

APPENDIX L

TRAIL MANAGER'S END TO END TOUR

The following appendix is new to the 2007 edition of the Waterfront Trail Guidelines. It provides a status of the Waterfront Trail as gained from the 2006 Trail Manager's End to End Tour and describes future implementation projects along the Trail.



Waterfront
Trail

2007



APPENDIX L - TRAIL MANAGER'S END TO END TOUR

Implementing the Vision of a Continuous Waterfront Trail -- 2006 Trail Manager's End to End Tour

The success of the Waterfront Trail and Greenway comes down to the experience it delivers to the people who so overwhelmingly supported its creation. Does the Trail reflect the values and principles that inspired this support? Is it clean, green, connected, accessible, affordable, diverse, useable, open and attractive?

An important way to evaluate the results of the waterfront partnership's work is to travel the Trail. Since 2002 the Trust has organized annual tours of the Trail or one of its regional connections. Every effort is made to encourage and facilitate local participation. Those who have joined the Tour gain a fresh perspective on the project, the functionality of the Trail and a new inspiration for what is possible.

In this way, the tours have become a traveling workshop for trail managers and their colleagues from various departments, decision and policy makers, and community leaders that are involved in the work of regeneration. In the following we describe:

- The logistics of the 2006 End to End Tour
- What we learned about the Trail
- Next steps for achieving continuous links

LOGISTICS OF THE END TO END TOUR

Objectives

The primary purpose of the 2006 End-to-End Tour of the Waterfront Trail was to perform a pilot run of the newly expanded and enhanced Waterfront Trail and Greenway.

By 2006 the Trail had more than doubled in length from its original 250 km (Hamilton to Trenton) to 650 kms from Niagara to Québec. The newest partners were the communities east of Brockville to the Québec border. In 2005 they had signaled their interest in becoming part of the Waterfront Trail. The Trust met these partners in 2006 to finalize the trail alignment from Brockville to Québec.

In addition to the Trail's expansion to Québec, the Trust's Lake Ontario Investment Program was entering its final year of construction. Under this program, 27 municipal partners undertook 50 projects to improve or expand the Waterfront Trail. The Trust and partners would visit the project sites during the Tour. Along the way, partners would review recent accomplishments and discuss future challenges and issues.

The quality run focused on the Trail user's experience and concentrated on:

- Evaluating the Trail's signage program to ensure that people can navigate from tip to tip guided by the trailhead and directional signage;
- Evaluating the Trail's design;
- Reviewing the connections between communities;
- Developing detours or other ways to deal with gaps in the Trail;
- Finalizing a trail alignment east of Brockville to Québec; and,
- Visiting the sites of projects completed under the Lake Ontario Waterfront Investment Program.





In 2002 the Trust organized the first end-to-end tour since the Trail's 1995 Launch with a Toronto Star reporter. The tour gained the Trail and the waterfront partnership excellent media profile that helped the Trust secure a \$9.2 million investment by the Canada-Ontario Infrastructure Program in 50 projects along the Trail.

Design of the Tour

The Trust's end-to-end tours encompass the 650 km of the Waterfront Trail and sometimes more when we add scenic loops and connections. Many trail managers along the Waterfront Trail could easily travel the length of their local trail in one day by bike. A basic bicycle with thicker hybrid tires should be considered part of a trail manager's tool-kit as it affords a first-hand experience in less time than walking requires.

Routes/Itineraries

In creating the itineraries, the Trust followed these guidelines:

- Use bicycles to maximize daily distances and avoid issues related to varied trail surfaces.
- Touring or hybrid tires are essential to handle varied surfaces.
- Riding distance of approx 30-50 km per day at an average speed of 10-15 km/h.
- Prepare to picnic in parts of the Trail that run through remote countryside.
- Plan a route that will involve using inter-municipal connections.
- Make sure to tour the trail in both directions -- Niagara-bound and Québec-bound. This would allow for confirmation of the usefulness of the directional signage.
- Try to navigate using signage alone.
- Technological Touring Kit should include a digital camera to record problems and pleasant surprises, and a cell phone.
- For larger groups, rent a truck to serve as a support vehicle and to return participants to the starting point.
- Invite others from the community, media, neighbouring community, other departments such as transportation (especially if there are on-road Trail sections), community

service - operations & maintenance, and tourism to get a broader understanding of how the trail is perceived and also to develop buy in for maintenance of newly created Trails.

The 2006 Waterfront Trail End to End tour was scheduled over 15 days from April to June. To coordinate the logistics and media components for a tour of this scope requires 50% of coordinator's time.

Participation

The Tour was open to everyone and we attracted a broad range of participants by sending invitations to local trail managers and contacts, local community partners, sponsors and the media. Trail Managers were encouraged to extend the invitation to elected leaders and community and corporate contacts. In total over 65 people joined the Tour.

Those who could not ride the Trail met with the Trust at selected meeting points along the way.

Media

The 2006 Tour created an excellent media opportunity for the Trail. Freelance journalist Kate Harries cycled all but a few of the tours, using the time to research story ideas and contacts for articles that have been published in several professional journals. Local partners also used the occasion of the tour to host celebrations and sign unveilings. These events were well covered by the local media.

