INTERMUNICIPAL TRAILS MASTER PLAN















TERRITORIAL ACKNOWLEDGEMENT



The lands and waters associated with this plan straddle both Treaty 6 and Treaty 10 territory and fall primarily in Métis Nation of Alberta Association Region 2. These lands have been occupied, used, and loved by Indigenous Peoples for many thousands of years. The observations and recommendations contained within are offered in good faith, with the intent to respect and uphold treaty obligations, and with the hope that trails in the region are sustainable, respectful, and that they serve the interests and aspirations of the region's Indigenous population.



ACKNOWLEDGEMENTS



Development of this plan was a collaborative undertaking and would not have been possible without the significant involvement and expertise from the staff of the M.D. of Bonnyville and the City of Cold Lake, as well as the advice and counsel of area residents, elected officials, organizations, recreationists, and Government of Alberta officials who are passionate about the future of sustainable, desirable trails in the region.

We're also grateful for the sound ideation, technical support, and detailed contributions of the talented team at McElhanney for several of the recommended interface routes contained within.

Thank you!

RC Strategies





McElhanney



The Intermunicipal Trails Master Plan is a collaborative effort of the M.D. of Bonnyville and the City of Cold Lake to guide improvements to the connectivity and quality of the region's trails and trail experiences for residents and visitors. These efforts are intended to function as a foundation and as a catalyst for the administrations to achieve their respective quality of life, community, environmental, and economic goals.

The region's diverse geography, cultures, and existing trail systems (both legacy and recent) represent a remarkable starting point for an integrated trail system that is uniquely appealing and functional, and that is well-positioned to gain and retain a highly respected position in Alberta's rapidly evolving array of available trail experiences.

This plan considers trails for their recreation, active transportation, and tourism purposes. Using contemporary trail and visitor management practices, it purposefully and realistically considers the current state and future potential of nonmotorized and motorized trail activities on municipal and provincial land in the region.

Before efforts can be made to realize the full potential of the region's trails, full consideration is warranted of the region's mosaic of trail-related administrative approaches, Indigenous values, environmental values, existing trail experiences and functionality, and current trail conditions, as well as their comparative readiness and attractiveness of trails for visitors.

Unsurprising for a region as large, busy, diverse, and complex as it is, many significant "bright spots" exist in the region's trail network (e.g. recent trail investment in both administrations; Iron Horse Trail). Significant and unsustainable challenges also exist (e.g. condition and management of the region's popular public land trails).

As a master plan, the opportunities and recommendations presented within are conceptual and borrow heavily from the ideas and input of the project's public and stakeholder engagement efforts. They are also intentionally aspirational, realistic, and translatable into practice. Wherever possible, trail and visitor management approaches are aligned with leading municipal, provincial, and national best practices. Some recommendations, like the proposed interface connections near Cold Lake, are purposefully detailed to expedite potential implementation.

Achieving and sustaining the desired conditions of a future trail system will require some shifts in regional approaches and would be most effective with the adoption of common trail management concepts (e.g. common classification system). Timely and coordinated implementation of six strategies, supported by 24 actions, will enable the region to realize a trail system that can accommodate and support a growing, thriving, and changing demographics and interests over the next 5-10 years and beyond.





2 Address Key Sustainability Issues



3 Develop a Connected and Diversified Trail Network



4 Enhance User Experiences



5 Actively Manage Use & Impacts



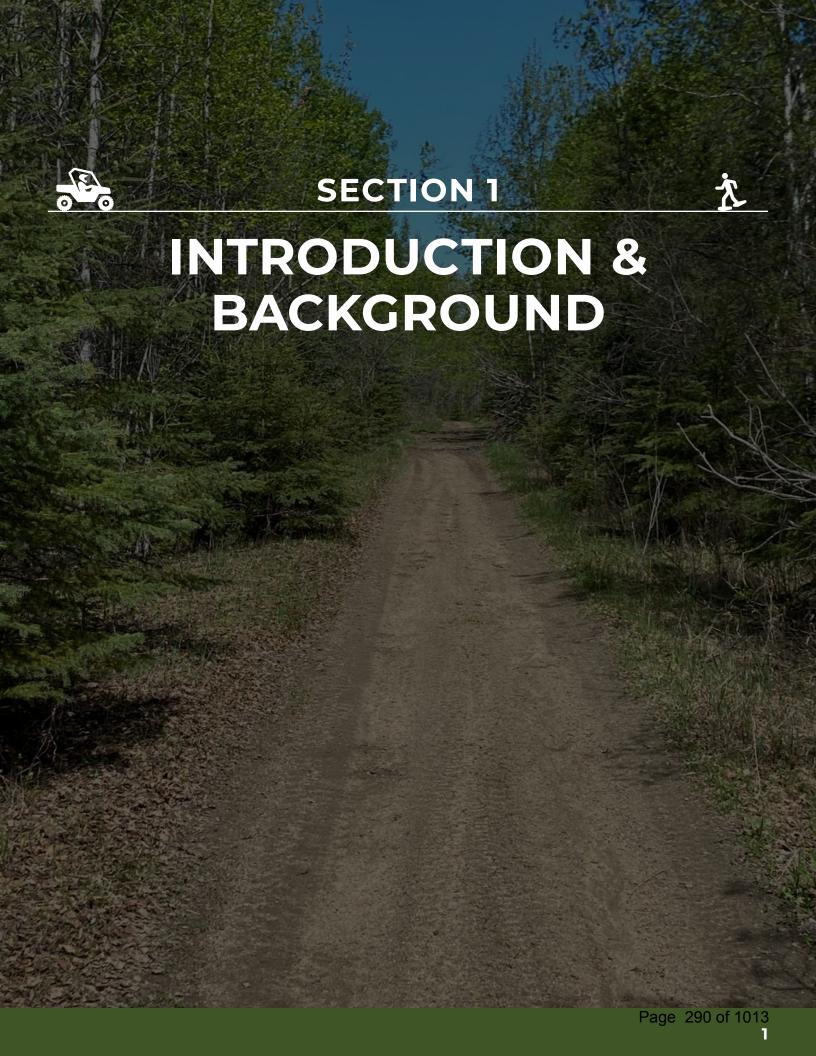
6 Animate & Activate Community



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Residents and visitors to the region are active outdoor enthusiasts and the variety of trails found here are foundational assets to the wellbeing and the outdoor lifestyle that they enjoy. Our trails support a broad diversity of outdoor recreation activities including off-highway vehicle (OHV) use, snowmobiling, walking, hiking, running, equestrian activities, leisure cycling, mountain biking, snowshoeing, Nordic skiing and more.

Like other recreational infrastructure, trails enable our residents to lead healthy, active lives. They provide opportunities to move between homes, services and amenities without need for vehicles and they provide a venue to deepen our relationships with each other, our history and the land and wildlife in the region.

Our trails also provide a foundation for many residents and businesses to help grow a trail tourism economy. Some of our trails are becoming capable of attracting people from afar to share the region's unique attributes and beauty.

Our trails have a storied past that has been evolving for thousands of years. Our earliest trails were corridors to sustain and connect day-to-day life of the many Indigenous peoples living and travelling in the region. European explorers used and connected some of these routes and settlers followed with means of transportation not previously seen on the landscape. The routes of some trails have evolved into roads we use now.

Our region's current trail network is an extensive array of both purposeful and unintentional routes. Some of the region's primary trails, including the Iron Horse Trail, are legacy alignments of historical transportation. Other routes now used for recreation were established originally for industrial exploration and development. Still others, including localized, dedicated recreation and active transportation trails in the area's parks and settlements, have been purpose-built by municipal and provincial governments, and/or local volunteer organizations.

With varied histories and purposes, the region's trails have organically evolved into a highly valued mosaic of routes, but they have not yet benefitted from a shared vision and plan.



1.1 PURPOSE

This plan is a cooperative effort of the M.D. of Bonnyville (M.D.) and the City of Cold Lake (City) as an extension of the Intermunicipal Collaboration Framework process. It is intended to provide a common foundation for enhancing recreation, trail tourism, and active transportation service delivery in the region for residents and visitors based on leading practices for the next 5-10 years. This plan is responsive to:

- Growing popularity and participation in outdoor recreation activities, including recent intensification during the COVID-19 pandemic.
- Population growth and changes in settlement patterns in the region.
- Interest in providing opportunities for active transportation and active lifestyles.
- Provincial interest in planning, formalizing and improving trails on Crown Land.
- Municipal, provincial and federal interest in growing the region's tourism industry.

This master plan provides a unified, common framework to guide decision making about the design, development, enhancement, management, and investment in the trail system in the region over the next 10-15 years. More specifically, the purpose of the plan is to:

- Provide a summary inventory, assessment and classification of the region's existing formal and informal trail system (including non-motorized, motorized, mixed-use and basic water trails), trail infrastructure and key visitor amenities.
- Describe the recreational activities and patterns of use on the existing trail system.
- Provide an objective overview of conditions, sustainability issues, visitor experiences, and management challenges associated with the current trail system.

- Articulate desired outcomes and resource conditions that the region can work cooperatively to achieve.
- Identify priority visitor experience and management issues that should be addressed.
- Consider the region's trail tourism readiness and to identify priority tourism markets and their interests.
- Outline the strategies and actions that can be taken over the next 10 years to improve and manage the system, the visitor experiences it provides, and mitigate impacts to environmental, Indigenous, historic resource and land use values.
- Suggest a framework to improve cooperation and coordination of the region's trails ecosystem.
- Identify a conceptual trail system and priority routes, particularly those connecting the M.D. and City.

The vision and concepts of this initiative are intended to serve as a comprehensive, overarching guide to proactively approach the region's trails in a way that addresses environmental and land management matters, enables active transportation, anticipates and influences changes to recreation and tourism visitation, and positions the region to sustain and capture economic benefits from that visitation.

1.2 PLANNING AREA

The administrative boundary of the M.D. of Bonnyville was used for planning purposes with land under the administration of the M.D. of Bonnyville and the City of Cold Lake being the primary consideration.

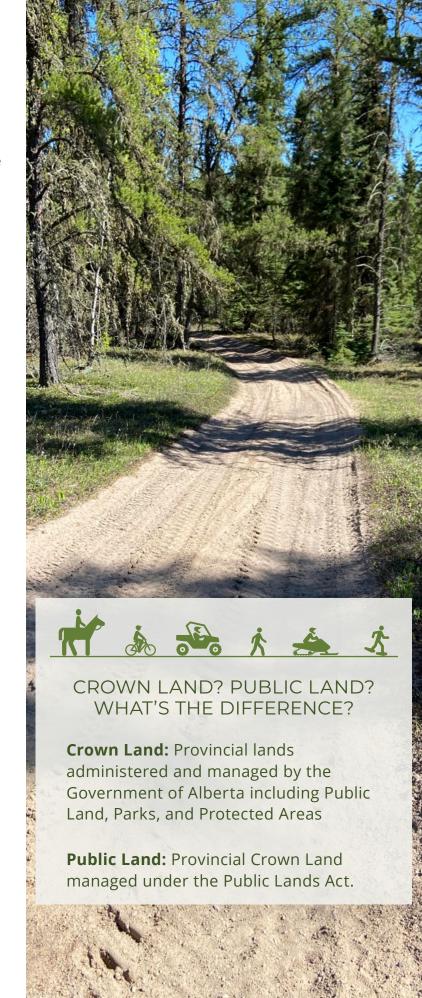
Trail opportunities on Crown Land under provincial administration were also considered because:

- The area's provincial parks, recreation areas, and public land serve as significant destinations for the area's residents and visitors.
- Recent provincial land-use planning initiatives (e.g. Cold Lake Subregional Plan) call for the development of trail plans in the area.
- The recent establishment of the Alberta Trails
 Act presents new and enhanced opportunities
 for municipalities and non-profit organizations
 to collaborate on development and operation of
 trails on Crown Lands.
- Some of the more pervasive recreation management challenges in the area are occurring at the interfaces between municipal and provincial administrations.
- Several Crown Land areas have significant recreation and tourism value and, when planned for in an integrated approach, could help ensure that their benefits are accessible to the M.D. and City.

Connections to the following lands were considered for connectivity but were out-of-scope for direct inventory, assessment and planning.

- Land administered by First Nations and Métis Settlements
- Private land
- Federal land (e.g. Department of National Defence)

See Figure 1 for an overview of the planning area. The total area of the planning area is 7236.8 km2.



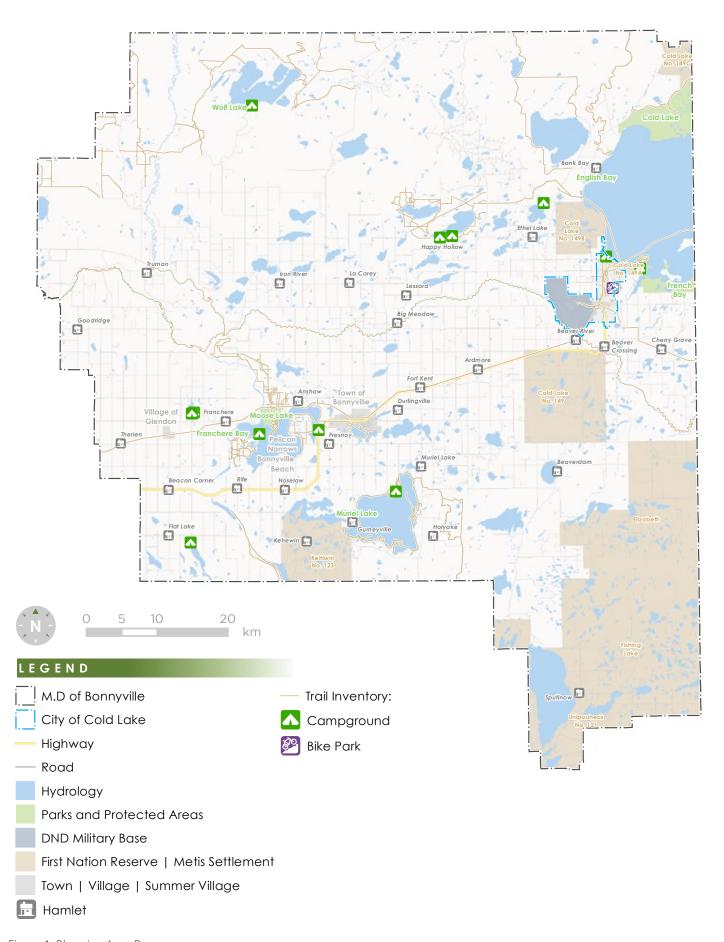


Figure 1: Planning Area Basemap

1.3 HOW WAS THIS PLAN DEVELOPED?

Development of this plan was divided into three phases.

Phase 1 An Information & Data Assembly

What?

- Assembly and initial review of policy, procedures, maps, data & related information
- · Spatial basemap assembly
- Field assessment & inventory
- · Literature review

Why?

Build spatial, policy and operational understanding of study area

When?

• February – June 2022

Phase 2 😺

Primary Engagement

What?

- Preparation of engagement plans, processes and tools
- Public survey
- Crowd-sourced online mapping
- "Pop-up" trail interviews, kiosks and sounding boards
- · Stakeholder interviews
- Indigenous community conversations
- Development and presentation of "What We Heard" report

Why?

- Build understanding of patterns of recreational uses, satisfaction with current opportunities, issues and concerns, and vision for future of trail opportunities
- Summarize learnings and feedback to inform plan development

When?

• July – October 2022

Phase 3 Plan

Development

What?

- Detailed review and analysis of available data and information
- Development of key concepts and recommendations
- · Development of draft report
- · Engagement on draft
- Edits and refinement of draft
- Presentation to counsels

Why?

- Generate and validate strategies and actions
- Consolidate components into single document

When?

 November 2022 – Spring 2023

Figure 2: Plan Development

ENGAGEMENT SUMMARY

A variety of tools were used to gather resident perspective, interests, and suggestions about the region's trails including a detailed public survey, an online crowd-sourced mapping tool, interviews, and pop-up field engagement.



Figure 3: Word Cloud of responses to survey question "What do you like most about area trails?"

SURVEY RESPONDENTS SATISFIED OR VERY SATISFIED WITH AVAILABLE TRAILS (%) MD City of Cold Lake 56.6 59 Local, Urban, Active Transportation Trails Regional, Rural, Long-Distance Trails

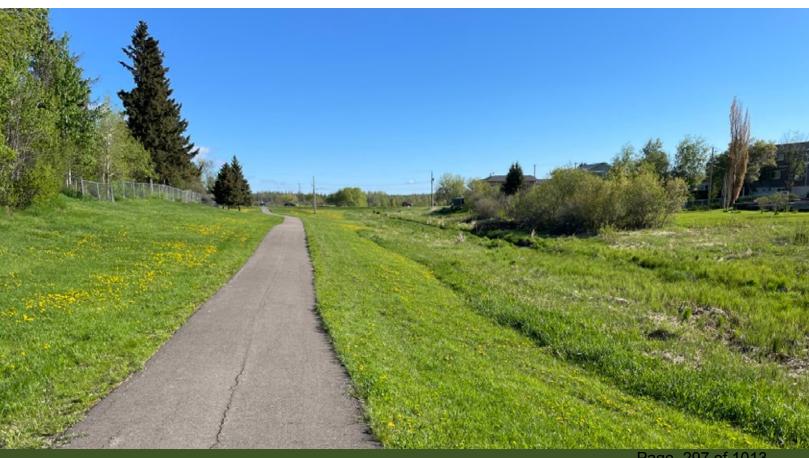
Figure 4: Satisfaction with Available Trails

When responses were aggregated for residents of the M.D. and City, only 57% of respondents indicated they were satisfied or very satisfied with local urban and active transportation trails. Satisfaction rates for regional, rural and long-distance trails was even lower at 47%. (Figure 4)

Collectively, input received affirmed the region's strong interest in a variety of trail activities and in improving opportunities. When summarized, the following themes and priorities emerged. Please see the project's standalone "What We Heard" report for additional detail.

- 1. Residents enjoy trails in a range of settings and are interested in continuing to improve connectivity of urban, local, rural and longdistance trails.
- 2. Residents are somewhat satisfied with local and urban trail efforts, particularly recently built specialized facilities (e.g. Cold Lake MTB Park) and paved multi-use trails.
- 3. Residents are less satisfied with current rural and long-distance trail options but are proud of the unique opportunities associated with the Iron Horse Trail.
- 4. Significant interest exists to improve the quality of trail experiences for both motorized and non-motorized activities.
- 5. Respondents indicated that good trails are important contributors to their quality-of-life and to the health and vibrancy of their communities.

- 6. **Safety and security** concerns emerged in some key areas, particularly where motorized and non-motorized activities mixed.
- 7. **Sustainability** concerns, particularly for waterrelated impacts, are prevalent in the region and there is strong interest in ensuring that future trails are well-designed.
- 8. The need for trails and trail users to demonstrate respect was heard in several forms, including respect for Indigenous values, for private land, and for how trail users conduct themselves.
- 9. Orderly investment, effective implementation and community activation are seen as important.
- 10. As much as possible, collaboration, partnerships and harmonized approaches should be considered for planning, developing and operating trails in the region.



1.4 TRAILS CONSIDERED

This plan recognizes that trails can be viewed through recreation, tourism, and active transportation lenses.

To simplify engagement, trails were broadly grouped into three categories when conducting the public survey:

- Urban Trails and Active Transportation
 Trails Trails primarily within the region's more densely developed areas.
- Rural, Regional and Long-Distance Trails Trails in less developed areas.
- "Water Trails" Routes on rivers and lakes that can be connected by motorized and/or nonmotorized watercraft.

Only a fraction of current trails and routes in the region fully conform with the provincially accepted definition of trail (Figure 4). However, as a starting point for this plan, both sanctioned trail and unsanctioned trails (including pre-existing linear industrial access in use for recreation) were inventoried and considered.

Trails used for both non-motorized and motorized activities were in-scope for the project.

Municipal sidewalks and public roadways were outof-scope unless they were formally included and designated in a trail alignment.



WHAT IS A TRAIL?

A "trail" is type of recreation infrastructure that is purposefully designed, constructed, and used to facilitate travel for one or more recreation or tourism activities.

To be a recognized trail, the route must be:

- · Approved by landowner / manager
- Mapped
- Marked (signage)
- Actively managed and maintained

If one or more of the above criteria are missing, the route is not a trail; it is "linear access".

Trail Development Guidelines for Public Lands in Alberta

1.5 ASSUMPTIONS & LIMITATIONS

No trail plan can perfectly anticipate how trail interests, use and other factors will change over time. This plan acknowledges and anticipates the following.

- Worldwide trends and interests in improving connectivity for non-vehicular conveyances will continue and will be mirrored in the region.
- Technology, particularly electrification, will continue to be adopted across all modes of mechanized trail conveyance and new modes of travel will be invented. Implications of this technology will include:
 - » Greater range for trail users
 - » Greater diversity in size, capabilities, specializations and configurations
 - » Potential for higher power and speeds
 - » Potential for decreased noise and emissions
 - » Potential for interest in new and not yet contemplated experiences
 - » Demand that trails and trail services accommodate the changes above.
- Both provincial and federal trail planning, policy and legislative contexts are very active. Both levels of government are likely to continue to show interest in working to develop, build and promote trails for community and tourism benefits. Best efforts were made to identify initiatives likely to have influence on trails and to position this plan to be practical and useful under these initiatives.
- The Government of Alberta will continue to have significant interest in improving trails and trail services and will present opportunities for project partners to be more directly involved and to benefit from trails on Crown Lands.
- Detailed understanding of First Nation and Métis interests and concerns will be needed when considering detail planning, development, and operation of trails. Adjustments may be required to strategies and actions to respond to emergent learnings.



Active transportation is using your own power to get from one place to another. It:

- gives us an opportunity to be physically active on a regular basis
- is accessible to Canadians and increases social exchanges
- reduces road congestion
- contributes to reducing greenhouse gas emissions
- · saves money on gas and parking

Government of Canada Active Transportation

Changes in climate can have significant impacts on nearly all aspects of trail design, management and experience. This is especially true for winter trails and associated activities. Trends related to climate should factor into management decisions for regional trails, however this plan does not make specific assumptions or predictions for how a changing climate could affect the region.

Finally, many of the proposed alignments and connections proposed in this document are conceptual only. Additional, detailed study and planning will be required to assess feasibility and determine fine-scale routing.



Successful trail destinations demonstrate that trails can be drivers of positive economic, social, and environmental change, particularly for smaller, rural communities. If carefully planned, developed, maintained, and activated, trails can directly benefit residents and be a driver for tourism. Additionally, when planned and delivered collaboratively with Indigenous peoples, trails can also be a venue to support and advance truth and reconciliation, traditional practices and the celebration of Indigenous culture and heritage. Some of the benefits associated with trails are shown in Figure 5.

Environmental

Appropriate and sustainable trails can:

- Function as a powerful, system-level land management tools to influence how and where human disturbance and impact occurs on the landscape (e.g., attract visitors to areas where they are desired and / or by routing visitors out of, off of, or away from sensitive areas or wildlife habitat).
- Solve specific environmental issues (e.g. erosion, sedimentation, invasive species transfer) when tactically implemented with proven design and engineering approaches.
- Foster and enhance the rationale for conservation and preservation of natural assets by increasing the social and economic benefits that rely on the integrity these assets (i.e., attracting sustainable and responsible visitation).
- Nurture and grow a strong culture of conservation, appreciation, and stewardship as residents and visitors learn about and appreciate the wildlife, ecosystems, and ecosystem processes through use of the trail network.

Community, Social, and Cultural

Appropriate and sustainable trails can:

- Help to preserve community heritage as places where stories can be shared and be woven into memorable trail experience as foundational assets.
- Elevate resident's awareness and pride in the community through the sharing of amenities with visitors and the facilitation of quality visitor experiences.
- Provide the setting for community events and for formative family experiences and memories.
- Attract, retain, and even help re-populate communities with residents and skilled workers as new employment becomes available and the potential for an outdoor recreation lifestyle attracts new residents.
- Stimulate investment in community infrastructure, amenities and facilities that benefit both residents and visitors alike.



• Help appropriately showcase and/or protect Indigenous values and heritage.





Quality of Life and Well-Being

Appropriate and sustainable trails can:

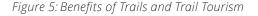
- Encourage greater physical activity and improve physical health.
- Improve mental health.
- Enhance an individuals' sense of achievement, self-esteem, and confidence.



Economic Benefits

Appropriate and sustainable trails can:

- Help diversify local economies (particularly where high reliance on other industries exists and where limited efforts have been made to activate existing outdoor recreation potential).
- Foster conditions where new and existing enterprises can grow and create potential for additional direct and indirect employment as a trails-based visitor economy is established.
- Stimulate increased visitor spending, especially in rural areas with few alternatives.
- Create potential for greater local and provincial taxation revenues.
- Be managed in ways that does not deplete or exhaust associated resources.





The region is a busy and complex mosaic of administrations, land-uses, and initiatives guided by a range of policy, values, and plans that have bearing on trails in the area. The planning, management, and operation of our region's is linked to several other initiatives. The sections below summarize key connections and opportunities.



WHAT IS TOURISM?

Tourism is the activities of people travelling to, and staying in places, outside of their usual environment for leisure, business, or other purposes for not more than one consecutive year.

WHO IS A TOURIST?

Tourists are anyone who stays one or more nights away from home; or anyone who does not overnight but travels at least 40km one way from their home to their destination.

Statistics Canada

3.1 LEGISLATION, POLICY & PLANS

3.1.1 NATIONAL/INTERNATIONAL

At the time of this plan's preparation, several national and international initiatives provide useful guidance (Table 1).

Table 1 Related National/International Initiatives

Initiative	Relevance and Opportunity	How This Plan Aligns
National Active Transportation Strategy (2021-26)	 Promotes integration and implementation of Active Transportation efforts in communities across Canada 	 This plan considers and supports related strategies and activities, including suitable alignments and access.
Trans Canada Trail National Guidelines for Classifying Multi-Use Trails in Canada (2021)	Establishes a common, visitor- centred approach to trail classification and associated design parameters	 Recommendations, classifications, design parameters, and amenity standards of this plan consider and conform to the TCT guidelines.
Trans Canada Trail/ Destination Canada - Exceptional Trail Experiences (ETE) Initiative (2022)	Establishes a pathway for accessing dedicated tourism development support for unique, high-quality experiences.	 Concepts, terminology, and recommended actions align with potential program requirements. With effort, some recommended trail experiences could potentially qualify as candidate ETE trails.
Interagency Visitor Use Management Council's Visitor Use Management Framework (US)	 Provides cohesive guidance and planning processes for managing visitor use and impacts. Used by leading North American agencies to address emergent and persistent visitor use impacts. 	Concepts and language within align with VUMF principles and actions.

While no specific statutes exist at the federal level for developing trails, some legislation such as the federal Fisheries Act, Navigable Waters Act, and the Species at Risk Act have a significant influence on where, when, and how recreation related development and activities can occur.

3.1.2 PROVINCIAL

Alberta municipal governance legislation requires that municipalities adopt intermunicipal planning frameworks and develop individual municipal development plans (M.D.P). Alberta's Guidebook for Preparing a Municipal Development Plan (2018) includes supportive general guidance and beneficial practices to connect residents and amenities using trails safely and efficiently.

In addition, development and management of trails and trail infrastructure affecting Crown land and resources, like other land uses, must be undertaken in accordance with established provincial legislation, regulations, policies, and plans. Key statutes influencing trail development and management in the area include:

- Public Lands Act
 - » Public Land Administration Regulation
 - » Recreation Access Regulation
- · Provincial Parks Act
- Land Stewardship Act
- Trails Act
- Water Act & Code of Practice for Watercourse Crossings
- · Wildlife Act
- · Fisheries Act
- Environmental Protection and Enhancement Act
- · Historical Resources Act

Other key provincial initiatives currently influencing trails are outlined in Table 2.



Table 2 Relevant Provincial Initiatives

Initiative	Relevance and Opportunity	How This Plan Aligns
Ministry of Alberta Forestry, Parks and Tourism mandate (2022)	 This new ministry is a significant departure from previous structures, combining forestry, recreation, land management, and tourism responsibilities while transferring environmental management responsibilities to other ministries. New ministerial mandate identifies clear priorities for developing high-quality outdoor recreation opportunities, including trails. 	 Potential sites and areas capable of supporting high-quality trail services are identified. These recommendations are well- positioned for consideration in future GOA trail planning.
Alberta Trails Act	 Will enable trail designation, third-party partnerships, and operating agreements of provincial trails on Public Land. Is expected to lead to development of clear planning tools and standards. Funding opportunities may be accessible 	 This plan identifies potential sites and areas capable of supporting high-quality trail services. Proposed strategies and actions in this plan are consistent in approach and terminology,
Travel Alberta Tourism Development Zones (TDZ)	 Much of the area falls within NE Lakeland TDZ (one of 10 priority TDZs in the province). Some trail experiences within the region are well-positioned to be (or be aligned with) priority initiatives. 	 Land and water outdoor recreation and tourism opportunities in this plan can be used to support TDZ recommendations.
Cold Lake Sub- Regional Plan (CLSP)	 The southern boundary of this plan extends into this planning area. Establishes priority tourism areas and provides guidance on legacy industrial disturbance, unauthorized access and water crossings for public land in region. Calls for active restoration of legacy seismic lines. Calls for establishment of a recreation management plan and a trail network. Lakes within the plan have been ascribed a 200m tourism development zone. Calls for management of unauthorized human access. 	This plan's recommended strategies and actions pertaining to trails on Crown Land are responsive to environment and management concerns within the plan.
Alberta Parks Master Development Plans (M.D.P)	 Establish infrastructure development priorities for provincial parks and provincial recreation areas in the region. Articulate recreation and tourism opportunities and priorities. 	While details, priority focuses, and timelines for the area's M.D.P. are not yet available, trail initiatives and infrastructure within provincial parks and recreation areas that could support residents and visitors is identified in this plan.

3.1.3 REGIONAL

The region has a history of initiatives that have guided and supported the development of trails and related infrastructure including those in Table 3.

Table 3 Relevant Regional Initiatives

Initiative	Relevance and Opportunity	How This Plan Aligns
Beaver River Integrated Watershed Management Plan (2022)	 Recommends water and land management practices including watercourse crossings 	This plan's recommendations are generally consistent.
Intermunicipal Development Plan (Draft, 2021)	 Provides opportunity for collaborative linkages and services between the municipalities. Will help ensure that future subdivisions incorporate right-of-ways. 	This plan identifies priority connectivity alignments between the M.D. and City.
M.D. Bonnyville Recreation Master Plan (2021)	Identifies trails as a priority infrastructure need.	 This plan considers, supports and fulfills elements of the strategy including classification, standards, routing, connections and other actions.
City of Cold Lake Municipal Development Plan (2021)	Identifies trail and open-space goals and objectives for city.	This plan considers, supports and fulfills trail and active transportation objectives related to connectivity, standards and accessibility.
Iron Horse Trail: Master Plan (2020)	 Establishes desired vision, outcomes and priorities for the trail. 	 This plan shares, supports and reinforces direction.
M.D. of Bonnyville Trail Masterplan (2019)	 Sets priorities for recent expansion of non-motorized multi-use trails. 	This plan acknowledges and incorporates these trails and their type into classification typology.
Bonnyville/Moose Lake Region Recreation Trails Master Plan (2013)	 Identifies connecting corridors in the immediate area for multi-use non- motorized connection. 	Many of these connections have been built.
Moose Lake Watershed Management Plan (2007)	 Calls for planned and appropriately designed trails in proximity to the lake. 	This plan's strategies and actions align with call for well-situated and well-designed trails.

3.2 INDIGENOUS VALUES AND TRADITIONAL USE

The planning area includes the Cold Lake, Kehiwin and Frog Lake First Nations, as well as the Elizabeth and Fishing Lake Métis Settlements. The area straddles both Treaty 6 and Treaty 10 territory and falls primarily in Métis Nation of Alberta Association Region 2. It has been the traditional home of many Indigenous peoples through the ages and trails here have been used for thousands of years. Many trails continue to be actively used today.

It is acknowledged that trails can create and bring undesirable impacts to sites and areas that hold special significance to Indigenous peoples. Although not formally inventoried in detail as part of this initiative, the strategies and actions contained in this plan should be considered and implemented with the understanding that undesirable impacts to Indigenous values are possible.

Management and development of trails in the area must consider these potential impacts. Trail development processes should actively engage Indigenous interests to avoid and mitigate concerns.

Processes should also explore potential for positive impacts and benefits for Indigenous communities. These can include:

- Acknowledging the land and its Peoples.
- Building awareness and understanding of Indigenous history and values in the area.
- Incorporating strategies and tactics to actively encourage visitor conduct and behaviour that are respectful of values.
- Avoiding areas of concern and reducing other unwanted concerns.
- Integrating aspects of personal and non-personal interpretation related to local Indigenous themes (i.e. sharing of stories).

