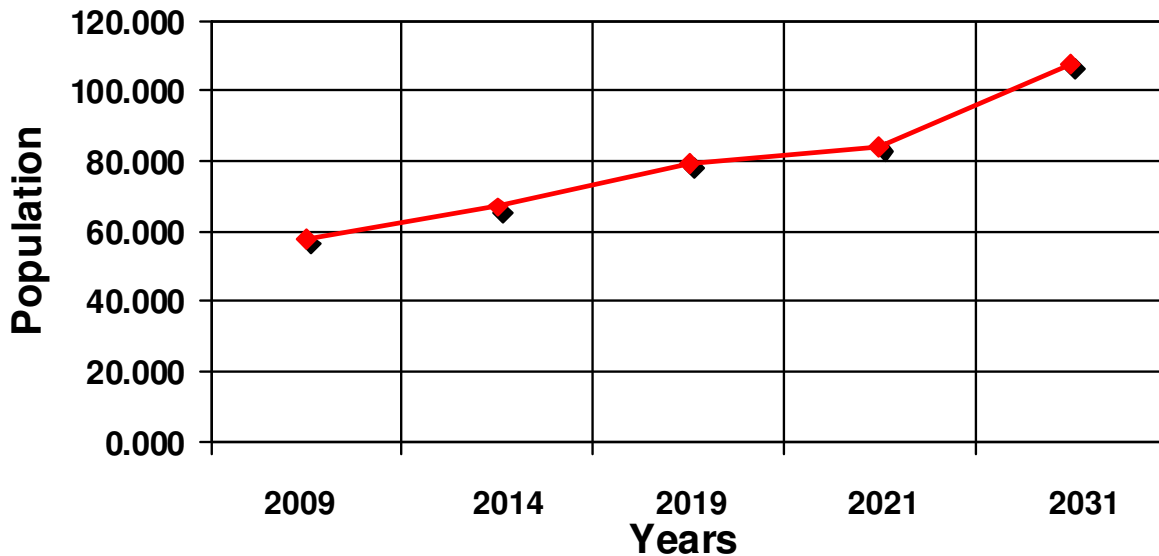
The Town of Caledon has experienced a constant population increase over the past fifteen years. Statistics Canada reports show the population in Caledon was 57,050 in 2006. This population amount is a 12.7% increase from 2001 and a 43% increase from 1996. It is estimated that Caledon's 2009 population was approximately 57,626 residents. Located close to the Greater Toronto Area where population growth is on the rise, Caledon's population is expected to continuously grow. The Town of Caledon Official Plan Amendment #203 and Development Charges Study projects a population growth of a 108,000 by 2031 as shown on **Table 3.0 Caledon Population Projections from 2009-2031**. This projection means that Caledon's current population will double in size over the next twenty years.

With several new development areas being planned and implemented in South Albion-Bolton, Caledon East and Mayfield West, the majority of new population is expected to be concentrated in these areas.

It is not only important to understand the amount of population expected within Caledon but also the make-up of that population in age, social and cultural attributes. The 2006 Statistics Canada summary, reports that Caledon's median age is 38 years old which is younger than the provincial average of 39 years old. This means that Caledon is currently considered a fairly young community. Even though Caledon's population age is currently considered to be young, the median age is expected to increase. The median age of 38 years old is already an increase from 2001 statistics, which identified Caledon's median age as 36 years old. The increase in age median in Caledon is a common statistic occurring in communities across Canada. The national population is increasing in age and this trend is expected to continue into the future particularly as the number of adults that are over the age of 55 years continues to grow.

Along with the increase in average number of older adults, the Region of Peel is also experiencing an increase in population in the number of young adults and young families moving into the area. Young adults aged 20-34 with young families of children under the age of 9 years old are attracted to the Caledon area for the new housing, natural setting and close proximity to amenities and employment areas. Provincial trends demonstrate that both these population groups of older and younger adults have expectations that leisure and recreational amenities will be easily accessible and relatively close to where they live. Trail networks have shown to be one of the fastest growing desired facilities that can meet this trend.

Table 3.0 Caledon Population Projections from 2009-2031



The Town of Caledon Recreational and Parks Masterplan highlights how there are correlations between the average household income level and its relationship to individual participation in recreation and leisure activities. A lack of income can be a barrier in participation levels for those activities that have an associated cost. The 2006 Statistics Canada Summaries determine that Caledon has a median income of \$34,990.00, which is above the provincial average of \$27,258.00. For situations where families may not be able to afford costly recreational activities, trails become a positive alternative for recreational use because it is an amenity with very little associated cost, age or ability barriers.

The Region of Peel population is a culturally diverse population. It is believed that culture has an influence on the types of recreational and leisure activities that a population wishes to participate in. Approximately 20% of the Region's population consists of immigrants. It is anticipated with Caledon's population growth so to will the diversity in cultural background also grow. As Caledon experiences this growth it will need to monitor the development of trails to ensure the needs of the population are continuing to be met.

5.3 LEVEL OF SERVICE FOR CALEDON DEMOGRAPHICS

When providing any municipal service there is a certain standard that needs to be met in order to ensure that facilities meet the needs of the population. The Town of Caledon currently has a level of service benchmark that 0.8 kilometers of rural trail is provided for every 1000 population. Based on Town of Caledon owned and managed off-road rural trails of 36.7kms with current

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2009 population of 57,626, Caledon is presently providing a service level of 0.63kms per 1000 population. This level of service is below the benchmark making Caledon deficient of rural trails.

As new residential development comes to Caledon and the population increases, the kilometres of trail available per 1000 population is likely to decrease. Although new trails are expected to be built as part of new developments which will provide a net increase to the Town's trail inventory, the kilometres of trails established is not likely to increase at the same rate as the population levels. Further, with a projected population of 108,000 in 20 years time the 0.8km per 1000 population benchmark level of service means that the Town will need to provide 86.4 kms of trail for the population. That means that in addition to the current 36.7 kms of off-road Town-owned trails, over the next 20 years the Town needs to build another 49.7 kms of trail or 2.5kms of trail per year to meet the benchmark.

The Town will need to provide additional trails to accommodate population growth. Trails currently provided by other agencies and providers can help Caledon meet the future projected service levels. When including all of the publicly accessible off-road rural trails in Caledon, both Town-owned and those owned by others, there is a current inventory of 139.7 kilometers of trail. If all of these trails were included as part of the level of service, there would be a current service level of 2.4kms of trail per 1000 population, which is well above the 0.8km benchmark. Having other trail providers in Caledon is both important and valuable to Caledon's overall trail network because it significantly increases the kilometres of trail available per 1000 population. If the Town wants to meet future service levels it will become important to support and partner with the other trail provider agencies to ensure that the Town population has adequate amounts of trails available to them, no matter who provides them.

5.4 BIOPHYSICAL ANALYSIS

Understanding and assessing the living and non-living natural resources within Caledon is just as important as assessing the community's needs. Each town, city or region has its own unique goals for its community. For Caledon, preserving, protecting and enhancing the Town's biophysical environment is important. There are numerous natural features within the Town which all play a vital role in providing residents with a healthy environment to live within. These same features also attract the public to visit. The role of a trail system is to harmonize people within the natural spaces. The vision statement and principles of Chapter 1.0, section 1.2 indicates the value of the natural resources in Caledon. Understanding biophysical features is central to building a trails master plan that corresponds to the vision statement and principles.

5.4.1 General Physical Character

The most significant and well-known features within the 700 square kilometres of area that Caledon covers are the Niagara Escarpment and the Oak Ridges Moraine. Both of these natural resources constitute a large percentage of the Town. The Oak Ridges Moraine is a massive kame moraine, with a strong undulating landscape of sand and gravel and a prominent ridge rising over 300m in elevation. The ridge is a watershed for Lake Simcoe and Lake Ontario. With the geological make up of sand and gravel, much of the water infiltrates the surface, making Caledon a major ground water recharge zone for the Province of Ontario.

According to the Review and Assessment of Significant Natural Areas by the Ministry of Natural Resources, in Ontario there is 15-30% natural forest and wetlands remaining and only 10% or less of upland woodlots and kettle woodlots standing in its natural form. With such a small percentage of forest and wetland remaining it is important to protect the existing inventory Caledon has.