Support Vehicle

The Trust rented a pickup truck large enough to transport up to 7 bicycles and luggage in the back, and 5 passengers to serve as our support vehicle. In the past the Trust has rented school buses, vans with drivers, and hired taxis to return people and equipment

to starting points. In our 2002 tour, the City of Mississauga used a city bus to transport over 30 participants to the start point of the ride.

The support vehicle also made it possible for the Trust to provide participating riders with transport for themselves and their bikes back to their starting points at anytime during the ride. This flexibility proved to be a useful incentive in convincing partners to join the ride.

WHAT WE LEARNED ABOUT THE TRAIL

The Waterfront Trail and Greenway is 650 km tip to tip, from Niagara to the Québec border. However, the entire Waterfront Trail system, including loops, side trips and alternative routes and gaps, is 900 km. The Waterfront Trail and Greenway can be classified into five types:

- Dedicated off-road
- Residential or rural roads (quiet, low volume)
- Major Road, paved shoulders
- Major Road, narrow to no shoulder
- Undesignated-Major Road

Undesignated portions are not part of the formal Waterfront Trail. Rather they represent interim routes that may be feasibly signed as Waterfront Trail to deal with gaps. Figure 1 shows that only 13% of the 900 km system of trails falls under this classification. It is reasonable to say, based on this figure, that a designated route is 87% in place. However, while a continuous trail is near, the remaining gaps represent, in some cases, major challenges both financially and geographically. Significantly, the achievement of a continuous trail does not mean a completed trail.

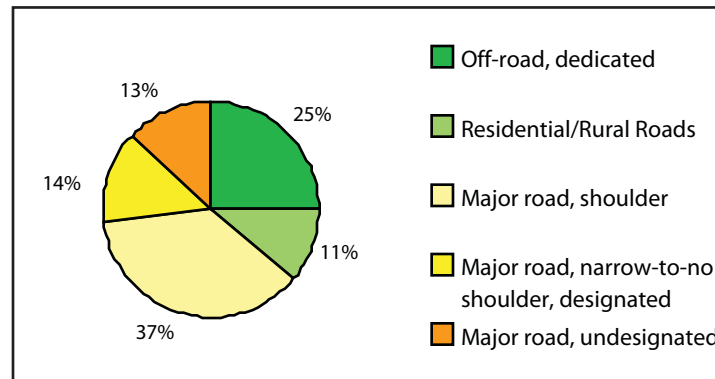


Figure 1: The Waterfront Trail and Greenway, 2006, classed by type and designation

The long-term goal is a Trail set in natural greenway as close to the water's edge as is environmentally feasible. The Waterfront Trail also places a high value on developing a system of connecting trails through the river valleys that comprise the Lake's watershed. This is the vision at the core of the Lake Ontario Greenway Strategy and the nine waterfront principles that were embraced by the waterfront communities in 1992.

The following report:

- Describes by classification the state of the Waterfront Trail based on our experiences and meetings during the Trail Managers Tour in 2006;
- Lists the many projects that have significantly enhanced the Trail;
- Lists proposed or planned projects that will address some of the more challenging gaps in the near-term (see Table 1); and,
- Lists distances for designated and undesignated facilities making up the Waterfront Trail and Greenway, 2007 (see Table 2).



Inclement weather did not stop the tour; nor did it dampen appetites. The Municipality of Port Hope hosted a wonderful lunch from the back of the support vehicle.



Dedicated Off-road Trail, Residential Streets and Rural Roads (321 km)

Of the 900 km, 222 km or 25% runs along off-road, dedicated sections of trails and paths. Generally speaking dedicated off-road paths suit the broadest range of people, abilities and uses and provide the highest level of comfort.

Residential streets and quiet rural roads are used for 99 km or 11% of the Trail's alignment. Using the streets allows communities to achieve continuous trail alignments and connect local parks, schools and recreational facilities. As of 2006 five communities have a continuous Waterfront Trail composed entirely of dedicated paths and quiet residential or rural roads. These are:

- Burlington
- Mississauga
- Ajax
- Oshawa
- Cornwall

Many more communities are very close to the milestone of achieving a route that uses only dedicated paths and quiet residential streets or rural roads. The following communities have fewer than 5 kms of trail on major roads (designated or undesignated):

- St. Catharines
- Oakville
- Pickering
- Whitby
- Cobourg
- Brockville
- Prescott
- Deseronto
- South Stormont

While most of the Trail follows dedicated paths in these communities, this fact alone does not indicate that the Trail meets optimum conditions. In some cases the Trail surface is showing its age as in the case of the Trail that runs parallel to Lakeshore Road in eastern Burlington where the trail's surface has buckled and cracked, frequently crosses private driveways, and is too narrow given the range of uses and volume of use. Given the Trail's popularity in Burlington, the width may now need to be re-examined.

Oakville too has stretches of unpaved, narrow paths running parallel to Lakeshore that could use some attention. Its system of directing cyclists to the north side of Lakeshore Road does greatly minimize the hazard of crossing driveways but draws complaints from the public who want to see the Trail closer to the water's edge. As well, moving from the north to the south side of Lakeshore Road can be confusing.

Oakville's long-term strategy for securing a waters edge Trail is dependent on a policy requiring a 15 metre setback for public access when lands are to be re-developed. The emerging pieces of waters-edge trail, are attractive but cut off from the main trail which runs along Lakeshore Road at this time. These short pieces of path do not always feel very public. To the Town's credit, they have installed signage to confirm the public nature of the edge.