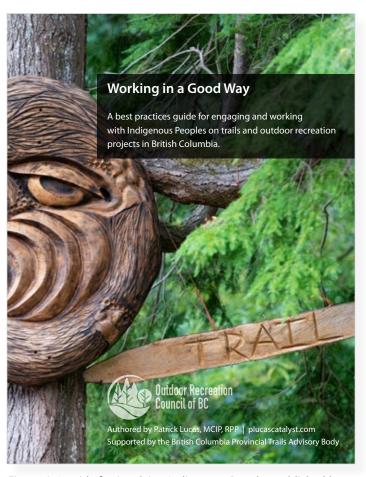


Figure 6: A guide for involving Indigenous Peoples published by the Outdoor Recreation Council of British Columbia.

Done well, trails can help to build and rejuvenate communities. Trail visitation can also be a powerful and effective way of recognizing and communicating the proud and storied histories of local peoples.

3.3 ENVIRONMENTAL VALUES

Like other land-use and recreation planning initiatives that occupy land, environmental values are priority considerations in this document. Trails must be sustainable. Their presence and their use should not unduly impact the area's ecology.

Planning trails requires contextual and detailed information and expertise about local ecological conditions, values, and risks. How and where other environmental considerations such as wildlife and fisheries plans, policies, legislation, and/or regulation intersects with trail development and maintenance must also be understood. Each of these things can shape, limit, direct, and influence trail development.

Moving forward, it is critically important to understand that the trail system that exists today is not necessarily what should exist in the future. The information in the following sections is an overview of key environmental matters associated with the current trails system, including both sanctioned and unsanctioned trails. Recommended strategies and actions presented later in this document are intended to address current realities and issues.



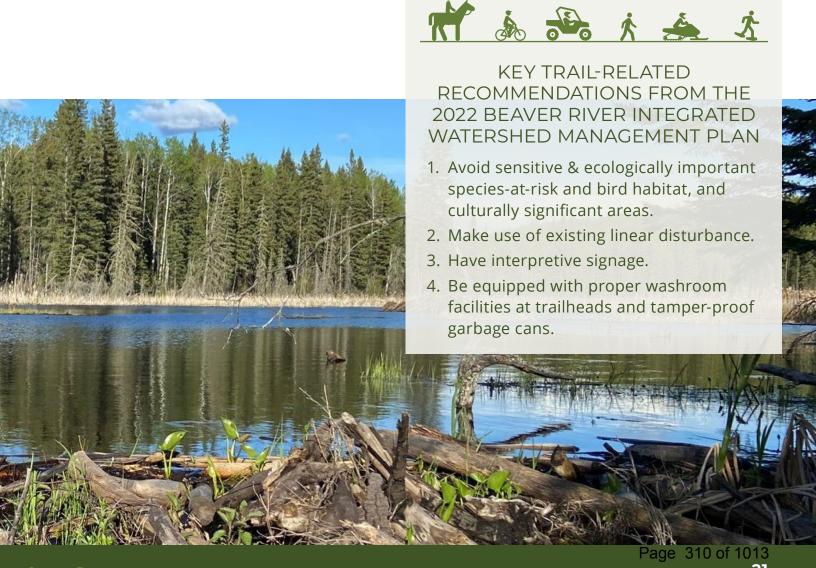
3.3.1 WATER AND THE BEAVER RIVER WATERSHED

The region is known for its water and often referred to as "Lakeland" in promotion, marketing, and planning initiatives. It falls, in its entirety, within the Beaver River Watershed and watershed management is now guided by the Beaver River Integrated Watershed Management Plan (LICA Environmental Stewards, 2022).

In general, the strategies and actions of this plan (Figure 7) are in alignment with this plan, however it should be noted that stringent adherence to the Beaver River plan's recommendation to use existing linear disturbance is generally not considered a recreation industry best practice for reasons that will be expanded on.

Challenges with water quantity, water quality, and riparian impacts in the area are well-documented for many land-use activities in the region, but are comparatively less well documented for recreational routes in the area. This is particularly true for informal and unmanaged routes and trails outside of the settled areas of the M.D. and City on public land.

It is important that current and future trails are developed and used in ways that minimize or eliminate undesirable impacts to the watershed. Findings and recommendations related to watercourse crossings are also presented later in this document.



3.3.2 LINEAR DISTURBANCE AND FOOTPRINT

Recreational activity currently occurs on a combination of sanctioned, purposeful trail as well as unsanctioned linear disturbance such as legacy industrial access, as well as on user-created "social" trails. These alignments are not sanctioned, built, maintained, or intended for recreational travel and caution should be exercised when considering them for ongoing use. However, routes that are used regularly for recreational purposes should be considered when gauging the region's current overall recreational footprint.

The total footprint of trail and linear footprint known to be travelled routinely for recreation purposes, including some of which is adjacent to roads, is shown in Figure 7. It is likely that the amount of Undetermined/Unsanctioned trail and linear disturbance is underestimated as there are several other areas in the region may experience use (e.g. periodic use of OHVs for hunting).

"While some legacy seismic lines provide access routes for Indigenous peoples, hunters, trappers, recreationists, and commercial users of wildlife, the vast majority of these areas are not used for access."

Cold Lake Subregional Plan



Figure 7: Trail Footprint by Sanction

For comparison, spatial analysis suggests there are an estimated 6750 km of roads, highways, streets and driveways in the region.

The Cold Lake Subregional Plan calls for active restoration of legacy seismic lines within Caribou range, but it does allow for the inclusion of seismic lines suitable for trail use into the area's trail plan. For future detailed planning, in the region's north, this recommendation will need to be actively considered and reconciled with the BRIWMP's recommendation to utilize existing industrial disturbance. These two recommendations are somewhat at odds with each other. In general,

due to exceptionally poor visitor experience and environmental outcomes, the use of industrial disturbance for recreational purposes is often not successful and is generally not considered to be an industry-leading practice (see examples in Figure 8 and Figure 9). However, with appropriate measures, it is possible that some existing linear disturbance can be improved and upgraded to enable recreational use, such as the alignment shown in Figure 10.



Figure 8: Typical cupped and failing seismic line following recreational use



Figure 9: Typical cupped and failing seismic line following recreational use



Figure 10: Effort to repurpose industrial disturbance for recreational use

3.3.3 WILDLIFE, ECOSYSTEMS AND INVASIVE SPECIES

Poorly planned, designed, constructed, and/or managed trails and trail infrastructure can lead to a wide range of undesirable impacts on wildlife and plants, as well as their habitats and their ecosystem services. Uninformed, uncaring, unskilled, and irresponsible visitor behaviours can exacerbate these undesirable environmental impacts.

Recreation has the potential to impact wildlife including their behaviours, movement patterns, and mortality. Irresponsible recreational use can result in the habituation of wildlife and alteration of natural behaviours (e.g. food conditioning).

Recreation can disturb wildlife during their normal patterns, resulting in increases in stress responses and hormones. In other cases, recreation activity can displace wildlife, forcing them to relocate from preferred or more optimal habitats and food sources to less preferred and optimal areas. Displacement also increases energy consumption which can be particularly problematic in sensitive seasons such as winter, when access to food is challenging, or during birthing and rearing periods.

In worst case scenarios, recreation can result in the direct mortality of wildlife. While trails can facilitate the movements of some species, they can fragment habitat which is problematic for some large mammal species that depend on large intact habitats (e.g. grizzly bears) or are wary of crossing openings. Trails can make it easier for predators to hunt along long corridors with good sightlines, and they also make it easier for humans to hunt wildlife – all of which can increase wildlife mortality.

Forest openings created by trails can result in microclimatic changes (e.g. increased sunlight, increased rainfall due to reduced canopy interception, increased wind, decreased humidity, altered temperature regime, etc.) that can affect the site composition of plant species and wildlife, such as decreased nesting, altered bird species composition, and increased predation. Trails can both facilitate the movement of wildlife and impede the movement and dispersal of animals that are reluctant to cross openings.

While research shows that some wildlife can adapt to well planned trails and effectively managed visitation, predictability of the visitation, including the spatial distribution and timing, are necessary for these adaptations.

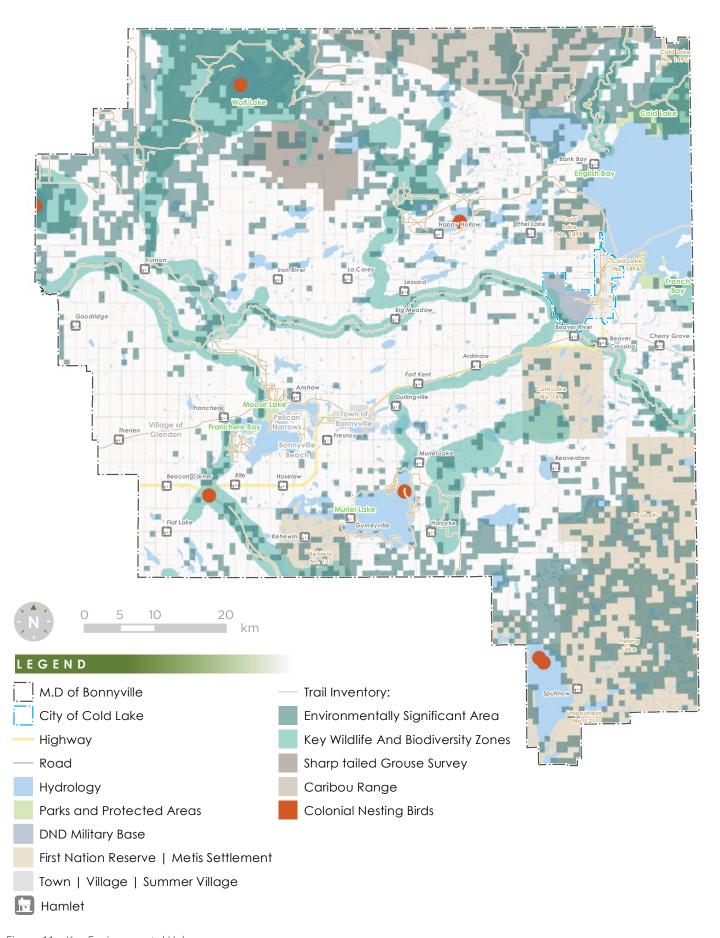


Figure 11: Key Environmental Values

Few environmental concerns were directly observed with trails under M.D. and City administration and management. However, recreation impacts were commonly observed and reported in the broader region, particularly on public land. These included:

- Wildlife disturbance and displacement due to human presence and noise.
- Wildlife predation and mortality made possible by easy predator movement on trails and linear disturbance (e.g. wolf predation on snowmobilepacked seismic lines).
- Fish mortality and sediment loading in fish bearing watercourses and spawning areas caused by inappropriate watercourse crossings and trail erosion. (Figure 19)
- Human-wildlife friction and conflict (e.g. wildlife attractants, surprising wildlife).
- Vegetation damage, removal and trampling from unsanctioned activities (e.g. unsanctioned trail construction, campfires, off-trail travel, building of structures, prolonged camping), especially in sensitive riparian areas. (Figure 14, Figure 15, Figure 16, Figure 17, and Figure 18)

- Soil compaction and erosion from poorly situated or maintained trails, off-trail travel, and random camping. (Figure 13)
- Water contamination (e.g. lubricants, human waste).
- Introduction and transport of invasive plant and aquatic species.
- Introduction and spread of disease (e.g. from domestic animals).
- Wildfire risk due to inappropriate fire placement / attendance / extinguishment / abandonment, fireworks and non-compliant OHV exhaust systems.
- Dumping or abandonment of garbage and refuse. (Figure 12)

It is also important to note that existing trail alignments in the region intersect with Caribou range and other known environmental values (Figure 11).





Figure 12: Dumped household refuse (SW Muriel Lake)



Figure 13: Trail building and vegetation removal (south of Muriel Lake)



Figure 14: Unauthorized structure (Tucker Lake)



Figure 15: Vegetative trampling and compaction; early stages (north Tucker Lake)



Figure 16: Vegetative trampling and compaction; advanced stages (west Tucker Lake)



Figure 17: Vegetation removal and storage of private property adjacent to lakeshore and informal trail (Muriel Lake)



Figure 18: Vegetative trampling (West Muriel Lake)



Figure 19: Crossing of fish bearing/ spawning stream (Muriel Lake)

3.4 HISTORIC RESOURCES

A historic resource is any work of nature or of humans that is primarily of value for its palaeontological, archaeological, prehistoric, historic, cultural, natural, scientific, or esthetic interest including, but not limited to, a palaeontological, archaeological, prehistoric, historic, or natural site, structure, or object. Historic resources in Alberta fall into one of four categories:



Archaeological sites



Palaeontological sites



Indigenous traditional use sites of a historic resource nature



Historic buildings and other structures

Historic resources are protected and governed by the *Historic Resource Act* (HRA). Trail development, maintenance, visitation, and use have the potential to negatively impact historic resources including potential:

- Destruction or damage during construction or maintenance (e.g. dirt moving, tree removal etc.)
- Theft
- · Defacement or vandalism

Historic resources must be proactively considered in trail planning and design, construction, maintenance, and visitor management. While the "Listing of Historic Resources: Instructions for Use" bulletin does not specifically identify trail development as an activity, most related groundwork in areas with known (or high potential of) historical resources will require HRA approvals and, potentially, a Historic Resources Impact Assessment before work can commence.

Table 4 Historical Resource Values

HRV by Category	Total Area	% Of Study Area		
HKV by Category	(km²)			
1	0.67	0.01		
ı.III	0.67	0.01		
3	0.33	0.00		
	0.33	0.00		
4	148.77	2.06		
	21.28	0.29		
B , Q	8.92	0.12		
8,3	0.16	0.00		
Q	117.09	1.62		
<u> </u>	0.32	0.00		
	1.00	0.01		
5	745.74	10.30		
	432.75	5.98		
8 , 4	0.35	0.00		
6,9	198.86	2.75		
<u>.III</u>	2.79	0.04		
	110.99	1.53		
Grand Total	1791.02	24.75		
- archaeological - palaeontological - cultural - historic period				

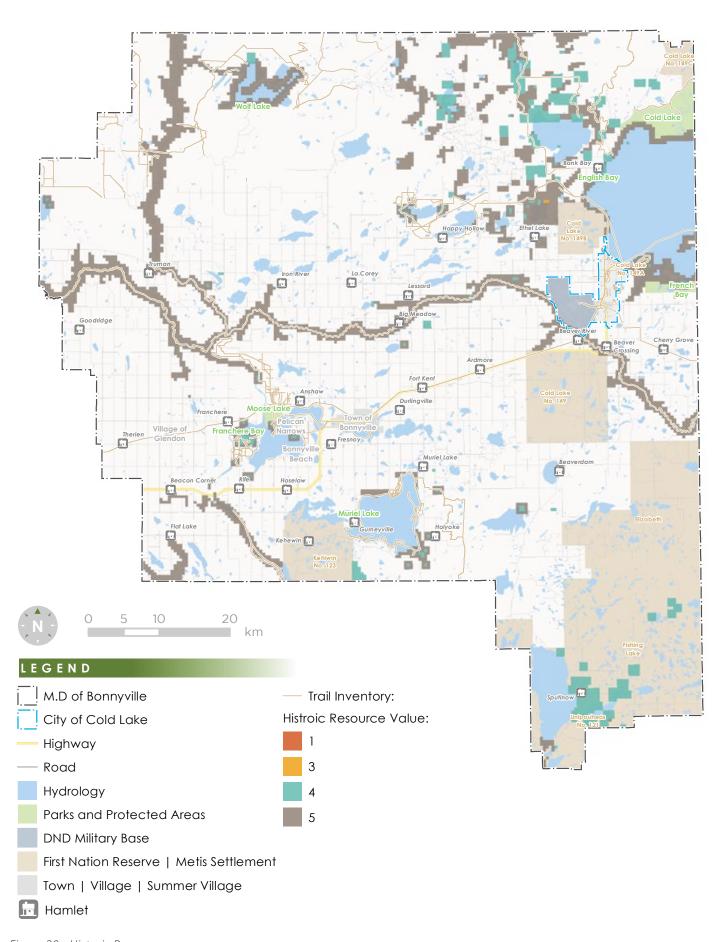


Figure 20: Historic Resources

The provincial "Listing of Historic Resources" identifies lands that are known to contain or have a high potential to contain historic resources and assigns a historic resource value (HRV) to the lands. The listing also identifies the primary historic resource category of concern (archaeological, cultural, geological, historic period, natural, palaeontological). As illustrated in Table 4 and Figure 20.

- 0.01% of the planning area is rated as HRV 1 -Land contains a World Heritage Site or Provincial Historic Resource.
- 0.33% of the planning area is rated as HRV 3 -Land contains a significant historic resource that likely require avoidance.
- 2.06% of the planning area is rated as HRV 4 -Land contains historic resource that may require avoidance.
- 10.30% of the planning area is rated as HRV 5 -Land has a high potential to contain a historic resource.



3.5 LAND OWNERSHIP & USE

Detailed land ownership data was not available for this project, but a partial summary of land ownership and the relative amounts of existing trail on these lands is summarized below in Table 5.

Table 5 Land Ownership and Trails (*Detailed land ownership data was unavailable)

	Relative Amount of Inventoried Trail by Land Ownership	
	Length	Percentage
City of Cold Lake	64.8	6%
M.D. of Bonnyville	16.9	1%
Villages	1.6	0%
Summer Villages	0.1	0%
First Nations	0.0	0%
Métis Settlements	0.0	0%
GOA (Provincial Parks)	30.7	3%
GOA (Provincial Recreation Area)	4.7	0%
Federal Department of Defence	6.2	1%
Other*(including GOA Public Land, NE Muni-Corr, MD, private)	~1040	~90%



3.6 PUBLIC LAND USE

A significant portion of the planning area is provincially administered public land, including areas deemed suitable for recreation and tourism development. Much of the area's public land, however, is already allocated, is used intensively for a range of purposes, and is subject to existing agreements and dispositions. All future trail development in these areas must consider and integrate with these existing land uses. Complete data was not available to support a spatial analysis of the study area for dispositions by industrial, commercial, agricultural, and recreational type, but existing footprints of both industrial and agricultural land allocations is extensive. The region's dense pipeline development footprint, for example, is illustrated in Figure 21.

The following important Crown Land management considerations are outlined in Figure 22 and Table 6.

Forest Protection Area – This area is provincially monitored and actioned for wildfire control.

Crown Land Reservations – These designations are assigned to identify and provide notice to users that a specified management intent, as supported by policy and government programs, applies to a parcel of Crown land. Trail planning, development and management decisions need to be aware of and integrate with the direction established in crown land reservations

Recreation/Tourism Areas - These areas represent 200m buffers around the major lakes in the planning area that are identified in the Cold Lake Subregional Plan (CLSP) that are prioritized for recreation and tourism outcomes. Very little purpose-built recreation and tourism infrastructure currently exists in these areas, and it should be noted that many existing dispositions (e.g. industrial, grazing) also exist there. The CLSP outlines general requirements for some of these land uses to be compatible with recreation and tourism objectives in these areas.

Table 6 Crown Land Management Considerations

Crown Land Reservation Type	Area (km²)	% of Area
Forest Protection Area (Provincial wildfire control)	3204	44%
Crown Land Reservation	1934	27%
Cold Lake Subregional Plan Tourism Areas	994	14%

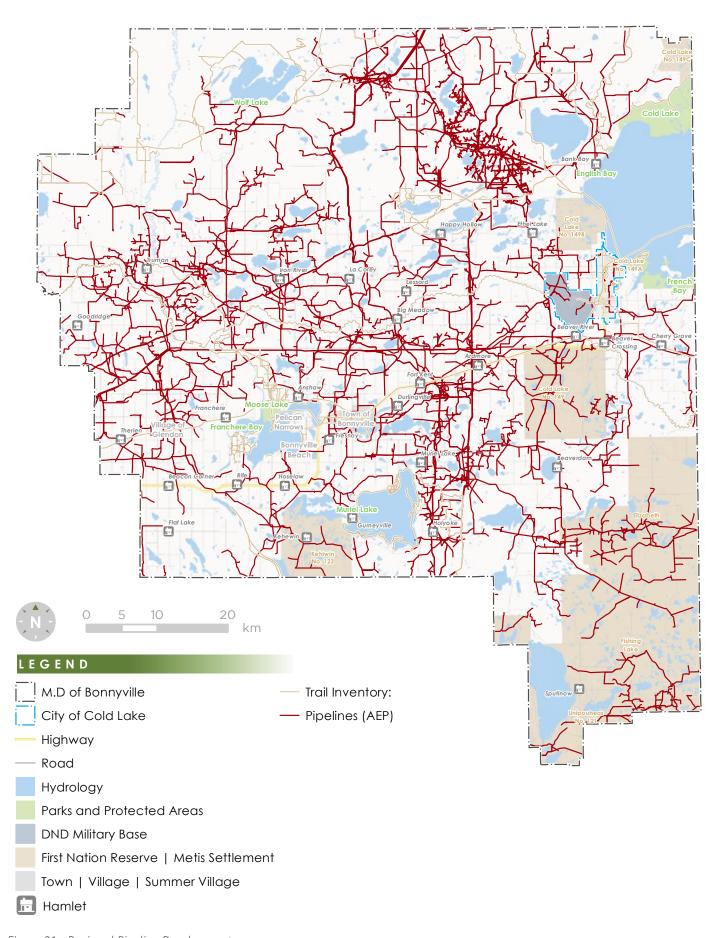


Figure 21: Regional Pipeline Development

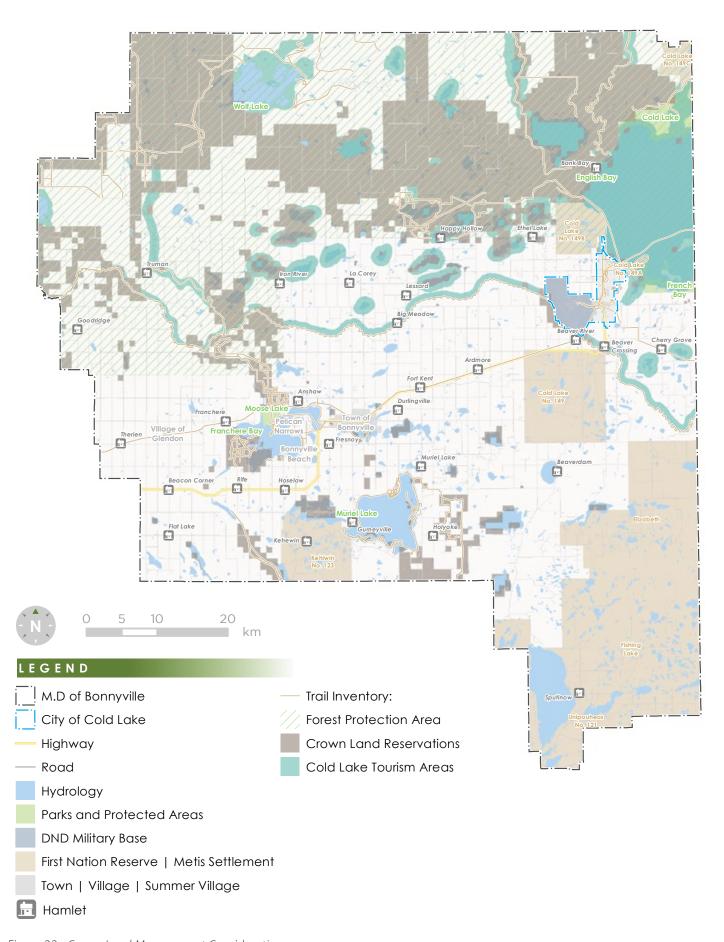
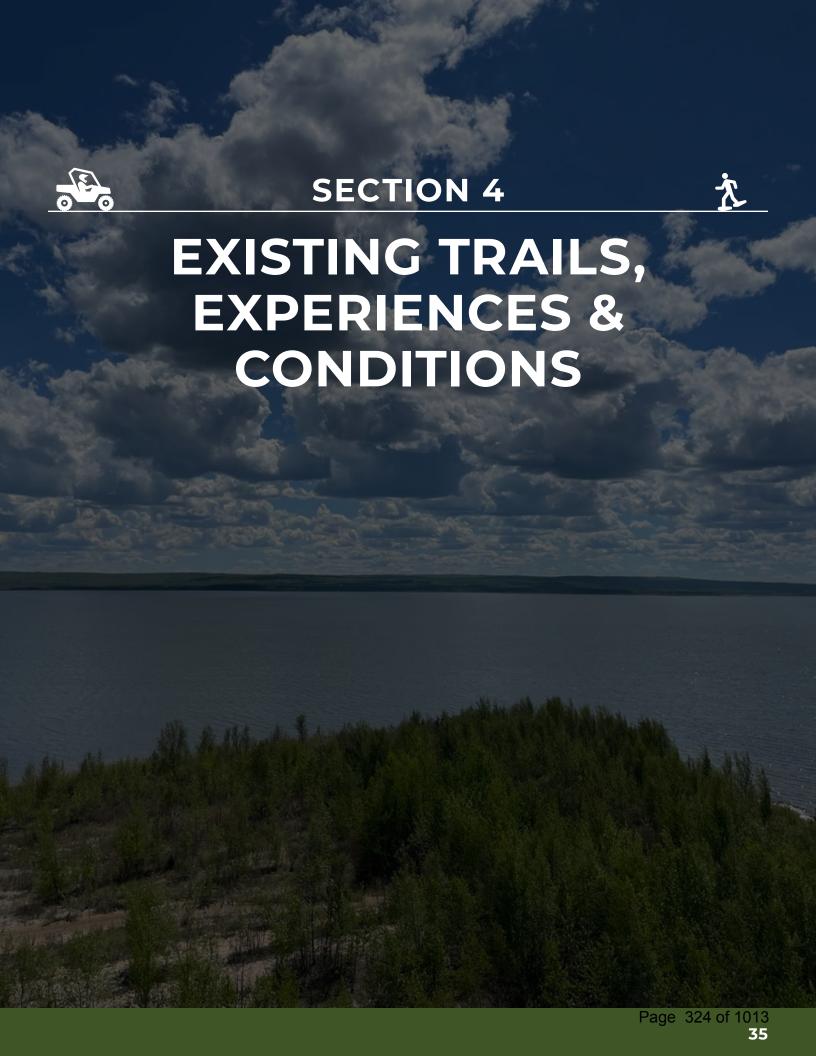


Figure 22: Crown Land Management Considerations



Planning for the future of trails in the region requires a good understanding of the current supply of trails, available trail experiences, trail conditions, and the amenities that are available to support trail visitation.

To date, the region has lacked a single, consistent inventory and classification of trails. As a starting inventory for this initiative, trail data was compiled and then merged into a single inventory to understand the availability of trail experiences and amenities, and to provide a reasonably accurate understanding of the current conditions and management issues associated with the trail system.

While a full, detailed assessment of the full length of every trail was beyond the scope of this project, the consulting team traveled extensively through the area and assessed representative segments of each localized trail network. Although the inventory can be considered relatively complete, some trails and routes in the region may have been missed and should be considered in future trail planning initiatives.

The assessment was conducted in the summer months and provided a good understanding of the physical surface conditions of the trails, patterns of use, and how recreation was impacting local ecology at these times. It should be acknowledged, however, that the team's understanding of the conditions of trails during winter months is based primarily on input received from others.

Table 7

Inventory Approach	Primary Sources / Methodology
1. Spatial data	City of Cold Lake
research and	M.D. of Bonnyville
assembly	Government of Alberta
	• Iron Horse Trail
	Alberta TrailNet
	 Popular trail apps (e.g. AllTrails, Strava, Gaia, FatMap, Trailforks)
2. Non-digital	M.D. of Bonnyville
research and digitization	Government of Alberta
	Local trail websites and social media
	Provincial recreation organization websites
3. Field Inventory and Assessment	On-ground assessment and verification (June – July 2022)
4. Crowd- Sourced Information	 Trails and connections identified from the project's interviews, public survey, and online mapping tools.

4.1 DEMAND, ACTIVITIES, TRENDS & VISITATION PATTERNS

The region's trails support a broad range of activities throughout the year.

4.1.1 VISITATION AND USE

Limited objective trail use information (e.g. trail counter data) is available to accurately support detailed trail-use analysis in the area, but many trails see significant use by both residents and tourists. The project's engagement efforts and analysis of trail platform data (e.g. Strava, GAIA) suggests that, in general:

- OHV use is very prevalent throughout the region.
- Summer OHV use is primarily concentrated on the Iron Horse Trail and in informal sandy jackpine areas, selected long-distance routes, the Cold Lake MX track, the shoreline of some lakes, and near populated areas.
- Winter snowmobiling is more dispersed than summer OHV use and includes several longdistance and over-ice routes.
- Non-motorized, self-propelled activities are popular, but are generally confined to the developed trails classified for non-motorized use near settled areas, specialized/optimized areas, and provincial parks.

- Popular summer terrestrial activities include hiking / walking and cycling, as well as some equestrian use.
- Electrified conveyances (e.g. e-bikes) are growing in popularity.
- Both walking and cross-country skiing are popular in winter but are also confined to specialized/ optimized non-motorized areas.
- Informal paddling occurs on the Sand and Beaver rivers, as well as on several lakes.

Survey respondents indicated a preference for separation of motorized and non-motorized use, with only 30% of participants strongly or somewhat agreeing to the statement "Motorized and non-motorized trail activities should use the same trails".

Popular trails in the area, as identified in the public survey and from online platforms, are outlined in Table 8.

Table 8 Popular Trails and Networks

Inventory Approach	Primary Sources / Methodology	
City of Cold Lake	 City urban trails (e.g. Millenium trail, Kinosoo Beach waterfront) 	
	Cold Lake MTB Park	
	 Mason Watt Memorial Raceway (operated by Cold Lake Motocross Club) 	
M.D. of Bonnyville	Moose Lake/ Vezeau Beach	
	Muriel Lake M.D. Park	
	Hamlet of Ardmore	
Government of Alberta (Parks)	Cold Lake Provincial Park	
	Moose Lake Provincial Park	
Government of Alberta (Public	Tucker/Crane lakes area	
Land; undesignated)	African Lake	
	 Cold Lake area snowmobile trails (maintained by Cold Lake Snowmobile Club) 	
	Bonnyville area snowmobile trails (maintained by Bonnyville Snowdusters club)	
	Moose Lake area (north, east)	
	Borque Lake area	
	Marie/May lakes area	
	Wolf Lake area	
	Beaver River	
Northeast Muni-Corr (and partners)	Iron Horse Trail	
Other	Town of Bonnyville trails; CFB Cold Lake trails (formal and informal)	

Survey participants showed strong interests in motorized and non-motorized trail activities in both summer and winter activities.

Most Popular Activities in Warmer Months

1	Walking / hiking
à 2	Cycling: Road or Leisure
ॐ 3	Nature / wildlife viewing (accessed by trails)
‡ 4	Jogging / running
३ € 5	Swimming or beach activities (accessed by trails)
€ 6	Cycling: Mountain Biking / Fat-Biking
\$ 7	OHV: Quad/ATV
<i>≥</i> 8	Motorized boating (water routes)
≠ 9	Non-motorized boating: Paddling (water routes)
10	Camping (accessed by trails or to use trails)
∱ ⊼ 11	Picnicking (accessed by trails)
½ 12	OHV: Dirt biking/ Off-road / dual-purpose motorcycling
<u>K</u> 13	Fishing (accessed by trails)
14	OHV: Side-by-Side (SxS)
e 15	Cycling: E-biking

Figure 23: Most Popular Activities

21 Horseback riding

• 16 Hunting (accessed by trails)

(water routes)

🔭 19 Small-wheeled transport

18 4x4 / Truck Use

17 Non-motorized boating: Sailing

(e.g. skateboard, kick scooter)

20 Special events (e.g. rallies, races on trails)

Most Popular Activities in Colder, Snowy Months

- Walking / hiking
 Nature / wildlife viewing (accessed by trails)
 Fishing / Ice Fishing (accessed by trails)
- 5 Nordic Skiing / Touring
- 6 OHV: Quad/ATV7 Jogging / running

★ 4 Snowshoeing

- **B Hunting (accessed by trails)
- ₱ Picnicking (accessed by trails)♠ 10 OHV: Snowmobile
- **11** 4x4 / Truck Use
- 3 OHV: Side-by-Side (SxS)
- 13 Special events (e.g. rallies, races on trails)
- 4 Cycling: Mountain Biking / Fat-Biking
- Camping (accessed by trails or to use trails)
- 16 Cycling: Road or Leisure
- 17 OHV: Dirt biking / Tracked motorcycle
- **№ 18** Horse drawn sleighs
- 19 Dogsledding
- 20 Horseback riding
- 21 Cycling: E-biking

Survey respondents indicated that they use trails for a range of reasons (Figure 24), that they preferred easy "green" and intermediate "blue" trails (Figure 25), and they appreciate trails in a variety of settings (Figure 26).