The Niagara Escarpment is a prominent topographical and hydrological feature in Southern Ontario. Comprised of forested and tipped rock strata, the escarpment is internationally recognized as a significant natural landscape. Designated as a world bio-sphere reserve, the Niagara Escarpment has its own set of stringent guidelines that are to be followed when developing within it.

Other biophysical features that are found within in the Town of Caledon include the Humber River and the Credit River Watersheds as well as, agricultural lands, which support a diverse farming community.

5.4.1.1 Environmental Preservation and Protection

Protecting and preserving Caledon's environmental resources, as trails are developed, is of high priority. Following the Ecosystem Planning and Management Section of the Official Plan (OP) 3.1.2.1.2, the objective is *"to protect, maintain, and, as appropriate, enhance and restore ecosystem attributes and values, including: connectivity; viability/ self-sustainability; biological diversity; dynamics; and, aesthetics (natural scenery)."*

5.4.1.1.1 Environmental Preservation and Protection

The Town of Caledon OP identifies four categories, which make up the Town's ecosystem framework: natural core areas, natural corridors, supportative natural systems, and natural linkages.

5.4.1.1.2 Natural Core Areas and Natural Corridors

Natural core areas and natural corridors are areas, which represent fundamental biological and physical functions within the ecosystem. These areas are designated Environmental Protection Areas (EPA) under the OP. EPA designated lands include core wetlands, core woodlots, Niagara Escarpment areas, Life Science ANSI's (Areas of Natural And Scientific Interest), all Environmental Sensitive Areas (ESA), all valleys and streams, all habitats that are threatened or endangered and all Key Natural Heritage Features (KNHF) as designated under the ORM. New development is prohibited within EPA designated lands with a few exceptions. Under the OP non-intensive recreational uses such as trail development maybe permitted within EPA lands if it is demonstrated that the proposed trail development will not negatively impact the integrity of the lands. Trail planning within these lands will require the completion of environmental studies; management plans and approval from all applicable agencies. It may be that trails are established at specific buffers from the core areas of the sensitive lands. Each EPA area will need to be studied based on it's individual sensitivity and circumstances. The OP does have some exceptions to the EPA designation for valley and streams as new development is permitted in areas within the Humber Rover Valley that are located within Bolton.

5.4.1.1.3 Supportative Natural Systems and Natural Linkages

Supportative natural systems and natural linkages are areas, which support and enhance the function of EPA designated lands. These areas include non-core woodlands, non-core wetlands; adjacent lands to wetlands, Niagara Escarpment protection areas, earth science ANSI's, potential ESA and erosion prone soils. In areas that are identified as supportative natural systems and natural linkages, new development is prohibited unless it can demonstrate that it will not impact the integrity of the ecosystem. With proper planning and approval from appropriate authorities and agencies, trails may be permitted within these areas. Trail development within the sensitive areas should include protection and enhancement measures.

Map 5.0 OP Schedule A Town of Caledon Land Use Plan illustrates the Town of Caledon OP designated land uses. The EPA designated lands are highlighted on this map.

5.4.1.1.4 Surface Hydrology

Caledon has four different watersheds that are managed by four different conservation authorities: Toronto Region Conservation Authority, Credit Valley Conservation Authority, Nottawasaga Valley Conservation Authority and Lake Simcoe Region Conservation Authority. The conservation authorities oversee the protection and enhancement of all valley and stream corridors in Caledon. Although the valley and streams are designated EPA lands and briefly highlighted above, trail development within these areas will require coordination and input from the conservation authority. The rivers and stream valleys are ever-evolving corridors and subject to erosion, contamination and watercourse alteration caused by human impact. To help minimize erosion that can deteriorate the watercourse quality and plant life a minimum 15 meter buffer is recommended around each water feature. Except for strategic protected crossings, trails should not be placed in close proximity to sensitive features. Protecting both the biological integrity and aesthetic value of an uninterrupted waterway enhances both the environment and the trail experience. **Map 6.0 Surface Hydrology** highlights Caledon's water bodies, rivers and streams.

5.4.1.1.5 Soil and Slopes

The preservation of soil and slope is an often-forgotten environmental resource. As highlighted in the OP the "conservation of steep slopes is encouraged and any alteration of existing slopes and landforms shall be minimized". In order to meet the objectives of the OP, trails should not be built on steep slopes.

Topography and soil erosion must be considered when planning trails. **Map 7.0 Slopes** illustrates the contour relief. Land contours were coded as being good for development, some development, minimal development and no development. Low sloping areas are optimal for trail development, since no relief erosion will occur. Steep slopes are unstable for most trail use and development, however if links are required these are permitted. Ridgelines are sensitive slope features and should only be crossed. For increased user accessibility trails located on grades that are 8% or less is optimal; however, depending on the landscape this is not always possible. Switchback solutions should be properly engineered for soils erosion protection.

The analysis shown on **Map 5.0 OP Schedule A Town of Caledon Land Use Plan** illustrates the Town of Caledon OP, **Map 6.0 Surface Hydrology** and **Map 7.0 Slopes** maps, helps to identify locations for broad trail corridors that will minimize impact on Caledon's natural environments.

5.5 NEED VS. OPPORTUNITY

The results of the GIS queries indicate that there are many areas that can support trail corridor with minimal environmental impact, while satisfying the objective of linking points of interest. Combining the various buffers would indicate that there are low-impact areas for countryside trail development. See **Map 8.0 Site Suitability Zones**.

Communities identified as deficient in trail connectivity include Mono Mills, Melville, Alton, Caledon Village, Sandhill, Campbells Cross, Victoria, Valleywood, Tullamore and South Bolton. More specific discussion follows, for each zone in Caledon

For discussion purposes, a grid of blocks, labelled by a letter and a number is overlain on **Map 8.0 Site Suitability Zones**.

There is potential for primary trail development in region 'A'. Blocks A1 and A4 support existing hiking trail systems. Blocks A2 and A3 are deficient for linking trails. Caledon Village is an emerging radial point due to its natural and water-based features for links to Alton, Orangeville and Mono Mills.

Currently, the Caledon Trailway services the middle section of the Town from the eastern to the western borders (quadrants B1, B2, B3, B4 and B5). The majority of existing trails run in an east to west orientation in the 'B' regions. A strong north south link from A4 to C3 is warranted.

The 'C' region offers ample opportunity for future trail development, with minimal environmental restraints. There is a need to provide pedestrian ways to service the population in quadrants C1 to C5, particularly into the south end of Bolton. Blocks C2 and C3 would be the optimal starting location for connection with the City of Brampton's trail system.

6.0 Defining and Developing a Network

6.1 TRAIL CLASSIFICATION AND HEIRARCHY

By definition in the Oxford Dictionary, a trail is defined as a “*route that is planned for a particular purpose.*” For the objective of the Trails Master Plan Update, trails in Caledon shall include both on and off-road pedestrian facilities and on and off-road bicycle facilities.

Caledon’s mixed environment of urban and rural landscapes necessitates the establishment of a diverse range of municipally-owned and managed trail types to accommodate varying levels of user experience. With such a requirement for diversity, a system of three trail classifications has been defined. These classifications are identified as:

- urban pedestrian ways;
- rural trails; and
- on-road bicycle facilities.

To accommodate a range of trail users, trail conditions and user experience, a hierarchy has been established. The hierarchy consists of three levels, primary routes, secondary routes and tertiary routes.

Primary routes are broad pedestrian ways supporting two lanes of use, where multiple uses and varying user abilities are encouraged. Similar in function to a highway, these trails tend to be linear, continuous, except a high volume of trail use and function as the spine of the trail network, connecting the system together and with the various communities. Primary routes include both on and off road trail and bicycle networks. These routes are the trails that connect with the neighbouring municipalities.

Secondary routes are providing local connections within the smaller communities. These trails tend to follow the terrain, and require little maintenance. They provide an access function to connect to local destinations, the primary routes and the tertiary routes. Secondary routes may contain spurs and loops and may restrict uses. Secondary routes are located on both on and off-road trail and bicycle networks.

Tertiary routes are trails with a designated special purpose. These trails include spurs and loops that are designed for a limited or special purpose. As an off-road trail, tertiary trails will be restricted to lower volumes of use and established in areas where it may not be appropriate or possible to establish wider secondary or primary routes. Depending on where the trail is located within the Caledon landscape, it may not be possible to link some of the tertiary trails. Isolated trail sections may be established.