Along the shoreline many of the communities have undertaken bold initiatives to advance the realization of their long-term goals for the waterfront. Parks and the creation of off-road trails have benefited from this resolve. For example:

- Hamilton's waterfront on both the harbour and the lake has undergone a stunning transformation. Wide (6 metres) promenades accommodate every use and ability comfortably. Sand dunes on the Lake Ontario shoreline have been restored, and interpretative storyboards that describe the area's heritage have been installed. On the trail that follows Hamilton Harbour, once an industrial zone, you'll find a vibrant cluster of attractions, public art and amenities

that have become one of Hamilton's most popular draws. In addition to the new infrastructure, the Hamilton Waterfront Trust purchased a trolley that runs on the Trail from Pier 8 to Cootes Paradise. The trolley helps people with mobility challenges to experience the whole trail and is a welcome break for parents with tired small children.

- The City of Burlington invested millions to create Waterfront at Downtown Burlington. The project includes Discovery Landing, the Observatory, Rotary Centennial Pond and new playground and the Brant Street Pier. The effect is a major overhaul of Spencer Smith Park into an exciting urban park and landmark.
- The Municipality of Clarington has made major strides in developing its off-road Trail system. On the tour we enjoyed a sneak peek of the new off-road trail that closes the infamous Wilmot Retirement Residence gap. For years, trail users had to take a 7 km detour on busy HWY 2 to go around the gated community. The Municipality concluded years of negotiations to secure a route that runs parallel to the railway tracks. In addition, it has added a number of new off-road stretches of Trail and secured waterfront lands to provide more parkland. Today over half of Clarington's 38 km Waterfront Trail is either off-road (14.6 km) or residential (7.1 km).
- The City of Mississauga reclaimed the boulevard to create an off-road trail in places where no other public right-of-way could be secured. An excellent example of this approach can be found along Lakeshore Road (between Dixie and Hydro roads) where they used the boulevard to create a wide trail and planted trees along both sides.
- Another long-standing negotiation concluded in the City of Mississauga with the agreement to accommodate the Waterfront Trail at the water's edge on the "Imperial Oil" lands just west of JC Saddington Park. The City also completed the revitalization of Memorial Park on the banks

of the Port Credit River. The park is once again a strong popular focal point for neighbourhood.

- The City of Toronto has a line up of ambitious projects that will re-invent the downtown waterfront. In 2006, we enjoyed the new trail through Marilyn Belle Park. The Toronto Waterfront Revitalization Corp boldly removed the road that previously ran through the park and created a stunning waters edge promenade wide enough to accommodate all users. Fast moving cyclists and other users have the option of traveling on a wide path that runs adjacent to Lakeshore Road and away from slower trail traffic. We learned that the off-road trail around Ontario Place would be significantly improved to better accommodate the high volumes of trail traffic safely. Clearly the plan for the Toronto waterfront, places a priority on creating public spaces that are distinct, memorable and get people out of their cars to enjoy the emerging atmosphere.
- The City of Pickering is well into implementing the results of its waterfront vision having established Millennium Park as a major waterfront amenity and community gathering place. The next project entails revamping the western gateway at the mouth of the Rouge River.
- In 2006, with the construction of new trail around Carruther's Creek the Town of Ajax celebrated the completion of its Waterfront Trail. Once a barren lawn, the Ajax waterfront now bursts with tree stands, meadows and two major wetlands. It is home to an interesting memorial to life in Ajax during WWII.
- The Town of Whitby has added new off-road trail through a field that is located between Lakeridge Road and Halls Road to divert trail users from Bayley Road. The new route also introduces visitors to the natural charms of Cranberry Marsh.
- To ensure that its signature waterfront park continues to serve the community needs and reflect its values, the City





In 2007 Cobourg opened an extension of the Waterfront Trail on the West Beach
Source: Simon Wilson

of Cornwall is undergoing a major re-visioning exercise for Lamoureux Park. The closure of the Domtar plant also opens exciting new opportunities for the City's waterfront in the future.

The preceding list of examples demonstrating improvements to or additions of off-road trail is far from exhaustive. Hamilton, Kingston, Oshawa, Oakville, Cobourg, Port Hope, and Brighton have also included new stretches of off-road Waterfront Trail, amenities or important north/south trail connections. Many of these projects were undertaken as part of the Trust's Lake Ontario Investment Program, which is described ahead in more detail within the Overview of Waterfront Projects section.

Designated Trail – Major Roads with Paved Shoulders (330 km)

A major road is defined as having a speed limit of 80 kph. The Waterfront Trail does not use roads with posted speed limits in excess of 80 kph. **Thirty-seven percent** or 330 km of the Trail is aligned on the paved **shoulders of major roads** such as the North Service Road in Niagara, HWY 33 and HWY 2. For the most part, these are very scenic routes through rural countryside that afford the closest public right-of-way to the shoreline. In the absence of sidewalks, the 1.2- 1.5 metre paved shoulders are generally used by the community for walking and cycling.

Routing along major roads is an interim measure often reflecting:

- Extensive private ownership of the lakeshore (e.g. Niagara Region, Prince Edward County); and/or
- Roadway is the closest continuous path along the waterfront (e.g. Loyalist and Napanee).

