

## **Annual Trails Update (2024)**

### **Executive Summary:**

This report will serve as an annual update of the work completed on the City of Kawartha Lakes (CKL) trails system, act as an update for the 2023 Trails Master Plan Update (TMPU), and provide future considerations relating to CKL trails.

There were many projects carried out on the CKL trails system in 2024. Highlights of this work include: trail resurfacing projects in Burnt River, Kinmount, and from Fenelon Falls to the Rancher's Road intersection. Other major projects include the installation of new signage, and rehabilitation of the pedestrian bridges along the Dunsford Nature Trail. Overall in 2024, \$173,205.89 was spent from the municipal operations accounts (including: City-wide project, wages, and snow removal), and \$24,186.68 on capital projects approved for the 2024 year.

The trail work completed in 2024 both aligns with and contributes to the goals of the CKL Strategic Plan. The vision of the plan—"thriving and growing communities within a healthy and natural environment"—is directly reflected in the maintenance and enhancements of the trail system. Trails serve as a vital foundation for promoting a healthy, sustainable environment, supporting the City's commitment to fostering vibrant communities within a natural setting.

### **Operations:**

#### **Staffing:**

2024 marked a year of significant growth for the trails team. A new full-time Supervisor position was established, along with one full-time Labourer position dedicated to Trails Operations. In addition, the team includes a seasonal Labourer position shared between trails and cemetery operations, three student positions.

#### **Equipment:**

New additions to the trails fleet include a new tractor with rotary disk mower. This tractor and mower combo has allowed staff to bring the mowing of the Victoria Rail Trail (VRT) in house. The tractor has also aided in trail surface maintenance, repairs and grading.

Another addition was a side-by-side Recreational Off-Road Vehicle. This piece of equipment has assisted in trail inspections, trail mowing, and other trail maintenance tasks.

### **Maintenance/City-wide Projects:**

The trails team is responsible for a number of day-to-day maintenance tasks on the trails. Main tasks completed by staff are: surface corrections, vegetation management, turf maintenance (including mowing the shoulders of the VRT), and removing of downed trees or other barriers/debris on the trail.

There were many other maintenance/general upgrade and rehabilitation projects that were completed on the CKL trails system. These maintenance tasks were completed via contracted services.

Dust suppression measures were applied on sections of the VRT occurred in the beginning of June. Sections of trail in Lindsay, Fenelon Falls, Burnt River, and Kinmount were treated with a cost of \$12,143.84.

An unexpected, significant washout on the VRT north of Crego Creek Bridge resulted in the installation of wooden posts along the bank to mitigate erosion, and resurfaced/expanded the trail to ensure safety and accessibility of the trail. This cost of this repair totaled \$9,565.00.

After an engineering inspection of all the bridges along the VRT, it was determined that immediate repairs were needed at the Crego Creek Bridge due to failing wing walls. Work was completed to shore up the supports on the south side of the bridge. Cribbing was installed for \$3,870. The repair has provided temporary stability while a more permanent solution be researched and implemented.

The trail section from the Crego Creek Bridge to Austin Sawmill Park was graded and re-surfaced. The cost of this improvement was \$19,080. Similar upgrades were made to a section of trail within Burnt River at a cost of \$24,540. These initiatives were funded in partnership with Kawartha ATV Association (KATVA). Re-grading, shaping of trail, and brushing was also completed starting at Wychwood Crescent in Fenelon Falls, and ending at Rancher's Road. The expense of this repair was \$8,134.28.

From Kenrei Road to Thunder Bridge Road a major resurfacing project was completed in 2023. Some follow-up work was completed early in 2024 including some surface compacting, and some ditching and drainage work to prevent unnecessary wear on the trail. The cost of these repairs were shared between CKL and KATVA and totaled \$10,684.15. On the Dunsford Nature Trail, the two pedestrian bridges were restored. The total cost of the bridge rehabilitation was \$23,826.12. Additionally, two new trailhead signs were installed at a cost of \$10,020.