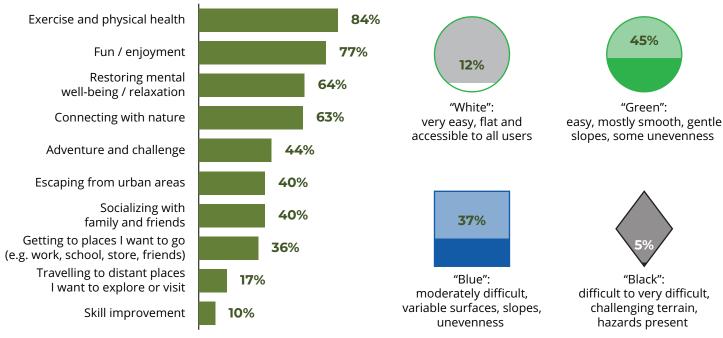


Figure 24: Reasons for Using Trails

51% 58% 58% 40% Developed (VI): Backcountry (I/II): Mid-country (III/IV): Front-country (IV/V): wilderness setting with few wooded or natural setting with rural or wooded setting greenery is present little infrastructure, but where where some residences, among roads, buildings to no people, no motorized vehicles, very little motorized machines are present and human infrastructure roads and infrastructure trail infrastructure is present

Figure 25: Preferred Trail Difficulty

Figure 26: Preferred Trail Settings

4.1.2 TRAIL-BASE EVENTS AND PROGRAMMING

Trail-based events can help build community, attract visitors, and catalyze economic activity (e.g. incite demand for accommodation, food, beverages, and other services). Similarly, trails used for programming (like other recreation infrastructure like pools and arenas) can provide a broad range of individual, family, and community benefits.

In addition to informal groups and meet-ups, some of the events and programming known to be occurring in the region are shown in Table 9.

Table 9 Examples of Trail Related Programming and Events

	Warmer Months	Colder Months
Non-motorized Programming & Events	 School programming (Cold Lake MTB Park; Muriel M.D. Park trails; Bonnyville town trails; M.D. trails; Cold Lake town trails; Glendon trail) Cold Lake MTB programming 	 School programming (Muriel M.D. Park trails) Bonnyville Nordic Ski Club programming and events (Muriel M.D. Park trails, Moose Lake Provincial Park, Jessie Lake Park)
Motorized Programming & Events	 Cold Lake Motocross Club races and events 4 Wing MFRCS Quad Poker Rally 	 Bonnyville Snowdusters programming Cold Lake Snowmobile Club programming



4.2 EXISTING TRAIL SUPPLY

At a fundamental level, a trail experience can be thought of as the ability for visitors to participate in their preferred activity, at their preferred difficulty level, within their preferred recreation setting, in their preferred natural region. (Figure 27)

As example, a flat dry and dusty beginner level OHV experience in the grasslands is a much different experience than a slow, rugged, chunky, and off-cambered OHV experience in mountainous terrain. Both are different from a quiet, narrow, rolling, and secluded path through the foothills that a birding enthusiast might want to hike on.

Understanding that different experiences are likely to attract different user interests is a powerful starting point for understanding the "supply side" of recreation management.

These fundamental experiential factors were crossreferenced against the inventory of trails in the region to create a starting picture of the region's current "Supply of Trail Experiences".

With knowledge and understanding of trail supply, existing trail experiences can be assessed for future management, development, or reclamation based on sustainability, environmental impacts, risks to human safety, as well as the needs and demands for front-country and backcountry recreational opportunities for desired enthusiasts in the future. This supply of trail experiences can, and should, change over time to align with demand.

The region's trails and linear access being used for recreation activities were also partially classified and inventoried using the existing Government of Alberta Trail Classification System (Figure 28).



Figure 27: Trail Experience Factors

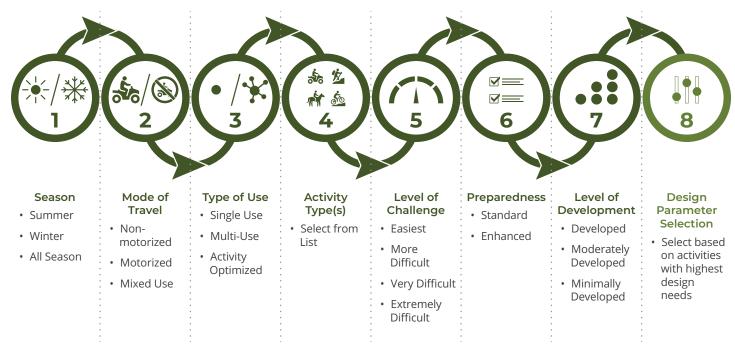


Figure 28: Trail Classification - Excerpt from AEP Trail Development Guidelines for Public Lands (Alberta Environment and Parks, 2019)



The sections below summarize some key trail supply findings.

4.2.1 TOP-LINE SUPPLY

The area has at least 902km of terrestrial trail and linear access in use for recreational purposes. Of this, only about 10% is confirmed to be sanctioned and actively managed.



Trails and Linear Disturbance By Sanction	Distance (km)
Proposed Trails (near-term builds)	27.3
Sanctioned Trail	147.2
Undetermined/Unsanctioned	727.8
Total Terrestrial Trail	902.3
Routes on water/ice	262.2
Grand Total	1164.5



Only about 10% of the region's trails in use are sanctioned and actively managed.

Most are informal, undesignated, and not actively managed.



4.2.2 BY PERMITTED ACTIVITY TYPE

With the exception of some road right-of-way connections, most designated trails under M.D. and City administration do not permit motorized OHVs and snowmobiles and are, therefore, considered non-motorized trails.

The mixed-use segments of the Iron Horse Trail in the region allow both non-motorized use and some types of motorized travel (e.g. OHV and snowmobile), but exclude all motorized vehicles licensed for highway use, including dual-purpose motorcycles.

All current trails within the region's provincial parks and recreation areas are considered non-motorized.

Currently, the Government of Alberta has not officially designated or classified public land trails within the region. However, based on local knowledge and analysis, most regional trails and linear access on public land can be considered "mixed-use" trails as both motorized and non-motorized activities are permitted on them. The new Alberta Trails Act and other planning initiatives may provide greater direction and clarity on this in the future.

The region's current trails and linear disturbance mostly permit mixed use of motorized and non-motorized activities (Figure 30). More specifically:

Table 11

Trails and Linear Disturbance by Activity	Distance (km)
Proposed Non-Motorized (2022-23 builds)	27.3
Non-motorized	105.2
Total Non-motorized Trail	132.5
Mixed-Use Trail	791.2
Routes on water/ice	240.8
Grand Total Trail	1164.5

It should be noted, however, that while non-motorized activities like hiking, walking, running and mountain biking, gravel biking or fat biking are permitted on mixed-use trails, the impacts of off-highway vehicles such as noise, speed, rutting, erosion, cupping, standing water and large cobble can severely detract from the quality of experiences for non-motorized users.

As such, unless they are exceptionally well-designed and actively maintained, the suitability of mixed-use trails to support non-motorized activities can be quite limited. This fact is often reflected in how trails are referred to in promotional materials and in conversation. Very often, as example, popular mixed-use trails are often referred to as motorized trails (or quad trail, snowmobile trail etc.).

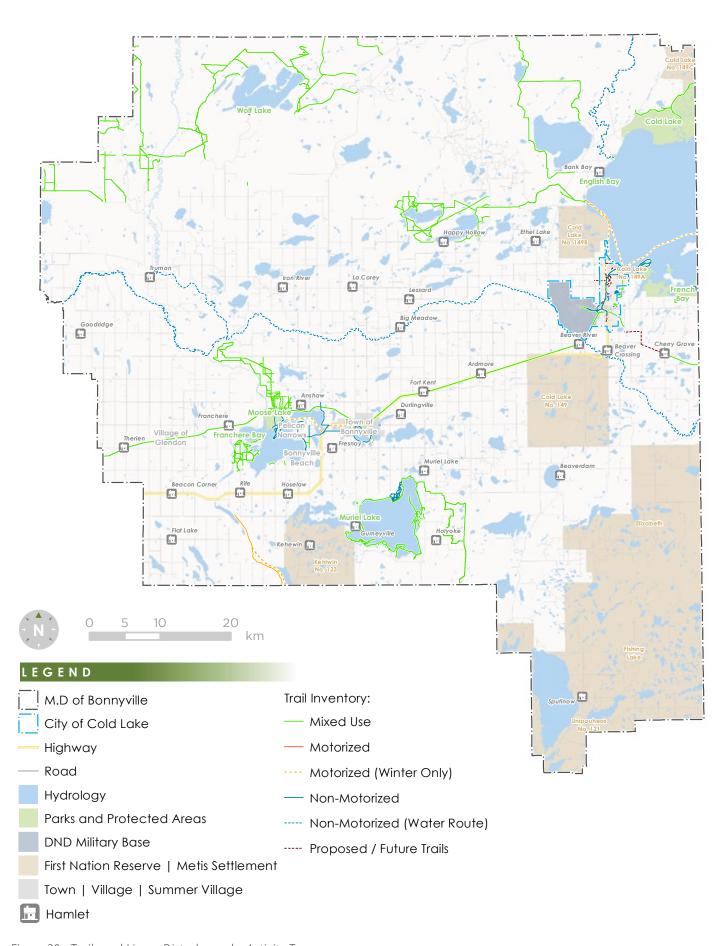


Figure 29: Trails and Linear Disturbance by Activity Type

4.2.3 BY RECREATION SETTING & SCENIC VALUE

Recreation settings are one of the most interesting and crucial aspects of understanding trail experiences. Perhaps more than other factors, setting influences which trail enthusiasts and market segments will be attracted to a trail.

The region is diverse in its vegetation and land cover. Most of the area's communities are located near settled croplands, but deciduous forest cover dominates in the south, and mixed forests are prevalent in the north Figure 30). In general, except for the Iron Horse Trail, most of the region's rural and long-distance trails are located in forested areas.

Some trail enthusiasts (and, more broadly, some market segments) prefer trail experiences in remote backcountry areas where encounters with people are uncommon and where comfort and

convenience amenities are minimal. Other market segments prefer trail experiences in more urbanized front country environments that are bustling with people and where a range of creature comforts and amenities are available. Others seek a balance between the two experiences.

Given varying market preferences, it is important to understand how the region's trail inventory is distributed across these recreation settings. This information, when paired with desired market audiences, can provide powerful insight into future trail development opportunities and direction.





Figure 30: Vegetative Cover

The region's trail inventory data was overlaid with the Government of Alberta's Recreation and Tourism Opportunity Spectrum (RTOS) inventory (Figure 31). Although somewhat dated, the RTOS is currently the most suitable tool for understanding and assessing recreation setting. It classifies the region's land base into one of four categories:

RECREATION SETTING DEFINITIONS:

Developed: This setting is found within our urban environments and is dominated by human development and easy vehicle access. Recreation and tourism infrastructure and management controls are extensive, elaborate, and desired. Large volumes of users are expected and the sights and sounds of humans are expected. Many modern conveniences are available.

Front Country: A vehicle accessible area that is naturally scenic though evidence of human development is obvious. Encounters with other visitors are frequent and parking lots, trail heads, trails, visitor buildings, full-service washrooms, and other visitor amenities are common and expected by visitors.

Mid-Country: A natural but not backcountry area. Motorized and non-motorized uses occur, and vehicle access may be available. Evidence of human development may be visible but does not dominate the area. Encounters with other visitors may or may not occur and are not frequent. Visitor amenities such as parking lots, trailheads, trails, washrooms, and campsites may be available but are of a basic design.

Backcountry: A natural area where evidence of human development is limited to non-existent. Access occurs via non-motorized modes of travel and encounters with other visitors are minimal to non-existent. Basic visitor amenities such as primitive trails and rustic campsites may be available. Signage is limited to non-existent. In this setting, visitors can expect to experience solitude, isolation, closeness to nature and higher levels of risk and personal challenge.



Figure 31: Recreation Opportunity Spectrum

Analysis of the trail inventory and the Government of Alberta's Recreation and Tourism Opportunity Spectrum inventory (Figure 32 & Figure 33), found that the region is predominantly front country setting but does also has some mid-country and backcountry settings where trails are situated far from settlements.

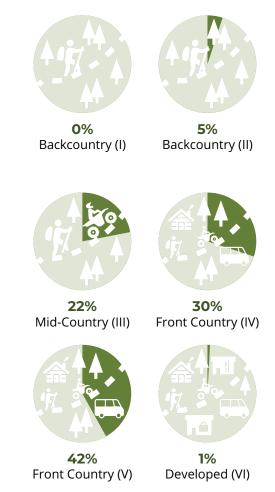


Figure 32: Trail Settings in Region

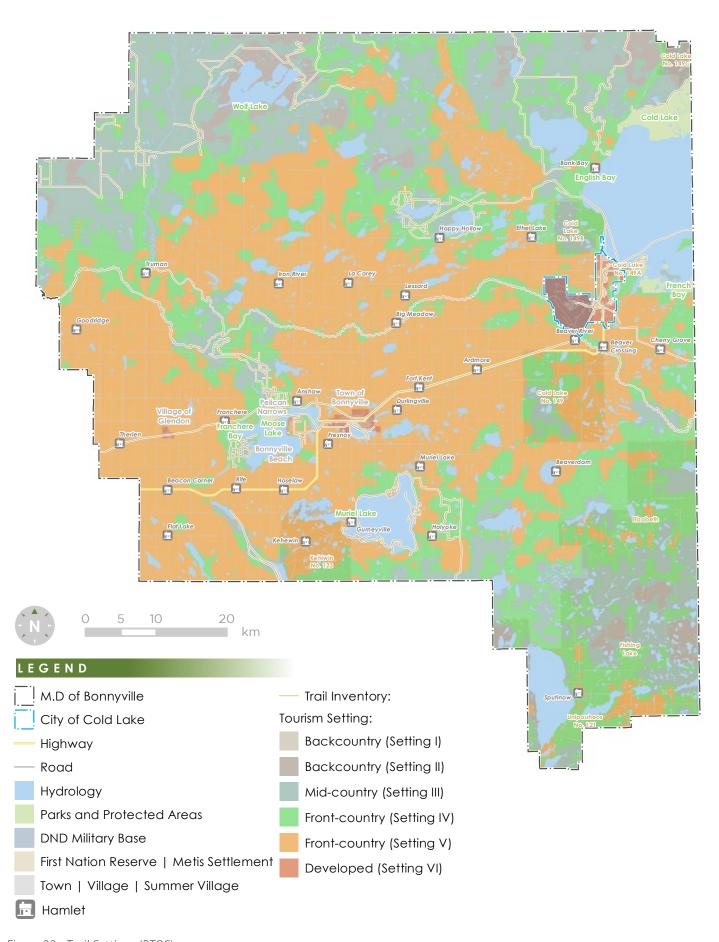


Figure 33: Trail Settings (RTOS)

Using provincial datasets, the region's scenic values were modeled and are shown in Figure 34. Compared to some other parts of Alberta, the region's flatter terrain yields fewer vistas and other scenic attributes that can be assets to attracting visitation. However, while much of region's topography doesn't lend itself to the same broad visual appeal as some other areas of the province, 20% of the region qualifies as having "high" or "very high" scenic value which provides considerable opportunity to offer high-quality, attractive trails on extended routes or for spectacular local viewscapes, such as at the Beaver River Trestle.



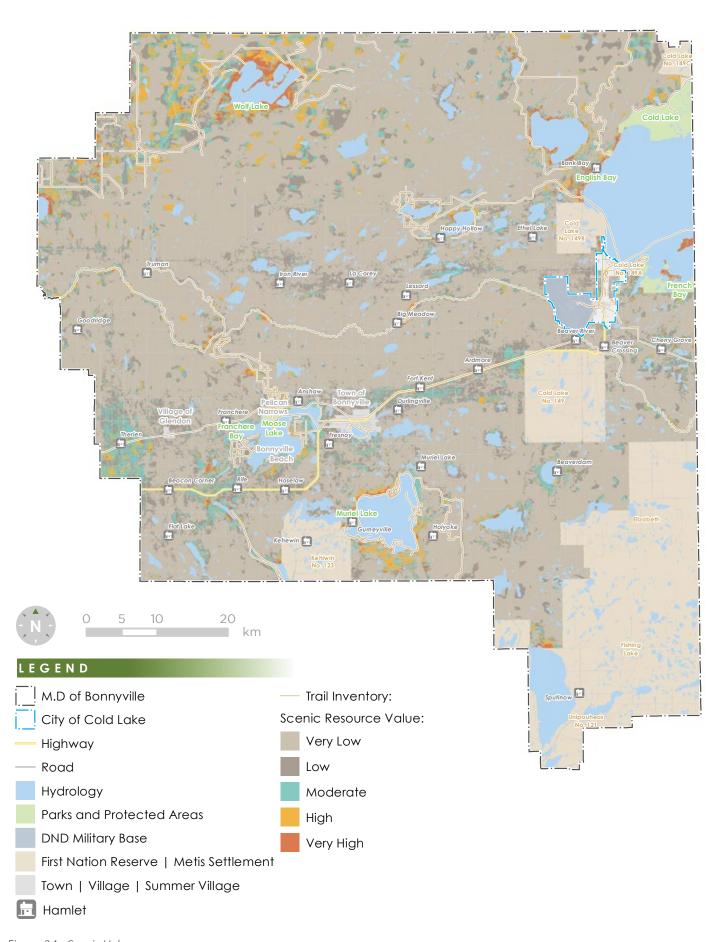


Figure 34: Scenic Values



4.2.4 BY NATURAL REGION

Like recreation settings, the type of natural surroundings (i.e. natural regions) influences the trail experience and the trail users that may be attracted to a particular area or trail.

Some visitors may prefer trails in the high mountains, while others may seek the more forested landscapes of lower elevations. As illustrated in Figure 35, the region overlaps just two natural sub-regions.

Understanding the distribution of trails throughout the area's natural regions can help inform visitor management decisions. However, because recreation impacts vary between natural regions (e.g. travelling on soft, wet soils results in very different impact than the same activity on hard, dry or sandy soil), this information is also important to consider in assessing possible impacts to ecological values.

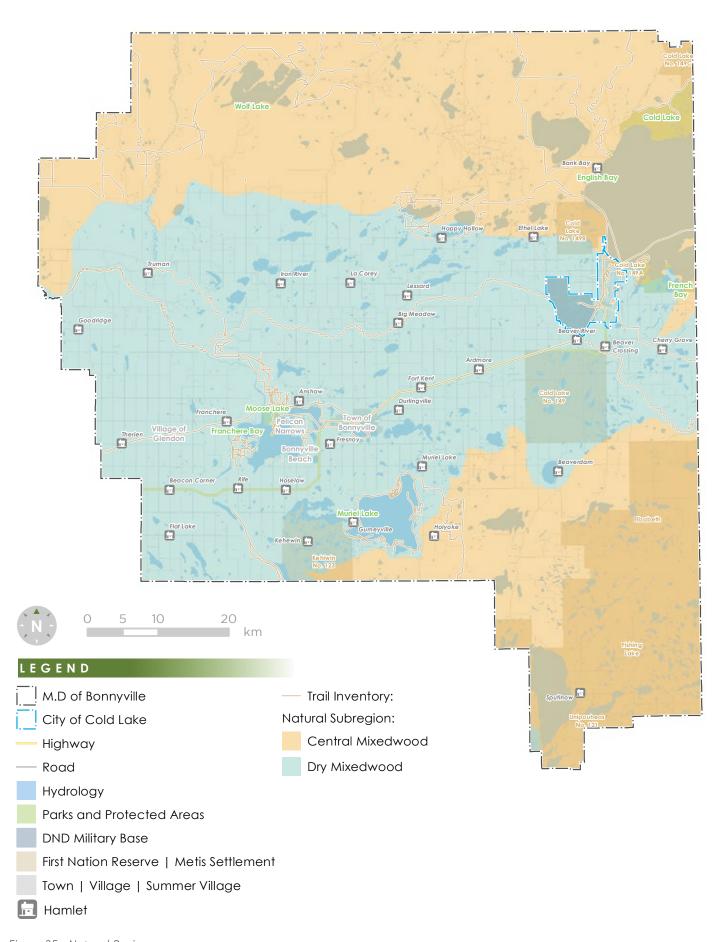


Figure 35: Natural Regions

4.2.5 BY SEASON

The region's trail enthusiasts are active in both summer and winter. Future trail development should consider how both year-round and specialized seasonal non-motorized and motorized activities can be accommodated.

A specific challenge identified by both motorized and non-motorized winter trail enthusiasts was the undesirable impacts on preferred trail surfaces by other activities. Snowmobile enthusiasts, for instance, noted considerable frustration and concern with damage to groomed snow surfaces and underlying soils from wheeled OHVs. Similarly, Nordic skiers expressed concern with pedestrians, dogs and other users degrading the surfaces of trails specifically groomed for skiing.

KEY FINDINGS:

All observed trails in the area are currently considered "all-season" trails and permit year-round access. Some, however, are optimized for seasonal activities and experiences, including:

- Muriel Lake M.D. park's trail network maintained for Nordic skiing.
- Cold Lake's Mason Watt Memorial Raceway for motocross racing and riding.
- Cold Lake MTB Park's features and trails for mountain biking.
- Terrestrial and over-ice mixed-used routes maintained in winter for snowmobile use (Cold Lake and Bonnyville clubs).

4.2.6 BY DIFFICULTY

Some enthusiasts seek trails that are relatively easy and suitable for beginners. Others seek trails that are more challenging and suitable for higher skill levels and greater experience. Leading practices from other trail jurisdictions indicate that, regardless of activity, trails at all levels of difficulty (white, green, blue, black diamond, double black diamond) should be available.

Typically, most trails in trail networks should be in the green (beginner) and blue (intermediate) levels of difficulty, with some at a black diamond (highly skilled) level of difficulty, and a few at white circle and double black diamond levels. Providing this distribution helps ensure the trail system caters to the broadest range of visitors while enabling trail users to continue to progress their individual abilities and skills. This also aligns with project survey results, which showed that residents were primarily interested in green and blue trails.

KEY FINDINGS:

Except in localized locations with challenging water crossings, embankments, highly degraded trail conditions, or purposefully built features (e.g. MTB jumps), nearly all the trails observed in the region would be considered green or blue level of difficulty. Some very easy, accessible trails were also observed in the City and M.D. in developed areas (e.g. Cold Lake waterfront).

4.3 EXISTING TRAIL CONDITIONS AND SUSTAINABILITY ISSUES

Understanding, monitoring, and addressing trail condition issues is a critical component of trail management and is necessary to derive the benefits of trails and to avoid risks and costs. Trail managers should understand that:

- Visitors and residents expect enjoyable trails that are suitable for their desired activity and their preferred level of difficulty. The condition of trails is primary influence on whether they attract use and whether they provide a quality experience.
- Trail condition is closely related to impacts to ecological and historic resource values. A trail in good condition, for instance, has little impact on water quality, but a failing trail can have severe detrimental effects with real ecological and financial costs.
- Degraded trails frequently induce risks to public safety and liability exposure for managers and operators.

There is often a direct correlation between trail conditions, quality of trail experience, and the previous history of the trail. Alberta's extensive resource development history has been a mixed blessing for trail development in many areas.

Recreational access to some areas has been made easier on the region's extensive network of seismic lines, access roads, and pipelines. However, legacy industrial access that is regularly used for recreational travel often exhibits poor or failing trail conditions. Usually, they also provide lower quality visitor experiences than trails that have been deliberately planned, designed, and constructed for recreation purposes (e.g. they're often straight, uninteresting, and don't directly connect with interesting features).

Where policy exists that requires recreational trail to use pre-existing disturbance, a challenging conundrum emerges for trail planners and managers. Is it a wise and prudent decision to forgo an enjoyable and sustainable trail alignment for a sub-optimal existing alignment that is likely to be problematic and costly?

The region's current trail networks are a mix of purpose-built trails (e.g. M.D., City and provincial park) and legacy industrial access that was not intended for long-term recreational use but has been modified or "ridden in" by repeated recreational use over the years (e.g. most trails on public land).

While some trails in the planning area have been purposefully planned, designed, and constructed to provide a deliberate recreation experience, it is clear from field observation and spatial analysis that many others have not and have not been designed in accordance with accepted trail design principles. When coupled with limited maintenance, these trails are generally experiencing deteriorating conditions, growing trail sustainability and visitor experience issues and, in some cases, also have significant public safety concerns.

A detailed trail condition assessment has not been undertaken on all trails in the region, but general findings are outlined in the following sections.

4.3.1 PHYSICAL TRAIL CONDITIONS

Trails observed were assessed on a 5-point scale relating to their ability to fulfill their intended function and degree of maintenance required (Figure 36).



Very Good

- fully functioning as intended
- no immediate maintenance necessary



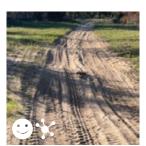




Good

- · fully functioning as intended,
- · minor maintenance imminent







Fair

- · partially functioning as intended
- · maintenance required







Poor

- partially functioning as intended
- immediate work required or failure is foreseeable







Failed

- non-functional or inaccessible
- closure and/or major work is required









Figure 36: Trail Condition Ratings

Most M.D. and City trails were found to be in "Good" to "Very Good" condition with a few exceptions. It is also evident that most of these trails in both jurisdictions are receiving routine maintenance.

Other trails in the region were in variable condition and trails that were receiving little to no maintenance were often in poor or failing condition.

A summary of observed conditions is shown in Table 12.

Table 12

Primary Manager/ Administrator	Worst Observed Trail Conditions	Typical Trail Conditions	Best Observed Conditions
City of Cold Lake	Fair (one short section of paved trail)	Good to Very good	Very good (common)
M.D. of Bonnyville	Failed (Jessie Lake Trail)	Good to Very good	Very good (common)
GOA (Parks)	Fair	Fair to Good	Good
GOA (Public Land)	Failed (common)	Poor to Fair	Good (uncommon)
Northeast Muni-Corp	Fair	Fair to Good	Good

It should also be noted that trail condition and suitability can vary for different activities on the same trail. Sections of a heaving cobbled trail that are easily navigated on an OHV, for instance, can be difficult to ride on a bicycle. This challenge is a very real consideration for the region's mixed-use trails. The Iron Horse Trail's 10 Year Strategic Plan (Iron Horse Trail, 2022) found that most of the trail in the region was in Fair to Good condition for OHV use but was in poor condition for cycling. Understanding this differential is particularly important when addressing supply and demand considerations, coordinating services, and marketing.



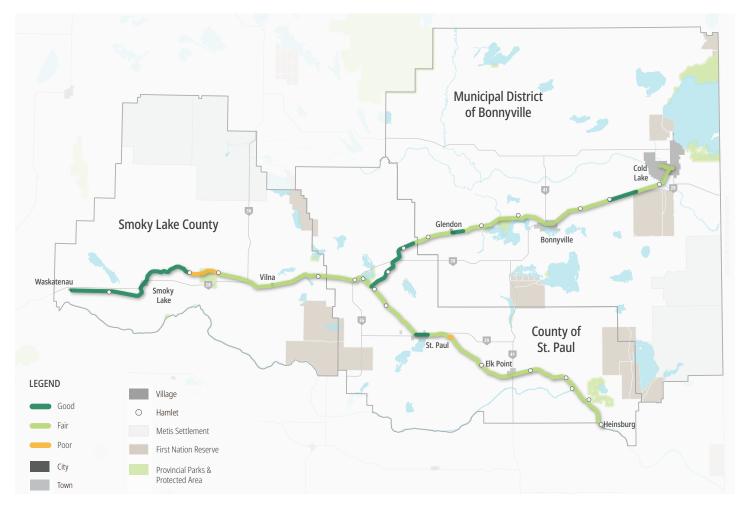


Figure 37: Condition of Iron Horse Trail for OHV Travel (2021, used with permission)



Figure 38: Condition of Iron Horse Trail for Cycling (2021, used with permission)

4.3.2 COMMON TRAIL ISSUES

Trail sustainability issues were uncommon on M.D. and City trails but were prevalent in some other locations. The sections below illustrate common issues affecting trails and how they occur.

4.3.2.1 CUPPING, DRAINAGE & EROSION

As illustrated in Figure 39, all trail treads will become cupped over time with routine use. The rate that cupping occurs is expedited on trails that support motorized use, experience higher volumes of use, are poorly designed, and/or have limited to no regular maintenance. As trail treads become cupped, the displaced tread materials form berms at the margins of the tread which prevent water from escaping the trail tread, leading to puddling. Cupping can also channelize water on the trail and, where adequate grades exist, erosion channels can begin to form.

Locations of trail cupping, puddling and erosion were observed in several locations, particularly on provincial public land. Puddling is the most frequent trail sustainability issue. Where ponding and puddling occur, trail tread widening, and braiding are common as visitors attempt to avoid the puddles. Trail tread erosion is occurring where trails are located on steeper grades and the tread is cupped. In many cases, observed issues associated with ponding and erosion can be addressed through basic management practices such as removing berms and / or re-establishing proper outslopes. In other cases, trails will need to be re-routed to achieve accepted design guidelines and water management techniques (e.g. outsloping, grades, half-rule, grade reversals).

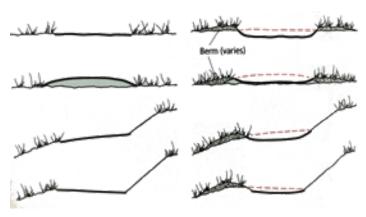


Figure 39: Evolution of a Trail Tread Leading to Cupping, Erosion and Puddling on Flat, Raised Tread and Bench Cut Trails



Standing water and erosion channels

on trails are NOT technical trail features. They should be viewed as urgent liabilities that should be addressed as quickly as possible to prevent them from growing into significantly more costly problems and threats to trail sustainability.

EXAMPLES OF TREAD CUPPING WITH PUDDLING



Figure 40: North of African Lake



Figure 42: North of Cold Lake



Figure 41: East of Cold Lake



Figure 43: East Muriel Lake

4.3.2.2 TRAIL ALIGNMENTS & GRADES

Trail alignments and their ensuing grades greatly influence the sustainability and the enjoyment of a trail. While steep grades can be a desirable and deliberate feature that can deliver some user objectives (e.g. challenge) for a trail, grades must be designed and managed carefully to limit costly and ongoing tread maintenance. Compared with other areas in the province, most trail grades in the planning area are relatively low and, in general, issues typically associated with steeper slopes (e.g. Figure 44) were not prevalent in the region. More sophisticated trail construction techniques (e.g. Figure 45) to manage water runoff were not observed except in the Cold Lake MTB Park and Muriel Lake M.D. Park, but techniques like these should be considered wherever steeper terrain occurs to avoid tread deterioration and failure.

4.3.2.3 WATERCOURSE CROSSINGS

A watercourse is a river, brook, stream or other natural water channel and the bed along which this flows. Crossing of undesignated watercourses and operation of motor vehicles on a shoreline is generally prohibited by the *Public Lands Administration Regulation* (PLAR) unless it is explicitly designated. Watercourse crossings are also required to follow **Alberta's Code of Practice for Watercourse Crossings** (Code).

A detailed count of water crossings was not conducted for the region's trails. However, spatial analysis, observed crossings, and public input on the inventoried trail network (Figure 44) suggests that there are at least 173 watercourse crossings that intersect the region's current trail network, with most of these on provincial public land.