Table 4.0 Trail Classifications and Hierarchy Matrix outlines the trail classifications and hierarchy.

Table 4.0 Trail Classifications and Hierarchy Matrix

Classification	Hierarchy		
	Primary	Secondary	Tertiary
Urban Pedestrian Ways	Sidewalks	Walkways and Paths	
Rural Trails	Trailways	Hiking Trails	Spurs, loops and special purpose trails
On-road Bicycle Facility	Bicycle Lanes	Signed Bicycle Routes	

It is important to note that not all trails will be accessible to all users in all locations. User experience and site conditions may limit accessibility to some users and user groups.

6.1.1 Urban Pedestrian Ways

Urban pedestrian ways are typically found in Caledon's settlement areas where a moderate to high volume of pedestrian use is planned. Designated for pedestrian use only, urban pedestrian ways tend to be hard surfaced and include walkways, sidewalks and paths. Designed to accommodate more community and neighbourhood-orientated movement, urban pedestrian ways will typically provide local area connections to such things as parks and open spaces, schools, community centres and commercial/shopping nodes. Urban pedestrian ways are typically lit and winter maintained.

The planning and implementation of urban pedestrian ways is typically addressed through plans of subdivision, secondary plans and capital upgrade projects. As urban pedestrian ways are contained within most urban centres, the trail mapping within this study does not include mapping of the urban pedestrian ways.

6.1.1.1 Sidewalks

Sidewalks are typically found incorporated within a road right-of-way. Sidewalks are a hard-surfaced pedestrian way that follows the street network. Used for pedestrian movement, sidewalks can handle a large volume of use and establish direct connections between neighbourhoods, commercial centres and places of employment.

Sidewalks may increase in width and change in shape or texture at active nodes such as intersections, open space areas, or commercial areas where public movement is encouraged. Sidewalks are to be accessible to all types of users.

Wider sidewalks of 2.0m are preferred on roads that have connections to schools, parks, open spaces and greenway systems where enhanced pedestrian movement is likely to occur.

Sidewalks in key areas should use a variety of interesting materials for their textural or colour qualities.

6.1.1.2 Walkways and Paths

Walkways are typically hard-surfaced pedestrian ways found in developed areas. Walkways typically provide links that are perpendicular to streets, connecting one neighbourhood to another, connecting a street to a local destination or a loop through settlement areas. Walkways are multi-use, and are specifically oriented towards in-line skaters, users of mobility-assisted devices and those that prefer a short close to home experience. Walkways link points of interest for various amenities in the community and should particularly be looped to offer less than 1km round trips. Wayside amenities should also be strategically planned. Walkways which are not located within road allowances but identified as pedestrian routes in approved secondary plans, should be funded for implementation by development charges when not directly related to a single development. Paths are similar to walkways, however they may consist of soft granular surfacing as a trail bed. Pathways can be found in places like parks, schools and greenway corridors, connecting local destinations to the neighbourhood as well as connecting the neighbourhood to larger community pedestrian networks and to networks that are outside the community such as the rural trail systems.

6.1.2 Rural Trails

Rural trails are found outside the developed areas of Caledon. The rural trails will generally have a lower volume of use when compared to the urban pedestrian ways. As Caledon is primarily a rural community, these trails are the vascular system of the trail network, connecting all areas of Caledon to each other. Trail surfacing on rural trails tends to consist of loose porous surfaces of gravel, wood chip or earth. Trail hardening (i.e. boardwalks and granular bonding agents) is used where necessary. Rural trails include trailways and hiking trails.

6.1.2.1 Trailways

Trailways constitute a large portion of Caledon's current municipally-owned trail network. These trails are located primarily in natural areas owned or managed by the Town. Established for multiple users, trails are placed in wider corridors to accommodate such uses as walking, hiking, cycling, mobility assisted devices, cross country skiing and equestrian. Some trail user groups may be limited by the nature of the trail design.

6.1.2.2 Hiking Trails

Hiking trails provide restricted use for hiking only. These trails are narrow trails and often pass through sensitive landscapes where it is important to minimize degradation of the natural environment. These routes are important trails to monitor and ensure they are not impacting the integrity of the area they pass. Hiking Trails may require special maintenance requirements, as their narrow profile does not permit access by the municipal maintenance equipment. Hiking trails are designed for a low volume of use and may be closed during certain times of the year to address seasonal conditions.

6.1.3 On Road Cycling Facilities

Caledon is experiencing an increase desire by both residents and visitors for the establishment of on-road bicycle facilities. As Caledon is a popular destination for cycling, and with the need to promote alternative modes of transportation, the Caledon Trails Master Plan Update provides an opportunity to define a connected on and off-road cycling network, which includes bicycle lanes and signed bicycle routes.

Under the Province of Ontario Highway Traffic Act (HTA) bicycles are identified as a vehicle; therefore, whether they are designated bicycle facilities or not, they are expected to use roads and not sidewalks. While operating within public roadways bicyclists are obligated to obey the same laws as motor vehicles.

Both the Ministry of Transportation (MTO) and The Transportation Association of Canada (TAC) have prepared standards and details for implementing on-road identifiable bicycle facilities. These resources should be referred to for ensuring the implementation of safe routes for cycling.

6.1.3.1 Bicycle Lanes

Bicycle Lanes are designated cycling facilities within the travelled portion of the road, which are intended for the exclusive use of bicycles. Bicycle lanes will be typically located on arterial roads, collector roads and those roads where the road right-of-way width can accommodate the facility. The bicycle lane will be separated from adjacent travel lanes for motor vehicles through a combination of signage, pavement markings or other positive delineators. Farm equipment and persons who use mobility-assisted devices may also use the lane. For the safety of all users, the lane must be properly terminated.

6.1.3.2 Signed Bicycle Routes

Signed Bicycle Routes are signed routes where motor vehicles and bicycles share the same travelling lane of the road. Signed routes will be typically located on residential and rural roads where the road right-of-way widths are limited.

6.2 TRAIL DESIGN STANDARDS

Trails shall be designed to meet the following trail width requirements.

Table 5.0 Trail Design Standards

Primary Trails	Minimum Width	Desired Width
Sidewalks	1.5m	1.5 – 2.0m (2.0m for neighbourhood enhanced pedestrian movement sidewalks)
Trailways	2.4m	3.0m
Bicycle Lanes	1.5m	1.8m

Secondary Trails	Minimum Width	Desired Width
Walkways and Pathways	1.5m	3.0m
Hiking Trails	1.0m	2.4m
Signed Bicycle Route	1.2m	1.5m

Tertiary Trails	Minimum Width	Desired Width
Spurs, loops and special purpose trails	1.0m	2.4m

6.3 LAND USE SUPPLY AND DEMAND

New trails will service the growing population of the settlement areas. There is a need for interesting and accessible trail links and loops to the primary trail system. A 400m, 800m and 1200m buffer around the existing settlement areas indicate current and future location for walkways and trailways. From these buffer locations a few radial links perpendicular to the buffer will meet with the existing main trail system. As the population grows, they will grow beyond this buffer. With the links already in place, new residential areas will have access to the trail system.

Map 9.0 Servicing Buffers For Villages illustrates buffer zones within which spur pedestrian ways will provide trail experiences for residents of the settlement areas. These zones should be adjusted to reflect new boundaries of settlement areas as they are adopted.

6.4 GRADE SEPARATION

Most regional roads and provincial highways are high-traffic roads and are caution areas for trail users. At locations where off-road trail connections cross major roads, the crossing will be addressed through a controlled crossing. A grade separation is recommended where conflicts are excessive and/or the crossing is located outside urban areas. A manually operated signal may be an intermediate consideration.

6.5 ACCESSIBILITY

It is important to design trails for accessibility. Trail design considerations must include consideration for suitable trail lengths, user accessibility and personal safety. Trails with natural scenery and special interest should be easily accessible to the entire population, preferably within a short 5 – 10 minute walk. Vehicular parking should be considered for primary trails at 5 km intervals and adjacent to special attractions.

It must be noted that not all trails will be accessible to all users at all times.