Trails Budget				
Budget Item	Budget (\$)	Actual (\$)	Variance	Notes
VRT Trail Maintenance	100,000.00	96,466.02	-4%	\$107,116.02 spent, but were credited \$10,650 through a Hydro One contribution related to trail access.
Wages	59,131.00	40,741.73	-31%	Savings are due to wage gapping (new position creation).
Contracted Snow Plowing	24,500	21,505.71	-12	Minimal snow events occurred in Q1 of 2024.

## **Capital Investment:**

### **Emily Forest Tract:**

A capital project is currently in progress for the Emily Forest Tract. This project includes: upgrades to the parking lot, new signage, replacing the pedestrian bridge that crosses the stream separating loop 1 and 2, and creation of a switchback to replace the outdated wooden stairs. The formalization of the trail connecting Cowan's Bay Drive to trail system, installing benches along the trail, installing wayfinding signage, and surface improvements will also be investigated in 2025, with the intent of completing all of these within this capital project.

Project designs have been commissioned for this project. As of the end of 2024, \$20,149.27 has been spent.

### **Thunder Bridge Road Trailhead:**

A new trailhead at the intersection of Angeline St. N, and Thunder Bridge Rd is being developed. This trailhead will create a safer parking area for trail users that are currently parking on the side of the road for trail access. The amenities identified to be included at this location align with the standards within the TMPU. Signs for this project are in progress. At the end of 2024, \$4037.50 has been spent.

## **Special Projects:**

### **Trail Counters:**

The trail counter project has been initiated with one counter on order. The counter is from North Line Canada Ltd, which is consistent with current CKL practices. The counter ordered will be able to differentiate users, and has no monthly subscription cost. The company offers different kinds of counters, but the first one ordered aligns best with shared use trails, as it can capture and differentiate between the highest number of different users. The cost for one unit is \$6,545 which is consistent with similar counters.

Once this unit is deployed and its efficacy is verified more units will be ordered.

### **VRT Signage:**

Major trailhead signage, as per TMPU, has been created and installed at: Garnet Graham, Superior Road staging area, the Ski Loops parking lot off Monck Road, and in Kinmount at Austin Sawmill Park. Minor signage, as outlined in the TMPU, has been installed at: OFTR Single track (Kawartha Lakes Road 45/Pinery Road), Maconachie trail/ Millennium Trail (Kawartha Lakes 45), Millennium Trail (Buller Road), Marsh trail (Pinery Road/ 11<sup>th</sup> Concession), and Maconachie trail (Pinery Road). This initiative was completed in partnership with Regional Tourism Organization 8 (RTO8). The cost of these signs were \$42,277, with CKL and RTO8 each contributing \$21,138.50.



Garnet Graham Beach Park – Major Trailhead Signage

Production and installation of major, minor, and directional signage from Fenelon Falls south to Bethany is currently in progress. This phase of signs will include the following:

Location	Signage Type
10 – Fenelon Falls (at VRT/Wychwood Crescent)	Minor
11 – Cameron (Long Beach Road)	Directional Post (to Fenelon Falls and to Lindsay)
12 – Kenrei Road	Minor
13 – Thunder Bridge Road	2 Minor 1 on North side of Thunder Bridge Road (motorized) 1 on South Side of Thunder Bridge Road (non-motorized) 1 Major at Trail staging area
14 – William Street North	Minor at Victoria Junction Directional arrow on southwest side William Street N.
15 – Kent Street East/Old Mill Park	Minor Directional arrow sign on King Street entrance to trail

16 – Logie Street/Dobson Street	Major
17 – Mount Horeb Road	Directional Post
18 - Bethany	Major Direction Post at beginning/end of trail

\*Numbers relate to interactive map locations found:

<https://experience.arcgis.com/experience/06d35648cc0546f08ddbc4006cf441fb>

The signage installation outlined in the chart will cost \$37,600.35.

Next steps for the VRT signage initiative will be to add panels below the current major and minor signs, wayfinding signs along the VRT and Somerville Forest trails, and begin signing the Lindsay Trail System. The panels will include: 911 location information and links to trail permits (summer and winter) through associated organizations.