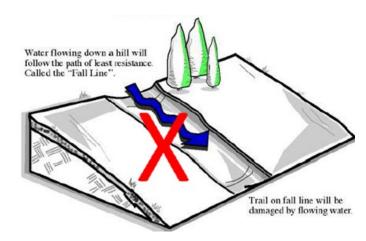
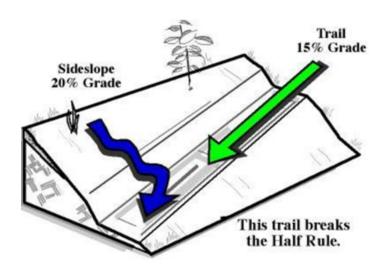


Figure 44: Fall Line Trail



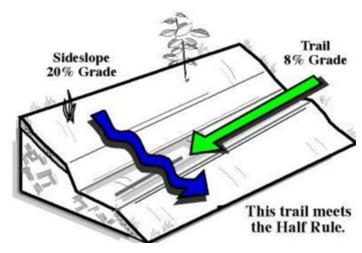


Figure 45: Half Rule of Trail Design

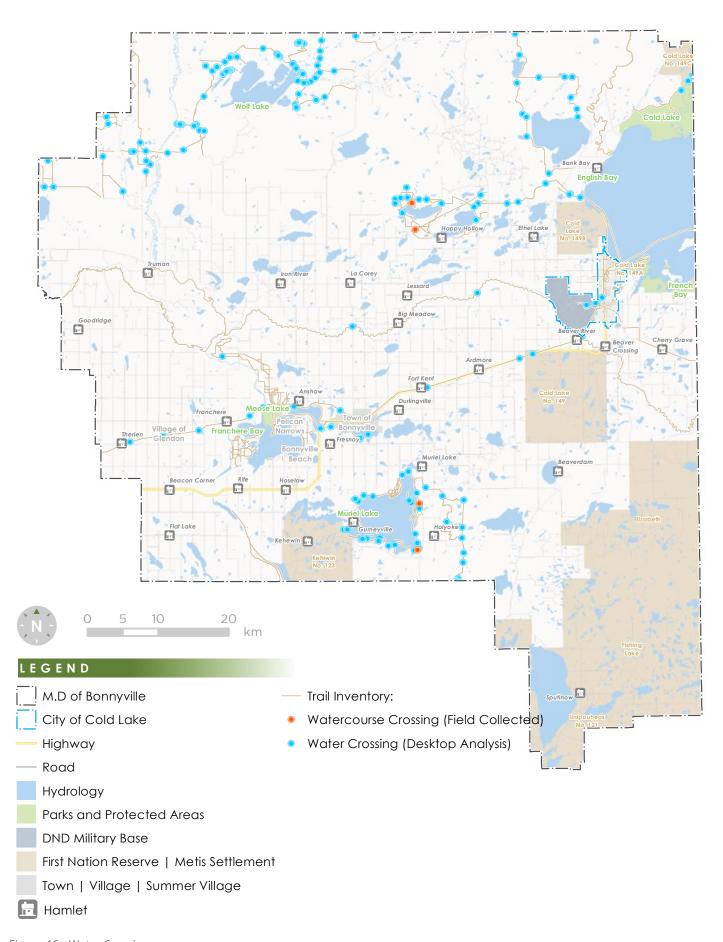


Figure 46: Water Crossings

Many waterways in the region are considered Class C and have the following characteristics:

- · Are of moderate sensitivity,
- Are sensitive enough to be potentially damaged by unconfirmed or unrestricted activities within the water body and
- Are broadly distributed habitats supporting local fish species and populations.

While the Code of Practice permits types 1, 2, 3 and 4 crossing treatments to be applied to Class C watercourses, the code clearly states a preference for bridging rather than fords. While most crossings on the region's sanctioned trails are bridged, most crossings on unsanctioned public land trails are fords. While some fords have been hardened with cobble by local volunteers, most have not. Some crossings were observed to have user-added small log bridges or stacked logs. Where these structures exist, most are damaged and/or are unsuitable for the type of use occurring on the trail.

In summary, since few existing trails on public land have been sanctioned or designated under the Trails Act, few have suitable crossing infrastructure, and few meet the lawful requirements for crossings of *Alberta's Public Land Administration Regulation* (PLAR, sections 33 and 43), most crossings on public land should be regarded as unlawful. Future trail development must be highly attentive to crossing location, design, and designation to ensure compliance and full consideration should be given to promoting use of trails with crossings.

Water Crossing Class	Permitted Code of Practice Crossing Types (In order of preference)		
A	Type 1		
В	Type 1, 2, 3		
С	Type 1, 2, 3, 4		
D	Type 1, 2, 3, 4		

Table 13 Watercourse Crossing Types - Code of Practice for Watercourse Crossings

Watercourse Crossing Structure Type	Definition
Type 1	Single span bridge or similar structure that does not result in a disturbance or alteration to the active channel of a water body.
Type 2	Multi-span bridge, open bottom culvert or similar structure that does not significantly narrow the width of the active channel and that maintains the nature bed of the waterbody.
Type 3	Culvert, pipe, box, or similar structure that covers or replaces the natural bed or the water.
Type 4	Ford, low-level crossing, or similar structure that covers or alters the natural bed of the water body and is located below the surface of the water.



Figure 47: Trail crossing unnamed creek (south Muriel Lake)



Figure 48: Trail crossing unnamed creek (east Muriel Lake)



Figure 49: Trail crossing unnamed creek (north Tucker Lake)

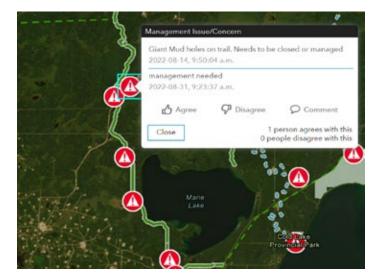


Figure 50: Locations of crossings and water issues brought forward in public engagement (May Lake trail)

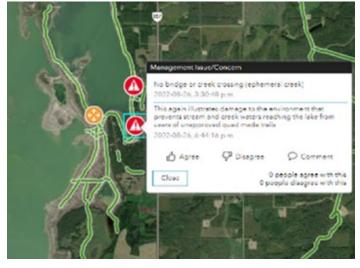


Figure 51: Locations of crossings and water issues brought forward in public engagement (Muriel Lake)

4.3.2.4 TRAILS IN WET AREAS

It is common for legacy industrial disturbance to cross wet areas where water is just below the surface. Recreationists using these routes during frozen winter conditions (e.g. with snowmobiles) are relatively unimpeded by these conditions and generally leave little to no impact. But when wheeled vehicles, such as OHVs, use these same routes during summer conditions, rutting and mucking are often the result. Without management intervention in these locations, undesired impacts will intensify until the trail becomes impassible and fails. These types of conditions are relatively common in the region. Best practices in designing and managing sustainable OHV trails do not allow soft, wet trails to be used unless there is deliberate intent to see these areas used for "mudding".



Figure 52: South of Muriel Lake



Figure 53: May Lake Trail

4.3.2.5 ROAD AND HIGHWAY CROSSINGS AND USE

The way that trails integrate and interact with roads and road right-of-ways has a significant influence on connectivity, user safety, and user experience. This is particularly pronounced where uninterrupted, contiguous trail corridors do not exist and trail users are required to frequently cross or use roads, such as on the Iron Horse Trail where crossing range roads is often needed at one-mile intervals.

POLICY

How road crossings and recreational use of roads occurs is a matter of jurisdictional administrative control. Trail placement (i.e. designated corridor) and trail activities (e.g. OHV, pedestrian, cycle) are generally guided in a combination of land use, park, and traffic regulation policy. No fewer than eight administrations (not including land administered in First Nations and Métis settlements) have jurisdictional control of roads and right-of-ways in the region. A jurisdictional summary of applicable policy and regulation is presented in Table 14.

Table 14 Summary of Jurisdictional Policy and Regulation

	Summarized Policy Position Regarding		
Primary Manager/ Administrator	Designated Trails and Crossings in Road Right- of-Ways	OHV use (including road & right-of-ways)	Non-motorized use (including roads & right- of-ways
City of Cold Lake	Permitted where designated as per Bylaw #536-PL-14 (June 7, 2022). No specific crossing guidance.	Permitted on roads as per Section 5 of Bylaw #540-PL-14 (Most direct route; preferably ditch or approved route, not on non-motorized pathway). Prohibited in parks.	Permitted as per Bylaw #536-PL-14 (June 7, 2022) and #539-PL-14
M.D. of Bonnyville	Permitted where designated as per Bylaw 1338. No specific crossing guidance	Permitted in most ditches (M.D.) and in hamlets of Ft. Kent & Ardmore as per Section 5 of Bylaw 1610. Not permitted on Moose Lake trail. Not permitted in parks or campgrounds as per Bylaw 1624.	Permitted as per Bylaw 1610.
GOA (Transportation; primary and secondary highways)	Permitted as per Trails in Right of Ways Manual if approved by municipality & province.	Direct crossing only (as per Section 120c AB Traffic Safety Act) or if explicitly permitted	Permitted as per Use of Highway & Rule of Road Regulation
GOA (Parks)	Permitted where designated as per department policy	Regulated under Provincial Parks (General) Regulation. Permitted only where designated as per department policy	Regulated under Provincial Parks (General) Regulation. Generally permitted. as per department policy

	Summarized Policy Position Regarding		
Primary Manager/ Administrator	Designated Trails and Crossings in Road Right- of-Ways	OHV use (including road & right-of-ways)	Non-motorized use (including roads & right- of-ways
GOA (Public Land)	No specific policy but public use generally permitted under PLAR. Defaults to guidelines in Trails in Right of Ways Manual where permitted.	Regulated under Public Land Use Administration Regulation and Recreation Access Regulation. Situation dependent depending on land-use authorization.	Generally permitted, but situation dependent depending on land-use authorization Regulated under Public Land Use Administration Regulation and Recreational Access Regulation
Northeast Muni-Corp (Iron Horse Trail; IHT)	M.D. Bonnyville Bylaw 1338 applies	OHVs generally permitted. Highway licensed vehicles (including dual-purpose motorcycles) are not permitted	Permitted
Town of Bonnyville	Permitted where designated as per Bylaw 1160-00. Snowmobile access to Jessie Lake on designated routes.	Permitted as per Bylaw 1160-99 in most alleys and lanes only, unless crossing a street or avenue Not permitted in parks. Snowmobile access permitted onto Jessie Lake only on designate routes.	Permitted as per Bylaw 1160-99
Village of Glendon	Directs OHV use to IHT. (Bylaw 437-14)	Prohibited except for loading and on M.D. and IHT corridors	Permitted as per bylaw 437-14.

Some jurisdictions have identified specific corridors for trails and trail activities. Others are silent on where preferred corridors are. Most are silent on how trails are to cross and interact with roads in right-of-ways.

Non-motorized trail activities across all jurisdictions are generally permitted and handled similarly. Policy and regulatory guidance generally exists for pedestrians and cycling but does not exist for other non-motorized uses (e.g. equestrian, small-wheeled vehicles).

Off-highway vehicles are regulated with considerable variability across jurisdictions. OHVs are permitted on some types of roads and right-of-ways and excluded in others. This variability can be confusing and challenging for motorized users, such as those invited to use the Iron Horse Trail.

VOLUME AND FREQUENCY

Objective data detailing the number of trail users using crossings and road right-of-ways is not available, but based on observations and physical evidence of "ditch banging", an estimated relative volume and frequency of motorized and non-motorized activity is outlined in Table 15.

Evidence suggests that OHVs use of some road and highway alignments was common in the region, but was variable between locations. This suggests a potential gap between trail supply and trail demand for motorized use and should also be assessed for associated public safety and environmental concerns.



Figure 54: OHV in Cold Lake



Figure 55: OHV use in Cold Lake adjacent to Highway 28



Figure 56: Evidence of OHV Use adjacent to Highway 897



Figure 57: Evidence of OHV use near Moose Lake



Figure 58: OHV use adjacent to Highway 55 near Cherry Grove

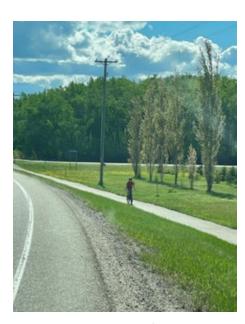


Figure 59: Non-motorized use on Moose Lake ROW trail

Table 15 Observed Use of Roads and Right-of-ways

Primary Manager/	Observed Activity and Evidence of Use (e.g. tracks and observed active users)		
Administrator	OHV use of road surfaces	OHV use of ditches and right-of-ways	Non-motorized use of roads & right-of-ways
City of Cold Lake	Occasional	Frequent	Occasional
M.D. of Bonnyville	Occasional	Frequent	Occasional on road surfaces; frequent on ROW trails
GOA (Transportation)	Crossing only	Frequent	Occasional
GOA (Parks)	Not observed	Occasional	Occasional
GOA (Public Land)	Frequent	Frequent	Occasional
Northeast Muni-Corp	Frequent at crossings	Frequent at crossings	Occasional at crossings
Town of Bonnyville	Occasional	Occasional	Frequent
Village of Glendon	Directs OHV use to IHT. (Bylaw 437-14)	Prohibited except for loading and on M.D. and IHT corridors	Permitted as per bylaw 437-14.

CROSSINGS

Road and highway crossings are common in the City, within the M.D.'s network of range and township roads, and on industrial access roads. Some newer crossings in both the City and the M.D. have been designed with safety of trail and road users in mind, and these show efforts to conform to guidance in **Alberta Transportation's Trails in Highway Rights of Way** manual. Unsanctioned trails on public land have no crossing notifications or improvements. Most Iron Horse Trail and sanctioned snowmobile trail crossings only provide crossing signage for the trail users only.

The variability and inconsistency of crossings across the region introduces challenges and safety risks for both drivers and trail users.

EXAMPLES OF CHALLENGING CROSSINGS AND ROAD INTERACTIONS



Figure 60: Abrupt trail transition to sidewalk before terminating at 55 Ave (Cold Lake)



Figure 61: Unmarked crossing of Iron Horse Trail (Range Road 63)



Figure 62: Identified safety concern crossing of commercial area (Millenium Trail, north of 16 Ave, Cold Lake)

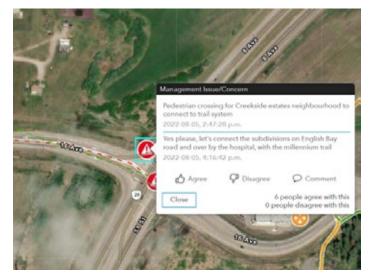


Figure 63: Identified safety concern crossing Highway 28 at 16th Avenue, Cold Lake

EXAMPLES OF ENABLING CROSSING & INFRASTRUCTURE



Figure 64: Signalled crossing of City Millenium trail (16 Ave)



Figure 65: Signalled crossing of M.D. trail (Range Road 461)



Figure 66: Signalled crossing of M.D. trail (Range Road 63)



Figure 67: New Bridge with Pedestrian/Trail Provisions north of Franchere Bay PRA



Figure 68: Underpass below Highway 28 connecting Bonnyville to Vezeau Beach



Figure 69: Underpass below Highway 28 connecting Bonnyville to Vezeau Beach

4.4 SIGNAGE

As front-facing public infrastructure, signs present an early opportunity to convey appropriate information, establish user expectations, and to shape visitor's perception of the area.

Trail signage was highly variable in its presence, condition, and purposes throughout the region. Efforts to incorporate common branding, style, and consistency was evident within some jurisdictions, however little consistency in intended purpose, design, siting, or messaging between jurisdictions or operators was observed. A jurisdictional summary of observed sign locations, condition and purposes is presented in Table 16.

Overall, most signs are regulatory in nature and are intended to convey specific information about rules pertaining to the trail and trail use. Welcoming kiosks, maps and wayfinding information was available at some sites (e.g. Muriel Lake M.D. Park), but the considerable sign variability and inconsistency across the region likely makes navigation and understanding expectations difficult and confusing for users and visitors. Only a few signs with education or interpretive intent were observed.

Age and condition of signs was also highly variable. Most signs observed in the City were relatively new and in good condition. Some M.D. signs were older, but still in generally good condition. Signs within Alberta Parks were relatively new and generally consistent with the agency's current sign guidelines. Except for some newer education signs, signs on public lands were mostly in poor to fair condition and had been installed by a variety of organizations (e.g. departments, non-profit organizations, corporations). Signs were plentiful on the Iron Horse Trail but were quite variable in their design. Clutter was evident in some areas with many signs of different styles and on different posts.

Table 16 Summary of Observed Signage

Primary Manager/ Administrator	Location & Presence	Observed Condition	Observed Purposes
City of Cold Lake	Variable	Good to Very good	Wayfinding, education, advisory, regulatory, interpretation
M.D. of Bonnyville	Variable	Fair to Very Good	Wayfinding, education, advisory, regulatory
GOA (Parks)	Consistent	Good to Very Good	Gateway, wayfinding, advisory, education, regulatory
GOA (Public Land)	Inconsistent, uncommon	Failed to Very Good	Advisory, education regulatory
Northeast Muni-Corp	Variable, common	Fair to Good	Gateway, wayfinding, advisory, regulatory, education, interpretation

GATEWAY / KIOSK







WAYFINDING





ADVISORY/ CAUTION









EDUCATION









REGULATORY





















INTERPRETATION / COMMEMORATIVE





KEY FINDINGS

- Kiosk and Gateway Signage Many sites do not use prominent signage to attract and focus user attention on information needed or useful for the area.
- Wayfinding Signage Most networks lacked maps and directional signage to help users orient themselves and navigate within the trail system.
- Caution / Warning Signage Caution and warning signage is generally absent on highway and roadway crossings, trail intersections, and near other hazards.
- Interpretive Signage Interpretive signage is generally absent. Enhancement of interpretive signage at viewpoints, rest areas and other key locations could enrich visitor experience, increase "trail time", and help build awareness and understanding of pertinent cultural, historical and natural topics.
- Sign Presence and Location Sign locations are not consistent and signs are often not present where they would be expected. There is opportunity to bring consistency to locations to improve visitor experience and effectiveness and to adjust locations to better match the locations of the actual trails and starting points.
- Age and condition Signs on some trails, particularly on public land and the Iron Horse Trail, are old and worn. Others are nearing the end of their useful life or have been vandalized or damaged.
- Activity and Classification Symbology –
 Trailhead signs should always clearly communicate the activities that are permitted and prohibited on each trail. Significant variability and inconsistency exists across the region's jurisdictions with how this information is conveyed.

- Level of Difficulty Rating Symbology Trailhead signs should also convey basic information about the kind of trail that users can expect. This type of information was only present at Muriel M.D.
 Park trails and Cold Lake MTB Park. Current signs do not incorporate industry accepted level of difficulty symbology (e.g. white circle, green circle, blue square, black diamond, double black diamond, proline) or terminology.
- Trail Naming Trail names help connect users
 with place and provides an opportunity to help
 connect the area or trail to a particular sentiment,
 idea, concept or thing of significance. Trail naming
 also provides and opportunity to support truth
 and reconciliation with Indigenous peoples and
 should reflect local interests. Opportunity exists
 to review and establish trail names in the area for
 purpose and consistency.

- Other Missing Information The following useful information could also be included.
 - » Territorial acknowledgement
 - » Amenities & services available on trail
 - » Technical trail features locations
 - » Trail conditions slider (Figure 51)
 - » AdventureSmart preparedness information
 - » Emergency information (e.g. 911, 310-FIRE, 310-LAND contacts)
 - » Trail manager and/or trail operator contact information
 - » GPS coordinates
 - » QR code to online mapping information (e.g. Trailforks, local information)
 - » Exclusion of liability and assumption of risks notification



Figure 70: Example of a Trail Condition Slider

4.5 TRAIL & TRAILHEAD AMENITIES

Trailheads and visitor amenities such as outhouses, waste receptacles, benches, shelters and emergency shelters are not necessary to use a trail, but providing them supports safe, high-quality visitor experiences and can drastically improve the appeal for a trail or system as a destination.

Well-designed trailheads help physically manage access to the trail and they set the stage for specific types of trail experiences. They establish the expectations for trail users and the first impressions they leave with visitors strongly influences opinions about the trail's owner, manager, and operator. Welcoming, helpful, and appealing trailheads help to leave a positive impression. Disjointed, ad hoc, and neglected infrastructure does the opposite.

A jurisdictional summary of observed amenity locations, condition and types is presented in Table 17.

In general, most trail related amenities in the region were associated with the Iron Horse Trail or found in municipal and provincial parks and playgrounds. Design, construction, and condition were variable from jurisdiction to jurisdiction. Where provided, most parking areas seemed to accommodate visitors. Notable exceptions were north of the Beaver Trestle on the Iron Horse Trail and random parking areas on public land. Some parking areas, such as Muriel Lake, may be oversized.

No formal infrastructure or amenities were found that supported river access and few were found that supported OHV activities outside of the Iron Horse Trail, the Cold Lake MX track, and snowmobile club facilities.

No functional visitor-focused public infrastructure or amenities were found on public land.

Table 17 Jurisdictional Summary of Amenities

Primary Manager/ Administrator	Location & Presence	Observed Condition	Typical Amenities
City of Cold Lake	Infrequent, occasional. Typically associated with parks and playgrounds.	Good to Very good	Parking, benches, tables, waste receptacles, shade structures, portable toilets, marina.
M.D. of Bonnyville	Infrequent, occasional. Found typically in parks and campgrounds.	Fair to Very Good	Parking, benches, tables, waste receptacles, shade structure, vault toilets.
GOA (Parks)	Day-use areas and campgrounds only.	Fair to Very Good	Parking, benches, tables, waste receptacles, vault toilets.
GOA (Public Land)	Very infrequent, often user-built	Failed to Poor	No typical amenities
Northeast Muni-Corp	Variable, only at settlements.	Fair to Good	Parking, benches, tables, waste receptacles, shade structures, loading ramps.

EXAMPLES OF AMENITIES



Figure 71: Day-use toilet, Muriel Lake M.D. ParkSlider



Figure 72: Shade structure and tables at Kinosoo Beach.



Figure 73: Day-use tables, Cold Lake Provincial Park



Figure 74: User created bench, Cold Lake



Figure 75: Day-use Garbage Receptacle, Muriel Lake M.D. Park



Figure 76: Garbage receptacle and water station, Vezeau Beach Park



Figure 77: Day-use table, Muriel Lake M.D. Park



Figure 78: User-built table, west Muriel Lake



Figure 79: Very large parking area at Muriel Lake M.D. Park



Figure 80: Staging/parking area at Mason Watt Memorial Raceway

4.6 VISITOR INFORMATION, TRIP PLANNING & MARKETING

Effective marketing, promotion, trip planning and information tools and approaches are essential to ensure prepared and responsible visitors, and for supporting a strong trails tourism economy.

Trail visitors, whether local or from away, move through similar processes when planning and preparing for their trail outings. Successful trail destinations are mindful of how visitors prepare and actively make helpful information available for visitors through each step of their preparations and visit (e.g. Figure 81 Pathway to Purchase). Ideally, information sources are easy to find and convey the right information at the right time.

A web search undertaken to identify what online information and trip planning resources are readily available for the region revealed that the top website trail related information in the region were:

- M.D. of Bonnyville (https://M.D..bonnyville. ab.ca/491/Municipal-Trails/, https://www.M.D.. bonnyville.ab.ca/257/Outdoor-Adventures)
- City of Cold Lake (https://coldlake.com/en/play/ trails.aspx, https://coldlake.com/en/play/coldlake-mountain-bike-park.aspx)
- AllTrails (https://www.alltrails.com/canada/ alberta/bonnyville, https://www.alltrails.com/ canada/alberta/cold-lake)
- SnoRiders (https://snoriderswest.com/ bonnyville, https://snoriderswest.com/ coldlake)
- Trailforks (https://www.trailforks.com/region/ cold-lake/)



WFB SFARCH TFRMS USFD:

- Trails / Adventure / Ride
 - » Bonnyville
 - » Cold Lake
 - » Lakeland
- OHV / ATV / Quad / Ski / Snowmobile / Cycle
 - » Bonnyville
 - » Cold Lake
 - » Lakeland
- Long trails Alberta
- Go East of Edmonton (https:// goeastofedmonton.com/places/bonnyville/ bonnyville-cold-lake-winter-adventures/_)
- Travel Lakeland (https://travellakeland.ca/playlakeland/spring-summer-adventures/)
- Iron Horse Trail (https://ironhorsetrail.ca/)
- Cold Lake ATV Trail Guide (https://atvtrailsguide. com/)
- Riderswest Magazine (https://riderswestmag. com/alberta/article/cold_lake_alberta_is_a_ quading_paradise)
- Kinosoo Ridge (https://www.kinosoo.ca/)
- Alberta Parks

KEY FINDINGS

- Several organizations and websites promote the region.
- The region does not yet have a single, cohesive trails destination brand identity.
- The unique experiences and selling proposition(s) for the region's trails are not clear or consistent across various information sources.
- Available information sources provide highly variable (and sometimes conflicting) information about trails in the region, including mapped locations.
- The region's "one-stop travel and tourism site"
 has activity specific links for many activities, but
 many of these are dated, inaccurate, dead or only
 partially relevant to the activities.
- Only M.D. of Bonnyville's and Go East of Edmonton sites directly cross-promoted other visitor services and amenities (e.g. accommodation, food and beverage).

- Online searches did not directly return any trail tourism operators using any of the search terms.
 This suggests that local businesses are minimally involved in trail tourism and/or promotion by DMO's and marketing by tourism operators is not particularly effective at reaching trail enthusiasts.
- The diversity of available websites and information sources, when combined with poor signage and wayfinding information, likely makes it very challenging for independent visitors to find and navigate area trails and supporting services.
- With so many information sources and such varied content, the risk of visitor confusion and frustration is high, which may contribute to visitors to considering other destinations.

Frustrations and challenges associated with trail information were also directly reflected in survey results. Accurate maps, information and signage were cited as the most important things that could be done to ensure people can navigate and make informed choices about trails in the region.

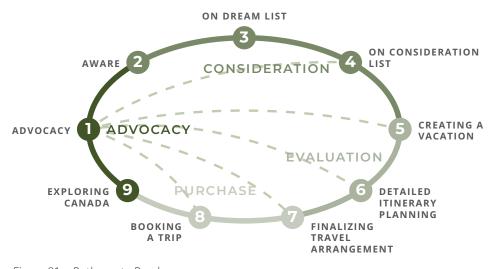


Figure 81: Pathway to Purchase

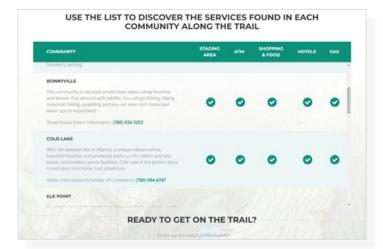
"There is no information on any of our rural trails, how to access them or where to go / not go. This is what causes many of the complaints mentioned earlier such as land ownership disputes and environmental damage. Most of our rural trails are big "secrets" and not accessible to most residents, let alone visitors or potential new residents."

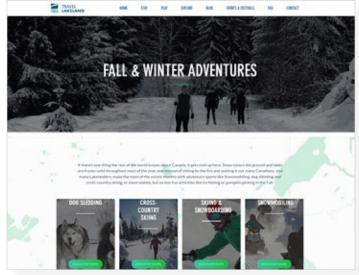
Survey Respondent

REPRESENTATIVE ONLINE INFORMATION









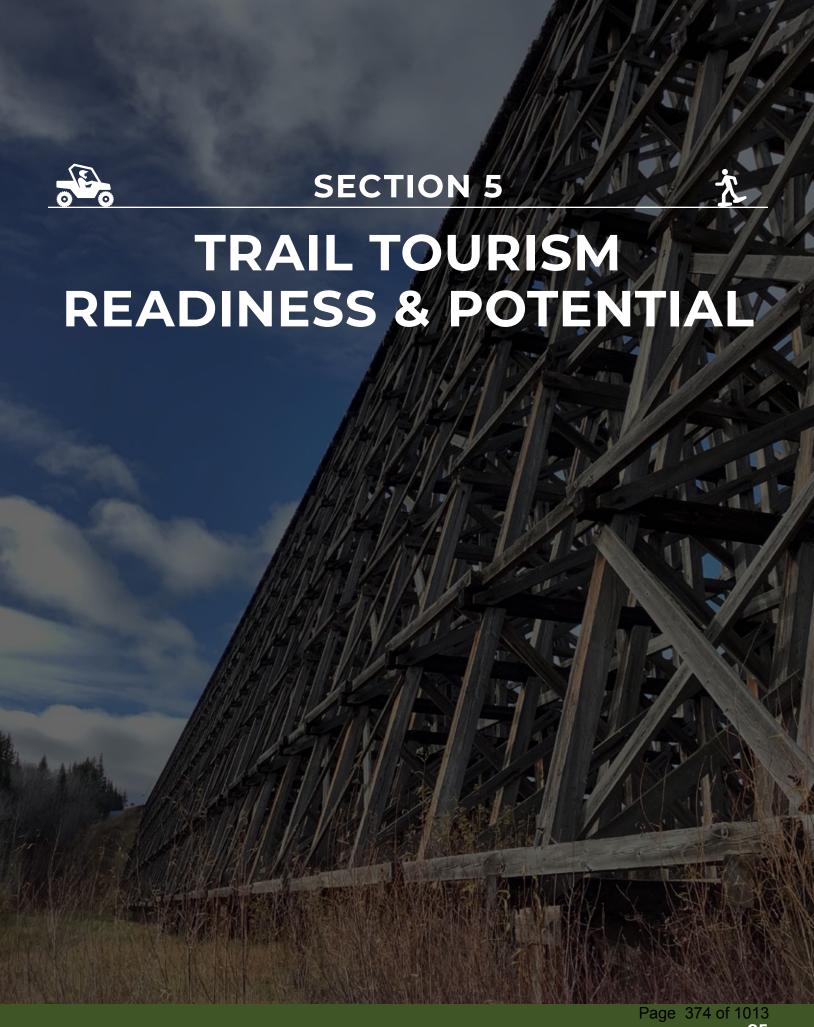
4.7 TRAIL DEVELOPMENT STANDARDS

Standards for trail design and development are highly variable across the region and responsibilities are often spread across different departments. The primary policies and standards guiding trail development are summarized for the region's jurisdictions in Table 18.

Table 18 Primary Trail Development Policy

	Department(s) Responsible for Services	Primary Trail Development Standards
City of Cold Lake	Parks; Planning; Engineering	Municipal Engineering Servicing Standards (2020) Trails and Sidewalks Winter Maintenance (2019)
M.D. of Bonnyville	Parks, Recreation & Culture; Planning	Trail Development Standards Policy (2019)
GOA (Parks)	Ministry of Forestry, Parks & Tourism (Parks Operations Division)	No specific current provincial trail standards. (These are understood to be in development.)
GOA (Public Land)	Ministry of Forestry, Parks & Tourism (Lands Division)	Trail Development Guidelines for Alberta's Public Land (2019)
Northeast Muni-Corp	Shared with municipalities	No specific standard.

A review of the trail development standards revealed a high degree of variability across jurisdictions for trail intent, type, and construction details. In general, these standards also offer insufficient consistency and specificity to guide the development of a variety of trails suitable for various activities and experiences. Significant opportunity exists to streamline and align trail standards within the region.



Given the interest in cautiously and responsibly growing regional trails tourism, it was important to evaluate the region's trails tourism readiness.

Tourism is the activities of people travelling to and staying in places outside their usual environment for leisure, business, or other purposes for not more than one consecutive year. Trails tourism is tourism that is primarily motivated by a visitor's desire to experience a trail and / or a trail destination.

Achieving the benefits of trail tourism is dependent on the region's ability to support and enable reliable, high-quality experiences, including appropriate trail conditions, visitor amenities and the services that visitors expect.

The most successful trail destinations recognize that growing a strong trail tourism sector is about much more than the physical condition and quality of the trail itself. These destinations understand their trails tourism ecosystem (Figure 82). They understand the interconnectedness and interdependencies between each component of the system, the role that each entity in the system plays, and they deliberately work to collaborate, coordinate and align the entire ecosystem.



TRAIL FRIENDLY COMMUNITY...

A community in immediate proximity to a trail system or longer distance trail. The community recognizes the trail as an integral and important element in the community's character. It allows visitors to easily and conveniently venture off the trail to enjoy its scenery, services, and heritage with its own character and charm. It is a place where trail users can find the goods and services they need.

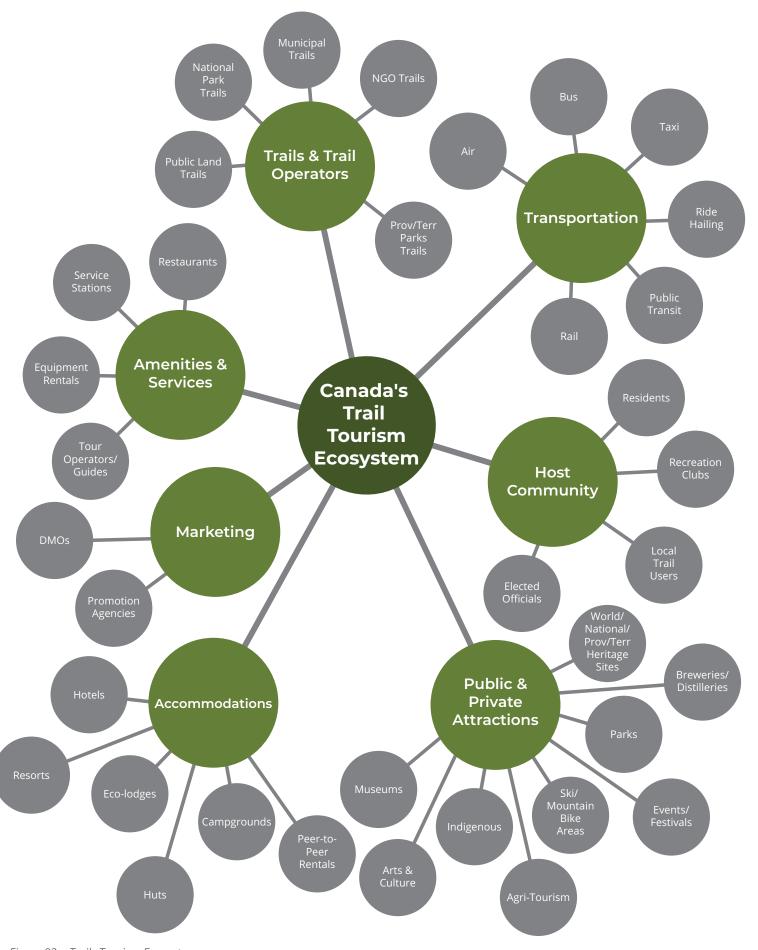


Figure 82: Trails Tourism Ecosystem

5.1 TRAIL TOURISM READINESS

The degree that a destination's trail ecosystem can reliably and confidently support quality experiences reflects its "tourism readiness". Tourism readiness is a rating of how "ready" a trail destination is to welcome visitors, to be promoted as a travel-motivating tourism destination, and to provide the ingredients for positive visitor experiences.