Before the Region of Niagara's program to create bike lanes on the North Service Road, there existed only short pieces of Trail in the area. This program represents a new inter-departmental approach

to trail infrastructure with Public Works and Planning working collaboratively to achieve multiple objectives. While the installation of bike lanes has greatly improved trail user comfort on the North Service Road, the stretch through Lincoln remains fairly isolated with few amenities and fewer opportunities to connect to the water's edge. The new development planned for the Prudhommes area should improve this situation dramatically. Charles Daley Park is the only waterfront park in Lincoln and easily overlooked to passing visitors since the Trail does not actually run through the Park. Perhaps more signage informing trail users of the park would help direct more people to this lovely water's edge spot.

There are a couple of major intersections where on-road trail meets the on and off ramps of major highways, for example the North Service Road at Prudhommes and in Burlington on North Shore Road, that require extreme caution when traveling through them. Pavement markings may help clarify to motorists and trail users how to navigate through them.

The remaining 27% or 249 kms of trail uses major roads that have little or no shoulder and therefore demand trail users exercise extreme caution. This 277 km can be broken down into designated (signed) trail and undesignated trail. The split between the two categories is almost 50% -50%.

Designated Trail -- Major Roads - Narrow to no Shoulder (131 km)

The majority of designated trail without shoulders is located in Lennox and Addington County, in Greater Napanee (80 km). The Trail follows scenic county roads around Hay Bay. County Road 8, which connects downtown Napanee more directly to Lake Ontario, is also designated as Waterfront Trail.

The idea to create a county-wide multi-use trail system using road infrastructure came out of the County of Lennox and Addington's

2001 Master Transportation Plan. In designating the roadway as multi-use trail, Lennox and Addington County and municipal planners considered:

- Importance of connecting downtown Napanee to the Waterfront Trail;
- Importance of establishing a network of scenic loops;
- Importance of connecting to regional trail systems e.g. Trans Canada Trail, Waterfront Trail and Cataraqui Trail;
- Volumes of traffic; speed of travel;
- Heavy Truck Component;
- Physical environment;
- Rural character of the communities i.e. sidewalks are not in place;
- Cost-savings in road maintenance budget achieved by paving gravel shoulders;
- Existing use by cyclists and pedestrians of this stretch of road.

In determining the appropriate shoulder width, either 1.2 or 1.5 metres, the County considered volume and speed of existing traffic.

As part of its regular capital road improvement plans, the County of Lennox and Addington will consider installing paved shoulders where they do not exist. As of 2006 approximately 15% of the County network has been widened to accommodate paved shoulders. In the interim, clear signage directs trail users to areas where trail and vehicular traffic are less likely to conflict. Trail signage makes motorists aware of the presence of trail users.

The remaining 51 kms of route designated major roadways without shoulders runs along short stretches, usually fewer than 5 kms, in 12 different municipalities. These roads are usually designated to make short connections. Many of them have been identified for improvements.

In Spring 2007, Loyalist Township will designate scenic roadways on Amherst Island as Waterfront Trail. This project is another example of engineering working with the parks and recreation department to achieve mutual goals. This will be a welcome addition that offers natural scenery and small town charm.

Undesignated Trail – Major Roads, Narrow to no shoulder (117 km)

An undesignated portion indicates an area that it is not signed most likely for reasons of safety. This category of alignment presents the greatest potential issues. In two cases, the lack of designation represents a complete break in the Waterfront Trail, where no detour is available. The following is a brief description of each of these sections:

Niagara Region

Niagara Region has a total 73 km of Waterfront Trail, primarily on paved shoulders constructed in the past 5 years. Of the 73 km, there are approximately 14 kms of undesignated trail. The short-term plan is to make road improvements to accommodate paved shoulders. Many experienced cyclists currently use the road.

The longest section of undesignated trail is 5.7 km in the Town of Lincoln on 21st Street. The long-term plan is to complete a scenic loop around Jordan Harbour to bring people to the Village of Jordan. The most pressing safety concern is a steep hill and blind corner as trail users come to Main Street. There are no immediate plans to improve trail conditions by improving the road. However, trail users can reach the Village of Jordan using bike lanes installed on Jordan Road.

A second issue in the Town of Lincoln is the North Service Road around Prudhommes. Bike lanes end at Jordan Road, leaving a 2 km gap in the Trail. The QEW exits into this area creating high



Private landownership makes a waters edge trail impossible in the near future. The nearest public right of way is the North Service Road. The addition of paved shoulders by the Region has greatly improved the level of comfort for cyclists. Source: Region of Niagara





*In 2006 Hamilton and Burlington completed a project to improve trail use crossing the boundary over the Lift Bridge. Formerly this involved a dangerous road crossing. Today, trail traffic is routed under the bridge away from vehicular traffic. The local cycling committee is pursuing the idea of installing a cantilevered addition to the lake-side of the bridge for cyclists.
Source: Simon Wilson*

volumes of traffic. In addition the intersection at Prudhomme Boulevard and North Service Road is wide for trail users. Many of these problems will be addressed as the Prudhomme area is redeveloped. Plans include moving the Trail to a dedicated, off-road path along the lakeshore.