### Trails Master Plan Update (TMPU) Recommendations Update:

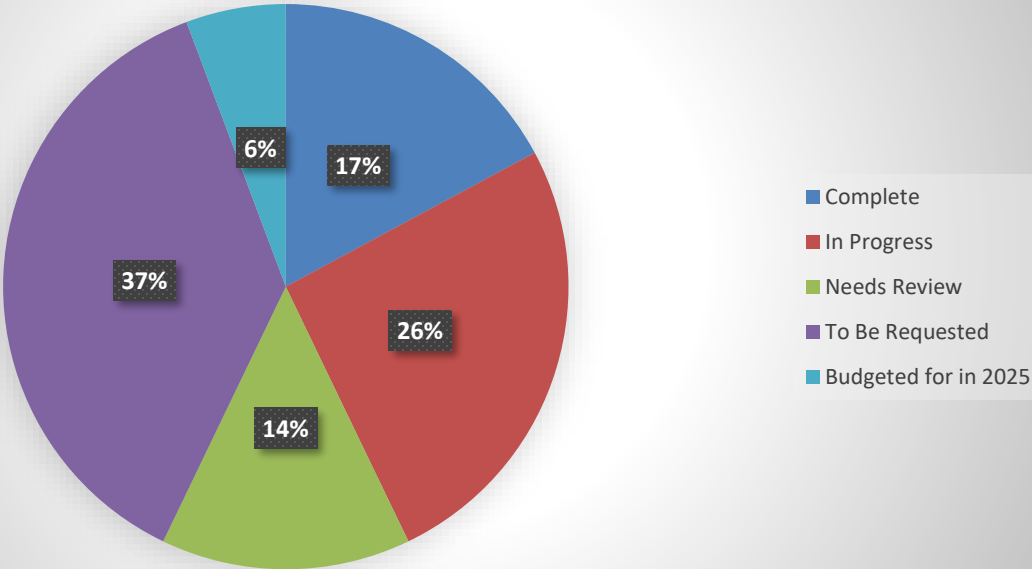
Trails Master Plan Update Project Tracker				
Short-Term Projects (0-5 Years)				
Focus Area #	Project #	Project Description	Status	Notes
1	3	Amenity improvements to VRT	To Be Requested	
1	5	Signage improvement for trailhead at Monck Rd. and ski trails	Completed	
1	6	Signage improvement for trailhead at Monck Rd. and Machonachie Trail	Completed	
1	7	Signage improvement to trailhead at Pinery Road and Machonachie Trail	Completed	
1	8	Signage improvements to trailhead at Pinery Rd. and Millenium Trail	Completed	
1	9	Signage improvements to trailhead at Millennium Trail	Completed	
1	10	Signage improvements to trailhead at VRT in Kinmount	Completed	
2	1	Motorized by-pass (Signage)	Needs Review	Will be looked at for completion in 2025 in

				consultation with KATVA.
2	2	Regulatory and wayfinding signage at trailhead along VRT at Garnet Graham Park	Needs Review	Currently signage in place. Will be evaluated in 2025 to verify if more/updates are needed.
2	3	Regulatory and wayfinding signage at trailhead along VRT at Northline Rd.	Needs Review	Will be completed with motorized by-pass project above.
2	4	Regulatory signage at gates along trail from Garnet Graham Park to Northline Rd.	Needs Review	Currently signage in place. Will be evaluated in 2025 to verify if more/updates are needed.
3	1	Expanded staging area at Superior Road	Budgeted for in 2025	Project has been approved in 2025 budget Will look at partnering with KATVA to support project.
3	2	Improved regulatory and wayfinding signage to and from the staging area	Budgeted for in 2025	Will be included and completed with staging area expansion.
4	4	Improved regulatory signage at Hyler Line	To Be Requested	
4	5	Improved regulatory signage at Schell Line	To Be Requested	
4	6	Improved regulatory/wayfinding signage at VRT	To Be Requested	
4	7	Improved regulatory signage at County Rd. 121	To Be Requested	
4	8	Improved regulatory signage at Ledge Hill Rd.	To Be Requested	
5	1	Improved signage and wayfinding to VRT Summer Route	Needs review	Signs currently in place. Will be reviewed for upgrade or replaced for signs consistent with CKL practices