- Visitor Ready A legally operated trail that
 is ready to support local visitors. These trails
 support relatively undeveloped trail experiences,
 are typically known primarily by locals, and can
 potentially support the needs and interests
 of short-haul domestic travelers. These trails
 are not usually actively promoted beyond local
 markets (nor are they successful in attracting
 them), because one or more elements of their
 supporting ecosystems is not available or
 developed.
- 2. **Market Ready** A trail that meets the *visitor ready* criteria and supports refined trail experiences and visitor amenities. The trail has a brand, is known regionally and provincially, and is being actively marketed to potential visitors in domestic short and long-haul markets.



TRAILS TOURISM READINESS

Tourism readiness is a rating of how "ready" a trail and its surrounding community is to welcome visitors and serve as a travel motivating tourism attraction.

The higher the tourism readiness rating, the higher the quality and consistency of the trail experience and the appeal the trail will have with longer-haul markets or even international markets.

3. **Export Ready** — A trail that meets criteria for both visitor and market readiness, these trails are the best of what Canada has to offer and are uniquely positioned among the best trail destinations in the world. They contain a critical mass of on and off-trail services that can support enjoyable and remarkable multi-day experiences. As primary travel motivators, these trails provide for refined and fully integrated experiences. They offer exceptional quality infrastructure and amenities, dependable support services, and excellent trip planning information. Visitors typically have access to knowledgeable staff (e.g., trail operator, Destination Marketing Organization) and trip planning tools.

Export ready trails are ready to meet the needs and expectations of the more experienced trail tourist and/or those with more nuanced needs and expectations. The broader tourism industry surrounding export ready trails serve as knowledgeable ambassadors for the trail because their efforts are integrated with it, and they share aligned goals. The trail is regularly maintained, and visitation is actively managed. This ensures the desired trail experience can routinely be achieved and undesirable impacts to the host community are mitigated or avoided.

Trans Canada Trail's newly released *National Guidelines for Evaluating Trails Tourism Readiness* was used as a framework to assess the tourism readiness of the region as a trail tourism destination. The elements of tourism readiness, as well as their relation ship with potential benefits are reflected in Figure 83.

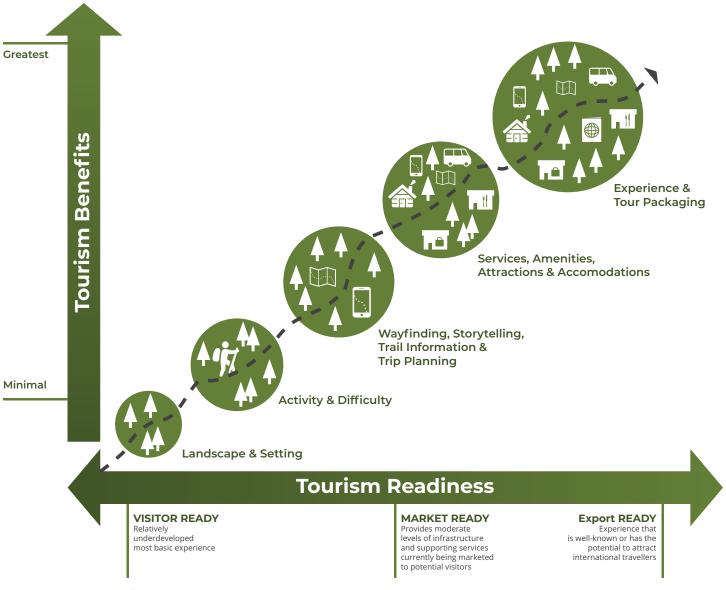


Figure 83: Tourism Readiness

Based on the input from stakeholder engagement, local expert opinions and field assessment, evaluation of the guidelines indicate that trails in the region vary between being "Not Visitor Ready" and early stages of being "Market Ready". A jurisdictional summary of relative tourism readiness is presented in Table 19.

Table 19 Relative Tourism Readiness

	General Level of Trail Tourism Readiness
City of Cold Lake	Visitor Ready; some elements near Market Ready (e.g. Kinosoo Beach, MTB Park)
M.D. of Bonnyville	Visitor Ready; some elements near Market Ready (e.g. Vezeau Beach, Muriel Park)
GOA (Parks)	Visitor Ready; some elements are Market Ready (e.g. Cold Lake Prov. Park)
GOA (Public Land)	Not Visitor Ready; some winter snowmobile trails have Visitor Ready elements
Northeast Muni-Corp	Visitor Ready; some trail segments are Market Ready but are aging

In general, many of the M.D. and City trails are in the initial stages of becoming "Market Ready" on the trail tourism readiness continuum. Much of the Iron Horse trail is as well, but its potential is somewhat hampered by its aging infrastructure. Trails on public land in the region, however, should be considered "Not Visitor Ready" because they have one or more significant deficiencies.

There are currently no trails in the region that are "Export Ready".

In summary, although the region is still early in its trail tourism destination lifecycle, there is strong potential for it to become a market ready trail tourism destination capable of attracting visitors from local, short-haul and mid-haul source markets.

Taking steps to adopt and implement the key concepts, strategies and actions in sections 6 and 7 will allow the region to advance its state of tourism readiness.



Except for public land trails in the region, all trails approved and recognized by land managers are "Visitor Ready" and many have some "Market Ready" characteristics.

No trails in the region are "Export Ready".

All summer public land trails in the region are "Not Visitor Ready" and should not be marketed until their deficiencies are addressed.

Some winter-oriented trails on public land are approaching "Visitor Ready" status.



5.2 UNIQUE QUALITIES AND SELLING PROPOSITION

The region is ecologically, culturally, and socially unique in the province. Recognizing the region's unique qualities and attributes can help to differentiate it from other destinations and ensure that it can become a trail destination unlike anywhere else.

When compared to other trail destinations in Alberta, the region:

- Is varied in its ecology, settings, and locally scenic values (including large sandy pine areas).
- Has extensive lakes in a variety of sizes.
- Is relatively flat and accessible.
- Is bisected by an existing long-distance trail corridor (Iron Horse Trail).
- Has a variety of related recreational infrastructure including parks, campgrounds and formal and informal trail networks that cater to both summer and winter recreationists.
- Has a diverse Indigenous population with thousands of years of history on the land.
- Has a unique settlement history and a diverse set of economic drivers.
- Has a relatively young population with strong interest in outdoor activities and adventure.
- Has a strong affinity and interest in motorized recreation.
- Has very few formal, approved trails on public land.
- Is partially covered by a land use plan for public land that identifies priority areas for tourism and calls for development of recreation and trail plans.

Alberta's outdoor recreation economy is growing and the region has an opportunity to position itself to take advantage of its unique attribute through deliberate steps that leverage its strengths. Conversely, potential benefits of trail tourism may be unrealized if unmanaged recreation activity is allowed to erode and degrade the area's potential. For this reason, the region's administrations and trails ecosystem should work diligently and deliberately to protect and responsibly grow its unique trail potential.

In particular, the area's strongest potential for high-quality, unique trails that would be capable of serving residents and attracting visitors lies on provincial public land within the region. With opportunities presented under Alberta's new Trails Act, the region's municipalities have an opportunity to lead, coordinate and facilitate the provision of trail services that were previously impractical, inaccessible and/or cost prohibitive.

As a destination, the region has a highly unique opportunity to cooperate in the support, development, and provision of short, medium and long-distance trail adventure opportunities for both summer and winter recreation activities that are well-supported by services in adjacent communities.

5.3 MARKETS OF GREATEST POTENTIAL

Good trail planning needs to be grounded in an understanding of current usership, the needs and expectations of visitors that are most likely to be attracted to the region's trails, and where future interested visitors are found.

5.3.1 TARGET MARKET SEGMENTS

While insights on local trail interests and demands have been established through recent community engagements, insights on target markets have been obtained from Travel Alberta's Ultimate Travellers and the Adventure Travel Trade's Adventure Traveller market segmentation tools.

UITIMATE TRAVELLER MARKET SEGMENTATION

Travel Alberta's "Ultimate Travellers" personas represent the market segments whose expectations best match Alberta's tourism offering. They are also the segments that hold the greatest potential to advance tourism spending in the province. Ultimate Travellers personae provide the region's trails ecosystem with insights on who these segments are, where they come from, why and how visitors like to travel, and better enables the region to ensure that it is providing the trail experiences that target visitors are expecting. While Travel Alberta has identified two Ultimate Traveller personas (Curious Adventurers and Hot Spot Hunters) as being a priority for Alberta's tourism industry, it is the "Curious Adventurers" that are the primary target market segment for the region's trails tourism sector.

Curious Adventurers are...

- Drawn to rural communities.
- Open to all season travel, but most interested in summer.
- Fuelled by a sense of adventure, want to experience the destination like a local and seek authenticity.
- Energized by exploring new places and want to learn all they can bout a destination.
- Thoughtful planners, they enjoy and invest time before their trip, planning it and learning about the destination.
- Likely to consider less expensive accommodations like budget hotels, camping, Airbnb, and VRBO.

Further insights on Curious Adventurers is available here: https://industry.travelalberta.com/resources/brand-and-marketing/alberta-ultimate-travellers.

ADVENTURE TRAVELLER MARKET SEGMENTATION

The Adventure Travel Trade Association (ATTA) has developed an adventure traveller market personas tool which is similar to the Ultimate Traveller types but focused more specifically on the Adventure Travel industry. The ATTA has identified four adventure traveller personas:

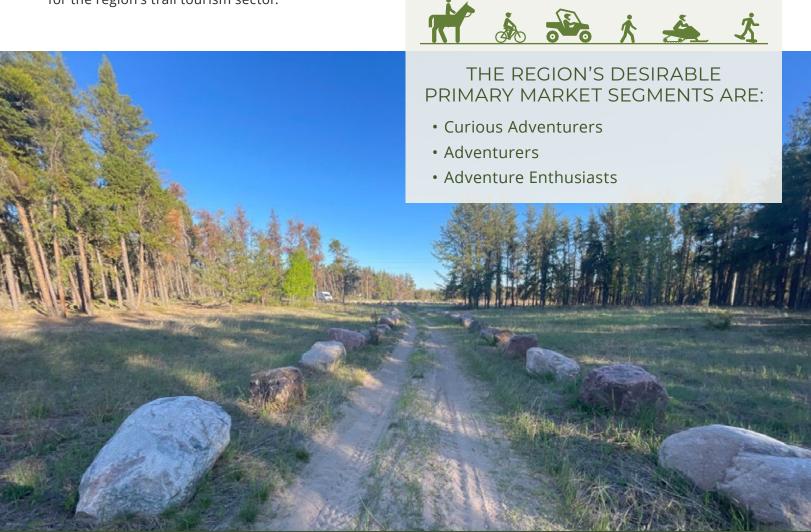
- Up and Coming / Pre-Adventurers,
- Adventure Grazers,
- · Adventurers, and
- Adventure Enthusiasts.

Given the remoteness, challenging access, need for greater technical skills, and specialized equipment to travel existing and potential trails in the region safely, the Adventurers and Adventure Enthusiast market segments are the primary market segments for the region's trail tourism sector.

Adventurers and Adventure Enthusiasts are:

- Motivated to explore new places.
- Drawn by higher degrees of adventure and thrills and accept higher risks.
- Often repeating or dedicated to a specific activity.
- Actively looking to improve and enhance their skills.
- More technically skilled in their activities and perform at an intermediate to expert levels.
- More equipped to undertake their activities.

More information on the ATTA's Adventure Traveller personas is available here: https://www.adventuretravel.biz/.



5.3.2 SOURCE MARKETS

It is also important to understand where the region's existing users are coming from and where target markets are most likely to originate from.

Visitor data for current users of the region's trails does not exist. However, anecdotal evidence from prominent trail leaders and stakeholders in the region suggests that a significant majority of users are local to the region or hyper-local (living in very close proximity to the trail). For reference purposes, the relative population density within the region is shown in

Observations that most current users of the region's trails are residents is supported by PRIZM data for the region. PRIZM segmentation is a tool used within the marketing industry to understand customers and markets based on demographics, lifestyles, and values of residents.

Analysis of PRIZM data shows that regional residents are relatively young, affluent, and interested in the outdoors. It also shows that the most prevalent PRIZM segments (Figure 85) within a one- and two-hour drive from Bonnyville are associated with PRIZM's:

- "New Country" market segment and have a strong affinity for hunting, fishing, boating, camping, snowmobiles and ATVs.
- "Down to Earth" segment who enjoy connecting with nature and have outdoor oriented pursuits and interests.
- "Suburban Sports" segment with active sportsoriented families.

Approximately 163,000 residents reside within a two-hour drive of the center of the region and many of these residents have interests that are strongly connected to trails. Within a three-hour drive, 1.7M people reside but are proportionately less interested in the types of experiences the region's trails can provide. In short, beyond a two-hour drive the proportion of residents with relevant outdoor interests declines.

This correlates with the strong local interest and connection residents have with regional trails and helps reinforce that much of the regions current visitation is "hyper-local" from very nearby.

For more on PRIZM segmentation visit: https://environicsanalytics.com/en-ca/data/segmentation/prizm.

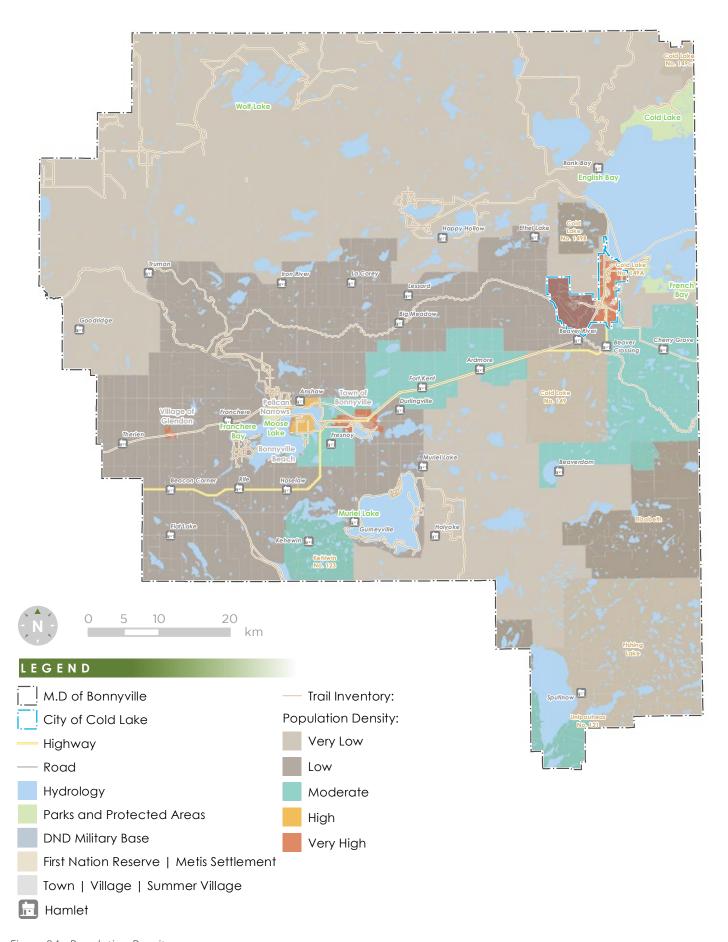


Figure 84: Population Density

PRIZM SEGMENTS FROM BONNYVILLE

WITHIN ONE-HOUR DRIVE

WITHIN TWO-HOUR DRIVE

WITHIN THREE-HOUR DRIVE



Figure 85: PRIZM Segments in the Region

The Iron Horse Trail was noted as the one current local trail known to attract a modest proportion of users from outside of the region and the trails extensive length means that 45% of Albertans live within a three-hour drive from it.

Recognizing the above, and the distance of the region from major population centres, it's recommended that the region approach developing and marketing with the following primary market in mind. The opportunity to grow visitation from other source markets exists but will largely be dependant on whether decisions are made to improve the trails offered, deliberately leverage the provincially unique trail opportunities that the region could offer, and to enhance the marketing trail opportunities in the region.

PRIMARY MARKET:

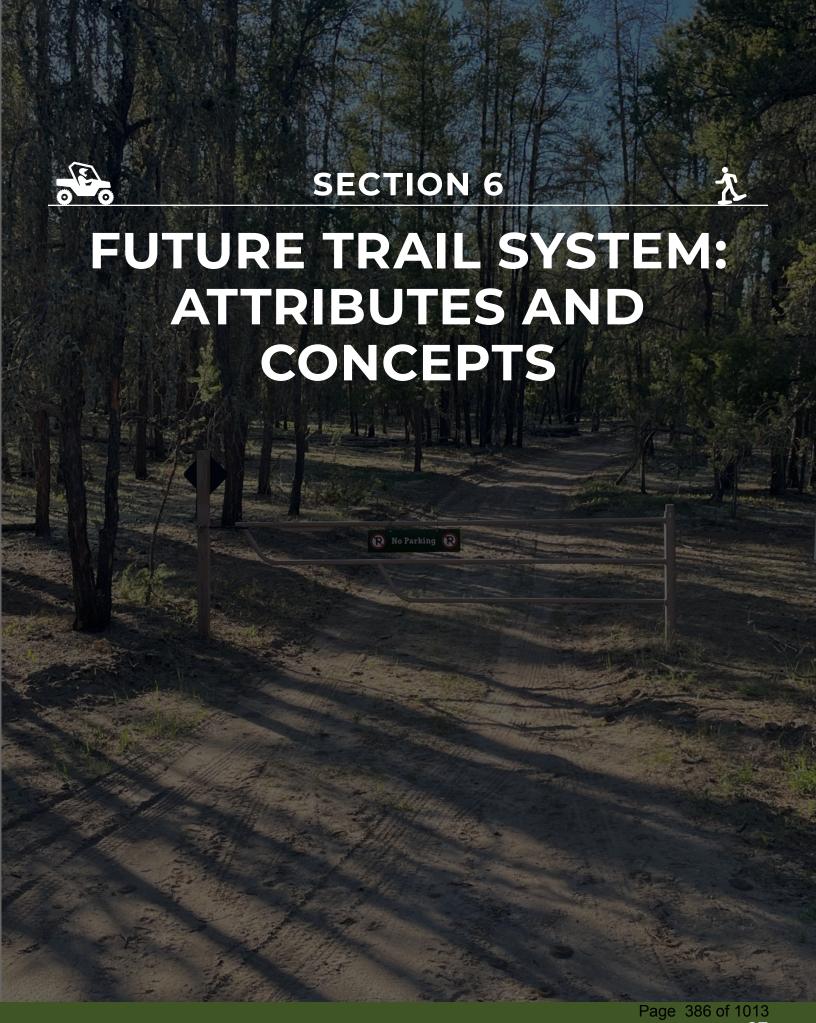
Northeastern Alberta residents with aligned market segmentation attributes

SECONDARY MARKETS:

- Edmonton and beyond
- Remainder of Alberta; Saskatchewan

LOW PRIORITY EMERGING MARKETS:

• Remainder of Canada, International Markets



The region's existing network of trails and amenities provide a solid foundation to build from. As reflected in engagement input, however, the full potential of a regional system for both residents and visitors has yet to be fully realized. The recent addition of quality trails with connectivity focus (e.g. Moose Lake) and optimized focus (e.g. Cold Lake MTB) have been welcomed and well-received by residents, and they are functioning well. They are good examples of how quality, purposeful trails can serve the region as recreation and tourism assets. But as also reflected in the public engagement, unmet interests and trail management issues exist that should be considered and addressed.

This section provides a broad overview of the shifts, desired conditions, and key planning concepts that will underpin the specific strategies and actions that follow in Section 7.





6.1 KEY SHIFTS

The desired conditions, strategies and actions that follow flow from the opportunity for the region's communities to embrace a way of approaching trails and trail services as a "trails ecosystem". This plan's best chance of success will depend on the extent that the region's ability to:

- View and develop the region's trails as an interconnected system.
- Provide the foundation to view, manage and celebrate trails as key community assets.
- Adapt and develop the trail system to take advantage of the region's unique strengths, including its public land potential.
- Adopt an aligned, structured, and intentional approach to trail development and management.
- Balance, and be attentive to, providing trails for residents and for visitors.
- Prioritize quality of experience and trail sustainability.
- Intentionally diversify trails and trail services to accommodate motorized activities, water-based, and other emergent activities (e.g. electrified conveyances).

6.2 DESIRED CONDITIONS

Desired conditions are clearly articulated aspirational statements that define the visitor experience and the environmental, cultural, community and economic conditions that the trails ecosystem in the region is working to achieve.

Taken together, they paint a vision of what the trail system and trails tourism is intended to look like. The strategies and actions outlined in this plan have been deliberately developed to help achieve or maintain these conditions and the status of each should be monitored over time.

A UNIQUE AND INCLUSIVE "MUST EXPERIENCE" TRAILS DESTINATION

- The region, including the Crown Lands outside of its settled areas, is recognized by residents for its high-quality trails.
- The region's trail system has seamless connections to the area's more densely populated communities, settlements and service centres that allow residents and visitors to move easily through the system.
- The trail system consists of a diverse network of all-season mixed-use, non-motorized and activity- optimized trails that provide managed opportunities to enjoy all-terrain vehicles, side-bysides, off-road / dual-sport motorcycles, hiking, trail running, mountain biking, fat biking, equestrian, snowshoeing, and Nordic skiing activities in frontand mid-country recreation settings.
- The region's reputation for trail quality underpins a growing awareness that it is one of Alberta's "must experience" trail destinations for longdistance trail enthusiasts and adventure lovers.
- Without compromising ecological integrity, the trail system supports a reasonable range of technical skill levels for each permitted trail activity and provides opportunity for visitors to progress their technical abilities.



ONE TRAIL CAN REVITALIZE AN ENTIRE REGION...

"If you do it right. If you transform that simple path into a place people want to stay, explore, and spend, you will move every community on your trail forward. The success is all connected: as your trail's communities strengthen, you'll attract even more visitation. And when your economy is thriving, your communities will keep investing in your growth, so the success lasts long-term"

Trail Town Guide

- The quality of trail experience (trail, amenities, services etc.) meets or exceeds visitor expectations.
- Visitors have access to comfort and convenience amenities, to services that support their desired trail experience, and to self-guided and guided opportunities to learn about and appreciate the area's Indigenous peoples, wildlife and wildlife habitats, ecosystem processes, geomorphology, and other natural and cultural heritage topics.
- The trail system is regularly activated, in all seasons, through a mix of programming, special events, festivals and races.
- Trail related visitors arrive in the region informed and prepared for the trail experience they are undertaking. Once in the region, visitors receive the additional information needed to help them be responsible and compliant trail users.

A SUSTAINABLE TRAIL SYSTEM

- All trails are sited and developed in accordance with trail planning, design, and construction best practices and with consideration to climate change adaptation. Unsustainable, poorly designed, and redundant trails are decommissioned, and unauthorized trail building does not occur. New trail development and enhancement of existing trails occurs through a formalized process.
- Trails are actively maintained, and their conditions remain aligned with the established Trail Management Objectives (TMOs).
- Wildlife and ecosystem processes are healthy and functioning and unacceptable impacts from trail development and visitation on sensitive fish, wildlife and their habitats (e.g. caribou, colonial nesting birds, fish), vegetation communities, wetlands, watercourses, and water quality are avoided. Human-wildlife conflicts are minimized.
- Trail density is limited in environmentally sensitive areas to maintain habitat, wildlife corridors and landscape connectivity.
- The spatial and temporal patterns of trail visitation are predictable, allowing wildlife to adjust their behaviours and patterns to mitigate disturbance and displacement during the most sensitive seasons.
- Trails are responsibly sited and sustainably designed, and visitation is actively managed on them to avoid unacceptable impacts to Indigenous values and traditional uses as well as other historic resources.
- Interactions between trail users and community residents are respectful and conflicts are minimal.



Tourism is the activities of people travelling to and staying in places outside their usual environment for leisure, business or other purposes for not more than one consecutive year. Trail tourism is tourism that is motivated by a destination's trail network.

WHO IS A TOURIST?

Tourists are anyone who stays one or more nights away from home. Or someone who spends no nights away from home but travels at least 40km one way from their home to their destination.

Statistics Canada



COMMUNITY SUPPORT FOR TRAILS & TRAIL TOURISM

- Residents recognize their trails are important community assets and they actively use trails for health, social and connectivity benefits.
- Regional residents support trails and trails tourism.
 Visitation does not unacceptably impact resident's own enjoyment of the trails and trail amenities.
- Local elected officials understand, support, and are committed to realizing the social, economic, and environmental benefits that trails and trails tourism bring to the region.

ECONOMIC GROWTH & DIVERSIFICATION

- Trail related visitation to the region increases in a measured and responsible way. Continued growth is contingent on resource conditions remaining in a desirable state.
- Direct spending by trail-based visitors in the region increases and the regional economy grows.
- Trails and trail related visitation are stimulating opportunities for existing and new businesses to serve trail visitors.

PARTNERSHIPS, COLLABORATION & RESOURCING

- Planning, development, and management of the trail system occurs through an effective partnership approach between the M.D. of Bonnyville, City of Cold Lake, area villages and summer villages, First Nations, Métis Settlements, the Government of Alberta, and public components of the trails ecosystem. The trails ecosystem is aligned and works collaboratively to develop and manage the trail system and advance trail tourism.
- Residents and trail users are engaged in the management processes, including participation as active volunteers.
- The businesses in the region's communities benefit from trail tourism and actively contribute financial and capacity support for the development, maintenance, and management of the trail system and visitation.
- The trails ecosystem is sustainably resourced and has the capacity and capability to develop, maintain and manage the trail system, visitors and to encourage trail tourism.

6.3 KEY MANAGEMENT CONCEPTS

For the region's trail system to be developed and managed to provide for a mix of activity optimized, non-motorized and mixed-use trail experiences, its useful to have a way of describing what the mix of trails will be, what they will look like, what they'll offer, and where different types of trails are best located. A formal trail classification system and conceptual zoning approach will be used to describe the types of trails, their intended purposes, and their potential locations to help guide development and ensure consistency. A "Level of Development" guideline will help provide consistent understanding of what types of amenities are appropriate for each trail type.

6.3.1 TRAIL CLASSIFICATION

To the greatest extent possible, individual trails in the region should have specific purposes and objectives, and they should be built, managed, and operated in a consistent manner across administrations according to their defined "Trail Management Objectives" (TMOs).

Nine TMOs are recommended for the region. A short summary of these is provided in Table 20. Please see Appendices C and D for detailed descriptions of each type.

Table 20 Trail Classification & Permitted Activities (Trail Management Objective Types)

TMO	Representative Image	Activities Permitted	Short Description
1	the state of the s	Non-motorized	Wide, asphalt surface
	An An	(all-season)	Easy level of difficulty
			Frequent maintenance

ТМО	Representative Image	Activities Permitted	Short Description
2		Non-motorized OR Mixed-use (all-season)	 Wide, asphalt or aggregate surface, shared with roadway with some separation. Frequent maintenance For use only where physical separation from road is infeasible or impractical. <image: as="" but="" exactly="" not="" recommended="" representative=""></image:>
3		Non-motorized (all-season)	 Wide, aggregate surface Easy to moderate difficulty Periodic maintenance
4		Non-motorized (all-season)	Narrow, natural surface Easy to moderate difficulty Infrequent maintenance

ТМО	Representative Image	Activities Permitted	Short Description
5		Mixed-use (all-season)	 Wide, granular surface Easy level of difficulty Connectivity focus Frequent maintenance <image: horse="" iron="" trail=""></image:>
6		Mixed-use (all-season)	 Wide, granular or natural surface Easy to moderate difficulty Recreation focus Periodic maintenance
7		Mixed-use (winter)	 Wide, snow covered (snow-vehicle optimized) Easy to moderate difficulty Periodic maintenance <image: club="" cold="" lake="" snowmobile=""></image:>

ТМО	Representative Image	Activities Permitted	Short Description
8		Optimized for Non-motorized OR Mixed-use OR Motorized (seasonally dependent)	 Specialty/ Optimized (e.g. MTB, MX, Nordic Ski) Easy to very difficult difficulty Required specialized design and maintenance to be guided by appropriate best practices <images: bike;="" bonnyville="" club="" club;="" cold="" lake="" mx="" nordic="" ski=""></images:>
9		Paddling OR Mixed boating	Purposeful water access infrastructure

While variability exists about what is considered motorized and non-motorized activities, particularly for electrified activities, it's recommended that the region uses the Trans Canada Trails National Guidelines for Classifying Multi-Use Trails (Trans Canada Trail, 2021) guidance for its permitted trail activities, as shown in Figure 87. Trails that allow a combination of both motorized and non-motorized activities are referred to as "mixed-use" trails.

Non-Motorized Activities

- Pedestrian walking / hiking / running
- On-road cycling (includes self-propelled and type 1 unthrottled electric assist)
- Leisure cycling (includes self-propelled and type 1 unthrottled electric assist)
- Mountain biking (includes self-propelled and type 1 unthrottled electric assist)
- Adaptive cycle / mountain biking
- Small-wheeled conveyances
- **#** Equestrian
- Equestrian drawn vehicles (buggy / cart, wagon, sleigh)
- Nordic Cross-country skiing (classic/ skate)
- 🏂 Snowshoeing

Motorized Activities

- Off-road motorcycle / dual-sport motorcycle
- Motorized vehicle with width 1.5m (60") or less
- Motorized vehicle width greater than 1.5m (60") but 1.83m (72") or less
- Motorized vehicle width greater than 1.83m (72")
- ★ Snowmobile / snowbike width 1.5m (60") or less
- Snowmobile width greater than 1.5m (60")
- On-road cycling (includes type 2 & 3 throttled electric bicycles)
- Mountain biking (includes type 2 & 3 throttled electric bicycles)
- Motorized boating

Figure 86: Trans Canada Trail Differentiation between Motorized and Non-Motorized Activities

6.3.2 TRAIL EXPERIENCE ZONES

"Where is a good place around here to _____?"

The answer to this common visitor question is one that every successful trail destination should plan for and be able to clearly communicate to visitors.

Five trail experience zones (Table 21) and sub-zones are used in the remainder of this document to represent where specific types of trail experiences are, or could be, prioritized for active management and development based on the zones suitability for various activities and its potential to contribute to the region's inventory of trail experiences and desired resource conditions.

For each type of zone, the appropriate trail classifications (i.e. their TMOs) that are best suited to support the activities within each zone are also identified.

Note: While some noted locations later in this document already have trail related planning and development, not all zones have been sanctioned or approved for trail activities.



THE TOURISM REALITY OF MIXED-USE TRAILS

Although mixed-use (combining motorized, non-motorized and mechanized activities) trails can be successful in the recreational context, this plan recognizes that typically mixed-use trails optimize the tourism potential for visitors who are seeking a motorized experience. Due to goal interference and unmet expectations, mixed-use trails rarely become travel motivating experiences for visitors seeking a non-motorized experience.