Hamilton-Burlington

There are a total of 53 kms of Waterfront Trail in Hamilton and Burlington of which 5.8 km is undesignated and on major roads. The first of two undesignated areas is at the boundary of Hamilton and Grimsby. Travelling west from Fifty Point Conservation Area, the only public right of way available is Base Line Road. The busy stretch of road without shoulders demands caution. The signed Trail resumes a short distance to the west (1 km) at Winona.

Though the Trail is signed and designated through Stoney Creek, much of it runs along the busy North Service Road on narrow shoulders. When the Trail dips into the residential neighbourhoods, it is very lovely.

The second undesignated area in the Hamilton-Burlington stretch of Trail occurs on Valley Inn Road. This is a steep, narrow, curvy road. Traveling from Hamilton to Burlington on this road requires extreme caution. The steep grade makes it difficult to maintain a cautious speed and the curves create blind spots for trail users and motorists. A committee is examining options to deal with the hazards and create a continuous connection.

A third safety matter under examination is a busy road crossing along York Boulevard. People have to cross a ramp leading to a major highway. Motorists are generally accelerating in anticipation of merging on to the 403.

Toronto

The Waterfront Trail comes to an effective halt in Toronto at the Beach in eastern Toronto. At the RC Harris Filtration Plant, Toronto's

waterfront becomes a dramatic bluff. Of Toronto's 56 km of Trail, 26 km fall in this area. An integrated shoreline management plan has been completed to identify a trail route on the waterfront and sections of trail are being constructed as opportunity and funding become available. However an interim, signed route to link people to and from Durham is needed.

Although, the most direct alternative route to Pickering is along Kingston Road, its high volumes of fast-moving traffic and angle parking render it unusable. Another route through the attractive, residential neighbourhoods should be designated to serve immediate needs.

Port Hope

The Municipality of Port Hope has a total of 19 kms of Trail of which 10 km on HWY 2 between Clarington and downtown Port Hope, is not designated. The lack of designation reflects concerns about safety along this narrow road without shoulders. Care is required as the speed limit is 80 kph, however HWY 2 is popular with cyclists who see it as a scenic, quiet, rural route. The Municipality's Trails Committee is reviewing the matter.

Quinte West-Belleville

The second and only other complete break in the Waterfront Trail occurs at Centennial Park in Trenton. East of Centennial Park the only available public right of way is HWY 2. Between Trenton and Belleville, the 12 km of HWY 2 is fast-moving and very busy creating unsafe conditions for trail users. Along some areas, there are sidewalks and there may be the potential to route the Trail along the CFB base over time.

Many people traveling from Quinte West are headed to Belleville and the reverse is also true. The 12 km gap between Quinte West and Belleville limits their ability to pursue green transportation options for recreation, fitness and commuting.

Currently trail users traveling west, must do so through Prince Edward County -- a beautiful route.

Township of Tyendinga (Belleville to Deseronto)

The Township of Tyendinga is located east of Belleville. In the Quinte County Route Options Study for the Waterfront Trail, two possible routes were identified through the Township. The preferred route described in the study, passed through the Mohawk Territory, but community concerns have blocked implementation of this route. In the interest of creating a link from Belleville to the eastern part of the Waterfront Trail and to enjoy the benefits that come from being part of the Trail, the Township of Tyendinga, has identified an interim route using roads under its jurisdiction that they are prepared to sign. The approximately 20 km route leaving Belleville is as follows:

- East of Haig Road to Point Anne Lane on Old Highway 2. This is a four-lane road with wide gravel shoulders and no sidewalks;
- An angled crossing of the CP rail line at Haig Road presents a hazard to cyclists;
- From Point Anne to Shannonville, Old Highway 2 is 2-lanes wide with a wide gravel shoulder;
- Follows HWY 2 through Marysville, once passed HWY 49 road becomes Old Belleville Road;
- Follow old Belleville Road northeast from Shannonville, continues east past Marysville to Deseronto Road;
- Continues south onto Deseronto Road to HWY 2.

Road conditions are not ideal - traffic is fast moving and the gravel shoulders are not paved and sometimes narrow. This is a rural area and current pedestrian and cycling traffic use this road. Coming south on HWY 49 this route bypasses much of Deseronto. To visit this community, trail users would have to turn west on HWY 2. In effect downtown Deseronto would become a scenic side trip.

The interim route proposed by the Township of Tyendinga has received support from local council, which passed a resolution in 2005 approving the route for signage. Belleville and Greater Napanee are supportive of the interim route, seeing this a step forward in addressing the gap that isolates Belleville, Deseronto and downtown Greater Napanee from Waterfront Trail users. Most trail users travel through the southern end of Napanee and take the Ferry at Aldophustown to Prince Edward County. The impact of signing a route along Old Highway 2 on trail users preferences is unknown. However, cyclists currently use the road.

Next Steps – Achieving a Continuous Route

During the Trail Managers End to End Tour, the Trust and managers discussed a number of areas where trail improvements are needed to establish a fully continuous, safe route. This is a priority for the Waterfront Trail and a necessary first step to realizing the recreational, fitness, environmental and economic benefits associated with the Trail.