Hard-surfaced trails may be more accessible to those who use walkers, strollers, rollerblades and mobility-assisted devices. A variety of interests should be considered for this type of trail. Boardwalks are attractive to such uses where physically possible. Such walkways may include benches and garbage receptacles.

Multi-use trails, which see a broader cross section of trail users, should include amenities such as parking, rest areas, benches and garbage receptacles.

Where trails require structures such as stairs, bridges and boardwalks, the Caledon Accessibility Committee should be advised so that appropriate input can be provided on the design and implementation.

Although not always possible, trails located within urban areas and designed for multi-use, should be sighted so that they provide a maximum vertical slope of 8% and a cross slope no more than 3%. As slopes can be a major barrier to accessibility, the less vertical slope provided the better access is for all users.

Security of the user should be considered when introducing plantings and lighting. Lighting may be considered where appropriate to enhance user safety, particularly in settlement areas and when pedestrian use is more of an active transportation alternative. Trail design must consider CPTED (Crime Prevention Through Environmental Design) principles.

Longer, more physically challenging trails for the more advanced hiker, biker, skier and horseback rider should be planned and preserved. Looping systems are not as necessary for these more advanced trail users, but do provide users with an enjoyable experience.

A complete trail system that links social (villages & points of interest) and green (conservation areas, designated natural areas, & parks) nodes, will enhance the trail experience for all. These links will not only improve the trail experience by providing different types of scenery, but also bring tourism to the local economy. An expanding trail system should link the nodes using the secondary trails as collector corridors.

Links and spurs in settlement areas serve for shorter bike rides, a short walk with a stroller, inline skating and possibly wheelchairs. They should be developed within a 10-minute walking distance from the edge of the settlement.

Crossing a road can be a dangerous and unpleasant experience for the trail users. To minimize the danger, proper measures need to be taken. Warning signs on both trail and road as well, road markings to indicate a trail crossing, should be considered. Sight lines and safe refuge zones should be applied in consideration of the level of user/vehicle conflict. The level of conflict is determined by the road width and volume of the traffic. Local roads tend to attract concurrent trail uses. Care should be taken to provide safety and warning for trail users, such as refuge at intersections, signage, day lighting for traffic, etc.

6.6 TRAILHEAD PARKING

Parking is a key service for users who will drive to their choice of trail experience. Evidence indicates a current need of approximately 4 spaces per kilometre of secondary trail. Trail planning should indicate preferred parking locations. Where no parking zones have to be

enforced at trailheads, signage should be provided to clearly indicate the direction to permitted parking sites.

Secondary trails in settlement areas attract vehicle-based users. Signs at popular trailheads should indicate parking opportunities to avoid unfavourable parking situations.

Currently there are few formal parking areas for trail users, and most people park on the side of the road. When trail activity is low in volume, wider shoulders for parking may be adequate. However, as participation increases there will not be enough safe places for parking. Further study will help determine the preferred locations for parking areas.

Opportunities exist to establish formalized parking areas along the Caledon Trailway. These opportunities should be upgraded and clearly indicated as parking areas for the Trailway to capture the tourist market. **Map 2.0 Existing Trails in Caledon** highlights existing parking areas at Palgrave Ball Park, Gore Road, Caledon East Community Centre, Ken Whillans Conservation Area, McLaughlin Road in Inglewood and at the intersection of Mississauga Road and the Caledon Trailway. The Ken Whillans Conservation Area serves an important point of access off Highway 10 for the Caledon Trailway.

6.7 GATEWAY ENTRANCES

Where off-road trails connect to the trail system of adjacent municipalities, gateway entrances shall be incorporated. The gateway entrance shall include a trail sign or kiosk that indicates to the trail user that they have entered Caledon. Signage should incorporate trail identification, logos, maps and information regarding trail etiquette and permitted uses on the trail. Specific design of the entrance feature will need to be determined. Where appropriate, the gateway should provide trailhead parking and seating areas.

6.8 TRAIL STAIRWAYS AND SWITCHBACKS

On some trails where steep slopes limit trail access, stairways and switchbacks may be considered. Both stairways and switchbacks will require special design consideration and go through an appropriate approval process. Switchbacks shall ensure with turns of 180 degrees. Switchbacks require a lot of open space and grading. Designs for stairways and switchbacks shall ensure that the natural environment is not negatively impacted.

6.9 BOARDWALKS

Where trails are permitted to pass through sensitive environmental areas such as wetlands, boardwalks maybe required to direct trail users through the area, to minimize disturbance and deterioration of the natural environment. Design and implementation of the boardwalk will require appropriate approvals. Depending on the height of the boardwalk, railings maybe required. There are a variety of materials from wood to recycled plastic products that can be

used to construct a boardwalk. The appropriate use of material will depend on site-specific conditions, user safety and product durability.

6.10 BRIDGES

Bridges will be necessary where a trail crossing is required over a river, stream, drainage feature and tributary. Based on site constraints, bridges may also be required over highways and railroads where it is deemed necessary in order to provide a safe trail corridor. Bridges will require special engineering considerations to address proper use of materials, footings and approaches. Depending on the type of bridge, an engineering stamp design maybe required as well as a geotechnical study. Bridges will require review and approval by appropriate agencies.

6.11 TRAIL CULVERTS

Trail design must always consider surface drainage. Directing drainage away from the trail will prevent trail wash-outs and erosion issues. In some instances, culverts under the trail bed may be required to divert heavier drainage from crossing over the trail. Culvert design will depend on the site-specific conditions.

6.12 OFF-ROAD TRAIL SURFACING

Trail surfacing for off-road trails may consist of: asphalt, concrete, impressed and coloured paving, granular, wood mulch or natural earth surfacing. The type of surfacing used will depend on the type of trail, volume of use and natural environment.

Asphalt and Concrete Paving

Asphalt and concrete trail surfacing is often a preferred choice of surfacing of urban pedestrian ways including sidewalks and walkways. Both materials are durable and last a long time before requiring upgrades or replacement. The use of hard-surfacing permits easier user accessibility and will allow for a year-round use of the trail. Where required as a level of service, hard-surfaced trails are easy to clear as part of winter snow-clearing programs.

Asphalt might be required in areas of steep slopes as a trail-hardening measure to prevent erosion and issues of trail wash-outs.

Impressed and Coloured Paving

Coloured and impressed asphalt or concrete might be incorporated in trails within settlement areas. The enhanced paving treatments provide connection to the urban streetscape conditions and are used for highlighting important trail nodes and special feature areas. In-line skaters,

skateboarders, wheel chair users and strollers may find impressed patterned surfacing difficult to use; therefore, this enhanced surface treatment should only be used on short sections of trail.

Granular Surfacing

Granular surfacing is the most commonly-used surfacing for rural trails. Easily compacted, granular surfacing of fine screenings is an accessible surface for most trail users. Granular surfacing may require annual upkeep to ensure a smooth surface.

Wood Mulch Surfacing

Wood mulch surfacing is a common surfacing option for tertiary trails. Mulch surfacing limits the number of trail use types and is typically used on hiking only trails. However, depending on the type of mulch used, compaction, trail width and the terrain, it may be accessible to some mobility-assisted devices. Mulch surfacing is a material that requires regular upkeep to ensure adequate coverage on the trail bed.

Natural Earthen Surfaces

Similar to mulch surfacing, earthen surfaces are typically used for tertiary trails where a low volume of pedestrian use is intended. Using an earthen surface will depend upon existing soil conditions and surface drainage. Natural earthen surface are low-maintenance. Surface hardening may be required in areas of wet soil conditions. Surface hardening may include trail structures such as boardwalks or in minor situations soil cement (a mix of Portland cement, water and native soil) may be used.

6.13 ON-ROAD BICYCLE FACILITIES

Under the Ontario Highway Traffic Act, bicycles are designated as vehicles and as such must follow the same rules and regulations as an automobile when operating within a designated public road right-of-way. The Ministry of Transportation and the Transportation Association of Canada (TAC) have established specific requirements and standards for implementing on-road bicycle facilities. These standards must be adhered to when planning the implementation of designated bicycle lanes or signed bicycle routes.

6.14 TRAIL ACCESS BARRIERS

The intent of trail access barriers is to discourage access of un-authorized uses on the Caledon trails. Caledon has a variety of trail access barriers depending on the location and use of the trail. Typically, the standards include off set swing gates, emergency vehicle-access gates and bollards.

