

MISSISSIPPI MILLS OVRT TASKFORCE -- Final recommendations -- June 2017

RECOMMENDATION:

THAT Mississippi Mills Council recommends to County Council:

THAT the County of Lanark adopt, in principle, the recommendations contained in the Mississippi Mills OVRT Taskforce Final Recommendations Report;

AND THAT Mississippi Mills work with ATV and snowmobile user groups to identify specific bypass options and required upgrades;

AND THAT Mississippi Mills financially support identified and agreed upon 'bypass' work which matches County of Lanark trail support models."

AND THAT The County of Lanark continue to support the OVRT through Mississippi Mills

New SUMMARY

The Mississippi Mills OVRT Taskforce included all user groups and interested parties in Mississippi Mills. Meetings of the Taskforce have provided a forum for all groups. They submitted recommendations, comments and aspirations for the trail at the first meeting, May 3 (see Appendix 4). The recommendations in this final report propose workable solutions for all users. They are a balancing of all the interests while still meeting their key goals. No user group or interested party received 100% of what it requested.

The goal of the Taskforce was to provide specific recommendations to the County of Lanark with regard to solutions for OVRT use. Key goals at the outset were:

- A: Mississippi Mills committed to assisting the County to achieve a "Circular Trail Route" around Lanark County
- B: Mississippi Mills committed to working with users & interested parties to find trail solutions

As noted in "B" above, Mississippi Mills will work with all user groups to further their trail goals as described in this report. This includes adding Mississippi Mills' assets, principally the road system, into the discussion for bypass options. In addition, Mississippi Mills will match financial support models used by the County so user groups using bypass options are not disadvantaged.

In addition, underlying the recommendations are a focus upon:

- safety,
- accessible use
- health & wellness benefits
- economic development benefits
- minimizing conflicts

The recommendations are organized into, General, Winter and Summer.

(NOTE: neither of the motorized user groups (ATV's & Snowmobile's) support these recommendations. They have not modified from their original position. They acknowledge the proposed value of Ottawa St. improvements for them)

GENERAL RECOMMENDATIONS

1. Litter needs to be pro-actively managed on a regular basis. (Aesthetics and livestock health concern). Bush / tree canopy / fencing maintenance as well.
2. Keeping users and their pets on the trail is important. Dogs must be leashed. (Concerns about livestock abuse)
3. User rules and enforcement plan need to be developed (see ideas in Appendix 3)
4. Respect adjacent land uses – eg. farms & residential
5. Noxious weed management (plant trees & native shrubs to crowd out invasive species)
6. Signage programme (see ideas in Appendix 3)
7. Use of trail for adjacent farming operations permitted
8. Accessibility standards prioritized in urban area.
9. Respect Mississippi Mills' primary business districts:
 - Pakenham business community - wants ATVs and snowmobiles
 - Almonte downtown business community – prioritizes pedestrian-friendly environment
 - Almonte Ottawa St business community was designed for motorized users, i.e. fuel/food services, lots of space.

WINTER USE RECOMMENDATIONS

1. **Snowmobile use over entire Mississippi Mills-based OVRT, except within the Almonte Ward boundary. ATV winter use remains on roads, and not within the Almonte urban boundary (current bylaw).**
2. **Prioritization for mobility-challenged users in the Almonte Ward**
3. **Mississippi Mills will support and assist the maintenance of the existing and club-preferred “A” Trail from Beckwith boundary to the OVRT mid-way between Blakeney & Almonte, as an Almonte ward bypass route (i.e. Mississippi Mills assists to improve trail over wet areas, future planning considerations to include snowmobile use (i.e. 11th line),**
4. **In Almonte, the Ottawa St. commercial area is the priority area for motorized snowmobile access services: i.e. fuel & food. Mississippi Mills will work with snowmobile groups and businesses to improve access.**
5. **Create parking lot loading points at OVRT and/or other trail endpoints at urban edge(s) of Almonte.**
6. **Open entire trail, including the Almonte ward section, to snowmobile use for two weekends as test pilots to explore possibilities of collaboration & co-existence. Dates to be set in consultation with clubs.**

- 7. Reassess after three (3) operating seasons the urban snowmobile exclusion using Carleton Place and Arnprior experiences & experience from “pilot weekends”.**
- 8. All non-motorized uses allowed throughout OVRT in Mississippi Mills. Doubt exists as to the extent of their use where snowmobiles are on trail**