Above all, the Trail represents what people want to see on the waterfront and their connection to its regeneration. Ninety percent of people surveyed stated they supported a continuous Waterfront Trail. The number one trail related complaint received by the Trust from the public concerns the gaps in the route, Scarborough in particular. The more people experience the Trail, the greater the demand to maintain the momentum and get the job done.

In collaboration with the waterfront municipalities, the Trust is developing a portfolio of projects that would significantly advance progress to achieve a continuous, signed route for the Waterfront Trail.



Overview of Waterfront Projects

Fifty major waterfront projects make up the Trust's Lake Ontario Waterfront Investment Program. The program represents a \$31 million investment in the waterfront, \$9.2 million from the Canada-Ontario Infrastructure Program and \$22 million from municipal partners. In 2007 the projects will be completed.

The following provides an overview of completed waterfront projects to date. Thereafter, Table 1 outlines potential up and coming waterfront projects and Table 2 shows distances for designated and undesignated facilities making up the Waterfront Trail and Greenway, 2007.

Niagara Region

- Bike lanes constructed and signed on 5 stretches of regional roadway

Niagara Peninsula Conservation Authority

- Twenty Mile Creek Trail connected to Waterfront Trail
- 12 km Wainfleet Rail Trail constructed

Fort Erie

- Two sections of Friendship Trail completed, part of Greater Niagara Circle Route connecting Waterfront Trail to Lake Erie

Port Colborne

- West Street Waterfront Promenade improved

Lincoln

- Victoria Shores Park created at mouth of Prudhommes Creek
- Waterfront boardwalk installed at Charles Daley Park

Town of Grimsby

- Forty Mile Creek Park landscaped, parking lot upgraded and lighting installed

Hamilton Region Conservation Authority

- 2 km of trail widened in Confederation Park West
- Outdoor leisure pool constructed
- Lakeland Centre, a community centre with lookout, constructed

Hamilton

- 4.2 km Hamilton Beach Recreational Trail created, with lighting, landscaping and benches
- Dieppe Memorial Park created
- Waterfront Trail extended from Pier 4 to Pier 8
- Windermere Basin restored as green gateway with trails, lookouts and migrating birds habitat

Oakville

- Trail sections widened and paved
- Trail constructed along top bank of Joshua's Creek
- Bronte Creek Trail extended and enhanced

Credit Valley Conservation Authority

- Silver Birch entrance to Rattray Marsh Conservation reconstructed
- Middle Sheridan Creek Bridge improved and 53 m boardwalk constructed
- Interpretive display boards installed

Mississauga

- Memorial Park East redeveloped by reconstructing Credit River shoreline protection and adding water's edge walkway, naturalized planting buffers, viewing platforms, gardens, pavilion, terrace, playground and parking

Pickering

- Barrier-free pedestrian bridge and pathway constructed in Petticoat Creek Conservation Area

Ajax

- Trail completed to Whitby boundary with 5 new sections

Whitby Heritage Community Association

- Addition constructed to home of Whitby's first mayor, Captain James Rowe, fencing and heritage gardens installed

Friends of Second Marsh

- Phase One of Great Lakes Wetland Centre - design and architectural drawings

Clarington

- Trails to bluffs overlooking Lake Ontario in Samuel Wilmot Nature Area
- Pedestrian bridge to move trail off-road and into Bowmanville Conservation Area

Port Hope

- 33 m pedestrian bridge across Ganaraska River

Cobourg

- Remediation of brownfield, creation of Rotary Millennium Park
- Water's edge trail extended westward, boardwalk constructed

Lower Trent Conservation Authority

- Haldimand Conservation Area upgraded

Cramahe Township

- 1.4 km of trail along Union Road widened and improved

Brighton

- Brighton Marina facilities improved
- 4.5 km Butler Creek Trail

Northumberland County

- 1.4 km of Waterfront Trail on County Road 31

Quinte West

- 3.2 km of trail along Centennial Park waterfront constructed with lighting, lookouts and landscaping

Belleville

- Trail and facilities at East and West Zwick's Park improved
- Parrot Riverfront Trail constructed, connecting Waterfront Trail to downtown Belleville
- Whitney Place Trail constructed, extending trail west from East and West Zwick's Park

Kingston

- 720 m of trail with benches and lookouts, linking a new park and community to Waterfront Trail



Table 1: Potential Waterfront Trail Projects (2006)
- close gaps in the Trail's alignment and enhance Trail amenities