6.15 TRAIL SIGNAGE

Trail signage is an important amenity for trails as it provides trail users with information specific to the trail, such as permitted uses, trail length, mapping, appropriate trail etiquette, key contact information, points of interest and key interpretative information. A hierarchy of trail signage needs to be established. The hierarchy can include wayfinding signage, regulatory signage, trail markers, trailhead signage and interpretative signage. The design of signage should consider an overall theme that is specific to that trail or matches within an overall Town of Caledon trail identification scheme. The location and design of the signage will depend upon the type of signage and the appropriate way to display information on it. All signs should be made of vandal-proof materials.

6.16 TRAIL AMENITIES

Benches, waste receptacles and bicycle racks are all important amenities for a trail system.

Benches

Seating areas provide the opportunity for resting, enjoying natural scenery and socializing. Benches should be provided in regular intervals along trails. Rest areas should have consideration for accessibility and provide appropriate requirements for wheelchair and mobility-assisted devices. The type and design of benches will depend upon the location. In urban areas, trail benches may be chosen to match the local streetscape furnishing theme.

Waste Receptacles

Waste receptacles should be located at trailheads and nodes where they can be easily accessed by maintenance vehicles. All receptacles must be regularly monitored and emptied to avoid issues of overflowing garbage. The type and design of the waste receptacle will depend on the location. In urban areas the receptacle design may match local themed streetscape furnishings.

Bicycle Racks

Bicycle racks need to be accommodated at key locations throughout the trail network. Key locations for bicycle racks include trailheads, trail nodes, at special trail destinations and points of interest. Bicycle racks should be considered at locations where multi-use trails connect with trails that do not permit bicycle use. Signage should also be incorporated to inform the cyclist of the change in trail use. The type, style and number of bike racks required at a location will depend on site-specific considerations and volume of use.

7.0 The Plan

It is important to establish a comprehensive and diverse trail system in the Town of Caledon that is based on the vision and principles mentioned in chapter 1.0 and the projected needs of the entire community.

While the master plan does not specifically identify trail locations or a detailed sequence of development **Map 10.0 Trail Network** illustrates the conceptual area for corridors in relation to both social and green nodes, existing trails and proposed on-road cycling routes. It is expected that there will be annual priorities set for the development and enhancement of public trails in Caledon. All trail development projects will have consideration for:

- Working with partners. Strong partnerships will secure a sustainable future.
- Ensuring there is local interest. If the community supports the project they will likely be great advocates for using the trail and monitoring it for vandalism and/or maintenance concerns.
- Ensuring connectivity with the Town-wide trail system.
- Providing sound planning and design to protect the trail users and the environment.

7.1 DEVELOPING A TRAIL SYSTEM

A complete trail system must have all of the classifications of trails identified in Chapter 6.0 to be a viable and attractive. A benchmark for defining the trail system is to provide a diverse network, which is within a 10 minute walking distance for 90% of Caledon's population.

Primary Trails

Primary trails such as the Caledon Trailway and the Elora-Cataract Trailway are major district trails that join many communities and link to trans-provincial facilities. Such trails are designed for multi-use and the user challenge is easy to moderate to accommodate the greatest variety of users. A primary system proposed for Caledon would ultimately include a north, south, east and west linkage. The Caledon Trailway already provides a strong east-west primary trail spine where as the north-south spine still needs to be established. The north-south linkages need to be identified as a priority. There are several locations where north-south linkages can be investigated. One linkage should provide a connection for Bolton to the Caledon Trailway. The connection should follow along the Humber River. A second north-south linkage should be established from Inglewood north through the Cataract Park and on to Orangeville with connection to Caledon Village. The Inglewood to Orangeville linkage may be the highest priority trails connection to establish given the physical attraction of this general area by trail users. A final north-south linkage from Mono Mills to Tullamore would provide a strategic link for several communities and further into Brampton.

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Where on-road designated bicycle lanes are desired within existing road networks, they will need to be addressed as part of road re-development work. Not all roads will have the right-of-way widths to accommodate designated bicycle lanes. Generally, the Regional roads are wider allowances than the Town roads making them more acceptable to accommodate a bike lane as part of road re-construction projects. Co-ordination will need to occur with the Region to identify regional roads where bike lanes are desired. No new on-road designated bicycle lanes have been identified within this study. In new development areas bike lanes should be identified as part of the community design process so that appropriate widths for road-right-of-ways are planned from the on-set.

Secondary Trails

Secondary trails typically branch off of primary trails and are generally established for multi-use. Secondary routes are more destination-orientated, providing connections between settlement areas and the primary trails. However, looped special purpose trails can be encouraged in areas of interest. Levels of higher challenge should be encouraged, particularly where general-purpose trails already exist. New development areas should be planned with a secondary trail network that connects residential areas with community spaces, shopping areas and employment zones.

Given the easy terrain, interest in farmland ecosystems and increasing populations across the south of Caledon, two east-west corridors connecting the southern regions of Caledon should be considered. These could support distinct trail uses and provide looped trip opportunities. One trail or loop may be designated for equestrian use in the warm months and for snowshoeing and cross-country skiing in the winter months. Other loops could be designated as a biking trail for most of the trail length. Effective trail links may in fact warrant several parallel tracks where use variety and volumes dictate.

The existing road network in Caledon was not initially built to accommodate designated bicycle facilities and as such most roads in Caledon accommodate on road cyclists within the travelled vehicle lane. There are certain roads within the Town where signed cycling routes are preferred. The signed cycling routes inform all road users that the road is a designated cycling route and to expect a higher volume of cyclists using the roadway. Both vehicles and cyclists are expected to share the road and use proper user etiquette to ensure everyone's safety. This master plan proposes several new signed cycling routes to provide a well-connected on-road cycling network with connections to the off-road primary trail system. The cycling network includes new proposed links to Brampton using Creditview Road, Kennedy Road, Dixie Road and Centreville Creek Road. Also proposed, are new on-road connections to Orangeville using both Horseshoe Hill Road and Willoughby Road. Within Caledon, a cycling loop is proposed in the east end of Caledon on Healey Road, Humber Station Road, Castleberg Side Road, Mount Hope Road, Patterson Side Road, and Innis Lake Road. This on-road linkage will connect Palgrave, Caledon East and Bolton. In addition the loop connects with the Caledon Trailway. There are several existing on-road loops in the northwest end of Caledon. To enhance the on-road cycling opportunity in this desirable area of Caledon, an additional loop is proposed that uses Mountainview Road, Charleston Side Road, Willoughby Road, McLaren Road connecting with existing on-road signed routes.

In new development areas, signed bicycle routes shall be identified as part of the transportation network in the community development phases to ensure that an appropriate network is identified.

Tertiary Trails

Tertiary trails will be located in primarily natural areas where sensitivity of the environment restricts the size and volume of trail use. As compared to primary and secondary trails, the trail bed will be narrower and typically consist of a natural earth surfacing. Boardwalks may be required to address access issues and to control user movement through the natural area.

New development and re-development of residential streets and industrial/commercial frontages should propagate linking sidewalks. All street intersections should have regard for pedestrian needs and safety. Development standards should identify the warrants for these local components of the greater system.

To encourage pedestrian movement within settlement areas, sidewalks, walkways and paths shall be included as part of community and secondary planning process.

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8.0 Fiscal Analysis

8.1 CURRENT FUNDING SOURCES FOR CALEDON TRAILS

It is difficult to perform a proper cost-benefit analysis on trail development in Caledon when many of the benefits are subjective. The quantifiable costs associated with trail development include land acquisition, construction and maintenance.

Currently the Town has an operating budget of \$25,000 per year to maintain 36.7 kms of Town-owned trails, which on a per kilometer basis equates to \$681.20 per kilometer. It is suggested that a benchmark of \$500 per 1000 population per year be set for basic maintenance of trails. With a current population of 57,626, the current operating budget works out to \$433.83 per 1000 population, which is below the \$500.00 benchmark. Most maintenance costs arise from vandalism, erosion and removal of vegetation from overhanging the trail-bed clear zone. The existing on-road bicycle network is not included in the cost analysis because the cycling routes are maintained as part of the road maintenance works.

It is interesting to note that unlike municipal trails where operating budgets can be better moderated from year to year, community-run trail providers rely on membership fees, donations, grants and volunteer efforts to address their annual operation budgets. Depending on variables, which establish their budget, available funding on an annual basis may vary.