6	3	New staging area at Thunder-bridge Rd. and Angeline St. N.	In Progress	Designs have been drawn in 2024, work to begin in 2025.
6	4	Trailhead improvements at VRT access at Thunder Bridge Rd.	In Progress	Signs were tendered in 2024 and will be installed in 2025.
6	6	New trailhead kiosk at KTCT and VRT intersection	In Progress	Major trailhead sign tendered in 2024, will be complete in 2025.
6	7	New staging area at KTCT and VRT intersection	To Be Requested	
7	1	New trail connecting Wilderness Park and Cedartree Lane	To Be Requested	Pending subdivision development.
7	2	New trail connecting Forbert Pool/Riverview Park	To Be Requested	Linked to potential work by Parks Canada
7	3	Improved wayfinding signage	To Be Requested	
8	1	Condition improvements to existing trail	In Progress	Will be incorporated in Emily Forest Tract capital project. Work to be done in 2025.
8	3	Trailhead improvements at Peace Rd./Cowan's Bay	In Progress	Will be incorporated in Emily Forest Tract capital project. Work to be done in 2025.
8	4	Signage improvements at Peace Rd. trailhead	In Progress	Will be incorporated in Emily Forest Tract capital project. Work to be done in 2025.
8	5	Signage improvements at Cowan's Bay subdivision trailhead	In Progress	Will be incorporated in Emily Forest Tract capital project. Work to be done in 2025.
8	8	New rest areas along trail – Emily Forest Tract	In Progress	Will be incorporated in Emily Forest Tract capital project. Work to be done in 2025.
8	9	New wayfinding signage along trail	Not complete	Will be reviewed in 2025.
9	1	New amenities along trail – pump track	Not complete	

10	3	Improved regulatory and wayfinding signage	In progress	Signs were tendered in 2024 and will be installed in 2025.
11	1	Trail crossing improvements at Angeline St. S. in Lindsay	Not complete	Needs to be budget for in future capital budget.

### Short-term Project Status



Medium-term Projects (6-15 Years)				
Focus Area #	Project #	Project Description	Status	Notes
1	1	Maconachie trail condition upgrade	Not Complete	
2	5	Active route signage at gates along trail from Garnet Graham Park to Northline Rd.	Not Complete	
4	1	Condition improvement to 3rd Concession of Somerville	Not Complete	
6	1	New trail in Pioneer Park	Not Complete	



8	7	Condition improvements to bridge	In Progress	Will be included in the Emily Forest Tract capital project
9	2	New staging area	Not Complete	
9	3	Regulatory signage at entrance to Forest Tract	Not Complete	
9	4	Improvements to existing trail condition	Not Complete	
9	5	New trailhead signage at entrance to Forest Tract	Not Complete	
10	1	Improved at-grade crossing conditions of VRT at Ski Hill Rd.	Not Complete	

Long-term Projects (16-20 Years)				
Focus Area #	Project #	Project Description	Status	Notes
1	2	Marsh trail condition upgrade	Not Complete	
1	4	Staging area improvement for trailhead at Monck Rd. and Pinery Rd.	Not Complete	
2	6	New motorized trail along unopened road allowance	Not Complete	
2	7	Trail widening of the VRT from Garnet Graham Park to north of Ripple St.	Not Complete	
4	2	New motorized trail through unopened road allowance between Hyler Line and County Rd. 49	Not Complete	
4	3	Improved wayfinding signage	Not Complete	
6	2	New trail connecting Logie Park to VRT/KTCT	Not Complete	
6	5	New off-street trail link connecting Rotary	Not Complete	

		Trail and McDonnell Park		
8	2	Improve and formalize paths connecting into Cowan's Bay subdivision	In Progress	Determining price and may be incorporated into Emily Forest Tract capital project
8	6	New switchback	In Progress	To be included in Emily Tract capital project
8	10	New trail connection to Pigeon Lake	Not Complete	
10	2	New staging area along Ski Hill Rd.	Not Complete	
10	4	New trail development in unopened road allowance connecting to VRT	Not Complete	
10	5	New trail development in unopened road allowance connecting to VRT	Not Complete	

### Trails Master Plan Update (TMPU) Performance Measure Tracker

With the adoption of the Trails Master Plan Update (TMPU), a key focus is understanding how the various recommendations and interventions influence the use and interest around trails within the City and to adapt practices to reflect issues or concerns.