Table 21 Trail Experience Zones

Tra	ail Experience 2	Zone (TEZ)	Intent	APPROPRIATE TMO Types	
1	Community	A. Developed / Urban Focus	This zone is densely populated and is best served with a thoughtful network of improved non-motorized and mixed-use trails. The primary user objectives for this zone include socializing, exercise, active transportation, and connections to desired services and destinations. The network should contain non-motorized and/or mixed-use connections primarily at the green level of difficulty.	1, 2, 3	
	Connectivity & Recreation Zone	B. Rural/ Front-country Focus	This zone is moderately populated in a rural setting and is best served with an intensively used, moderate density network of natural surfaced and improved non-motorized and mixed-use trails. The primary user objectives for this zone include nature, socializing, exercise, active transportation, and connections to desired services and destinations. The network should contain non-motorized and/or mixed-use connections at the green level of difficulty.	2, 3, 4, 5	
2	A. Access Focus Welcoming and memorable g starting / ending to their tra provide visitors with critical trail system, rules, responsib as well as wayfinding to help responsible, and compliant of also provide formalized park		This zone is well-suited to provide visitors with a welcoming and memorable gateway experience and starting / ending to their trail outing. Access zones provide visitors with critical information about the trail system, rules, responsible use, and preparedness as well as wayfinding to help them ensure a safe, responsible, and compliant outing. Access zones may also provide formalized parking and access to visitor amenities and interpretation.	2, 5 and roads permitting mixed use	
		B. Service Focus	This zone is well-suited to provide formalized, inviting and convenient trail-based connections to the accommodations, fuel, food and beverage and equipment and supply services that they may require. The primary user objectives for the zone are connectivity, safety, and efficiency.	2, 5 and roads permitting mixed use	

Tra	ail Experience	Zone (TEZ)	Intent	APPROPRIATE TMO Types
3	Long Distance Adventure Zone	A. Mid- country Extensive	This zone is well-suited to provide a moderately used, low-density network of natural and/or granular mixed-use trails and basic visitor amenities (e.g. viewpoints, campsites). The primary user objectives for this zone include longer distance connection, nature, escape, solitude, risk, and exercise. The network could contain medium to long distance mixed-use trails or stacked loops at the green and blue level of difficulties. Sustainability of trails in the area will be enhanced through careful routing, designed water crossings and clear user expectations.	4, 6, 7
		B. Backcountry Extensive	This zone is well-suited to enable a low-density network of water or natural surfaced multi-use, non-motorized trails and basic visitor amenities (e.g. viewpoints). The primary user objectives for this zone include quiet, nature, escape, solitude, risk, and exercise. The network should contain medium to long non-motorized trails or stacked loops at the green and blue level of difficulties.	4, 8
	Activity Optimized Intensive Zone	A. OHV Play Park	The intent of this zone is to provide an intensively used open area that is optimized for challenge, enjoyment, and skill development. The area should offer a mix of green, blue, and black difficulty lines or features. Natural setting is not a priority in this zone and users of the area should expect noise and higher speeds. Nonmotorized use may be tolerated if it can occur safely.	8
4		B. OHV Trail Area	The intent of this zone is to provide a network of intensively used trails for day-use that are optimized for challenge, enjoyment and skill development. The area will offer a mix of green, blue, and black trails provided they can be managed sustainably. Natural setting is desired, but users of the area should expect other users, noise and higher speeds. Non-motorized use may be tolerated if it can occur safely.	6, 7, 8
		C. Hiking, Trail Running & Snowshoeing Area	The intent of this zone is to provide an intensively used, stacked loop network of singletrack, natural surfaced, non-motorized trails and visitor amenities that are optimized for hiking, trail running and snowshoeing in the winter. The primary user objectives for the zone include nature, exercise, and socializing. The network will offer a mix of green and blue level of difficulty trails in a natural, visually appealing front or mid-country recreation setting. Motorized use is not permitted in this zone. While cycling, including class 1 e-bikes, may be permitted on these trails, it will be discouraged.	4

Trail Experience Zone (TEZ)		Zone (TEZ)	Intent	APPROPRIATE TMO Types
4		D. Mountain Biking & Fat Biking Area	The intent of this zone is to provide an intensively used system of trails and/or features suitable for mountain biking. In the winter, fat biking should be supported though grooming. Snowshoeing and pedestrian use on the fat bike trails in the winter will be discouraged. Off-highway vehicle use, including Class 2 and 3 e-bikes, motorcycles, and snowmobile use will be limited or prohibited unless being used for trail development, operations, maintenance, or emergency response.	4, 8
	Activity Optimized Intensive Zone E. Nordic Ski Area E. Nordic Ski Area E. Nordic Ski Area F. Equestrian Area The intent of this zone is to provide an intensive use, stacked loop network of green and blue level of difficulty trails. Hiking, snowshoeing, fat biking, off-highway vehicles and snowmobiles are not permitted on Nordic trails during the winter season. Some trails in the zone may support hiking, cycling and other non-motorized use in the warm season months. The intent of this zone is to provide an intensive use, stacked loop network of equestrian trails for trail riding and/or wagons and sleighs. Motorized activities should not be permitted. Other low-speed, non-motorized activities may be permitted provided in some cases, but their use must defer and yield to	8		
		-	use, stacked loop network of equestrian trails for trail riding and/or wagons and sleighs. Motorized activities should not be permitted. Other low-speed, non-motorized activities may be permitted provided	4, 8
5	Trail Free Zon	e	For specific reasons, no trail development is envisioned in this zone.	

6.3.3 LEVEL OF DEVELOPMENT GUIDELINES

Not all trails require extensive infrastructure and amenities. A trails' level of development should complement its location, setting and its objectives. In general, trails that are near more populated areas, are intended for greater levels of comfort, and are likely to experience heavier or more tourism-focused use should be more developed and more accessible.

The following table (Table 22), adapted from the Trans Canada Trail Guidelines for Classifying Multi-Use Trails, presents useful guidance for determining the suitability of various types of infrastructure for various levels of development.

These guidelines should be used in tandem with the ascribed TMO for each trail in the region's network and should guide capital development and maintenance decisions for each trail.

Table 22 Level of Development Guidelines

INFRASTRUCTURE, SERVICES & AMENITIES		Level of Development Guideline		
		Developed	Moderately Developed	Minimally Developed
	Developed	Appropriate	Appropriate	May be appropriate
RECREATION	Front Country	Appropriate	Appropriate	May be appropriate
SETTING	Mid-country	May be Appropriate	Appropriate	May be appropriate
	Backcountry	Inappropriate	May be Appropriate	Appropriate
TRAIL INFRASTRUCTURE		Structures are frequent and typically constructed of imported materials. May include bridges, boardwalks, curbs, handrails etc. Crossings (roads and stream) are engineered for safety and protection of human life and other values.	Structures of limited size, scale, and quantity; typically constructed of native materials. Structures adequate to protect trail infrastructure and resources. Bridges as needed for environmental protection and appropriate access.	Structures minimal to non-existent. Drainage typically accomplished without structures. Bridges as needed for environmental protection and appropriate access.
ACCESS	Major Trailhead	Appropriate – pending degree of use / trail significance.	Appropriate – pending degree of use / trail significance.	Appropriate – pending degree of use / trail significance.

INFRASTRUCTURE, SERVICES & AMENITIES		Level of Development Guideline			
		Developed	Moderately Developed	Minimally Developed	
ACCESS	Minor Trailhead	Appropriate – pending degree of use / trail significance.	Appropriate – pending degree of use / trail significance.	Appropriate – pending degree of use / trail significance.	
ACCESS	Rustic Trailhead	Appropriate – pending degree of use / trail significance.	Appropriate – pending degree of use / trail significance.	Appropriate – pending degree of use / trail significance.	
	Major Trailhead Signs with Maps	Appropriate	May be Appropriate	May be Appropriate	
	Minor Trail Signs with Maps	Appropriate	Appropriate	May be Appropriate	
SIGNAGE & WAYFINDING	Trail Markers/ Directional Signs	Appropriate	Appropriate	May be Appropriate – but bare minimum required to navigate	
WATTINDING	Regulatory/ Caution/ Advisory Signs (including road crossings)	Appropriate	Appropriate	Appropriate – but minimal	
	Interpretive Signs	Appropriate	May be Appropriate	Appropriate – but minimal	
	Flush Toilet	May be Appropriate	Inappropriate	Inappropriate	
	Composting Toilet	May be Appropriate	Appropriate	May be Appropriate	
	Vault Toilet	Appropriate	Appropriate	May be Appropriate	
	Waste Receptacles	Appropriate	May be Appropriate	Inappropriate	
	Recycling Receptacles	Appropriate	May be Appropriate	Inappropriate	
	Benches	Appropriate	May be Appropriate	Inappropriate	
COMFORT & CONVENIENCE	Viewpoint infrastructure	Appropriate	May be Appropriate	May be Appropriate - minimal	
	Picnic Tables	Appropriate	May be Appropriate	May be Appropriate - minimal	
	Firepits	May be Appropriate	May be Appropriate	May be Appropriate - minimal	
	Activity-specific amenities (e.g. loading, storage, launch, maintenance)	Appropriate	May be Appropriate	Inappropriate	



Research undertaken during the planning process suggests that to achieve and maintain the desired conditions in Section 6, the region's trail ecosystem should strategically align its efforts and capacity to:

→ 1 Harmonize Trail Foundations



2 Address Key Sustainability Issues



3 Develop a Connected and Diversified Trail Network



ಭ್ರಿಜ್ಞನ್ 4 Enhance User Experiences



5 Actively Manage Use & Impacts



6 Animate & Activate Community

As an organizing framework, these strategies are supported by specific actions that the trails ecosystem can work together to implement.

It is important to acknowledge that additional work to assess the feasibility of some identified actions will be required, as will the development of the tactical details required to implement them (i.e. who, when, how etc.). It may be found that some actions are not practical or feasible to implement at this time for a variety of reasons.

Finally, readers of this plan should not assume that the M.D. of Bonnyville, the City of Cold Lake, and/ or the Government of Alberta are able to lead every identified action. Recognizing that all entities in the region's trails ecosystem have a role to play, leading the implementation of some actions may be most efficiently and effectively accomplished by entities outside of government but with government support where appropriate.





7.1 STRATEGY 1: HARMONIZE TRAIL FOUNDATIONS

For the region to work together efficiently and effectively, it is important to align its foundational language, approach, and management tools across its administrative jurisdictions. This should not be interpreted as moving toward common administration, identical documents, or additional bureaucracy. Rather, its intent is to allow jurisdictions to efficiently work together with shared purpose within their existing administrations.

7.1.1 ALIGN DETAILED PLANNING, APPROVAL AND DESIGNATION APPROACHES

Using the desired conditions, trail classifications, and trail experience zones outlined in sections 6.2 and 6.3, the region's administrations should work to use similar approaches to approve, designate, and communicate information on the trails being managed in the region. This will help clarify and bring consistency to the intent, responsibilities and objectives for individual trails and will enable the assembly, communication and marketing of a single, cohesive regional "network".

Trail sustainability begins with making deliberate decisions about which trails will be supported, formalized, and designated for which activities, in which seasons, under what conditions, and for what level of development. Since both existing and future trails in the region involve many administrative jurisdictions, it is important to signal collaborative intent to work toward a conceptual connected network that seamlessly crosses administrative boundaries and serves collective interests.

To ensure each trail in the region's network meets a baseline measure of quality and sustainability, a consistent process to actively assess and evaluate each trails suitability for the regional network would help prioritize and focus regional efforts. This process should allow for the nomination of existing trails, trails managed in partnership with others (e.g. other municipalities and/or organizations), as well as new trail proposals. The desired conditions outline in section 6.2 and criteria such as those in Table 23 could form the basis of a common assessment approach for each administration and could be used to evaluate and gauge the suitability of any proposed trail for inclusion in a formalized regional network.



Table 23 Possible Evaluation Framework for Future Trail Proposals

Desired Conditions	Criteria
Desired Conditions	The proposed trail or trail segment
A Must Experience Trails Destination	Will provide a quality and "in-demand" trail experience and is expected to be well used by locals and visitors.
ITAIIS DESCINACION	Will address a known gap in trail connectivity or trail experience.
	Aligns with the stated intent of the trail experience zone the trail is proposed within.
	Avoids watercourses or an appropriate watercourse crossing (bridge, hardening) can be feasibly implemented to avoid impacts to water quality and riparian health.
A Sustainable Trail	Avoids wet areas and wetlands.
System	Will not unacceptably impact sensitive wildlife or sensitive wildlife habitats, food sources, or sensitive ecological features.
	Is unlikely to increase conflicts between visitors and wildlife.
	Avoids known historic resources.
	Will not result in inter or intra recreation activity conflicts or conflicts with exist disposition holders or private landowners.
Economic Growth & Diversification	Will create connections and opportunity to elevate economic benefits of the trail system for local and regional businesses.
Community Support for Trails & Trail Tourism	Is supported by the local trails ecosystem.
Partnerships, Collaboration &	Can be maintained and managed within existing or available resources and capacity.
Resourcing	Does not result in significant or unreasonable operational challenges for maintenance and management.

ADDITIONAL OPPORTUNITIES

- Use the conceptual trail experience zoning and trail alignments in Section 7.3 to signal an interest in supporting and pursuing detailed planning with regional municipalities, adjacent municipalities, First Nations, Métis Settlements, Iron Horse Trail partners, and the Government of Alberta. Reinforce in communications that the interest is in finding mutually agreeable trail alignments, not rigid adherence to mapped lines in this document.
- 2. Formally approve desirable trail alignments under M.D. or City administrative control for inclusion into the regional trail system. Ensure that each trail identified for the system is assigned a specific TMO and intended level of development and that it is managed towards these.
- 3. Working with the regional trails ecosystem (i.e. collaborative forum) and the Government of Alberta, develop, approve and introduce a transparent and publicly available trail development proposal and approvals process to help assess and direct prioritization of future trails nominated for inclusion in the system. This could include the criteria found in Table 23.
- 4. Develop and implement a clear communications package to outline the intent, purpose, desired resource conditions, and strategies associated with the regional trail initiative.



7.1.2 ALIGN TRAIL RELATED BYLAWS AND POLICY

The bylaws and policies governing and guiding the management and use of trails across jurisdictions should be modernized and updated to provide the regulatory tools needed to enable sound management. Key updates should include, but may not be limited to:

- Policy enabling designation, development and maintenance of trails consistent with all TMO classifications.
- Prohibiting unauthorized trail development.
- Prohibiting use that is not compliant with a trails TMO.
- Requiring compliance with orders, signs and notices posted on the trail and in staging areas.
- Prohibit interference with the quiet and peaceful enjoyment of the trail.
- Enabling and encouraging OHV use on specific roads to enhance regional connectivity.
- Prohibiting OHV use off the trail tread unless within a staging area, or where permitted.
- Clearly identifying required equipment, conduct and other requirements.
- Establishing speed limits for OHVs and snowmobile use within "quiet zones" which are intended to be applied within more urban areas and adjacent to neighbourhoods and camping areas.

- Prohibit posting of signs and notices unless authorized.
- Require a permit for commercial guiding or commercial businesses on trails or in staging areas and establishing a permit process for these uses.
- Prohibit the hosting of special events and competitions, including commercial events, without a permit.
- Allowing closure of the trail under specific conditions (e.g., wet periods, construction etc.) and making it an offence not to abide by the closure.
- Prohibit camping outside of designated camping areas.
- Require industrial operators / permittees to restore damage to the trail to the conditions specified.
- Govern OHV use based on vehicle width rather than vehicle type.
- Prohibiting wheeled OHV use during the winter when the trail is groomed.
- Permit off-road motorcycles and dual-sport motorcycles on trails that allow wheeled OHVs.



7.1.3 ADOPT AND ALIGN TRAIL OPERATIONAL STANDARDS & PROCESSES

Similarly, the region's administrations should develop and adopt a suite of guiding trail development, operation, and maintenance standards to support administrative efficiencies and to help ensure trail experiences are of similar high quality for residents and visitors. Not all standards need to be identical (e.g. sign branding), but they should be comparable and complementary. Standards and processes that should be prioritized for alignment could be:

- Level of Development Guidelines (e.g. Section 6.3.3)
- Signage typology and manual (e.g. Section 7.4.5)
- Staging area design typology (e.g. Section 7.4.4)
- Trail amenities standards and design
- · Water crossing standards and designs
- · Maintenance standards and schedules
- Staffing/ contracting/ volunteer processes
- Training processes
- Event and commercial permitting processes





7.1.4 ESTABLISH AND MAINTAIN A COLLABORATIVE GOVERNANCE FORUM

Developing and maintaining a quality, sustainable trails system that functions for communities, residents, and visitors requires the active involvement and commitment of the entire trails ecosystem.

To achieve and maintain the desired conditions and effectively implement the actions of this plan, trail-based recreation clubs, provincial and local governments, Indigenous governments, accommodation and visitor service providers, event organizers, other tourism attractions, destination marketing organizations, and economic development teams in the region will need to find and sustain ways to efficiently work together.

An ongoing forum or other arrangement that fosters active and ongoing collaboration on trail planning, development, operation, and management matters is needed. The specific form of this forum could be a joint committee, sub-committee, task force, commission, council, or other functional body, but it should exhibit the following.

- Clear and ongoing municipal leadership from the M.D. and City.
- 2. A formal goal-focused purpose to develop a sustainable, high-quality trail system in the region.
- 3. Good governance supported by a terms-ofreference with a minimum of a three-year renewable timeframe, annual workplans, and annual performance reporting.
- 4. Active and formal participation from the Government of Alberta (preferably the departments responsible for public land, outdoor recreation and parks, and transportation).
- 5. Active, open, and voluntary participation from other municipal governments in the region (e.g. towns, villages, summer villages).
- 6. Active, open, and voluntary participation from First Nations and Métis Settlements in the region.
- 7. Active, open, and voluntary communication with adjacent jurisdictions.
- 8. Active, open, and voluntary participatory roles for trail, outdoor recreation, business, tourism, and environmental organizations.
- 9. Clear respect for treaties, for landowner rights, and for land manager authorities.
- 10. Sub-committees or areas of specialty to foster progress, growth, development and sharing of leading practices related to trail planning, design and construction, operations, visitor management and community activation.



The primary roles of the initiative could include:

- Championing and ensuring a collaborative trails ecosystem-wide approach to the implementation of this initiative's recommendations and related plans.
- Providing advice to local and provincial government on initiative implementation.
- Working collaboratively to monitor visitation, trail sustainability, visitor impacts, and the success of the region as a trails destination.
- Working collaboratively to advise land and recreation managers with advice and potential solutions for resolution of trail sustainability issues, visitor conflicts or undesirable impacts.
- Providing recommendations on the classification of trails, development of new trails and trail infrastructure, or the enhancement of existing trails and trail infrastructure in keeping with trail initiatives and plans.
- Coordinating and prioritizing volunteer stewardship initiatives.
- Providing advice on marketing and branding efforts.
- Ensuring coordination and collaboration between all parties, services, and supporters of the trails ecosystem.
- Championing and communicating the benefits of trails and trails tourism within the region and to elected officials.





7.1.5 FOSTER & LEVERAGE PARTNERSHIPS

Successful implementation of the specific elements of this plan will require resources, assets, capacity, and expertise beyond what any single organization, administration, or group of volunteers can provide.

Some of the specific partnership arrangements that should be considered include the following.

OPPORTUNITIES

- Establish municipal partnerships with the Government of Alberta to enable development and operation of sustainable trails on provincial public land (e.g. designation under the Provincial Trails Act) that allow realization of recreation, tourism and economic benefits for the region.
- 2. Collaborate on the pursuit of grants, corporate donations, in-kind contributions, ongoing funding, and other resources to support implementation of this plan.
- Establish a paid seasonal trail crew that could also leverage volunteer involvement. Emphasis could be placed on exploring the creation of a youth and/or Indigenous trail crew to provide employment and skill development opportunities.
- Develop and implement a comprehensive and modern volunteer steward program to attract, excite and motivate a new generation of volunteers and trail volunteerism.
- 5. Work with the local/regional Destination Marketing Organizations to explore opportunities for the DMO and trail-related businesses in the region to provide funding support to trails in the region (e.g. Figure 87).

- 6. Coordinate with partners and topical experts to provide pertinent training and development including:
 - » Sustainable trails planning, design, construction, maintenance, and management.
 - » Trail risk and liability management.
 - » Trail visitor market insights and research.
 - » Trail experience development.
 - » Volunteer management.
 - » Trail activation approaches.
 - » Trail destination marketing and communications.



Revelstoke's bike scene is world class, largely thanks to the hard work of dedicated volunteers. This year, if you come to Revelstoke to mountain bike and stay two or more nights in one of our partner accommodations, Tourism Revelstoke will donate \$10 to the Revelstoke Cycling Association.

Head to the link to find out how you can make your stay count!



Figure 87: Example of DMO with Trail Management

Back



7.1.6 RESOURCE APPROPRIATELY

Like other infrastructure and services, good trails require resources. The input capacities and costs for planning, development, maintenance, and programming must be well considered. Future success will hinge on the region's ability to maintain the oversight, operations, staffing and volunteer capacity and to plan for alternative operational and capital funding sources. To ensure long-term sustainable resourcing and capacity, the following specific actions should be considered:

- Working collaboratively with regional municipalities and Iron Horse Trail partners to develop and communicate a capital maintenance, replacement plan and funding agreement for the system.
- 2. Consider new revenue streams to support the development, maintenance, and management of the system. Potential initiatives include:
 - » Creating profitable attractions along the trail system that can serve as revenue generators (e.g. trail-accessible camping, OHV play parks).
 - » As the tourism readiness and quality of regional trail experiences grows, consider the introduction of a trail pass fee(s) for some trail experiences to help offset expenses. Fees could be tiered with a lower fee for residents and higher fee for visitors.
 - » Corporate sponsorship and appropriate advertising on the system.
 - » Sale of advertising and promotions through the visitor trip planning, on-trail mobile device app and appropriately sited and graphic design-controlled advertisements in staging areas.
 - » Sale of appealing, eye catching, and functional merchandise.





7.2 STRATEGY 2: ADDRESS KEY SUSTAINABILITY ISSUES

Foreseeable situations exist that are material risks to the long-term viability and effectiveness of a sustainable regional trails system. It is important to identify what some of these are and consider steps to prevent or mitigate their impacts.

7.2.1 PLAN FOR MANAGING UNDESIRABLE VISITOR USE IMPACTS

Examples exist around the world where trail managers and destinations have failed to anticipate or plan for the physical impacts of trail users on the trail system, community impacts, and reputational risks that can flow from poor visitor experiences. Left unmanaged, these effects can diminish a destination's appeal to visitors and potential future residents. Tactics that can help prepare and prevent these impacts include the following.

- Using the Interagency Visitor Use Management Council's Visitor Use Management Framework (VUMF) (https://visitorusemanagement.nps. gov/) as a guide, engage professional assistance to help prepare a visitor use management plan for regional trails to:
 - » Expand on the desired visitor experiences and resource conditions for trails in the system,

- » Identify the indicators and establish thresholds for each indicator.
- » Determine the current condition (baseline) for each indicator in relation to determined thresholds.
- » Determine and document that differences between existing and desired conditions and the links between visitor use.
- » Identify management strategies and actions that will be taken to ensure desired conditions are maintained.
- » Establish monitoring strategy and procedures.



- 2. Adopt and promote the Leave No Trace (https:// leavenotrace.ca) outdoor skills and ethics program for residents and visitors. Leave No Trace messaging can be incorporated into all trip planning information, mobile device apps, promotional and marketing materials and through signage in strategic locations ontrail (e.g., trailheads, rest areas, viewpoints, attractions, campgrounds etc.). Trail volunteers, bylaw officers and others who interact with visitors directly can be trained in Leave No Trace principles and share this information with trail visitors. Targeted visitor education campaigns can be delivered during peak seasons and special events to educate visitors about responsible recreational use of trails.
- 3. Actively coordinate with municipal bylaw officers, the RCMP, and other applicable agencies to undertake coordinated and targeted compliance assurance campaigns to promote the safe and respectful recreational use of the trail and to respond to recurring non-compliance issues.





7.2.2 ADDRESS ENVIRONMENTAL CONCERNS

Trails, particularly summer OHV trails, are often associated with ecological impacts. This, in part, is due to a long history of using linear access and trail alignments that were not intended or designed for repeated travel. The resulting damage, both frequent and severe, has helped to seed concern and skepticism about the realistic probability of OHV trails being viable over time.

To help counter this perspective, it is critically important that existing and foreseeable sustainability issues are addressed and managed head-on, particularly the following.

7.2.2.1 WATER CROSSINGS

The region's trail system crosses many permanent and ephemeral watercourses. Most current watercourse crossings are informal and not intentionally designed to retain the watercourse's functionality. To mitigate the impacts of the trails on water quality, fish habitat, and hydrology, efforts are needed to ensure crossings comply with Alberta's Code of Practice for Watercourse Crossings and best practices.

OPPORTUNITIES

- Assess watercourse crossings in the approved regional trail network for compliance with the Alberta Watercourse Crossing Code of Practice. Address any deficiencies or close applicable trails for public use until they are compliant.
- 2. Crossings on all conceptual trail segments for potential incorporation into the regional system should be assessed and brought into compliance with the Alberta Watercourse Crossing Code of Practice before the trail or trail segment is incorporated into the system.
- 3. Any trail segment with crossings that fall out of compliance with the Code will be closed for public access by the land manager.



7.2.2.2 MITIGATE THE IMPACTS OF TRAILS AND VISITATION ON WILDLIFE & WILDLIFE HABITAT

Managing human use patterns and behaviours is critical to enabling wildlife to continue to occupy habitats throughout the trail system. This is particularly important in mid-country and backcountry settings. In addition to good trail planning and design, a more active approach to management of the trail system and visitor use will help to mitigate the undesirable impacts that trails and visitor use can have on wildlife and their habitats. In addition to the actions outlined below, visitor education will be critical.

OPPORTUNITIES

- Ensure trail nomination, designation and approval approaches fully consider potential wildlife impacts.
- 2. Where warranted, implement permanent trail closures as necessary (determined in cooperation with Government of Alberta) where and when the presence and/or behaviours of wildlife pose an unacceptable and abnormal risk to the public safety or to the animal's welfare. The length of closures should be guided the by Government of Alberta with priority given to wildlife needs. Closures should be immediately communicated to the public and to the region's trails ecosystem with rationale.
- 3. As deemed essential by appropriate authorities, consider temporary closures of portions of the trail system to minimize disturbance of wildlife during particularly sensitive periods of the year (e.g. birthing, rearing, winter). The purpose and details of these closures must also be effectively communicated to residents and visitors.
- 4. Where habitats warrant, sightlines should be managed to enable wildlife to detect visitors and to reduce potential predation.

- Waste receptacles and other potential attractants should be carefully considered and managed.
- 6. While not regulated in all areas, visitor education and information should be used to strongly encourage residents and visitors to keep their dogs on leash as much as possible.
- 7. Information should be provided to all trail visitors about how to report human-wildlife conflicts and concerns to the appropriate government authorities.
- 8. Develop a human-wildlife conflict response plan for the trail system to guide actions and management reactions to reported human-wildlife conflicts. Ensure appropriate staff from the M.D., City, and Government of Alberta, and others in the trails ecosystem are familiar with the plan.



HUMAN WILDLIFE CONFLICTS...

Are negative interactions between people and wild animals that have undesirable consequences for wildlife, humans, or both.



7.2.2.3 IDENTIFY & CONTROL WEEDS & INVASIVE PLANTS

Trails can be a vector for introducing and spreading weeds and invasive plants. Weeds and invasive plants can outcompete native plants and negatively impact local ecosystems and wildlife. While an inventory of weeds and invasive plants was not been completed as part of this plan, weeds are present in the study area and it's reasonable to assume that recreation activity may be associated with some transmission. Active management is needed to ensure that further introduction and spread is avoided and existing infestations are identified and appropriately treated, controlled or removed.

OPPORTUNITIES

- Collaborate with partners and landowners to undertake an inventory of weeds and invasive plant species along the trails and trail infrastructure.
- Collaborate with landowners and partners to develop and implement a weed and invasive plant species monitoring and appropriate treatment program.
- 3. Develop activity-specific "responsible use" practices (e.g. use of weed-free feed for equestrian users, cleaning of equipment between trail outings).
- 4. Ensure visitor education initiatives fully incorporate awareness and impact reduction tactics.





7.2.3 ADDRESS VISITOR SAFETY AND RISK MANAGEMENT

Actively managing hazards and risks associated with trails and trail use is a critical task for competent trail managers. Good risk management processes (e.g. Figure 88) demonstrate that competency to visitors and users, helps keep them and workers safe, helps minimize insurance costs for the trail ecosystem, and helps maintain confidence in the destination.

OPPORTUNITIES

- To ensure ongoing maintenance and good risk management, develop and apply a trail inspection, maintenance, and documentation procedure. The procedure should specify the frequency with which formal trail maintenance and safety inspections are to occur, protocols for documenting the findings of those inspections, reporting the findings to the respective management authorities, and documenting when corrective actions were taken to resolve identified deficiencies.
- 2. Provide and promote a means for visitors to report trail conditions, maintenance problems and accidents or injuries sustained on the trail. Investigate any reported accidents or injuries sustained on the trail and, where relevant, undertake corrective actions and document the actions taken.
- Provide adequate trip planning information as well as on-trail signage, warnings, and notices to make visitors aware of the information, equipment and skills required to travel the trail safely, risks and potential for injuries, and the trail conditions.
- Develop trail lighting standards in urban connectivity zones and address deficiencies.

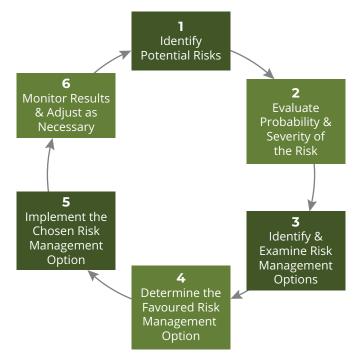


Figure 88: Risk Identification and Management

- Implement crossing improvements where nonconformant with Trails in Alberta's Highway Rights of Way guidelines manual (Figure 89).
- 6. Work with local First Responders to prepare and maintain an up-to-date emergency response plan for the system, especially for isolated and remote areas on the trail where emergency service access may be challenging.
- Ensure that First Responders have the necessary equipment to action rescues that may be required and regularly train to respond to public safety incidents that may occur on the trail system.



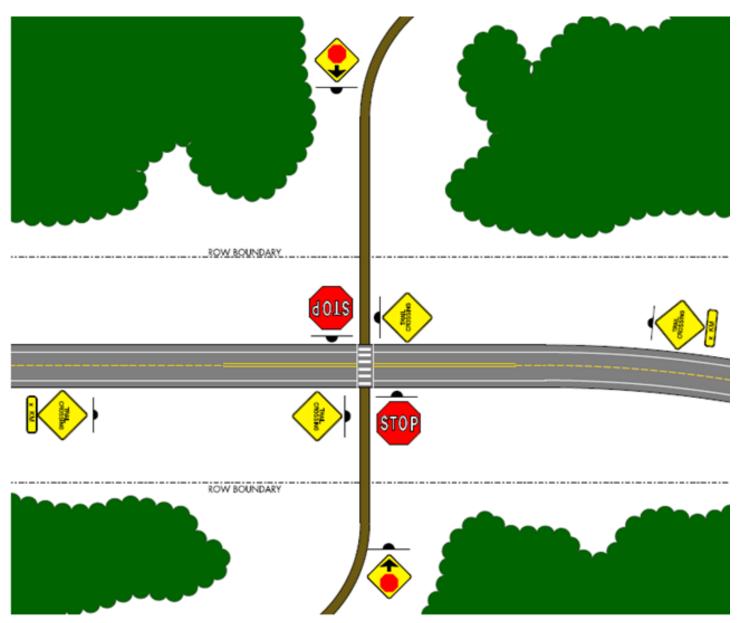


Figure 89: Signage & Roadway Markings for a Mid Block Highway Crossing (Trails in Alberta Highway Rights-of-Way)



7.2.4 ADDRESS EMERGENT COMMUNITY RESERVATIONS AND CONCERNS

Trails can bring significant benefits to communities, but they can also bring unwanted and undesirable impacts. Long-term sustainability of a trail system requires the ongoing support of people that may be affected by it. Many trail concerns in communities are foreseeable and can be mitigated, managed, or avoided altogether. Respectful and inclusive processes that create opportunity and proactively attend to concerns will help minimize challenges that could jeopardize or erode the viability of the region's trails.

7.2.4.1 INDIGENOUS VALUES

The region's diverse Indigenous peoples' longstanding relationship with the land presents unique opportunities to ensure values are respected. Actions that should be considered include the following.

- Ensure treaty rights are respected and supported through trail planning, development, and operation, and that associated processes actively solicit and consider Indigenous input and perspective.
- 2. Work with First Nation and Metis administrations to design and build functional connectivity between settled areas throughout the region.
- 3. Actively provide opportunity, when appropriately supported, for the inclusion of Indigenous names, themes, content, and story in signage, interpretive, promotion and education efforts.
- 4. Situate, design, and manage trails to avoid impact to areas of concern and, where appropriate, to channel visitors to areas where visitation may be desired or beneficial.
- 5. Actively provide opportunity for direct involvement in trail operations, programming and/or activation (e.g. as articulated elsewhere throughout this plan).