The current 2009 Development Charges by-law forecasted a need for \$750,000 in trail development from 2009-2014 and an additional \$750,000 for 2014-2018. If the forecasted funding went to developing a 3.0m wide granular surface trail similar to that the Caledon Trailway, then approximately 2.5 kms of new trail could be built in each year from 2009 – 2018 for a total of 25 kilometers of new trail.

8.2 TRAILS AND TOURISM

Trails attract tourists and generate economic activity. Tourism is a multi-billion dollar industry. "In 2007, tourism in Canada generated \$19.7 billion in government revenue." (Walk and Bike for Life) Research on the economic impacts of trail tourism exists but is limited. A particularly relevant study is 'An Economic Impact Study of the Bruce Trail' by Alicia Schutt. This 1994 study examined the impact Bruce Trail user groups had on both the local and regional economy through the use of surveys and on-site interviews over a five-month period. This study found that Bruce Trail users spent an average \$20.33 per trip on non-durable goods. Non-durable goods include restaurants, retail food and beverage, accommodation and car expenses. 75% of non-durable good expenditures were spent in a 10 km corridor on either side of the trail. Annual visitation for that year was estimated at 227,451 user visits for 800 km – or \$5,780 spent by hikers per km of Bruce trail. Extrapolated to all of the 225.9 kms of on and off-road trail facilities in Caledon the gross revenue projects to over \$1.2 million per year (assuming Bruce Trail use is typical).

Trail development corresponds well with the Caledon Tourism Strategy Study of 1997. This document states that important tourism strengths are the Town's rural country character and its natural/cultural/historic resources. The preferred approach for the Town is to "use and enhance what it has naturally"; focusing on "things that take advantage of the resources available", "things that support the natural beauty of the area", and "things that relate to the area, that are not contrived".

Based on these findings and an abundance of natural resources; trail development seems like a natural fit to enhance and realize the Town's tourism potential. A well-connected on and off-road trail network will attract a diversified user group and capture those diversified tourist dollars.

8.3 SOURCES OF TRAIL FUNDING

Typically municipalities fund trail development through capital budgets with tax-base funding and development charges. In an effort to reduce the amount of trail budget required from taxpayers, alternative sources of funding should also be pursued. Some potential alternatives include:

The Ontario Trillium Foundation, Ministry of Culture

The Ontario Trillium Foundation is one of Canada's leading charitable grant-making foundations, providing annual grants to projects that focus on arts and culture, environment, human and social services and sports and recreation. The Foundation's priorities include promoting physical activity and providing sustainable recreational and leisure activities. Charitable and not-for-profit organizations are eligible for The Trillium Grants.

The TD Friends of the Environment Foundation (TD FEF)

The TD FEF is a national organization that was started by the TD Bank Financial Group. The group focuses on local grass root projects that are committed to protecting the environment. Both not-for-profit groups and municipalities are eligible for grant funding. To be eligible for the funding, trail projects would need to demonstrate environmental protection and enhancement.

The Tourism Development Fund, Ministry of Tourism

The Ministry of Tourism and Culture supports the development of tourism and culture in Ontario. Funding opportunities exist for tourism planning that revitalizes or attracts tourism. A goal of the Ministry is to establish tourism as an economic driver in Ontario.

Federation of Canadian Municipalities, Green Municipal Fund

The Green Municipal was established to support sustainable municipal projects, which focus on enhancing the environment, local economy and improving quality of life. The program provides both grants and below-market loans. Applications for funding would need to prove that the trail project addresses sustainable community planning.

Corporate Donations

Many corporations have environmental strategies as part of their corporate mandate to address healthy sustainable environments for their employees. Strategies often include supporting alternative modes of transportation for employees to get to work. Corporations may be a good partner for trail development, providing funding, materials or services in kind.

Other trail development resources may come from service clubs, conservation authorities, the Region of Peel, other public agencies, private trail providers, utility and infrastructure corridor providers, individual sponsorships and private sponsorships.

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9.0 Maintaining Trails

9.1 SUPPORTING SERVICES

An important component to establishing a successful trails network is ensuring that the network is well-supported by on-going maintenance. Maintaining the municipally-owned trails means managing risk and liability for both the user and the Town.

The Town of Caledon has established 12 individual maintenance items to address regular upkeep of the Town’s trail network. **See Table 6.0 Trail Maintenance.** The maintenance items defined within this chapter outline particular actions required on behalf of the Town in order to provides trails that:

- are safe for all trail users;
- preserve the trail infrastructure;
- protect the natural environment; and
- provide both Council and the public with a benchmark service level that can be monitored and referenced to ensure expectations are being met.

Table 6.0 Trail Maintenance

Types of Maintenance	Description				
Trail Surfacing	General Inspection	Surface Condition	Bumps	Trail Width	
Winter	Winter inspection	Surface Exposure	Snowfall Accumulation	Localized Ice	Localized Snow
General	Clearances	Trail Debris	Trees on Pedestrian Ways		

9.1.1 Trail Maintenance Priorities

Trail maintenance priorities outline the level of maintenance that a particular trail facility receives on regular basis. The level of priority is based on trail classification, hierarchy and volume of use. Refer to **Table 7.0 Off-Road and On-Road Trail Maintenance Priority**, which defines the priorities by:

Class A – Primary Trails

Typically, Class A trails receive highest priority and frequency of maintenance in the shortest response time.

Class B – Secondary Trails

Typically, Class B trails receive moderate priority and response time for maintenance.

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Class C – Tertiary Trails

Typically, Class C trails receive the lowest priority for maintenance.

The level of maintenance required for class a-c will be detailed in each of the 12 maintenance standards below.

Table 7.0 Off-Road and On-Road Trail Maintenance Priority

Maintenance Priority Class	Trail Classification		
	Urban Pedestrian Ways	Rural Trails	On-Road Bicycle Facilities
Class A – Primary Trails	Sidewalks	Trailways	Bike lanes
Class B – Secondary Trails	Walkways and paths	Hiking Trails	Signed bicycle routes
Class C – Tertiary Trails		Spurs, loops and special purpose trails	

9.1.2 Trail Surfacing

The objective for maintaining the trail surfaces is ensuring that they are safe for all users from any obstacles or hazards.

9.1.2.1 General Inspection

All trails need to be inspected on a routine basis. Site inspections for surfacing should include keeping records of surface conditions. When a condition arises that regards surfacing, either through town inspection or user complaint, the alleged or actual condition may be determined to be an acceptable condition by the supervisor. Inspection of trail surfacing does not include addressing winter-related conditions. **Table 8.0 Trail Surfacing Inspection Maintenance Standard** illustrates the level of service for trail surfacing. The frequency for trail inspections during ambient conditions is less than the frequency of an inspection required after storm conditions.

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Table 8.0 Trail Surfacing Inspection Maintenance Standard

Class	Ambient		Storm	
	Maximum Cycle	Reasonable Cycle	Maximum Cycle	Reasonable Cycle
A	1 week	6 months	3 days	1 day
B	1 month	6 months	2 Weeks	1 Week
C	Annual	Annual		

9.1.2.2 Surface Condition

The maintenance standards for trail surface conditions is based on a rating of:

Excellent	Smooth, but with a few bumps
Good	Still comfortable but with some bumps
Fair	Uncomfortable with frequent bumps

Table 9.0 Trail Surfacing Maintenance Standard outlines the expected trail surfacing conditions.

Table 9.0 Trail Surfacing Maintenance Standard

Class	Optimum Condition	Reasonable Condition
A	Excellent	Good
B	Good	Fair
C	Good	Fair

9.1.2.3 Bumps

Bumps on the trail surface is defined as a local surface deformation, including potholes, utility trench settlements, erosion, rutting, edge drop-off, washouts, frost heaves, settlement, toe trips, etc. Where the measured depth of a bump is in excess to the maximum depth as outlined in **Table 10.0 Trail Surfacing Bumps**, it should be restored to at least maximum depth within the specified lag time. Holes less than 20 cm across, such as created by hoof prints or animal activity, would not apply to this standard.

The depth of the deformation is determined by measuring vertically from the bottom of the deformation to the level of trail surface. Where it is unreasonable to restore the condition within the specified lag time, such conditions should be posted with a warning marker until the issue can be addressed.