The above recommendations acknowledge the following winter use goals:

- a. Maintain Lanark County loop concept by using alternate routes and/or improving and maintaining the current snowmobile “A” trail for snowmobiles for Almonte ward by-pass supported by Mississippi Mills
- b. Acknowledge the popularity of snowmobiling in Mississippi Mills & region
- c. Acknowledge the positive relationship between snowmobile clubs and the County in supporting existing rural trails (i.e. Glen Tay/Havelock, K&P)
- d. Acknowledge snowmobiling as a rural pastime.
- e. Extend snowmobile season; reduce snowmobile administration trail management.
- f. Snowmobile safety - minimize road and pedestrian crossings. (14 road crossings and pedestrian access points in Almonte Ward intersect OVRT. Seven crossing on existing A trail in Almonte Ward)
- g. Possibility to access provincial funding
- h. Winter ATV use remains on roads (see Summer use model). Preferred road route to be decided upon in consultation with ATV club. Almonte maintains its no ATVs bylaw within Almonte’s urban boundary with exceptions to be discussed re: in and around the Ottawa St. Commercial area in Almonte.
- i. Pakenham Businesses welcome snowmobile & ATV use; have current access to village
- j. Recognize that Almonte population density means non-motorized winter use (i.e. Casual users, walkers, X-country skiers, persons with impairments) would be considerable. These uses are a priority over the use of OVRT as a snowmobile trail in the Almonte Ward
- k. Almonte Downtown business community is promoting a pedestrian friendly urban environment
- l. Ottawa St. is already planned as the motorized vehicle commercial district (this area is part of the preferred snowmobile A trail). The access for snowmobiles in this commercial district area can be improved.
- m. Acknowledge concerns of urban landowners to a potential significant change to the existing use.
- n. Follow an evidence-based model to re-assess urban exclusion of snowmobiles after 3 years

SUMMER USE RECOMMENDATIONS

- 1. Non-motorized use (e.g. Walkers, cyclists, equestrian, those with accessibility needs & mobility aids) from Carleton Place boundary in the South to Blakeney in the North**
 - a. This is the only OVRT section which will have considerable potential for safe and quiet non-motorized use because of the population density of this area (CP-10,000, Almonte – 5,500, White Tail Ridge Subdivision – 400, Blakeney-200).**
 - b. The health benefits for these communities of having one dedicated trail of this nature are manifold and complement Mississippi Mills COP goals for building a healthy community.**
- 2. Prioritization for mobility-challenged users in the Almonte Ward**
- 3. ATVs have four (4) alternate routes from Carleton Place north to Blakeney, and even into Pakenham Village: (Ramsay 8th, County Rd. 29, County Rd. 17/Ramsay 11th, Ramsay 12th). Mississippi Mills will work with user group to identify priority route.**
- 4. Edge of Blakeney and at Pakenham Village possible parking lot/access nodes for ATVers**

The above recommendations acknowledge the following summer use goals:

- a. Maintain Lanark County loop concept by using alternate routes for ATVs and side by sides supported by Mississippi Mills
- b. Reduce wear & tear maintenance costs on OVRT due to ATV use
- c. Acknowledge the health benefits and growing popularity of cycling & walking
- d. Acknowledge inherent conflict between motorized & non-motorized user
- e. Encourage ATV use on maintained & unmaintained road allowances
- f. Prioritize a 'safety first' approach for non-vehicle users where population numbers warrant
- g. Create a welcoming environment for walkers, cyclists, persons with impaired mobility
- h. All-Ontario "Voyageur Cycling Route" identified through Mississippi Mills & Carleton Place to TransCanada Trail
- i. Possible financial support from Provincial Cycling Infrastructure Funds (Voyageur Route – MTO Route)
- j. Support Almonte Downtown business core strategies & pedestrian friendly urban core
- k. Ottawa St. is already planned as the motorized vehicle commercial district (this area is near Current ATV routes/bypass)

- I. Support Pakenham Business community goal of continued ATV access
- m. Minimal change to adjacent property owners
- n. Tourist attraction of OVRT as a safe and quiet rural trail for the Ottawa-based and Quebec-based cycling “day-tripper”– our tourism target in East Lanark. Signed links to TransCanada Trail at Carleton Place and Panmure Road in the north in near future