Location	(Potential) Project	Current Conditions
Niagara-on-the-Lake Four Mile Creek Road and Town Line Road (3.6 km)	Studies are underway.	Narrow to no shoulders. Fast moving vehicles.
St. Catharines Lakeshore Road between 3rd Louth and 7th Louth (2 km)	Studies are required to determine how the Waterfront Trail would be accommodated. Start time for such review not set.	Narrow shoulders close to vehicles moving minimum of 80 kph
Lincoln - 4.5 km Jordan to Victoria Road (Prudhommes)	Establish trail in the urban portion of Prudhommes to take place through the development process. Developer will for creating and maintaining the Trail.	Narrow shoulders close to vehicles moving minimum of 80 kph
Grimsby Winston Road/RR39 between Hunter and Kelson (2 km)	Pave shoulders	Quiet stretch of road with narrow shoulders and ditches. Speed limit is 80 kph
Hamilton - Stoney Creek North Service Road Waterfront Trail Connection between Fifty Point Conservation Area and Confederation Park (7 km)	Connection of a major gap in the Waterfront Trail through Stoney Creek. Construction of new bike road shoulders and bike lanes. Installation of directional signage. Design work complete and construction commences in the fall of 2006/spring 2007.	Narrow shoulders close to vehicles moving minimum of 80 kph on the North Service Road.
Grays Road Parkette Fifty Road Parkette	To compliment the installation of bike lanes along the North Service Road, "Windows to the Lake" at Grays Road and Fifty Road is planned. The parkette will include walkways, seating and plantings. Design of the Grays Road is complete, construction to begin in fall of 2006/spring 2007.	Stoney Creek has very little publicly accessible waterfront, a condition that exists from Lincoln to Stoney Creek. The two areas are currently road ends at the lake frontage.
QEW Pedestrian Bridge in East Hamilton near the mouth of the Red Hill Creek Valley and Van Wagners Pond	Multi-use pedestrian and cycling link to connect east Hamilton residents along the Red Hill Valley Recreational Trail to the Waterfront Trail by an elevated crossing of the QEW and the Red Hill Marsh. Significant crossing will serve as a gateway feature for the east end of Hamilton.	No access to the Waterfront Trail between Woodward Avenue and Centennial Parkway (2.4 km) due to barrier of QEW. Both existing routes do not contain bike lanes and are 70 kph multi-lane major connectors that service high volume commercial and light industrial truck traffic.

Table 1: (continued)

Location	(Potential) Project	Current Conditions
Connection between the Cities of Hamilton to Burlington around the West end of Hamilton Harbour -- Valley Inn Road and Spring Gardens Road (2.5 km)	Creation of a multi-use recreational trail from York Boulevard to Valley Inn Road connecting to Spring Gardens Road. The proposal connects Hamilton's existing Waterfront Trail at the west end of Hamilton Harbour to the City of Burlington's trail on Plains Road and to the Royal Botanical Garden Centre. Connection will link Canada Marine Discovery Centre to Royal Botanical Garden Centre.	Narrow shoulders, crossing of the 403 on-ramp vehicle speeds moving 70 kph. Connects continuous route available through Hamilton along Lake Ontario waterfront.
Burlington	Upgrades to the off-road section along Lakeshore to reflect the high use.	Trail crosses many residential driveways. The asphalt surface is cracked and buckled. The trail width is quite narrow to accommodate the high use. Many experienced cyclists prefer to use the road instead of the Trail. Pedestrians are directed to use the sidewalk on the north side of Lakeshore.
Mississauga Waterfront Parks Strategy	A detailed development master plan will be created for 5 priority parks: Marina Park; Memorial Park West; JC Saddington; Lakeside Park; and Fusion (not yet officially named). The detailed development master plans will outline potential uses, features and specific development ideas for each of the park properties.	Underutilized park amenities by the community. High demand by the public for improved east west connections and waterfront parks that feature design excellence.
Lakeshore Road between 1st Street and Norris Crescent (2 km)	No project in place at this time.	Narrow shoulders close to vehicles moving minimum of 80 kph. Street parking.
Lakeshore Road between Dwight and Norris Crescent (1 km)	Connection to the Mimico Linear Park (Norris Crescent to Humber Bay Park) currently under construction.	Narrow shoulders close to vehicles moving minimum of 80 kph
Waterfront Trail through Ontario Place	Install a cantilevered extension to the existing trail to better accommodate pedestrians. Create separated route for cyclists.	Trail too narrow for the high volumes of trail traffic. Trail users and cars using the parking lot come into conflict.



Table 1: (continued)

Location	(Potential) Project	Current Conditions
Harris Filtration Plant to Pickering (25 km)	Route Options Study - establish a signed route on the street level of the bluffs in the short term. Move forward with plans to install a water's edge trail over time.	Kingston Road is dangerously busy for cycling. Some disconnected stretches of trail exist both on top of bluff and at the water's edge. Durham and Scarborough neighbourhoods cut-off from Toronto's eastern Beach and downtown.
Connection between Toronto (Scarborough) and the Rouge River in Pickering most westerly location (0.3 km)	Western Gateway Project to be constructed in 2007. Project has been approved by City Council and is awaiting budget approval.	Eroding slope and stairs from Dyson Road and unsafe boardwalk from Rouge River bridge and under CNR tracks with dirt path to paved portion of the Waterfront Trail.
Connection between Ajax and Whitby on Bayley Rd (1.5 km)	Under review by the Region of Durham through its EA of the road. Improvements expected in 2008.	Narrow shoulders, soft surface, close to vehicles moving minimum of 80 kph. No shoulder on bridge crossing Lynde Shores. Trust participating in Durham Region Cycling Network process.
Whitby-western entrance adjacent to Ontoro Boulevard in Ajax	Mark the entrance to this Trail. Improve access by grading the steep slope and widening the path to accommodate multi-use.	Narrow, unmarked path leading to a trail that passes through a meadow. When wet, the sloped entrance is slippery and difficult to climb.
Lakefront West Park, Oshawa - from the Whitby Boundary to Park Road (3.3 km)	City has purchased waterfront property creating the opportunity to move the Trail from the sidewalk and street to a dedicated path in a natural/park setting. The Trail is part of an approved Master plan for Lakefront West Park. Approval for the detailed engineering to be completed this fall/winter to fine tune estimate and determine any further issues.	Underutilized waterfront area. Trail has no relationship to shoreline.
Port Hope/Cobourg off-road Trail along the water's edge	Route options study to understand how an off-road connection between these two communities can be achieved.	Trail runs along paved shoulder of HWY 2 as an interim measure. An off-road connection between Port Hope and Cobourg will make the trail family-friendly and provide the two communities with an alternative green transportation route.
Murray Canal (2.6 km)	Pave or re-grade the route.	Impassable route due to potholes and other surface damage.