Table 10.0 Trail Surfacing Bumps

Class	Maximum Depth	Maximum Lag Time	Reasonable Depth	Reasonable Lag Time
A	8 cm (15 cm for edge)	1 month	4 cm (10 cm for edge)	1 week
B	6 cm (8 cm for edge)	1 year	2 cm (5 cm for edge)	1 week
C	10 cm	N/A	8cm	Annual

* Not applicable in winter season, if winter service not provided.

9.1.2.4 Trail Width

A trail width is measured from edge to edge of the traveled surface bed. Where the surface narrows below the minimum width (i.e. bridge, boardwalk) such condition should be posted to indicate the narrowing. (e.g. "Reduced Width"). Trail gates and road crossings are not considered narrowing constrictions for the trail width. Trail widths are to be maintained at a consistent (+/-0.5m) of the standard design widths.

Where pedestrian ways are reconstructed, the width should be restored at least to the reasonable width indicated unless restrained by significant topographic or other features including bridges.

9.1.3 Winter

The Town typically provides winter maintenance for trails that are classified as urban pedestrian ways. Snow clearing will not occur on any trails classified as rural. On-road bicycle facilities are winter maintained as part of the road snow-clearing operations. Winter services may be withdrawn from certain trails based on conditions, resources and changes in service levels.

9.1.3.1 Winter inspection

The Town has an obligation to know the condition of all urban pedestrian ways that receive winter maintenance. All pedestrian ways should undergo winter inspection on a routine basis and with regular logs kept of the inspections. Such inspections should have regard for the maximum cycle time as shown in **Table 11.0 Winter Inspections**. Cycle time is relevant to both ambient and storm conditions.

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Table 11.0 Winter Inspections

Class	Ambient		Storm	
	Maximum Cycle	Reasonable Cycle	Maximum Cycle	Reasonable Cycle
A	1 months	1 week	Once/storm	12 hours
B	2 months	2 week	Once/storm	24 hours

9.1.3.2 Surface Exposure

Surface Exposure is a standard that addresses the general path surface exposure during ambient conditions in the winter. Where snow and ice may tend to remain on a path after storm conditions, surface exposures should meet minimum conditions within the maximum lag time shown in **Table 12.0 Surface Exposure**.

The ability to efficiently maintain a surface condition depends on traffic patterns, weather conditions, and maintenance operations; for this reason, no maximum time or condition is set to arrive at the surface exposure during the storm condition.

Table 12.0 Surface Exposure

Class	Maximum Lag Time	Reasonable Lag Time	Minimum Condition
A	48 hrs	24hrs	Centre Bare
B	48 hrs	24hrs	Centre Bare

9.1.3.3 Snowfall Accumulation

Snowfall accumulation is based on the average depth of new fallen or general wind-blown snow, which has accumulated on the trail surface. Continuing storm effects may make it difficult for operations to respond within the lag time. Where maximum conditions are exceeded during continuing storm effects, priority for service should be established first by class and then exceeded lag time. For Class A – primary urban pedestrian ways, where the maximum condition occurs after 3.00 p.m. and prior to 6.00 a.m., the lag time begins at 3.00 a.m. Refer to **Table 13.0 Snowfall Accumulation** for maintenance standard.

Table 13.0 Snowfall Accumulation

Class	Maximum Lag Time	Reasonable Lag Time	Minimum Condition
A	48 hrs	24 hrs	10cm
B	48 hrs	24 hrs	10cm

9.1.3.4 Localized ice

Table 14.0 Localized Ice outlines the maintenance standard for addressing ice conditions on urban pedestrian ways. During ambient conditions the effects of weather and traffic causes icing of localized walkway surfaces with “white and black ice”, leading to hazardous conditions. Where a localized ice surface condition requires significant change in pedestrian pattern, relative to the general conditions on that pathway, a response is warranted. Posting notice of the potential or existence of such a localized condition is at the discretion of the Town. The surface condition should be improved within the maximum lag time. Where the condition occurs between 3:00 p.m. and 6:00 a.m., the lag time begins at 6:00 a.m.

Table 14.0 Localized Ice

Class	Maximum Lag Time	Reasonable Lag Time	Minimum Condition
A	8 hrs	4 hours	Centre Bare
B	8 hrs	4 hours	Centre Bare

9.1.3.5 Localized snow

Similar to localized ice, during ambient winter conditions, localized drifting snow may occur over the walkway surface. Where such drifts occur to the maximum condition (depth) measured across more than a travelled lane in a localized area, the condition should be removed within the specified lag time identified in **Table 15.0 Localized Snow** below. Where the condition occurs between 3:00 p.m. and 6:00 a.m., the lag time begins at 3:00 a.m.

Table 15.0 Localized Snow

Class	Maximum Lag Time	Reasonable Lag Time	Minimum Condition
A	48 hrs	24 hours	30cm
B	48 hrs	24 hours	30cm

9.1.4 General

9.1.4.1 Clearances

Obstacles (i.e. rocks, earth, guy cables, utility posts, abutments, structures, hydrants, trees, brush.) may cause damage if struck or impair visibility. Vertical and horizontal setback clearances on the trails are a necessity for user safety.

For Class A and B trails each substantial clearance condition should be posted or guided with an appropriate warning or device (e.g. hazard marker, warning sign, guide rail, attenuation device). A reasonable effort should be made to remove obstacles as soon as possible.

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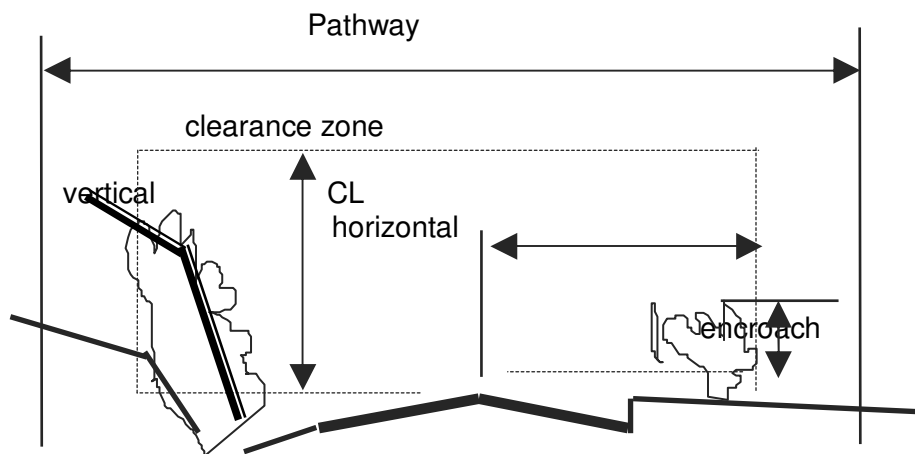
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The reasonable vertical clearance for all municipal trails is 2.5 m except where equestrian use is permitted. For equestrian use a 3.0m clearance is required. **Table 16.0 Clearances** outlines the criteria for vertical and horizontal clearances.

Table 16.0 Clearances

Class	Minimum Vertical Clearance	Minimum Horizontal Clearance	Reasonable Horizontal Clearance
A	3.0m	2.0m	2.5m
B	3.0m	2.0m	2.5m
C	2.0m	1.0m	1.5m



9.1.4.2 Trail Debris

Trail debris is an unnaturally occurring, significant object in the trail (e.g. tires, garbage bags, significant litter). When these objects represent a safety concern to pedestrians, they should be responded to in the maximum lag time. Accumulation of such objects may also cause blockage of drains leading to path flooding. **Table 17.0 Trail Debris** defines the maintenance standard for addressing trail debris.

Table 17.0 Trail Debris

Class	Maximum Lag Time	Reasonable Lag Time
A	2 weeks	1 week
B	2 months	1 month
C	Annual	Annual

9.1.4.3 Trees on Pedestrian Ways

Hazard and fallen trees and limbs present a safety issue and travel restriction to users. There is an obligation by the Town to annually mitigate tree fall on the trails. The Town

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will respond to any significant trees (“Significant” means a diameter of 20 cm or greater, and at least 2 m in height), which have a likelihood of falling onto the travelled path when several conditions are satisfied:

- The tree must be seen to be dead by evidence of no leaves during normal in-leaf season.
- The tree must be on or over the trail bed.
- The tree diameter must be at least 20cm.
- The tree must have a significant likelihood of falling on the path when it fails.