APPENDIX 1

The consultation group

Residents from stakeholder groups

Brad Jones - Cross-country ski club

Araina Clark - Accessibility Advisory Committee of Mississippi Mills

Susan Garrioch - Madawaska Pleasure Riders (Horse Rider Club)

Terry Lumsden - Community & Economic Development Committee and Downtown business owner

Jeff Mills - Chair of the Active Transportation Advisory Committee, Founder Bicycle Month, Coordinator Community Development Mills Community Support

Phil Wood - property owner adjacent to the OVRT in Almonte/urban

Allan Lowry - farm owner adjacent to the OVRT in Ramsay/rural

Nancy Scott - Riverwalk Advisory Committee

Ian Edwards, Darin McRae and Scott Hamilton (at different meetings) - Snowmobile Associations

Kim McCall - Ottawa Alley ATV Club

Danielle Shewfelt - R.N. Public Health Nurse, Healthy Living and Development Department, Leeds Grenville and Lanark District Health Unit

Councillors: John Edwards, Jill McCubbin, Paul Watters, Denzil Ferguson - represented Pakenham Business & Tourism Association (PBTA)

Staff: Diane Smithson - CAO Mississippi Mills, Stephen Stirling - Planner

APPENDIX 2

Attendees at the June 7 OVRT Community Conversation

Each of the 12 stakeholder group representatives could invite 3-4 others from their stakeholder group to attend with them

1. Accessibility Advisory Committee
 - Araina Clark (principle)
 - Betty Preston
 - Jim Lowry (also identified on sign-in sheet as rural landowner)
2. Public Health
 - Danielle Shewfelt (principle)
 - Melanie Oates
3. Mississippi Valley Ski Club
 - Brad Jones (principle)
 - Maryann McKenna
 - Nancy Reside
 - David Garcia
 - Jake Berkowitz
4. ATV association
 - Kim McColl (principle - from Ottawa Valley ATV club)
 - Anthony Tsoukanas (secretary OVATVC)
5. Pakenham Business and Tourism Association
 - Denzil Fergusson (principle)
 - Alice Puddington
 - Omar Rajab
 - Other? Didn't sign in or didn't identify stakeholder group at sign-in
6. Rural landowner adjacent to trail
 - Allan Lowry (principle)
 - Harold McPhail
 - Brad Lowry
 - Two others - didn't sign in or didn't identify stakeholder group
7. Active Transportation Advisory / MMBM
 - Jeff Mills (principle)
 - Kristen Cavanagh-Ray
 - George Yaremchuk
 - Bob Woods

8. Urban landowner adjacent to trail
 - Phil Wood (principle)
 - David Brown
 - Chandler Swain (Blakeney)

9. Equestrian - Madawaska Pleasure Riders
 - Susan Garrioch (principle)
 - Janet Noyes-Brown
 - Deanna Barry

10. Downtown Almonte businesses
 - Terry Lumsden (principle)
 - Sara Bazett
 - Cynthia Stuart

11. Snowmobile association
 - Ian Edwards
 - Mark Broeders
 - Two others - didn't identify as snowmobilers on sign in / or didn't sign in?
 - (Scott Hamilton is principle)

12. Riverwalk Committee
 - Eric Schulz
 - (Nancy Scott is principle, but couldn't attend)

13. Attended but non-declared group on sign-in sheets:
 - Derek Chalker (identified as resident, cyclist, snowmobiler, walker, parent)
 - Sheryl Smith (identified as Bridging Generations, Age friendly Pakenham)
 - Doris Rankin (Pakenham)
 - Julie Ann Bedard (resident)
 - Lucy Brown (urban landowner in Almonte ward)
 - Michael Reynolds (landowner in Blakeney)

14. Declared as audience members
 - Al Lunney (adjacent urban landowner Almonte)
 - Don Johnston (Almonte)
 - Richard Limmert (Almonte)
 - A couple from Pakenham - identified as farmers / didn't leave names

Mississippi Mills Councillors & staff

- Jill McCubbin
- John Edwards
- Paul Watters
- Diane Smithson

Note: Seven declared non-resident on the sign in sheets, the rest were Mississippi Mills residents, except a few unknowns (those that didn't sign in)

APPENDIX 3

June 7, 2017 - OVRT Taskforce Community Conversation

NOTES AND COMMENTS

Councillor Edwards presents:

Progress Report & taskforce principles, as there are many people new to the process

We're going to get about 75% of what each of us want

Partnerships with the County and benefits for our community and the County

This isn't about getting a free ride from the County. Mississippi Mills has land, expertise, funding, support. We have partnerships with the County and other associations. Possibly project by project basis.