7.2.4.2 PRIVATE LAND

Trails can change land use and patterns of human activity. These changes can have real and lasting effects on adjacent landowners. Actions that should be considered include the following.

- Ensure planning and development processes provide opportunity for concerns and potential solutions to be brought forward before decisions and implementation.
- 2. Develop a "Good Neighbour" education program that can help adjacent landowners learn about trails, the importance of trails to the region, how good trails can reduce unwanted use (e.g. across fields), how trail visitors are being managed to minimize impact on adjacent landowners, process for non-recreational use of trails, vegetation management, and steps adjacent landowners can take to minimize their impacts on, or even enhance, visitor experiences.
- 3. Through trip planning and on-trail information, ensure visitor awareness and understanding of respectful conduct including staying off private land, respecting gates and cattle, keeping out of fields, and other beneficial practices.
- 4. In areas where trespassing, theft and/or vandalism from trail users is a concern, work with adjacent landowners to plan, develop and install effective visitor management and/or access controls.



7.2.4.3 ACCESSIBILITY & INCLUSION

Fundamentally, all trail users will require accessible trail elements at some stages of their lives and a trail system should be highly functional for all users. Not all trails can or should be built for universal access, but intentionally providing accessible trail experiences is a hallmark of progressive trail management. Recommended actions for trails in the region include:

- Ensure planning and development processes are inclusive and accessible to people of different ages, backgrounds, and mobilities.
- Utilize contemporary accessible design guidelines and best practices for trails and amenities as broadly as possible. These include emergent guidelines from Accessibility Standards Canada (https://accessible.canada.ca/), as well as the rapidly evolving guidelines from leading accessibility-focused organizations.
- 3. Ensure accurate and specific trail information is available to enable potential users to make informed decisions before they arrive at the trail (e.g. trail length, surface type, surface design parameters). This should be available at trailheads, on online and electronic navigation aids, and made available to specialized information services for various communities.
- 4. Invite audits and assessment of trail accessibility by respected non-profit organizations that specialize in these services.
- Partner in the provision of adaptive equipment (e.g. adaptive mountain bikes or aMTBs) for regional signature trails and/or optimized experience areas.





7.3 STRATEGY 3: DEVELOP A CONNECTED AND DIVERSIFIED REGIONAL TRAIL NETWORK

Connectivity is essential to ensuring the region's trail system functions well. Trails must be connected to each other, to neighbourhoods, to attractions on and off the trail, to visitor services (e.g. food, fuel, supplies) and to available accommodations (e.g. campgrounds, fixed-roof accommodation).

Currently, the Iron Horse Trail serves as a unique and important spine trail for the region, but connectivity gaps exist that create functional challenges for residents and visitors looking to access trails from their communities. These gaps also limit the potential of the trail network to serve visitors well and to drive economic benefits from tourism.

Optimally, the overall supply of available regional trails should also align with the interests and desired trail experiences of residents and visitors (e.g. permitted activities, setting, level of difficulty etc.). This requires effort to ensure suitable trail experiences are available for desired activities and that these opportunities are in locations that are well-suited (e.g. proximity, desirable attributes, minimized impacts).

The following sections and maps provide an overview of recommended trail connections and zones that are suitable for focused trail development to support resident interest and the region's tourism potential.

Developing these connections and area enhancements can be achieved with a combination of new trails and improvements to existing alignments. It is important, however, that both new and existing alignments are thoroughly and critically assessed and evaluated against criteria (e.g. section 7.1) before designation as many existing alignments are not currently suitably designed or situated.

NOTE: IT IS ACKNOWLEDGED THAT SOME OF THESE PRIORITY CONNECTIONS AND TRAIL EXPERIENCE ZONES FALL UNDER MULTIPLE ADMINISTRATIONS. RECOMMENDED CONNECTIONS AND ZONES ARE CONCEPTUAL ONLY. DETAILED PLANNING AND APPROVALS ARE REQUIRED FOR EACH TO ENSURE FEASIBILITY AND APPROPRIATE SITING AND DESIGN. OPTIMAL ROUTING MAY DIFFER THAN SHOWN IN THE MAPS THAT FOLLOW.



7.3.1 CITY OF COLD LAKE AND IMMEDIATE AREA

This area of the region is a busy interface between urban and rural development that is naturally positioned to serve as a hub for the eastern part of the region. Several critical connectivity gaps should be prioritized for collaborative detailed planning and development. The location, rationale and recommended trail classifications are outlined in Figure 90 and in Table 24. Additional detail for suggested priority connections is provided in the appendices. It is also recommended that work continue with Cold Lake First Nations to consider how the Nation can be effectively connected to this expanded network.

Table 24 Priority Connections Descriptions

	Recommended Trail Connections	Rationale	TMOs	For Detail See
1	Cold Lake to Cold Lake Provincial Park (16th Ave)	Enable safe, convenient non-motorized connection for residents to the Park	1/2	Appendix D
2	Iron Horse Trail Staging Crossing Highway 28	Enable mixed-use corridor connectivity to city services and region's east	5	Appendix D
3	Iron Horse Trail Staging to M.D. Cold Lake Campground	Enable safe, clear, year-round, mixed-use connectivity to accommodation (camping) and northern connections	5	Appendix D
4	Cold Lake to Kinosoo Ridge Ski Hill	Enable safe, moderate-distance non-motorized connection to this significant regional tourism asset	2/3	Appendix D
5	Enhanced twinned connection from City to Beaver River Trestle	Provide safe separation for motorized and non- motorized traffic to this significant regional tourism asset	1 and 5	Appendix D
6	African Lake trail upgrading and repurposing	Provide mixed-use connectivity between 21st and ~46th avenues	5	Appendix D
7	Cold Lake to Grande Centre Golf Course	Extend mixed-use connectivity east to Golf Course	5	Appendix D
8	City of Cold Lake to existing and future subdivisions to west	Establish safe connectivity to City services (e.g. recreation center, schools)	1, 3 or 5	
9	Grande Centre Gold Course to Cherry Grove	Establish safe mixed-use connectivity	5	
10	Cherry Grove to Saskatchewan border	Establish safe mixed-use connectivity	5	
11	Iron Horse Trail to Casino Dene	Establish safe mixed-use connectivity	5	
12	NW Cold Lake and beyond	Establish mixed-use connectivity to trails north and west as part of larger loop system	5	



Trail Experience Zone

Proposed Staging Area

Proposed Water Route Staging Area

→ Priority Trail Connection → Water Route

→ Iron Horse Trail

Connection Number

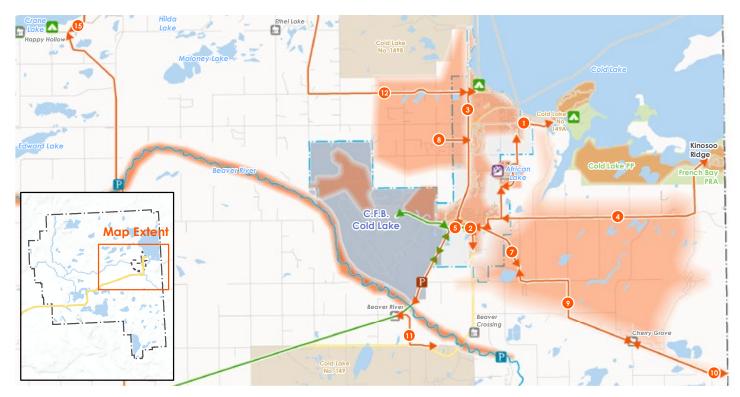


Figure 90: Priority Cold Lake Area Connections



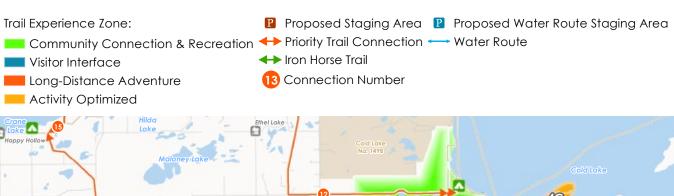
In addition to the specific connections about, it is recommended that City, M.D., Government of Alberta, CFB Cold Lake Four Wing, trail organizations and other administrations cooperatively work together to consider and enable trail experiences that meet emergent demand in this part of the region through additional detail planning, enhancements and development in the areas identified in Table 25 (i.e. "Trail Experience Zones"). These areas are roughly delineated in Figure 91.

Table 25 Suitable Trail Experience Zones near Cold Lake

#	Trail Experience Zones	Appropriate areas that are well- suited for these trail experiences	Recommendation
	Community Connection 8	k Recreation	
1	A. Urban	City of Cold Lake	Continue to actively support, plan and develop trail fine-scale connectivity in this area with appropriate TMOs.
	B. Rural	 Rural subdivisions west of Cold Lake East of Cold Lake towards Cherry Grove and Kinosoo Ridge 	Continue to actively support, plan and develop fine-scale trail connectivity in these areas with appropriate TMOs.
	Visitor Interface		
2	A. Access	 Cold Lake Iron Horse Trail staging Iron Horse Trail access between City and Beaver River Trestle at Township Road 624. Iron Horse Trail access at Township Road 623 	Develop /enhance parking and staging using approaches outlined in section 7.4.4.
	B. Service	Commercial area surrounding Iron Horse Staging along highway 28.	Enhance and activate using approaches in section 7.6. Ensure sanctioned OHV access to services.
	Long-Distance Adventure		
3	A. Mid-country Extensive	Iron Horse TrailOver-ice connections on Cold LakeMixed-use connections north of City	Develop and enhance these connections with understanding how they connect with and serve broader network.
	B. Backcountry Extensive	Beaver River water route	Develop staging and infrastructure to support route
	Activity Optimized		
	A. OHV Play Parks	Cold Lake Mason Watt MX Track	Support enhancements that align with demand.
4	B. OHV Optimized Trails	Public land surrounding African Lake mixed-use trail network	Formalize a dense, well-maintained network of OHV trails connected to MX track and regional mixed-use connections.



#	Trail Experience Zones	Appropriate areas that are well- suited for these trail experiences	Recommendation
	C. Hiking, Trail Running & Snowshoeing Trails	Area northwest of CFB Cold Lake Four Wing.Cold Lake Provincial Park	Work collaboratively to formalize a network of non-motorized trails specifically for lower speed, non-motorized experiences.
4	D. Mountain Biking & Fat Biking Trails	Cold Lake Bike Park and TrailsKinosoo Ridge Adventure Park	Continue to develop experiences aligned with demand.
	E. Nordic Ski Trails	 Grande Centre and Cold Lake golf courses. Cold Lake Provincial Park	Work collaboratively to consider provision of groomed opportunities.
	F. Equestrian Trails	Area northwest of CFB Cold Lake Four Wing	Work collaboratively to consider specific trails.



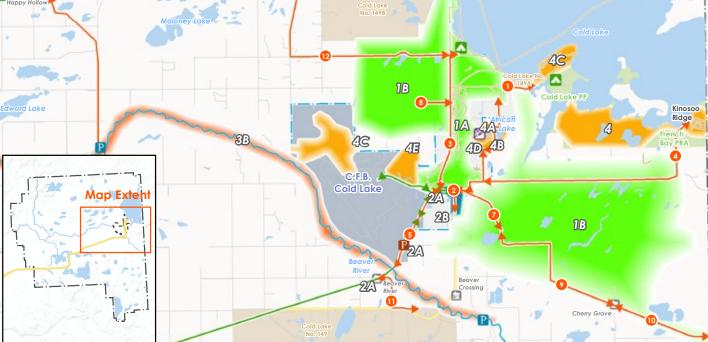


Figure 91: Map of Trail Experience Zones near Cold Lake



7.3.2 SOUTH M.D. OF BONNYVILLE

This part of the region has some of the most accessible lakes and has significant rural development. Critical connectivity gaps that should be considered for collaborative, detailed planning and development in this portion of the planning area are outlined in Figure 92 and Table 26. It is also recommended that work continue with First Nations and Métis Settlements to consider how their communities can be effectively connected to the region's expanded trail network and to ensure their interests and values are considered.

Table 26 Description of Priority Connections in South M.D. of Bonnyville

	Recommended Trail Connections	Rationale	TMOs
13	Ardmore (or nearby) to Crane Lake	Provide safe, mixed-use connectivity directly to desirable northern trails.	5
14	Bonnyville to rural subdivisions(s) east of town	Establish safe connectivity to town services (e.g. recreation center, schools)	1, 3 or 5
15	Iron Horse Trail/Bonnyville to M.D. Muriel Lake Park & Campground	Establish safe mixed-use connectivity and potential for long-distance loops.	5
16	Circumnavigation of Muriel Lake	Formalize and enhance sustainability of significant existing mixed-use trail. Provides desirable midlength loop.	5/6
17	Muriel Lake to St. Paul County	Establish safe mixed-use connectivity and potential for long-distance loops.	6 or 7
18	Jessie Lake	Reestablish popular loop experience. (Enhance if feasible or disestablish).	1/3
19	Iron Horse Trail to Franchere Bay PRA and Pelican Point M.D. Campground	Provide mixed-use connectivity to popular campgrounds and potential formalized OHV area. (Most desirable if OHV camping can be accommodated.)	5
20	Iron Horse Trail to Moose Lake Provincial Park Campground.	Provide mixed-use connectivity to popular campground. (Most desirable if OHV camping can be accommodated.)	5
21	Iron Horse Trail to public land north of Moose Lake	Provide mixed-use connectivity to potential formalized OHV area and play park.	5



Trail Experience Zone

Proposed Staging Area

Proposed Water Route Staging Area

→ Priority Trail Connection → Water Route

Iron Horse Trail

Connection Number



Figure 92: Map of Priority Connections in South M.D. of Bonnyville



In addition to the specific connections above, it's recommended that the M.D., Government of Alberta, Town of Bonnyville, County of St. Paul, trail organizations and other administrations work together to enable and improve specific trail experiences in this part of the region through additional detail planning, enhancements and development in the areas identified in Table 27. These areas are roughly delineated in Figure 94.

Table 27 Description of Suitable Trail Experience Zones in South M.D. Bonnyville

#	Trail Experience Zones	Appropriate areas that are well- suited for these trail experiences	Recommendation		
	Community Connection 8	k Recreation			
1	A. Urban	 Town of Bonnyville Hamlets of Ardmore, Ft. Kent, Therien, Cherry Grove Village of Glendon 	Actively support planning and development of fine-scale trail connectivity appropriate TMOs.		
	B. Rural	 Rural subdivisions east of Bonnyville Rural subdivisions surrounding Moose Lake Rural subdivisions surrounding Muriel Lake 	Continue to actively support, plan and develop fine-scale trail connectivity in these areas with appropriate TMOs.		
	Visitor Interface				
2	A. Access	 Muriel Lake M.D. Park Iron Horse Trail at Bonnyville Public land north of Moose Lake Public land southwest of Pelican Point 	Develop /enhance parking and staging using approaches outlined in section 7.4.3		
	B. Service	Iron Horse Trail at Bonnyville, Ardmore, Glendon	Enhance and activate using approaches in section 7.6. Ensure sanctioned OHV access to services.		
	Long-Distance Adventure				
3	A. Mid-country Extensive	 Iron Horse Trail Mixed-use connection to Crane & Tucker Lakes Mixed-use connection to St. Paul 	Develop and enhance these connections with understanding of how they connect with and serve broader trail network.		
	B. Backcountry Extensive	Beaver River paddling experience	Develop staging and infrastructure to support route		
	Activity Optimized				
	A. OHV Play Parks	Public land directly north of Moose Lake Provincial Park	Plan and design for OHV with intent to consolidate higher impact activities in this area.		
4	B. OHV Optimized Trails	 Public land north of Moose Lake Provincial Park Public land southwest of Pelican Point M.D. Park 	Formalize a dense, well-maintained network of OHV optimized trails.		
	C. Hiking, Trail Running & Snowshoeing Trails	Muriel Lake M.D. ParkPublic land east of Bonnyville BeachMoose Lake Provincial Park	Enhance network of non-motorized trails specifically for lower speed, non-motorized experiences.		



#	Trail Experience Zones	Appropriate areas that are well- suited for these trail experiences	Recommendation	
4	D. Mountain Biking & Fat Biking Trails	Muriel Lake M.D. ParkMoose Lake Provincial Park (winter fatbiking)	Develop singletrack experiences aligned with demand.	
	E. Nordic Ski Trails	 Muriel Lake M.D. Park Moose Lake Provincial Park Public land east of Bonnyville Beach Jessie Lake Park 	Enhance groomed opportunities.	
	F. Equestrian Trails	 Muriel Lake M.D. Park Public land east of Bonnyville Beach	Formalize and enhance specific trail	
5	No Trail Zone	Avian nesting areas on Muriel Lake	Work with Government of Alberta to clarify and delineate areas using contemporary data.	

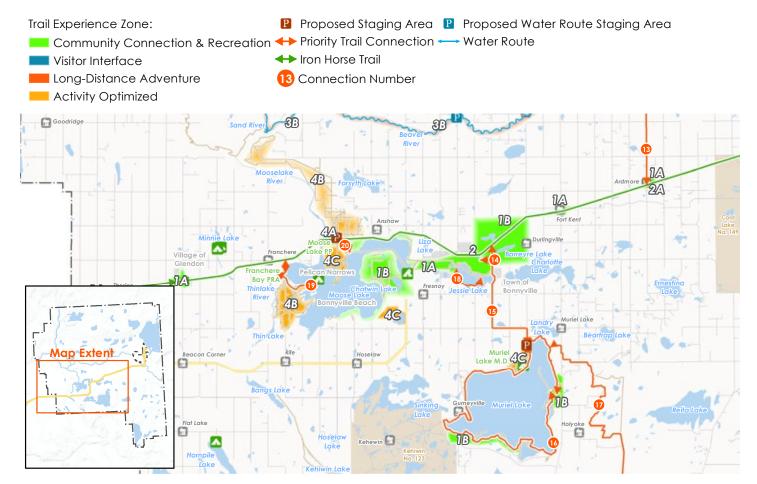


Figure 93: Map of Suitable Trail Experience Zones in South M.D. Bonnyville



7.3.3 NORTH M.D. OF BONNYVILLE

This part of the region lends itself very well to long-distance adventure and is particularly well-suited for motorized experiences. However, this area also includes significant industrial and grazing presence, and its northernmost extents overlap caribou habitat (e.g. near May and Marie lakes).

Critical connectivity gaps that should be considered for collaborative, detailed planning, formalization, and development in this portion of the planning area are outlined in Figure 94 and Table 28. It is also recommended that work continue with First Nations to consider how their communities can be effectively connected to the region's expanded trail network and to ensure their interests and values are considered.

Table 28 Priority Connections in North M.D.

	Recommended Trail Connections	Rationale	TMOs
12	NW Cold Lake and beyond	Establish mixed-use connectivity to trails north and west of city as part of larger loop system.	5
13	Ardmore (or nearby) to Crane Lake	Provide safe mixed-use connectivity directly to the region's northern trails and enable larger loops.	5
14	Cold Lake to Crane Lake	Provide safe mixed-use connectivity to the Tucker/ Crane Lake area.	5, 6 or 7 (as conditions allow)
15 -18	Crane & Tucker Lake Network	Enable core connectivity in and around these popular lakes. Enhance sustainability of existing routes. Enables mid-distance loop experiences.	5, 6 or 7 (as conditions allow)
19 -23	Tucker, Bourque, Wolf Lakes and beyond to NW	Enable core connectivity in and around these lakes, allows large loop experiences, and establishes connection to Lac La Biche County. Enhance sustainability of existing routes.	5, 6 or 7 (as conditions allow)
24 - 27	Marie, May, Cold Lakes and beyond to NE	Enable core connectivity in and around these lakes, allows large loop experiences, and establishes connection to Lac St. Anne County. Enhance sustainability of existing routes.	5, 6 or 7 (as conditions allow)



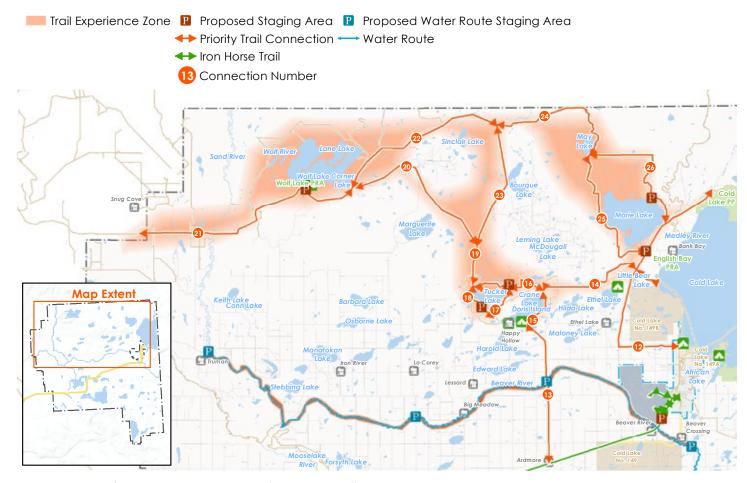


Figure 94: Map of Priority Connections in North M.D. Bonnyville



In addition to the specific connections above, it's recommended that the M.D., Government of Alberta, Lac La Biche County, CFB Cold Lake, trail organizations and other administrations cooperatively work together to meet emergent demand for specific trail experiences in this part of the region through additional detail planning, enhancements and development in the areas identified in Table 29 . These areas are roughly delineated in Figure 95.

Table 29 Suitable Trail Experience Zones in North M.D. Bonnyville

#	Trail Experience Zones	Appropriate areas that are well- suited for these trail experiences	Recommendation	
	Community Connection 8	& Recreation		
1	B. Rural	Rural subdivisions (e.g. English Bay; subdivisions near Marie, Ethel, Crane Lakes)	Continue to actively support, plan and develop fine-scale trail connectivity in these areas with appropriate TMOs.	
	Visitor Interface			
2	A. Access	 Crane/Tucker Lake Marie Lake Wolf Lake	Develop /enhance parking and staging using approaches outlined in section 7.4.3.	
	B. Service	Crane Lake	Consider opportunities to significantly enhance available trail services such as those in section 7.6.1.	
	Long-Distance Adventure			
3	A. Mid-country Extensive	 Interlakes area throughout north Connections south to Iron Horse Trail Connections west to Lac La Biche County 	Develop and enhance these connections with understanding of how they connect with and serve broader trail network.	
	B. Backcountry Extensive	Wolf Lake paddling experienceBeaver River paddling experience	Develop staging and infrastructure to support route	
	Activity Optimized			
4	B. OHV Optimized Trails	Crane/Tucker Lake network	Formalize a dense, well-maintained network of OHV optimized trails with auto-accessible and trail accessible camping opportunities.	
	C/E/F. Hiking, Trail Running, Snowshoeing, Equestrian Trails	Around Crane Lake settled areas	Enhance network of non-motorized trails specifically for lower speed, non-motorized experiences.	



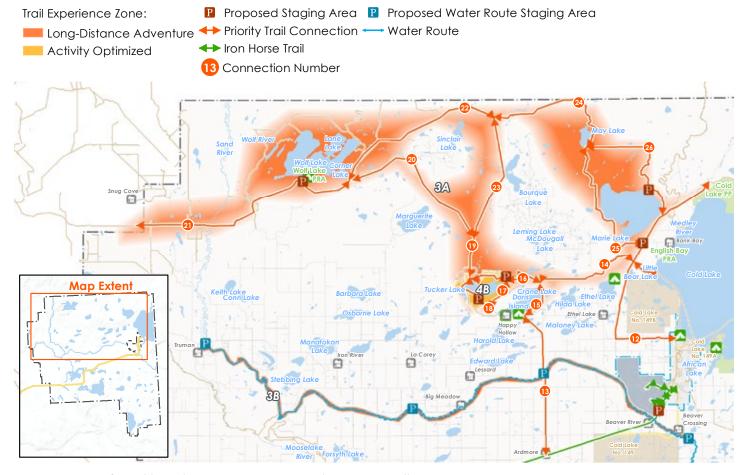


Figure 95: Map of Suitable Trail Experience Zones in North M.D. Bonnyville



7.4 STRATEGY 4: ENHANCE USER EXPERIENCES

Like customer experiences, little things often make the difference between a fair trail experience and an excellent trail experience. Understanding and acting on these things puts the region in position to be able to activate substantial change in how satisfied residents and visitors are with their trail experiences.

7.4.1 UNDERSTAND USERS AND VISITORS

Good management decisions are based, in part, on accurate information and insights about visitor use and motivations. Information on where trail users come from, why they come, when they come, what they do, how long they stay, what they spend, their satisfaction with their experience, and their opinion of the trails can all help to inform management decisions to keep trails relevant and appealing.

OPPORTUNITIES

 Work with experienced professionals to design and implement an ongoing visitor counting initiative to understand total visitation and visitation patterns in the area. This could include monitoring visitation through mobile data analytics.

- 2. Work with experienced professionals to design and regularly implement visitor studies to better understand:
 - » Visitor origins
 - » Demographics
 - » Motivations
 - » Activity preferences
 - » Start & end locations
 - » Party size and composition
 - » Length of trip
 - » Satisfaction
 - » Spending
 - » Near- / off-trail attractions and experiences
 - » Satisfaction and net promoter score
- Monitor and analyse online visitor feedback (e.g., Trip Advisor, Social Media) to understand visitor sentiments and manage the brand. Actively respond to online visitor feedback.



7.4.2 DESIGNATE AND DEVELOP "SIGNATURE" ATTRACTIONS & ROUTES

A signature attraction or trail offers the potential of an experience far beyond the ordinary. These sites and trails are capable of being the exclusive or primary reason for why target markets choose to visit a destination.

These market and export ready trail experiences, if well developed, managed, and differentiated from the region's competition, have the potential to drive greater and higher-yield visitation.

In turn, these experiences have the potential to provide even greater positive economic and social benefits to their host communities while also becoming some of the most prized local recreation experiences.

Signature trails are deliberately extraordinary. They:

- Are nationally, provincially, or regionally unique and are purposefully designed and managed to exceed visitor expectations.
- Involve spectacular, moving, and/or beautiful natural and or cultural experiences.
- Best represent what a region has to offer in terms of trail activities.
- Are approved and supported by the land manager and trail operators.
- Differentiated from other trails in the region and competing trail experiences.
- Are market or export ready and can serve as the primary motivator for why a visitor chooses our region.
- Provide market-driven on-trail visitor accommodations, amenities, services, and trip planning information.



WHAT IS A SIGNATURE TRAIL?

Signature trails go beyond the ordinary into the extraordinary. It is a trail that is capable of being the exclusive or primary reason for why target markets choose a destination. Though the trail type, length, level of development and difficulty can vary, the trail experience is regionally or provincially unique, the trail provides supporting amenities and services, and the trail is purposefully designed to meet the expectations of specific target markets.

- Are animated with visitor itineraries, guiding services and high-profile events, festivals and / or competitions.
- Are capable of attracting additional funding and promotional support from tourism-focused initiatives and organizations.

Developing one or more signature trail experience will help to put the region on visitors' "must experience" list as a trail destination.



The following potential signature trail experiences would be significantly different than anything else available in Northern Alberta and beyond. However, it should be noted that there may be practical, financial, social, environmental, regulatory, and/or cultural rationale that is out of scope of this initiative that may render them unfeasible. Their presentation below should not be interpreted or implied as an endorsement or authorization.

- Support the ongoing development of the Iron Horse Trail as a stand-alone signature trail destination for the region. In particular, the region can help accomplish this through supporting the implementation of the trail's 2021 strategic plan and its strategies and actions, including:
 - » Optimizing and enhancing access points (e.g. Cold Lake, Bonnyville and other communities).
 - » Enhancing and activating existing significant attractions, such as the Beaver River trestle (Figure 96) with its unique vistas and aircraft viewing opportunities (see Section 7.3.1).
 - » Enhancing connectivity from the trail to amenities (e.g. community services and campgrounds).
- Evaluate the feasibility and identify routing options to develop connected significant signature trail experiences from the Iron Horse Trail to:
 - » An optimized OHV play park and connected trail system north of Moose Lake Provincial Park (see Section 7.3.2).
 - » Long-distance, mixed-use loop opportunities that connect from Bonnyville through to County of St. Paul (see Section 7.2.2).
 - » Long-distance, mixed-use loop opportunities connecting the region's northern lakes and west through to Lac La Biche County (see Section 7.2.3).



Figure 96: Beaver River Trestle's Striking Profile and View



Figure 97: Tucker Lake's Impressive Setting



- 3. Evaluate the feasibility and detailed routing options to develop an all-season, OHV optimized destination experience with multiloop and overnight opportunities, including backcountry camping or huts, in and around the pine forests and sand of Tucker Lake (Figure 98) and Crane Lake.
- 4. Continue to enhance the region's near-marketready specialized and unique infrastructure, amenities and experiences for optimized nonmotorized experiences including:
 - » Cold Lake Bike Park
 - » Kinosoo Ridge Resort
 - » Muriel Lake M.D. Park



Figure 98: Example of an OHV friendly huts / comfort camping. (https://www.atvresort.com/)



7.4.3 IMPROVE STAGING AND ACCESS

Staging areas are the places that most visitors will start and end their trail experience. They set the first impression and tone for the visitor's experience. When well designed, they provide safe parking, access to the trail, and help to provide organized visitor information (e.g. trail characteristics, safety, preparedness, regulations, Leave No Trace principles, bear awareness, fire safety, etc.) to ensure well-informed and prepared visitors. This can help to reduce costly and time-consuming emergency response, as well as risk and liability. Appropriately and deliberately designed staging areas can also support the hosting of trail events such as races and rallies.

Community trailheads are places where residents access the trail system directly from their local neighbourhood on foot, bike or OHV. When intentionally designed, trailheads provide residents with physical access to the trail system as well as organized visitor information to ensure well-informed and prepared visitors.

Depending on design and condition of these access points, they can signal to visitors that the trails are managed and cared for, or they can suggest the opposite if they are in poor repair. Design and siting are also important determinants of whether these sites are targeted by thieves, vandals, or others looking to partake in undesirable or unlawful activities.

Efforts have been made to establish a network of formalized staging areas along the Iron Horse Trail, but there is little formal access in other locations. As previously identified, many current staging areas are basic in nature, provide limited visitor amenities and unorganized parking and circulation. Community trailheads are largely informal, and many do not provide key information about the trails and trail system to visitors. In addition, no major formal staging area has been developed within the region to support trail access into the trail system on the broader public lands. Efforts are needed to continue to enhance the visitor appeal and the amenities and information provided at existing staging areas and trailheads.

- 1. Implement a consistent staging area and trailhead typology and level of service guideline. Existing staging areas and community trailheads can be enhanced, and new staging areas and trailheads can be developed and serviced in accordance with the staging area and trailhead typology guidelines outlined in Table 30.
- 2. Develop or enhance new staging areas identified in Access Zones and proposed staging location in sections 7.3.1, 7.3.2, and 7.3.3.
- 3. Formalize and enhance the network of community trailheads where residents access the trails from their neighbourhoods.
- 4. Develop and install themed features to enhance the experience and sense of arrival for visitors at access points. If supported by local Indigenous leadership, theming and design of the gateway features should be inspired by Indigenous peoples and the natural and cultural heritage of the region.



Table 30 Staging Area Typology (Yes, No, Optional)

	Staging Area & Trailhead Classification			
Services	Major Staging Area	Minor Staging Area	Community Trailhead & Connector	
10 - 15 passenger vehicle stalls	N	Υ	N	
15 – 25 passenger vehicle stalls	Υ	N	N	
10 truck and trailer stalls	0	0	N	
15-20 truck and trailer stalls	0	N	N	
Compacted gravel surfacing	Υ	Υ	N	
Circulation for passenger vehicles	Υ	Υ	N	
Circulation for truck & trailer	Υ	Υ	N	
Circulation for commercial buses	Υ	N	N	
Delineated Parking Stalls	Υ	0	N	
User Determined Stalls	N	0	N	
Signage				
Gateway Feature Sign / Monument	0	N	0	
Kiosk	Υ	0	N	
Wayfinding Map & trail access information	Υ	Υ	Υ	
Interpretive	0	0	0	
Responsible use / education	Υ	Υ	Υ	
Regulatory	Υ	Υ	Υ	
Wildfire	Υ	Υ	Υ	
Warnings and notices	Υ	Υ	Υ	
Comfort & Convenience Amenities				
Picnic tables	0	N	N	
Day use shelter	0	N	N	
Toilets (pit / vault)	Υ	0	N	
Waste & recycling receptacles	0	0	0	
Designated fire rings (if appropriate)	0	N	N	
Activity Specific Amenities (examples)				
Hitching Rails	0	N	N	
• Corral	0	N	N	
Manure disposal corral	0	N	N	
Warming shack	0	N	N	
Rental Equipment Facility (e.g. front- counter, storage)	0	N	N	
Tool Centre (common tools)	0	0	N	



7.4.4 IMPROVE SIGNAGE AND WAYFINDING

Appealing, well-designed and well-placed trail signage provides a welcoming and informative environment for visitors. Good signage ensures visitors have the information they need when they need it for them to stay safe, be responsible, and to remain compliant with expectations. Good signage that also clearly communicates the rules is also essential to backstopping and enabling compliance and enforcement actions. Finding a balance between too little and too much signage is important as cluttered signage often gets ignored and detracts from the recreation setting.