There is no obligation to remove or secure any dead tree or naturally occurring hazard beyond reducing the risk of it falling onto the path. Otherwise, the removal or securing of any live or dead limb and/or tree, which may or may not pose a safety hazard, is at the discretion of the Town. Except in the case where the tree is within a settlement area as defined by the OP. Within settlement areas the above 4 criteria will have the word tree substituted with “tree or limb of a tree”.

10.0 Recommendations

Recommendations for the Trails Master Plan Update are divided into timeline priorities that are defined by short term (0-3years), medium term (4-6 years), long term (7-10 years) or on-going.

Trail Planning	Priority
<ul style="list-style-type: none">• The Trails Master Plan Update is intended to be an adaptable document to take advantage of new development opportunities or changes in priorities. The document should be reviewed in five-years time to ensure that the study continues to remain a relevant document for establishing trail networks.	Medium term
<ul style="list-style-type: none">• Trail development within Caledon shall be done following all Town, regional and provincial policies.	On-going
<ul style="list-style-type: none">• Many of Caledon's established communities such as Bolton, Inglewood and Caledon East have conceptual trail plans already established to guide trail development in these communities. Typically the trail plans were defined as part of the completion of Secondary Plans. These Secondary Plans are to be referred to when looking to expand trails or re-develop trails within these communities.	On-going
<ul style="list-style-type: none">• New residential, commercial and industrial development and redevelopment proposals will integrate planning for efficient movement of people.	On-going
<ul style="list-style-type: none">• Road reconstruction proposals will consider improvements to both cycling and pedestrian networks as an extension to road works.	On-going
<ul style="list-style-type: none">• The Trails Master Plan Update shall be referenced in other relevant Town planning documents.	On-going
<ul style="list-style-type: none">• Town-owned lands and road right-of-ways that are considered surplus shall not be sold until it can be determined if they can be used to establish a trail-link.	On-going
<ul style="list-style-type: none">• Where opportunities arise which allow for the Town to enter into agreements for the establishment of trail connections within utility corridors, rail right-of-ways and rehabilitated quarry lands, they shall be considered.	On-going
<ul style="list-style-type: none">• New development areas that are to include on-road cycling facilities shall also ensure appropriate pedestrian ways are established within the road right-of-way to address non-bicycle trail movement.	On-going

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| <ul style="list-style-type: none">• The level of service benchmarks for primary trails of 0.8 kilometers per 1,000 population will be included as part of the next Official Plan review. | Medium term |
| <ul style="list-style-type: none">• In order to meet the future population projections and the Town's benchmark for providing 0.8kms of trail per 1000 population, it is recommended that 2.5kms of trail is built per year and/or a total of 49.7 kms over the next 20 years. | On-going |
| <ul style="list-style-type: none">• New sidewalks, walkways and paths proposed within settlement areas shall be included in the secondary planning process or as development opportunities arise. Funding for urban pedestrian ways may be addressed within subdivision development agreements and site plans. | On-going |
| <ul style="list-style-type: none">• A primary north-south multi-use trail link is needed between Bolton and the Caledon Trailway as well as between the Caledon Trailway and the Elora Cataract Trail. Investigation is required to determine the best way to establish these links. | Medium term |
| <ul style="list-style-type: none">• City of Brampton, the Town of Orangeville and Dufferin County have approved Trail Master Plans that illustrate potential connections to Caledon. The Region of York has a Pedestrian and Cycling Master Plan, which identifies both cycling and trail connections to the Town of Caledon. Communication and coordination with the adjacent municipalities needs to occur to ensure proper connections are established between Caledon trails and adjacent municipalities. | On-going |
| <ul style="list-style-type: none">• The Town should proactively search out and acquire desirable trail corridors. Joint ventures with the conservation authorities or various government agencies should be encouraged whenever possible. | On-going |
| <ul style="list-style-type: none">• While low-volume rural roads provide quick and easy trail opportunities for pedestrians, hikers, and equestrian users, efforts should be made to accommodate these users on off-road trails. For safety purposes trail platforms should be encouraged behind the ditches wherever possible. Widening strips from new rural development may provide for enhanced roadside trail cross-sections. | On-going |
| <ul style="list-style-type: none">• In order to optimize all available land uses, consideration should be given to developing trail corridors within enhanced road right-of-ways, existing parks, storm water management areas and greenway corridors. Where appropriate, coordination with the school boards, conservation authorities and provincial parks should occur to determine opportunities for trail connections within these public sector lands. | On-going |

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| <ul style="list-style-type: none"> • The Town shall continue to build strong and effective partnerships with local trail associations and public and private agencies. | On-going |
| <ul style="list-style-type: none"> • Coordination and input is required from the Caledon agricultural and farming community in the planning and implementation of on-road bicycle facilities. Education and signage methods should be considered to communicate with bicyclists on road etiquette and safety around farm equipment. | Short term |
| <p>Future updates to the study should include an inventory of the existing urban trails.</p> | Medium term |

Trail Development must first Protect, Preserve and Enhance the Natural Environment

Priority

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| <ul style="list-style-type: none"> • The natural landscape and environment is the essence of what attracts people to trails. If woodlots, steep slopes and surface hydrology are not protected the integrity of the trail system and the Town’s natural landscape will deteriorate. | On-going |
| <ul style="list-style-type: none"> • Trail development does not occur within areas identified as hazard lands. These include features such as steep slopes and areas that receive seasonal flooding. | On-going |
| <ul style="list-style-type: none"> • Trail planning initiatives must protect, preserve and enhance the valuable natural and historic features and environmentally sensitive lands. | On-going |
| <ul style="list-style-type: none"> • Where conservation policy supports trail access into environmentally sensitive areas for the purpose of public education, trail development shall include special measures to protect the environment from negative impact. | On-going |
| <ul style="list-style-type: none"> • Trail development and management must have regard for private property, heritage sites and areas of interest in the community. | On-going |

Trails in Caledon must Support Community, Agriculture, Recreation, Tourism and Education

Priority

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| <ul style="list-style-type: none"> • Caledon’s agriculture is highly valued. Trails, which encourage the exposure and understanding of people toward agriculture, are to be encouraged. | On-going |
| <ul style="list-style-type: none"> • Trails are an important tourism resource that should be marketed. Promotion of Caledon’s trails can generate economic gain for Caledon’s commercial and retail markets. A marketing strategy should be established. | Medium term |
| <ul style="list-style-type: none"> • Education about the natural environment, the social and historical | On-going |

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dimensions of our communities, happens through active or passive means. In an effort to inform trail users, interpretive signage and academic activities should be included as part of any trail development project.

Trails in Caledon should be Developed Using Efficient and Effective Standards of Design and Use

Priority

- Trail development standards and details should be prepared for inclusion in the Public Works & Engineering Development Standards, Policies and Guidelines. All standards should have regard for Conservation Authority guidelines as they are important partners for trail development and environmental preservation. Short term
- A standard for trail markers, symbols and interpretive signage must be established and adopted by all trail associations. Medium term
- Safety of the trail user should not be compromised. Road crossings must be highly visible and signed in advance. Major crossings should be grade separated. On-going
- Information signs and maps should be placed at all main trail entry points, with details about the permitted uses, the proper trail etiquette, and safety tips for road crossings and wildlife warnings if applicable. Trail maps should be created for posting on the Town web-site and on signs at key points on the trails. Medium term

Trails in Caledon should be maintained to Sustainable Service Levels

Priority

- All trails will be adequately supported through annual operating budgets, providing the necessary resources to maintain the trail system. On-going
- Service levels should first address public safety, then environmental protection and then aesthetic values. On-going
- Service levels should be proportional to use. More use attracts higher service levels. On-going
- Service levels should be suited to intended uses. Not all trails need the same amenities. On-going
- Service levels should be sustainable. Funding, and operating practices need to be assured and regulated. Where services are offered by others the Town should assure consistency of quality. On-going
- Higher service levels can be provided by user groups. With Town On-going

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approval, trail associations and user groups may provide enhanced trail services and promote trail development.

- The Town should encourage sustainable service levels for the full range of trails in the network. | On-going

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