Establishing a set of consistent measures and a process to gather and evaluate those measures can help staff prioritize future projects, rationalize investments, and allocate resources. Gathering information is slightly premature at this point in the implementation process. The data collection will improve throughout the horizon of the TMPU.

Trails Master Plan Update Performance Measure Tracker			
Measures	Metric	Indicator	Notes
Public Health	Individual Activity Levels	N/A	
	Time walking or Biking per day	N/A	
	Air quality index	N/A	
Trail Use	User Count	N/A	No data yet, but studies will be conducted this year with trail counters.
	Mode split	N/A	No data yet, but studies will be conducted this year with trail counters.

	Duration of trip	N/A	No data yet, but studies will be conducted this year with trail counters.
	Recreational Trips documented	N/A	No data yet, but studies will be conducted this year with trail counters.
Projects	Number of New Trails Added	0	
	Number of trail improvements made	5	5 major trail improvements listed above.
	Number of signs implemented	2	
	Number of amenities implemented	4	New benches and garbage can.
Investment	Capital allocation of trail projects	27%	2024 trails capital = \$462,000 Estimate short-term funding required as per TMPU = \$1,698,540.00
	External funding of Operations	\$10,650.00	From Hydro One for trail access.
	External Funding of trail Projects	\$56,245.75	KATVA on larger trail projects.
Economic Development	Number of Cycle Tourists	N/A	No data, but will look to coordinate with Economic Development team to generate numbers
	Number of trail tourists	N/A	
	Customer by travel mode	N/A	
	Revenue by travel mode	N/A	
Education	Number of Campaigns undertaken	1	Based on timber harvest
	Trail specific Materials i.e. maps	Y	Trail maps can be found at major trailhead signs
	Dedicated trail webpage	Y	Trails page on CKL website
Enforcement	Ticketing of trail restricted use	6	All KATVA tickets were for users without trail permits.
	Citations for poor trail etiquette	0	

## **Partnerships:**

The Trails Master Plan Update (TMPU) has defined community stakeholders with interest in the CKL trails. The TMPU has set non-prescriptive guidelines for interactions with these groups. Many of the stakeholder identified and the meeting intervals were met or exceeded, specifically meetings/communications with KATVA occurring on a biweekly basis during the ATV season. Kawartha Trans Canada Trail Association meetings occurred on a consistent basis with City staff sitting on the board and attending regular meetings. Bi-annual meetings and regular communication with local clubs associated with Ontario Federation of Snowmobile Clubs (OFSC) took place.

Furthermore, the beginning of formalizing an agreement with KATVA began in Q4 of 2024. The agreement will focus on duties and responsibilities of KATVA including funding requirements, liability, volunteering/trail maintenance, inspections, education, and community outreach.

## **Education/Outreach:**

One education component related to trails in 2024 was providing information to trail users about the timber harvest. Social media, and the CKL website were utilized to inform residents and users that the timber harvest was occurring, to be careful when utilizing trails, and the significance of the timber harvest to the forest system.

Other education came in the form of the World Trails Conference in Ottawa. The World Trails Conference occurs every two years. The conference brings in trails experts that lead many various workshops to educate and communicate the importance of trails to all attendants. A CKL staff member attended this event and was able to bring back knowledge and perspective of the importance of trails to nature, community, and the economy.

## **Enforcement:**

CKL enforcement on the trail system is provided by the Municipal Law Enforcement team, and deputized bylaw officers from KATVA. CKL Municipal Law Enforcement Officers engaged in routine patrols of the trail.