Acknowledgement that snowmobile recreation is enjoyed as a pastime for some rural and some urban residents, as is hiking, walking, cycling, equestrian riding

Test pilots and observations after 3 years in similar communities = fact based decision making

Then stakeholder groups met together to discuss and answer three questions:

What do you like about the plan?

What do you not like?

What would you suggest for improvements?

Groups presented

Councillor McCubbin and CAO Smithson took the following notes during all presentations:

Mississippi Valley Ski Club - Cross Country Skiing - Brad Jones

Winter use concentration

Taskforce goals are acceptable to ski club, would like access to OVRT in winter without snowmobiles, but recognize compromise

Their dedicated trail is cross country ski only (over private properties with annual agreements). They sometimes ski on snowmobiles tracks but they also want, appreciate and will use a small non-motorized trail within Almonte (would like it longer)

Trail use policies and public education policies and what these will be defined as are a big part of what will make this OVRT system work. Access rules, established rules, all dogs on leashes, public needs to be made aware so we minimize negative interactions on the trail

A lot of skiing takes place after work - evening - make sure the trail use is safe for pedestrian and skiers over the dark winter evenings, ie lighting in the ward

This kind of community conversation is appreciated - they like this type of activity and are grateful for it

Accessibility group - Araina Clarke

Concentrates on summer use goals and in urban area use. They like the attention to surface of the trail. Needs to be packed and solid enough to use. We like the idea of short loops within the urban area and within downtown Almonte - we don't venture out on longer trails. The assurance of safety and quiet and peaceful paths and short trails. We don't like motorized vehicles coming up behind or near, as they make it difficult for someone who is mobility challenged: Our attention and focus is divided at that point - we are then worrying and watching as well as moving ourselves. Like a dedicated trail for accessibility. Allow motorized wheelchairs and scooters. It needs to have areas of paved and packed for canes, walkers and a stable smooth non-skid surface. No brick or cobblestones, they aren't flat like asphalt. Not as many users in great number in winter, but would like it if plowed due to flat grade. Good linkages within the urban area with other trails, walks

Equestrian group - Deanna Barry

Accept recommendations for summer and winter - feels well represented

Comments centred on public education about animal. Signage about 1000 lb animals, pictograms, how to greet/behave around a horse, etiquette around who has priority on the trail. The order and right of way rules for users. Poop or scoop signs for horses too, speed signs for motorized, signs with distances on trail

Discover Almonte - downtown Almonte business group - Terry Lumsden

Every town is unique in some way, Almonte has its uniqueness - is recognized as such by Ottawa tourists

Liked the idea of building up the motorized access on/near Ottawa St. commercial area - that's a reasonable compromise

ATVs stay on road means less wear and tear on trail. Think compromise of 2 weekends a year is acceptable for snowmobiles and reassessment after 3 years

Evaluation method is going to be yearly for three years — evaluation method needs to be defined

Question about paving shoulders - County's schedule doesn't seem firm

Policing of the trail - questions there, ensure enforcement, signage and use at proper time

Almonte Riverwalk - Eric Schultz (grouped with Discover Almonte, but has specific point to add)

About the bypass for the ATVs - like it. Would encourage Mississippi Mills in planning / developing a connecting trail that links The Mills'/seniors' buildings near Ann and Country streets

to the OVRT - and so having ATVs on roads/bypasses is needed and not on the trail there. This path would connect these buildings to the Riverwalk via the OVRT and downtown

Active transportation - Kristen Cavanagh-Ray

The bypass ideas / off the OVRT within Almonte urban area are acceptable. There are decent options for the sledders and ATVers at Ottawa street and the 11th line and amenities that they want.

Keeping the portion within Almonte non-motorized will get more walkers, cyclists, families, senior users in the town. Many people don't have motorized vehicles and/or can't afford them - they use the trail as well. All users want safety, more enjoyment - but motorized vehicles aren't compatible with that for other users.

