

Active Transportation Recommendation

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KENREI PARK CONNECTION

What I am proposing in this letter directly contributes to the Active Transportation Plan being prepared by the City of Kawartha Lakes as outlined in the Active Transportation Master Plan Task Force June 23, 2022 Objectives. It is similar to my input on March 1, 2022, for the Kawartha Trail Master Plan.

The existing paved Legacy Trail starts at William Street N in Lindsay and ends at Thunder Bridge Road approximately 3 km. It is heavy used (estimate 100+ users per day during summer months) by walkers year round, used 9 months of the year by cyclists and cross country skiers during the winter. This short section contributes significantly to Active Transportation. I walk this section of trail regularly (over many years) and have witness the increase in trail use throughout the year. As well, I witness users turning around at Thunder Bridge Road where the paved section ends for the Legacy Trail and return to the start of the trail. There are probably many reasons for their return but it is reasonable to assume they like walking and cycling on the paved tread and to avoid continuing pass the end of the Legacy Trail that connects to the Victoria Rail Trail section. The Victoria Rail Trail allows OHV/ATVs trail use. I have personally experience and others have told me that the OHV spoils the tranquility and experience of their use and the gravel tread makes it difficult to walk or cycle on as it needs more routine maintenance due to ATV use **as it makes** the tread difficult to walk or cycle.

In my opinion, in order to contribute and to achieve significant benefits to The Active Transportation Plan Objectives it needs to identify the Victoria Rail Trail section north of Thunder Bridge Road to Kenrei Park as shared use and NOT to be used by OHV.

A pilot decision by Council recommended use of roadways. The Thunder Bridge Road was one they identified for ATV use.

ATV users need to park their vehicles on Thunder Bridge road to access the VRT trail. The road is narrow and in most places has no road shoulders. Throughout the warm season at different times of the day I walk the Legacy and Thunder Bridge Road, especially during COVID, I rarely see ATV vehicles and trailers at this point of entry to the VRT.

The distance to Kenrei Park from the Legacy Trail is approximately 3 km. Closing this 3km section of trail to OHV use and formally recognizing the access point at Kenrei Park outside the park entrance, where currently vehicles with ATVs Park, would provide a more safe parking area.

OR designate an existing parking area at the “Y” corner of Thunder Bridge Road and County Road 30. It is already used by snowmobilers and can easily park up to 20 vehicles with trailers (this happens now) and it is safe away from other traffic and trail users. It would contribute to the ATP objectives such as it is feasible, connection, seasonal, capacity, accessible and for future growth.

The ORV would be diverted west along Kenrei Park Road to where Angeline Street North joins. The roadway and shoulders are wide, flat and provide clear un-obstructive views unlike Thunder Bridge Road.

There are other benefits with this change:

This change would increase safety in this section, as it would eliminate encountering vehicles from two municipal side roads crossing over this section of the VRT by OHV (ATVs).

It would achieve a major objective for the Active Transportation Plan it would increase safe trail distance and use by promoting the trail as shared/non motorized use and providing added 10 km distance opportunities for active walking and cycling something that is not offered in Lindsay. As well, Kenrei Park would become a destination encouraging users to use the trail to reach the park.

There are two campground businesses- seasonal trailers along this section of trail. As a shared non motorized section of trail, it will encourage more use by these campers, especially for seniors and children situated adjacent without the fear of ATV encounters.

Not for profit Trail organizations such as the Green Trails would be interested in applying for grants to pave this section (if shared/non motorized) if it is designated shared use similar to what they did in 2007 for the Legacy Trail.

It is well documented by other trail organizations that it cost less to maintain this section of shared/non-motorized compared to OHV. An objective for future focused to ensure long term support and expected user growth.

Currently (2022) a Growth Management Plan is being developed for CKL. It is predicted that just in this area of trail over 3000 new homes will be built. The Active Transportation Plan must take this into account in the development of the plan and this proposal of an additional 3km to a park is planning for the future.

Council decided 14 years ago (2007) to develop and designate a short section (3km) of the VRT to become the Legacy Trail. It has been a great success.

This proposal will have similar impact. Unless you're a regular user (e.g. walker/cyclist) of the Legacy trail (frequent not occasional) it is difficult to appreciate the need and increasing demand by the silent majority of residents using the Legacy trail. Just walk the Legacy Trail practically any time of the day (mornings and evenings) and you will experience the large number of people (est. average 100+ per day) – seniors, children, families, youth on skateboards etc.; most users stop at Thunder Bridge Road and return.

I trust the ATP advisory Committee members, City staff and the consultant will give this serious consideration. Incorporating the 3km section of the Victoria Rail Trail from the Legacy Trail to Kenrei

Park as part of the ATP will make a difference for a large, diverse number of people not just a special interest group.

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Lindsay, Ontario