Currently, there are four members of KATVA deputized to enforce the CKL bylaws on the trail system. In 2024, a total of six citations were issued, all of which were for users not having trail permits. KATVA sends out their trail officers on weekends, and try to have officers out at least one day during weekdays. The main complaint KATVA received was related to speeding by motorized user. These complaints were specific to the between the Burnt River and Kinmount areas. After discussion with KATVA, they do not have the technology or means to discern users' speeds, which prevents them from issuing speed related tickets. This poses an opportunity to research effective measures for speed control.

## **Challenges/Opportunities:**

A first challenge that created an impact to the annual work was the bridge inspection that took place on all the bridges on the VRT. This inspection identified many issues with the bridges along this trail, with an estimated repair cost of \$1,500,000. The inspection identified urgent repairs needed at the Crego Creek Bridge. This was an unexpected cost that was needed to prevent failure of the structure.

The next challenge was new staff. Due to the expansion and transitions within the trails team, there were a lot of new members. With new members comes knowledge gaps, training, and time needed to create synergy. This creates challenges as more time is needed to complete tasks, or make decisions than a more seasoned group. This, however, is also an opportunity. With a new group of staff, the team can be easily shaped into the direction that will best suit CKL trails and align with the TMPU. The additional staff has also created an opportunity to increase staff hours on trail maintenance and projects, ultimately leading to a better trail experience for all users.

Another opportunity was in the form of a public works procurement. The procurement agreement allowed for a simplistic approach for calcium application on the trail. With the agreement already in place, ordering calcium was simplistic and the best rate was already brokered.

One of the first major challenges that impacted the annual work plan was the bridge inspection conducted across all the bridges on the VRT. This inspection uncovered several critical issues, with estimated repair costs totaling \$1,500,000. Among the findings, the Crego Creek Bridge was identified as requiring immediate repairs to prevent structural failure. This unexpected expense became a top priority, to temporarily stabilize the foundation to ensure the bridge's safety. This interim measure will allow staff to plan for long-term capital improvements.

Another challenge arose from the addition of new staff members due to the expansion and restructuring of the trails team. With new members comes a natural learning curve—knowledge gaps, training needs, and time required for the team to build synergy. This initially led to longer task completion times and more deliberation before decisions could be made compared to a more experienced team. However, this also presented a significant opportunity. With fresh perspectives, the team can be more easily shaped to align with CKL Trails' goals and the TMPU's vision. Additionally, the new team members allowed for increased staffing hours, which directly benefited trail maintenance and project completion, enhancing the overall trail experience for all users.

A valuable opportunity also emerged through a public works procurement agreement, which streamlined the process for calcium application (dust suppression) on the trails. With the agreement already in place, the ordering process became more efficient, and the best rates were secured upfront. This simplified approach saved both time and resources, allowing the team to focus on maintaining the trails while ensuring the most cost-effective solution for trail upkeep.

## **2025 Projects and Work Plan:**

### **Trail Maintenance and Projects:**

There are many upgrades and improvements to the CKL trail system that will be considered in the upcoming year.

The first is trail brushing from Thunder Bridge Road to Fenelon Falls. This project will be completed in conjunction with the Kawartha Lakes Snowmobile Club. Multiple goals will be realized with this project. First, safety will be increased with improved visibility and sight lines. Next, the corridor will be widened to ensure it meets the standard set by the TMPU. This process will aid in vegetation management set out in the TMPU maintenance standards. Finally, the Kawartha Lakes Snowmobile Club will have better access with their equipment to ensure the trails are groomed for the community.

One major project that is proposed to take place along the VRT is inspecting the gates and the surrounding environment. In partnership with KATVA, staff will investigate the need to reconfigure gates at particular points along the VRT to deter unauthorized use on the trail and protect the greenspace surrounding trail access points.

Another project under consideration within the trails operating budget is the paving of two key linking trails between Logie Street and the Rotary Trail. The first section, located south of the Iron Bridge, would connect to the switchback, while the second section lies further north, adjacent to Parkside Drive. Paving these sections would significantly enhance accessibility to the trail system, providing a smoother, more inclusive experience for users. Additionally, this project would bring these sections into alignment with the trail standards outlined in the TMPU, ensuring consistency and improved quality across the network.