Stats about usage - people don't use a motorized trail, only people in recreational vehicles use a motorized trail in large numbers... Usage by non-motorized users drops by 50%, if the trail is used by motorized vehicles

MM has AT plan and AT Advisory Committee. Option for just one non-motorized AT trail in and near Almonte follows the recommendations of the AT plan and this advisory group - made of residents.

Don't like that motorized use/multi use is in Pakenham Village

Pedestrian friendly ties to economic developments and healthy benefits should be weighted heavily. We want to decrease health costs across all communities. Don't like the parking hub in Blakeney, want it moved, traffic will increase there - want non-motorized all the way to Pakenham. "It's hard to reverse the floodgates": if you allow motorized it's hard to take back to non-motorized. The motorized access node should be moved to Pakenham.

Also the group is insulted by the term the urban "fear" of a motorized trail through Almonte. They don't have a "fear", they are looking at the reality of the situation - its a reality that with motorized vehicles there are privacy changes, less quiet, less peace, less safety in the urban area.

By pass is a compromise for all users - not just snowmobiles. AT community would like more than such a small % of the OVRT for dedicated AT/non-motorized users. ATVs and snowmobiles still are getting access to largest % /huge majority of length of OVRT

Urban adjacent landowners - Phil Wood

Like the sense of compromise

As adjacent landowners within Almonte - concerns: effect on quality of life, properties decrease in value, loss of privacy, noise/peace loss, safety and security (civilian policing?) Need clarity on how motorized clubs have authority over non-club members of motorized users

Like allocated parking at the designated parking points at edges of town - subject to discussion

Intersecting streets only offer pedestrian/non-motorized access. Eg snowmobiles can't get off and on OVRT within Almonte from any intersecting street that crosses it

Stop signs at all intersecting streets for all, including cyclists. Planned Millworkers' staircase/walkway intersects OVRT - hazards there for all

All pets on leashes and put a bylaw in place

Request inside Almonte paved or tar and chip, Benches at intervals all along, part of riverwalk

Safety review of parts of trail and review the dramatic drop off on one side of the OVRT in Almonte (between CHC building area and Carss street)

Include snowmobiles in Almonte's prohibition bylaw of ATVs within the urban area

No idling at designated spots and hours of operation posted and reduced to a minimum if motorized

Public health - Danielle Shewfelt

Likes that non-motorized trail area provides safe route for pedestrians and more identified vulnerable groups: women, children, seniors, people with accessibilities - summer months

Provides active transportation route between communities - CP and Almonte and Blakeney - people can use to commute to work, to school. And the health benefits are key.

"All users" includes "all ages and stages" safely

Don't like that in the recommendation, winter use is very limited for safe use - only the short section within urban Almonte is a safe, quiet route. Longer distances for active users are not represented in winter (even not long enough in summer) - its a deficiency of this plan. Would like Blakeney to Pakenham also non-motorized in summer. Another deficiency is that the Pakenham Village community will not have the benefit of a truly safe route on the OVRT. Perhaps could there be a safe route attached or adjunct in Pakenham? Support for them. Can we offer a paved surface - more vulnerable groups look for paved surface in smaller areas. When designation happens more funding is available - health benefits.

Quiet Natural environment - research says there's health and mental health benefit from that type of trail. Increases health of residents.

Pakenham business and tourism group - Alice Puddington

As we age, we need more safe places to walk - trail is flat and is accessible and safe

There are good benefits to Pakenham to allowing all types of motorized and non motorized uses. It's very important we recognize the needs for the businesses in Pakenham. Centennial Restaurant likes when it snows - it increases businesses. Pakenham biz is a fragile community - want as much biz to come as possible.

Like trail approach for Almonte - but the two weekend approach isn't adequate if the weather doesn't work. Maybe a snowmobile month is a suggestion.

The route proposed (bypass) is difficult for a user... (that's the current A trail). The experience would be better for avid snowmobilers if trail is on OVRT

Rules and how they are enforced are important - speed limits enforced, vehicles add to garbage issues - so litter will be a big deal. Publicize low speed zones in villages and enforcement

Want to note that people want to stay overnight in Almonte & Pakenham - how do we accommodate?

Speak to Renfrew / Arnprior communities and learn from them. They are special too. There would be value to learn from their experience.