Table 1: (continued)

Location	(Potential) Project	Current Conditions
Connection between Quinte West and Belleville on HWY 2 (10 km) provide an important green transportation alternative between the two communities	Route Options Study Widen and pave shoulders of HWY 2. Utilize Ministry of Defense Lands to create a boulevard trail.	Narrow shoulders, close to vehicles moving minimum of 80 kph. Inter-municipal travel between Belleville and Quinte West is high, however the absence of a trail or cycling route limits transportation choices and the ability of the two communities to mount collaborative special events.
Belleville to Marysville	Upgrade or restripe Old Highway 2 to provide space for cyclists and pedestrians. Improve signage at intersection of HWY 2 and CR 49 to accommodate cyclists.	Narrow shoulders, close to vehicles moving minimum of 80 kph. Currently trail users by-pass this undesignated stretch by traveling from Quinte West through Prince Edward County.
Deseronto Road to HWY 2		Narrow shoulders, close to vehicles moving minimum of 80 kph
Crossing Gananoque to Thousand Island Parkway	Option study	Busy, unassisted crossing
Crossing Butternut Junction West of Brockville	Option study	Busy, unassisted crossing
Brockville East to Iroquois (43 km)	Route Option Study Pave shoulder	Narrow shoulders, close to vehicles moving minimum of 80 kph
Prescott	Opportunity in the future to route the Trail closer to the water's edge using the Coast Guard property.	Trail users diverted to King Street. This is a main road with street parking.
Lancaster to Québec border (12 kms)	Construct an off-road multi-use path on the north side of the South Service Road.	Narrow shoulders, close to vehicles moving minimum of 80 kph
United Counties of Stormont, Dundas and Glengarry	Gateway to the Waterfront Trail at the Ontario-Québec border. Important opportunity to introduce the scope of the entire project to visitors coming from Québec.	Inter-provincial link of Waterfront Trail and Québec's La Route verte is unmarked. No trail amenity exists to provide shade or information.



Table 2: Waterfront Trail and Greenway, 2007

Municipality	Total Distance	Designated				Undesignated		
		Trail	Residential / Rural	Major Road		Trail / Residential	Major Road	
				Shoulder	Narrow-to-no shoulder		Shoulder	Narrow-to-no shoulder
Niagara-on-the-Lake	15.3	2.8	1.1	4.7	2.9			3.8
St. Catharines	19.9	9.1	7.3	1.5				2
Lincoln	26.7	0.1	6.2	11.9				8.5
Grimsby	11.3	0.2	2.8	6.1	2.2			
Hamilton	27.8	16.2	1.6	0.5	6.4			3.1
Burlington	25.2	16.1	7.4	0				1.7
Oakville	20.1	12	5	3.1				
Mississauga	21.2	14.3	6.4			0.5		
Toronto	56.3	20.7	7	1.7		1.1		25.8
Pickering	11.9	5.6	5.6		0.7			
Ajax	7.4	6.5	0.9					
Whitby	6.7	0.7	4.6		1.4			
Oshawa	11	9.1	1.9					
Clarington	37.8	14.6	7.1	16.1				
Port Hope	18.8	4.5	0.8	3.5				10
Hamilton Township	8			8				
Cobourg	13.2	2.1	7.6	3.5				
Alnwick/Haldimand	21.4		1.3	20.1				
Cramahe	13.5			13.5				
Brighton	11.4	2.1	0.3	9				

Table 2: (continued)

Municipality	Total Distance	Designated				Undesignated		
		Trail	Residential / Rural	Major Road		Trail / Residential	Major Road	
				Shoulder	Narrow-to-no shoulder		Shoulder	Narrow-to-no shoulder
Quinte West	27.3	2	1.6	5.4	5.3			13
Belleville	18.5	6.4	0.6			0.9		10.6
Greater Napanee	102			21.6	80.8			
Prince Edward County	55.1			55.1				
Tyendinaga	20.8				2.7			20.8
Mohawk Territory	20.1							20.1
Loyalist	16.9			16.9				
Kingston	49.6	6.2	5.3	32.1	6			
Gananoque	9.8		3.4	6.4				
1000 Islands Parkway	42.5	32.4		6.8	3.3			
Brockville	7	2.2	1.7	3.1				
Augusta	17.3			17.3				
Prescott	2.4	1.8		0.6				
Edwardsburgh/Cardinal	15.6			9.8	5.8			
South Dundas	34.6	2.5	3.8	28.3				
South Stormont	21.6	14.2	7.4					
Cornwall	17.6	17.6						
South Glengarry	34.9			23.4	11.5			
TOTALS	902	222	98.7	330	129	2.5	0	119