Trail surface rehabilitation/capping will also be investigated. If budget allows, capping of the VRT will be researched and undertaken. The section that will be looked at for this upgrade will be from the intersection at Crosswind Road South. Once costing is received, the distance of the project will be determined.

Two trail-related capital projects have been approved for 2025. The first involves expanding the staging area at the Superior Road trailhead, which will increase parking capacity and enhance amenities in line with the TMPU. This expansion aims not only to improve accessibility for trail users but also to better manage traffic flow, alleviating tensions between residents and visitors. Additionally, KATVA has expressed interest in contributing to the project, particularly by providing funding to assist in the construction of an operations structure that could serve as shared storage for CKL and KATVA equipment, as well as an office space for KATVA's operations. The other project approved for 2025 is the development of trails through the Jennings Creek passive

parkland area. This project would create a new link in the Lindsay Trail System and connect several residential developments with the VRT. This project will involve the creation of a new trail system with numerous access points in residential areas, pedestrian bridges and natural features.

### **Trails Master Plan Update (TMPU) Recommendations:**

As previously mentioned in this report, an agreement with KATVA will continue to be developed and implemented in the coming year. This will provide funding requirements and guidelines to ensure the partnership between CKL and KATVA remains strong, and increases the quality of the CKL trails system. This is outlined in education/outreach recommendation #1 and implementation and management recommendation #5.

One goal to be completed for the trails system is to verify mapping for the Lindsay Trail System and the Emily Forest Tract trails. This project will be completed with help from the CKL GIS team. Trails staff will use an app to verify the trails, which the GIS team will use for their mapping systems. These verifications can then be used for any material relating to these sections of trail (maps or signage). This goal relates with maintenance and enforcement recommendation #7.

Another goal is to work with the Kawartha Cycling Club to have an organized event on International Trails Day, June 7 2025. The event will promote the trails within the Lindsay area, and an education piece will be required from the cycling club. The education piece will relate to trail etiquette and navigating the Lindsay trail system. This goal is in line with TMPU education/outreach recommendation #4.

A final project goal for the 2025 year is to update, and improve the trails inspection process. Inspections are currently being done and records are being created in line with timelines set by the TMPU. These inspections sheets are broad and are VRT focused. Different inspection reports will be developed to fit the needs of specific trails. This project would fall under maintenance and enforcement recommendations #1 and #3.

As highlighted earlier in this report, the agreement with KATVA will continue to evolve and be implemented in the coming year. This agreement will outline funding requirements and guidelines to ensure a strong partnership between CKL and KATVA, ultimately enhancing the quality of the CKL trail system. This initiative is reflected within the Education/Outreach and Implementation/Management Recommendation categories within the TMPU.

One key objective for the trails system is to verify the mapping of both the Lindsay Trail System and the Emily Forest Tract trails. This project will be carried out with the support of the CKL GIS team, who will work alongside the trails staff using a specialized app to verify trail locations. These verifications will be integrated into the GIS mapping system.

This goal supports recommendations within the Maintenance and Enforcement category.

Another important goal is to collaborate with the Kawartha Cycling Club to organize an event on International Trails Day, June 7, 2025. This event will showcase the trails in the Lindsay area and feature an educational component led by the cycling club, focused on trail etiquette and navigating the Lindsay Trail System. This initiative aligns with recommendations within the Education/Outreach category.

A final goal for 2025 is to update and improve the trail inspection process. Inspections are currently being conducted and records are maintained according to the TMPU timelines. However, the existing inspection forms are general and VRT-focused. To better address the unique needs of specific trails, new, tailored inspection reports will be developed. This project aligns with recommendations within the Maintenance and Enforcement category.

### **Funding Opportunities:**

Hydro One offers a funding opportunity of up to \$25,000, which would be ideal for supporting a lighting project at the Iron Bridge in Lindsay. A quote for the project has been received, totaling \$32,900, and this funding would provide a significant boost toward getting the project off the ground.

Additionally, RTO8 presents another potential source of funding. The signage planned for installation in 2025 aligns with the funding priorities of this organization. Given the history of successful partnerships and prior approvals for similar projects, RTO8 funding is a promising option to help support the signage initiative.