Costs need to be tallied up prior to decisions - want us to be prudent about the dollar

Ottawa Valley ATV club - Anthony Tsoukanas

We like the stakeholder involvement in this process, like that we were invited

Under summer use goals, about the goal to reduce wear and tear from ATVs: ATV clubs have budgets for trail maintenance, they can be involved and contribute to repairs on trail

About safety - want to relate it to ATV use. Concern is about the alternate routes and want a paved shoulder for safety, if not then it's not safe...needs to be looked at carefully... but ATVs are allowed on roads. A main alternate route with a decent shoulder, mud etc are fine - needs to be safe - doesn't matter that there are other (possibly non safe) alternates. They don't want to affect the cars on the road

About Access points - business development is being missed if there's only a point at Blakeney and CP. ATVers see that as an inconvenience and are telling this community that it's a business disadvantage to leave them out of downtown. Said they partner with businesses in communities and lead in economic development. Hopefully we can reach a consensus that benefits all. ATV in province is becoming more important - if we have a lot of traffic we'll see some reasonable benefits. Safety issue is most important and last point: the community partnership that develops between all generally ends up "well" for everyone. Members of clubs are law abiding, courteous etc. Support club membership and trail passes then you will find ATVers are responsible

OVRT is not make or break matter for OVATVC. The club has lots of trails in Ottawa Valley, but MM will lose out economically without ATVs

NOTE: June 14 the ATV club forwarded this message: "Just to be clear, the preferred route is on the rail line."

Snowmobile clubs - Ian Edwards

Thanks for the Taskforce participation opportunity

Like the aspect of Pakenham and that they are welcoming snowmobilers

Like the aspect / offer of benefits to amenities in Almonte and the upgrades to the A trail, upgrades to municipal land areas near or on the A trail

Trail wardens for snowmobile clubs are volunteers. OPP are the enforcers – "that's who you call". Complaints go to the police or the club and then go to police. Includes trespassing issues.

Don't like getting restricted to select weeks and certain times - we have a short season. Generally, the actual snowmobiling period is 12 weeks on the trail. Sometimes only 5-8 weeks.

Restrictions to 2 weekends on OVRT isn't acceptable. Want last week of January through first week of March in downtown Almonte

Basically want full access to the bridge over Mississippi River in Almonte.

What does Improvements on "A" trail in partnership mean? "Is Mississippi Mills paying for that"?

The OVRT trail is a new addition to this area. The coordinator for this area's OPP will be notified to target this area.

County paved shoulders are on an ongoing basis up to 2025. They are doing what they can. Says we don't know what uses will happen on the OVRT so excluding some uses may be a detriment to the whole trail. Paving of trail sections will be up to municipalities.

NOTE: On June 14 the snowmobile clubs forwarded a two page document to the Taskforce coordinators (three councillors) that stated their full, revised position. Most was reiteration of what has been presented many times - but some info was new. Example: Earlier in the taskforce process the snowmobile clubs were adamant the A trail would remain the main trail in the area (this trail is the current trail that passes Almonte along the 11th line, with A trail traffic estimates of 250 snowmobiles per day on the weekend), but the June 14 document stated: "The OVRT will serve us well going forward as the spine for all our trails in Lanark County and beyond." The following is the official, non-compromising, statement:

"The snowmobile clubs (B.E.A.S.T. and W.C.S.T.A.I.) are in full support of working with Mississippi Mills Council on the development of a sustainable and suitable bypass around the Town of Almonte. This bypass, if required, will be at the municipalities expense and with approval from Lanark County. However, until such time a bypass is required and/or possible, the clubs require full access to the OVRT including access through the Town of Almonte.

Also, we are very interested in attempting to reduce any perceived or real negative impact(s) of snowmobiles through Almonte while enhancing the positive economic and tourism impacts to the local businesses and municipalities along the OVRT. In addition, we are interested in working with MM council to enhance the current snowmobile "A" trail and developing better access to commercial services in Almonte Ward along Ottawa Street."

Further note: the snowmobile clubs are not in a position to determine who funds and approves what. Those are Municipal and County decisions.

Agriculture / rural adjacent landowners - Allan Lowry

Thank you to hosting this process

2.4 km of OVRT through Almonte

5.5 km of OVRT adjacent to land owned by 5 of us here in the room (or was all 5.5 km owned by Lowrys?)

On TransCanada Trail: there are daily problems with hikers / walkers on the trail currently. Walkers park in driveways of farms. That will be a problem.

Garbage and pet waste are big concerns.

Agri biz have no trouble with snowmobiles. ATVs aren't allowed there (on TCT) already/currently. (Note: there was an agreement with the County this past winter that allowed snowmobiles only (no ATVs) on certain areas of the OVRT)

Our trouble with a bypass ending and returning to the OVRT near Blakeney will put a lot of pressure on the narrow bridge in Blakeney - if/when motorized come through there to pick up the OVRT part. Another entry point there will increase the traffic there. Traffic would be slowed / less in that area, if there was an entry in Almonte.

Group want sleds for a full year trial across whole OVRT, not two weekends for three years, and then assess/ count up the problems and issues and have a better understanding of an all-purpose trail

Closing remarks:

Taskforce Councillors and senior staff are reviewing all this material/feedback and will generate the final recommendations to MM Council. There wasn't a whole lot of different views/ideas generated at the community conversation that weren't already generated by the taskforce stakeholder single representatives. Groups were asked to please leave their notes, if they'd like to. Thank you to all participants. There's a lot of interest in the OVRT. Mississippi Mills Council will vote on the Taskforce's final recommendations on June 27. The decision / motions will be forwarded to County for further consideration.

APPENDIX 4

May 3, 2017 - OVRT meeting - key points

- A: Mississippi Mills committed to assisting the County to achieve a “Circular Trail route” around Lanark County
- B: Mississippi Mills committed to working with users & interested parties to find trail solutions

GOALS/COMMENTS

1. Snowmobile community:
 - a. “A” route through MM will remain unchanged except for the OVRT portion already leased from the County
 - b. Fueling on Ottawa St. is a critical determinant of the “A” route. Other services also a plus
 - c. Clubs want a “dryer” route in order to extend the season
 - d. Clubs want easier (fewer landowners) administration for trail approvals
 - e. Clubs can access provincial funding
2. ATV community
 - a. ATVs allowed on all Lower Tier and Upper Tier roads (exc. In Almonte ward)
 - b. Rough Country trails on unmaintained roads seem most popular.
3. Cycling community
 - a. OVRT represents a possibility for cycling for the casual & novice user (vs. the specialist groups, eg. Mountain Bikers, road cyclists)
 - b. Desire to promote safety as a priority. (accidents between cyclists and cars & trucks are all too frequent.)
 - c. Designation of the Ontario-wide “Voyageur Route” through Mississippi Mills & CP; request for MTO to co-align cycling routes through MM & CP.
4. Walking community
 - a. More prevalent in urban areas: Almonte ward & Pakenham Village
 - b. Easiest method to get people active
 - c. Desire quiet environment
 - d. Matching up with MM trails in Almonte, eg. Riverwalk.
5. X-Country Ski community
 - a. Maintains own trail system on private land; 40 years old; from CP to Wolf Grove road between 7th & 8th concessions (Ramsay); It is “tracked” for “classic skiing”;

insured through X-country Ski Canada; entirely volunteer driven; no government grants

- b. not entirely compatible with snowmobiles;
 - c. Almonte urban area of OVRT could be used by casual (youth & novice) skiers if snowmobiles not present
6. Equestrian community
- a. Tend to trailer horses to locations to do group rides in scenic locations
 - b. Relatively low numbers
7. Accessibility community
- a. Walking is popular
 - b. Wheeled devices (walkers, w'chairs, strollers) are common
 - c. Low gradients, surface quality (no ruts & unevenness) important
 - d. Higher need in urban area.
8. Almonte Downtown Business community
- a. Business model is based upon a pedestrian focused environment
9. Pakenham Business community
- a. Business model based upon motorized vehicle access (snowmobiles & ATVs)
10. Rural Landowners
- a. Desire to use trail for AG operations (snowmobiles, ATVs, tractors. etc)
 - b. Concerns about litter, fencing, noxious weed management, users staying on the OVRT.
11. Urban Landowners
- a. Concerned about safety, noise & speed of motorized use
 - b. Some residential development exceptionally close to OVRT
12. Health Unit
- a. Raising levels of Physical Activity across the entire population is a goal of the LLG Health Unit; even modest improvements in physical activity can have dramatic improvements (walking 30 minutes/daily improves cardio-vascular health by 40%)
 - b. Wants to engage entire population in physical activity: young, elderly, persons with impairments, economically challenged
 - c. Emerging evidence of mental health benefits of walking due to stress relief
 - d. Sharing walking/cycling paths with motorized users discourages walkers & cyclists