Current efforts have been taken recently by the M.D. and City to enhance many signs in the region's trail system. Many signs are working well, but opportunity remains to greatly improve the signage system to make a great first impression and better convey complete and consistent information. The current signage system can be improved by:

- Incorporating territorial land acknowledgements, Indigenous place / landmark and trail naming, and interpretive content (as appropriate and with support of local First Nations).
- Ensuring sign orientation is appropriate for the trails it is placed on.
- Incorporating industry accepted and recognizable iconography showing permitted and prohibited activities as well as the trail level of difficulty ratings (e.g. white circle, green circle, blue square, black diamond).

- Communicating basic trail design parameters such as grades, cross slopes, tread widths and materials.
- Communicating level of preparedness information (e.g. AdventureSmart).
- Identifying what visitor amenities are available and their locations.
- Ensuring maps show all designated trails in the networks and that undesignated trails are signed closed.
- Ensuring only existing, purposeful viewpoints and amenities are shown.
- Ensuring sign designs and materials will resist and endure vandalism.

OPPORTUNITIES

1. Design kiosks, trailhead, and wayfinding signage to apply signage best practices and communicate all essential information (e.g. iconography for permitted / prohibited activities and level of difficulty, trail design parameters etc.) and to align with the Government of Alberta signage guidelines (Table 31) which provides general guidance on the typical location and content to be included in each sign type.



Table 31 Signage Guidelines

Sign Type	Typical Location	Typical Content
Gateway /	Entrance to trailhead / staging	Trail / trailhead name
Monument	area.	Branded, memorable feature
		Photo opportunity
Kiosk	Major staging areas	Trail name Permitted & prohibited activities (icons)
		• Level of difficulty (icons)
		• Trail design characteristics:
		» Length
		» Tread surface
		» Tread width
		» Avg / max grades
		» Obstacle frequency / height
		• Preparedness & AdventureSmart (equipment, skills, trip plan)
		On-trail amenities
		Trail condition slider
		Hazards / risk identification & safety messaging
		Responsible use messaging
		Wildfire messaging
		Land acknowledgement and cultural messaging
		RegulationsMap of trail(s) and amenities
Socondary	Community / minor trailheads	Trail name
Secondary Trailhead Sign	- Community / minor trainleads	Permitted & prohibited activities (icons)
3		Level of difficulty (icons)
		Trail design characteristics:
		» Length
		» Tread surface
		» Tread width
		» Avg / max grades
		» Obstacle frequency / height
		Trail condition slider
		Map of trail(s)
Waymarkers	Trail intersections	Navigation directions
		• Trail names
	144	• Map (optional)
Hazard / Warning	Where major natural or visitor caused hazards exists	Hazard identification and instruction to visitor
Regulatory	Areas of non-compliance	Regulatory requirement
Highway / Roadway Trail Crossings	 As identified in AB Transportation's Trails in Alberta Highway Rights of Way Guidelines 	Trail / Road crossing ahead





- 2. Install wayfinding, regulatory and visitor education / responsible use (e.g. Leave No Trace) signage at all community trailheads.
- 3. Develop and install on-road wayfinding signage to help visitors locate the major staging areas from visitor services zones.
- 4. Work with Alberta Transportation, municipalities and Northeast Muni-Corr to appropriately sign all highway / roadway crossings (on the highway/ road and on the trail).
- 5. Collaboratively develop and incorporate interpretive signage to allow users to develop awareness of the area, its history, its environment, and its peoples.



7.4.5 INCORPORATE COMFORT AND CONVENIENCE AMENITIES

Appropriate and well-sited visitor comfort and convenience amenities such as toilets, benches, picnic tables, hitching rails, designated fire rings, waste receptacles and other features can greatly affect the quality of visitor experiences.

Amenities are also powerful management tools and can help to concentrate and manage undesirable visitor impacts (e.g. human waste). Often overlooked, amenities such as benches, viewpoints and day-use sites can effectively "absorb the time" of trail users and reduce the amount of trail that might otherwise be needed to satiate their interests.

Currently, comfort and convenience amenities are provided in only a few locations. Where they are provided, the level of servicing is not yet consistent and, in some locations, the amenities are aging and reaching the end of their asset lifecycles. Efforts should be taken to improve the quality and consistency of visitor amenities to align with their objectives and desired level of development.

- Ensure that the amenities available at all the region's designated trails are consistent with their TMOs and ascribed "Level of Development".
 - » Provide appropriate comfort and convenience amenities at existing and new staging areas in keeping with the trailhead design guidance provided in Table 25.
 - » Consider on-trail amenities in keeping with "Level of Development" guidelines in Table 17(section 6.3.3).
- Continue to monitor the evolution and requirements of activities to align services with needs (e.g. the electrification of bicycles, OHVs, snowmobiles and other vehicles) to consider the provision a network of supporting electric charging stations or other appropriate amenities.



7.5 STRATEGY 5: ACTIVELY MANAGE USE & IMPACTS

The region's trail system hosts thousands of visits by residents and visitors each year and interest exists to sustainably increase this use. Visitation impacts trail surfaces and can undesirably impact wildlife, fish, water quality, Indigenous values, and wildfire risk if not well-managed. Visitation can also lead to crowding, visitor conflicts, concerns from residents and trespass concerns from First Nations, Métis Settlements, landowners and tenure holders. Increases and changes in visitation also affects risk and liability exposure for governments and trail operators.

"Although we always hope for visitors to be on their best behaviour, we need to plan for their worst behaviour."

The following actions are recommended to prepare and position the region for managing visitor use and associated impact.

7.5.1 MONITOR & MAINTAIN TRAILS TO THEIR TRAIL MANAGEMENT OBJECTIVES (TMOS)

Siting and condition of a trail is one of the most fundamental determinants of the quality of a visitor's experience. The trail tread must meet the needs and expectations of the user and the activity they are taking part in. A quality trail is rarely straight, and it is designed with an enjoyable flow. Trail conditions are also a determinant of the extent of undesirable impacts on vegetation, wildlife, fish, water and other ecological values. Most M.D. and City trails are in good condition, but the condition of many public land trails in the system are poor and need intervention to avoid further degradation, complete loss of trail function, and/or increased visitor safety and liability risks. The risks of more frequent and severe weather events associated with climate change may also exacerbate current trail sustainability issues.

Having access to timely and accurate information about trails and their condition is fundamental to sound trail and visitor management. To be sustainable, it is essential that trail managers understand how trail conditions are evolving over time, to identify undesirable changes quickly and be able to respond to these.



- Work with staff, volunteers, and the trail ecosystem to understand and implement the TMO approach and to prepare and approve annual trail maintenance plans to address basic trail sustainability issues.
- 2. Work with experienced trail professionals to develop and implement a cost-effective and feasible trail monitoring program to monitor changes in trail conditions. This should include:
 - » A formal trail inspection component to ensure trails are inspected on a regular basis (minimum of twice per year) including after all major wind and rain events.
 - » A standardized digital trail inspection form to document trail inspections and procedures that will be used to prioritize and then track any actions taken to resolve identified and reported deficiencies and sustainability issues.
 - » A convenient online means for visitors to crowdsource the identification of trail maintenance and sustainability issues (e.g. TrailForks).
- Incorporate both proactive (e.g. scheduled) and reactive maintenance capacity and approaches to ensure timely and effective maintenance. This could include a "rapid response" protocol and the ability to close trails as needed when the ground and trail treads are saturated and unacceptably susceptible to damage, rutting and erosion.





7.5.2 MANAGE VISITATION BEHAVIORS & IMPACTS

Fostering self-propagating responsible conduct and stewardship ethic among trail users is one of the most effective means to keep trails sustainable with minimum cost and intervention. Strategies and actions to improve awareness, understanding and compliance include the following.

- 1. Implement strategies and actions associated with the recommended Visitor Use Management plan (Section 7.2.1).
- 2. Engage experts in recreation management and visitor education to work collaboratively with the trails ecosystem to develop a comprehensive visitor education strategy. The strategy could be based on successful existing initiatives (e.g. Leave-No-Trace, Tread Lightly) and focus on informing and educating about undesirable visitor impacts (e.g. fish, wildlife, cultural values, trespass, safety etc.), reporting channels for issues and concerns (e.g. 911, 310-LAND, Report-A-Poacher) and inspiring visitors to implement skills, best practices, and ethics to mitigate the impacts at key decision points throughout their planning and visit.

- 3. Examine the feasibility and interest in establishing a trail steward program to ensure staff and/or volunteers maintain a presence on the trail system to promote responsible and compliant visitation.
- 4. Increase on-trail management presence and compliance patrols throughout the region by staff and volunteers. Administrations should consider increasing staff presence and on-trail patrols throughout the peak summer and winter seasons. Efforts should be prioritized to address common non-compliance issues.



7.5.3 DISESTABLISH & REMEDIATE UNDESIRED ROUTES

Routes that are not incorporated into the designated trail network should be actively closed and remediated as more appropriate and sustainable connections are developed.

The area should also be monitored for unauthorized trail development and, where found, this development should be suspended until assessed. Unauthorized trail development should be investigated and compliance assurance actions (e.g. education, warnings, enforcement) should be pursued when necessary. Partners in the region's trail ecosystem should understand, however, that jurisdictions with good quality trails and active engagement usually have few challenges with unauthorized trail development. The potential for unauthorized trail development is inversely related to the quality of available trail experiences and the availability of meaningful opportunities for residents to be involved in planning, development, and operation.





7.5.4 MANAGE NON-VISITOR IMPACTS

The region's outdoor recreation interests and footprints will continue to overlap with other land uses (e.g. forestry, grazing, oil and gas activities). With planning and foresight, there are opportunities and actions that can be taken to improve how these interests can coexist and work together to mitigate challenges and impacts.

Common non-visitor impacts to trails include noise, viewshed alteration, tread disturbance or destruction, blocking or alteration of trail alignments, use of inappropriate or damaging equipment, and failure to appropriately restore a trail following use or change. Examples include:

- Tread impacts from cattle, particularly during soft ground conditions (e.g. enduring hoofprints, manure),
- Blading or clearing a trail alignment for access that results in widening, straightening or smoothing and/or other alterations.
- Visible clearing of vegetation and trees from hilltops, backdrops, vistas and other areas that contribute to scenic value.

- Foster constructive working relationships that build mutual understanding between trail communities and other land uses.
- 2. Ensure mutual awareness of values, common concerns, and common goals.
- 3. Provide opportunity for industry and commercial users to actively contribute to trail development as a component of their community investment and relation initiatives.
- 4. Establish and implement standards for planning, development and operations that encourage desirable conduct and best-practices for trail users and other land uses that minimize concern and support common goals.
- 5. Use and leverage existing and emerging regulatory tools (e.g. Alberta Trails Act) where compliance concerns exist.



7.6 STRATEGY 6: ANIMATE TRAILS & FOSTER TRAIL-FRIENDLY COMMUNITIES

The region's trails are significant recreation assets that are used by residents and visitors. Several communities in the region function as starting and ending locations for trail experiences and as visitor service hubs. Trail-focused visitor services in these locations are currently limited, but significant opportunity exists to improve them and to elevate the economic benefits that flow to the region.

The experiences visitors have leaves lasting impressions on their memories of our region. Visitors who come to the region that feel acknowledged and welcomed, that can access the services they require, and that are inspired to take some time to explore and experience the communities are highly likely to have positive experiences and be "Net Promoters" of the region.

Many of the strategies and tactics that successful trail communities have used are well documented. Some of these that could be considered by the region to foster and outwardly display a "trail culture" include the following.

- Establish safe, appealing, and legal trail connections within the suggested Visitor Interface & Service Zones (see Section 7.3) to enable visitors to travel directly from the trail system to trail-friendly accommodations, attractions, visitor amenities, and service businesses.
- 2. Work with local service providers and business community to identify and address gaps in visitor services that support trail-based visitors (e.g. secure OHV parking at hotels, equipment storage at hotels, equipment repair and supplies, guides, equipment rentals, etc.).
- 3. Incorporate beautification initiatives within Visitor Interface & Service Zones to create a welcoming sense of arrival and to reinforce and express the region's trail culture.

- 4. Provide well-placed, visitor-focused, and easy to understand wayfinding aids on access trails, access corridors, and roadways within communities to:
 - » reassure visitors that they are on a designated trail and/or access corridor and
 - » help trail-based visitors locate trail-friendly service providers.
- Work with interested trail-friendly businesses to create welcoming trail-themed storefront initiatives that reinforce the region's trail culture and reaffirms that visitors are welcomed and appreciated.
- During peak trail season(s) and major events, deploy trail-themed street pole banners to provide a welcoming sense of arrival as visitors come into and travel through the community.



7.6.1 POSITION AND ATTRACT VISITORS TO THE REGION

Creating the conditions for high-quality, memorable trail experiences will only benefit the region if locals and visitors know about and choose to experience the trail system. This is particularly important for tourism, as deliberate efforts should be invested in to build reputation and convince target markets to choose the region over other destinations that may have fewer travel barriers.

The region currently does not have an obvious trail destination brand. Current trails-focused marketing and trip-planning efforts are limited and fragmented. Deploying modern marketing tools that reach our target visitors with compelling stories, images, and appropriate trip planning information at each step of their *Pathway to Purchase* will be an important focus to motivate trail tourism.

However, efforts to advance marketing of the region as a trails destination should only occur once the destination has increased its trail tourism readiness to be "market-ready". Marketing before the trails and services are ready for visitation can have significant negative impacts on the region's environment and reputation as a desirable destination.



Efforts to advance marketing of the region as a trails destination should only occur after the destination has:

- increased its trail tourism readiness to "market-ready",
- addressed the major trail sustainability issues, and
- the capacity to serve and manage the visitation.



- Work with the regional Destination Marketing and Management Organization and/or Travel Alberta to develop a compelling trail destination brand and prepare a modern, integrated trail tourism destination marketing and communications strategy to encourage both locals and visitors to experience the trail system.
- As part of the marketing strategy, develop a single, authoritative, visitor-focused trail experience planning website with timely and accurate trip planning information. The website should include:
 - » A compelling overview of trail experience zones and signature trails.
 - » All essential trip planning information including trail details such as:
 - » GPS / GPX track downloads.
 - » Integration with TrailForks, All Trails and similar services.
 - » Descriptions of what is and is not needed to safely travel the trails.
 - » Promote transportation, accommodations, guides, safety and health considerations, trail etiquette, Leave No Trace principles, and emergency procedures.
 - » A trail finder search tool that allows visitors to enter and filter trails by search criteria (e.g. activity type, length, difficulty, recreation setting, natural region, supporting amenities etc.).
 - » Visitor itineraries that integrate trail experiences with accommodations, attractions, events, and other experiences (e.g. festivals, culinary, Indigenous) in the region.
 - » Up-to-date trail condition reports and trip reports (e.g. provided by community members or visitors).

- » Contacts for local tourism operators and service providers (e.g. guides, transportation, rentals, accommodations, eating establishments, groceries etc.)
- » A schedule of special events, celebrations, and competitions.
- » Inspiring images and videos of the trails and visitor testimonials.
- » Media coverage of the trails.
- » Latest updates.
- » Trail news blog.
- Ensure trail information is current and accurate on the main crowdsourced based apps and services (e.g., trailforks.com, alltrails.com, Ride-With-GPS, Backroads Mapbooks) and that these services are promoting appropriate trails and used to communicate any temporary trail and area closures (e.g., seasonal closures, emergency closures etc.).
- 4. Work with trail-friendly businesses to develop and market sales and promotions to entice trail visitors into communities.
- 5. Actively seek out and build respected presence in the physical and online locations where desired target markets gather. This can include trade expos and events, and can also include popular online forums, groups and services.



7.6.2 MONITOR, UNDERSTAND & CELEBRATE THE BENEFITS FROM THE TRAIL SYSTEM

Often, the benefits of trails and trails tourism are not well-documented or communicated. This lack of evidence can make it difficult to justify further or ongoing investments in the network and the trails ecosystem.

It is essential to take the time to identify and celebrate trails successes and share these with the region's elected officials, tourism industry, trail partners and residents. This reporting and information sharing will help to strengthen support for the implementation of this plan.

It is also important for the trails ecosystem to routinely reflect on what is working and what isn't. These insights will inform adaptive management and enable the trails ecosystem to adjust approaches where needed to ensure the desired conditions set in the plan are achieved or retained.

OPPORTUNITIES

- 1. Position this work as key deliverables of the region's collaborative trail form (i.e. 7.1.4).
- 2. Undertake a regular economic impact study to understand and monitor changes in the direct, indirect and induced economic impacts from the trail system.
- 3. Develop and distribute a *State of Trails Report* every two years to summarize progress made on implementing this plan and desired resource conditions. This can include successes, challenges, and reporting on the indicators and status of targets and thresholds as outlined in this plan as well as other metrics relating to changes in visitation, length of stay, visitor spending, direct / indirect and induced economic benefits, businesses expanded / created, employment, visitor satisfaction, future priorities, and other relevant information.
- 4. Develop a communications strategy to share the benefits and success of the trails system to elected officials, residents, and the trails ecosystem.

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APPENDIX A: PLANNING AREA STATISTICS

General Stats	Area	
Study Area Total (Km²)	7236.81	

Trails and Linear Disturbance (Rec Use)	Length (km)	
Near-term Proposed/Future Trails	27.33	
Sanctioned terrestrial trail	147.18	
Undetermined Trail/Linear Disturbance	727.52	
Water & Over-ice Routes	262.22	
Total Terrestrial Trails & Linear Disturbance	902.20	
Total Trail Length (with water & ice routes)	1164.56	

Historic Resource Values (Total Area)	Area (km²)	% Study area
HRV 01	0.67	0.0092%
h	0.67	0.0092%
HRV 03	0.33	0.0046%
a	0.33	0.0046%
HRV 04	148.77	2.0558%
a	21.28	0.2940%
a, c	8.92	0.1233%
a, p	0.16	0.0022%
С	117.09	1.6180%
c, h	0.32	0.0045%
р	1.00	0.0138%
HRV 05	745.74	10.3048%
a	432.75	5.9799%
a, h	0.35	0.0048%
a, p	198.86	2.7480%
h	2.79	0.0385%
р	110.99	1.5337%

HRV (Total Area)	Length (km)	% Total trail length
1	4.97	0.07%
4	44.96	1%
5	374.04	5%

Natural Subregions (Total Area)	Area (km²)	% Study area
Central Mixedwood	3689.41	51%
Dry Mixedwood	3547.40	49%

Natural Subregions (by Trail Length)	Length (km)	% Total trail length
Central Mixedwood	477.72	42%
Dry Mixedwood	659.51	58%

RTOS (Total Area)	Area (km²)	% Study area
Backcountry (Setting I)	0.00	0%
Backcountry (Setting II)	343.14	5%
Mid-country (Setting III)	1559.76	22%
Front-country (Setting VI)	2198.21	30%
Front-country (Setting V)	3056.67	42%
Developed (Setting VI)	78.99	1%

RTOS (by Trail Length)	Length (km)	% Total trail length
Backcountry (Setting I)	0.00	0%
Backcountry (Setting II)	26.15	2%
Mid-country (Setting III)	297.64	26%
Front-country (Setting VI)	527.87	46%
Front-country (Setting V)	221.34	19%
Developed (Setting VI)	58.80	5%

Scenic Value (Total Area)	Area (km²)	% Study area
Very Low	4240.43	59%
Low	691.02	10%
Moderate	394.65	5%
High	278.73	4%
Very High	553.61	8%

Scenic Value (Total Area)	Length (km)	% Total trail length
Very Low	555.33	49%
Low	162.81	14%
Moderate	126.18	11%
High	98.38	9%
Very High	122.96	11%

Water Crossings	Count	
Watercourse Crossing (Field Collected)	6.00	
Water Crossing (Desktop & Field)	176.00	

Road Classifications	Length (km)	
One-lane Gravel Road	2987.31	44%
Two-lane Gravel Road	190.32	3%
Divided Paved Road	13.08	0%
One-lane Undivided Paved Road	567.87	8%
Two-lane Undivided Paved Road	982.47	15%
Four-lane Undivided Paved Road	2.43	0%
Driveway	575.69	9%
Unimproved Road	785.34	12%
Truck Trail	330.22	5%
Dry-Weather Road	315.16	5%
Total Road	6749.88	

Trail By Land Ownership (Approx)	Lengt	h (km)	
City	64	.79	6%
Town	16	.90	1%
Village	1.	.61	0%
Summer Village	0	.12	0%
First Nation Reserve	0.	.00	0%
Métis Settlements	0.	.00	0%
Provincial Park	30).65	3%
Provincial Recreation Area	4.	.68	0%
DND	6.	.25	1%
Other	104	12.10	92%

Land Administration	Area (km²)	
City	66.59	1%
Town	34.99	0%
Village	7.67	0.1%
Summer Village	1.03	0.01%
First Nation Reserve	357.54	5%
Métis Settlements	647.85	9%
Provincial Park	65.44	1%
Provincial Recreation Area	5.31	0.1%
Hydrology / Waterbody	835.48	12%
Study Area Total (km²)	7236.81	100%
Remaining Area:	5214.90	72%

Land Type	Area (km²)	
Forest Protection Area	3203.73	44%
Crown Land Reservation	1933.99	27%
Cold Lake Sub-Regional Plan Tourism Areas	994.25	14%

Environmental	Area (km²)	
ESA	1893.38	26%
Key Wildlife and Biodiversity Zones	1293.69	18%
Caribou Range	294.79	4%

APPENDIX B: OVERVIEW OF TRAIL CLASSIFICATIONS AND APPROXIMATE COSTING

Intermunicipal Trail Management Plan: Summary of Trail Classifications & Management Objectives (TMOs)								
# OWL	Physical Description	Primary User Objectives	Key Attributes	Example Activities	Cost Information (Including 30% contingency; refer to route assessments for exclusions)			
1	Non- motorized, Multi-use (wide, paved)	Quiet, low- speed, low-snow experiences in and around populated urban, rural residential settings (front-country, mid-country) to support quality of life and	 2.5-3+m width Asphalt Easiest difficulty Year-round, frequent maintenance. 	 Walking/ running. On-leash dogs Cycling/E- Bikes Small-wheel conveyances Mobility devices 	3m Asphalt Trail c/w subbase. Estimated Cost: \$260.00/linear meter.			

Intermunicipal Trail Management Plan: Summary of Trail Classifications & Management Objectives (TMOs) **Cost Information** (Including 30% contingency; **Physical Primary User** Example refer to route assessments for Description Objectives **Key Attributes Activities** exclusions) Non-Safe, secure On-Street On-Street: TMO (A1) – 11-meter roadway motorized & corridors Shared Lanes – width Cycling/E-Mixed-use connections. 2 variations: Bikes Vehicle Lane Reduction & Line Roadway unidirectionally • (A) Existing **Painting** Small-wheel Lanes (preferred) asphalt conveyances Retain Existing Asphalt (3.5m) integrated with roadways (11 wide) Shared urban and regional meters wide): Core Asphalt & Install Wood Roadway: (low to high speed) Motorized/ Rail Delineator roadway network. Cycling Non- Delineation Area Line Painting OHV motorized Use Notes: Estimated Cost: \$180.00/linear - 3.5m to 3.7m Snowmobile Non-motorized/ meter. vehicle lane Highway motorized reduction and TMO (A2) – 11-meter roadway motorcycle shared-use lane 3.0m (min.) width development mixed-use should be based • Vehicle Lane Reduction & Line lane (asphalt on roadway Painting or gravel) speeds; available • Asphalt Removal (3.5m wide) c/w 0.6m to right-of-way; Gravel Replacement (3.5m wide) 1.0m wide land use; street Wood Rail Delineator delineator. classification; • (B) Existing Estimated Cost: \$450.00/linear travel asphalt meter. prioritization, roadways (9 volumes, level of TMO 2 (B1) - 9-meter-wide meters wide): service; types of roadway trail extension Motorized/ activity; utilities; Vehicle Lane Reduction & Line Nonsnow clearing Painting motorized and storage Clearing (3.5m wide) Use - 3.5m requirements; vehicle lane • Fill (1.0m shoulder extension) topography/ reduction; curvature. Asphalt Extension (3.5m wide) shoulder Consider phased Core Asphalt & Install Wood extension; and implementation Rail Delineator 3.0m (min.) with temporary · Delineation Area Line Painting mixed-use route Estimated Cost: \$350.00/linear lane (asphalt development or gravel) (e.g., roadway c/w 0.6m to TMO 2 (B2) - 9-meter-wide lane reduction, 1.0m wide roadway trail extension and temporary delineator. delineation Vehicle Lane Reduction & Line Year-round, devices) for one Painting frequent (1) year to assess Clearing (1.0m wide) maintenance. trail use and • Fill (1.0m shoulder extension) potential shared Asphalt Removal (3.5m wide) use conflicts and/ Gravel Replacement (3.5m wide) or issues. Wood Rail Delineator Estimated Cost: \$475.00/linear meter.

Intermunicipal Trail Management Plan: Summary of Trail Classifications & Management Objectives (TMOs)									
#OWL	Physical Description	Primary User Objectives	Key Attributes	Example Activities	Cost Information (Including 30% contingency; refer to route assessments for exclusions)				
3	Non- motorized, Multi-use (wide, aggregate)	Quiet, low- to-moderate speed, all-season experiences in rural residential and mid-country settings to support quality of life and connectivity goals, particularly where lower capital and maintenance costs are desired.	 2.5-3+m width Firm aggregate/ natural Snow covered in colder months Easy to moderate difficulty Routine maintenance 	 Walking On-leash dogs Cycling Self-propelled winter (e.g. snowshoe, non-optimized ski) 	3m Granular Trail c/w subbase. Estimated Cost: \$160.00/linear meter.				
4	Non- motorized, Multi-use (narrow, natural)	Quiet, low- to-moderate speed, all-season experiences in mid-country or backcountry settings to support adventure and tourism goals, particularly where low capital and maintenance cost trails are desired.	 0.6-1.5m width Firm aggregate/ natural Snow covered in colder months Moderate difficulty Occasional maintenance 	 Walking MTB / Fatbike Equestrian Self- propelled winter (e.g. snowshoe, non- optimized ski) 	• 1.5m Granular Trail c/w subbase. Estimated Cost: \$80.00/linear meter. NATURAL Variable depending on native soil.				
5	Mixed-use, Multi-use Connector (wide, granular, snow covered in winter months)	Maintained all- season routes optimized for safe and efficient all-season connectivity between long- distance/ rural trails and populated areas for moderate speed, low- moderate noise activities.	 3 to 4m Mixed Use/Multi-Use Lane. Firm aggregate Easiest difficulty Routine maintenance 	OHV Snowmobile Highway motorcycle Most other uses also permitted, but not encouraged.	3m Granular Trail c/w subbase. Estimated Cost: \$160.00/linear meter.				

	Intermunicipal Trail Management Plan: Summary of Trail Classifications & Management Objectives (TMOs)											
#OWL	Physical Description	Primary User Objectives	Key Attributes	Example Activities	Cost Information (Including 30% contingency; refer to route assessments for exclusions)							
6	Mixed-use, Multi-use (wide, natural/ aggregate, snow covered in winter months)	Lower maintenance, all-season trails that support enjoyable, moderate speed activities with low-to-moderate noise in mid-country to back-country settings. Expectations for lower speed, lower-noise users should be managed.	 2.5-3m width Firm natural or aggregate Moderate difficulty Occasional maintenance Snow covered in winter months 	OHV Snowmobile Highway motorcycle Most other non- motorized uses also permitted.	GRANULAR • 3m Granular Trail c/w subbase. Estimated Cost: \$160.00/linear meter. NATURAL Variable depending on native soil.							
7	Mixed-use, Snow Vehicle Optimized (wide, snow- covered)	Trails optimized to support moderate speed and moderate noise activities in frozen conditions. Motorized wheeled activities are excluded or restricted in winter and summer because of likelihood of impacts to the trail surface (e.g. ruts, trenches, holes, erosion.)	 3-4m width Snow covered (over mixed and frozen surfaces) Moderate difficulty Routine grooming and maintenance 	Snowmobile Other low surface impact activities.	No cost information provided							

	Intermunicipal T	rail Management Pl	an: Summary of T (TMOs)	rail Classification	ons & Management Objectives
					Cost Information
# OM+	Physical Description	Primary User Objectives	Key Attributes	Example Activities	(Including 30% contingency; refer to route assessments for exclusions)
8	Specialty/ Activity Optimized Trails and/or confined areas specifically built and maintained to support a specific activity and user experience.	These trails may allow other non-optimized activities, but they do not provide highly enjoyable or desirable experiences for these activities. Therefore, these trails are generally not well-suited to mixing with other uses. This TMO allows for highly specialized, purposeful features (e.g., jumps, mud pits. obstacles). It also allows for user objectives, experiences and amenities that might be unsuitable in other TMO classifications (such as skills progression, directional travel, high difficulty, higher noise, higher speeds, bigger risks, specialized infrastructure). This TMO should have very purposeful and detailed design and operational guidance to reduce, mitigate, and manage associated impacts and risks.	 Design dependent on specific activity and desired experience. Variable difficulty Design and maintenance guidance should defer to recognized standards (where available) for primary activity purpose such as IMBA, NOHVCC, Whistler MTB standards. 	 MTB park MX park OHV play park XC ski trail network Equestrian trail network Climbing/scramble routes Whitewater courses & routes 	Cost dependent on design parameters

	Intermunicipal Trail Management Plan: Summary of Trail Classifications & Management Objectives (TMOs)											
# OWL	Physical Description	Primary User Objectives	Key Attributes	Example Activities	Cost Information (Including 30% contingency; refer to route assessments for exclusions)							
9	Flatwater Route (Infrastructure)	Pertains to the general infrastructure needed to support safe access to optimized flatwater or grade 1-2 river adventures.	 Flat water or grade 1-2 river Suitable supporting infrastructure at launch/ takeouts and at stops on route. Occasional maintenance to facilitate entrance egress. No expectation of full route maintenance 	 Paddling Motorized boating 	Cost dependent on design parameters.							

OTHER TMO CONSIDERATIONS:

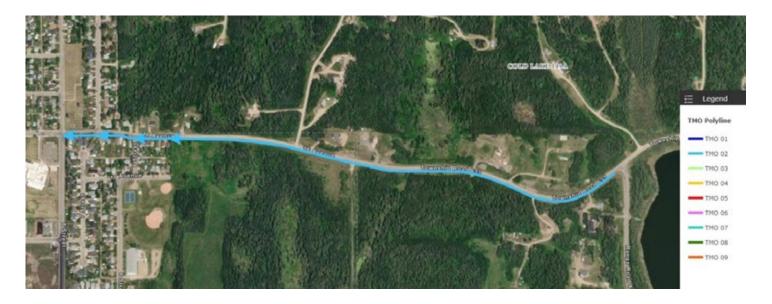
- Sidewalks not included in trail classification system. Where feasible, all sidewalks should be boulevard separated and a minimum 1.8m wide based on current Complete Street Standards.
- Safe Journey Routes (e.g., school zones, parks, and neighbourhood connectors) should be considered as part of the classification system in urban areas for

APPENDIX C: INTERMUNICIPAL ASSESSMENT DETAIL (ROUTES 1 TO 7)

The following assessments are intended to reflect approximate routing and costs only.

ROUTE 1. CONNECT THE CITY OF COLD LAKE TO COLD LAKE PROVINCIAL PARK

Route Alignment: 16 Avenue/Township Road 632A (from 8 Street to Range Road 15A)



TMO RECOMMENDATION:

8 Street to 6 Street (East - Residential Edge)

1. **16 Avenue (8 Street – east) –** Approximate length: 97m.

Notes: The existing Collector roadway is 11m wide (approx.), providing 2-way traffic lanes and observed parallel parking on the south side of the street. The north edge (cemetery) is constrained by steep grades and overhead power. The south edge (residential) has a narrow grass boulevard (0.6m wide approx.) and concrete sidewalk (less than 1.0m wide approx.) Both sides of the roadway have curb and gutter, complete with (side inlet) storm catch basins.

Reducing the travel lanes to 3.5m to 3.7m it is recommended that TMO 2 (A) be applied along the south edge of 16 Avenue.

ESTIMATED COST (TMO 2 (A1): \$18,000.00 (includes 30% contingency).

ESTIMATED COST (TMO 2 (A2): \$44,000.00 (includes 30% contingency).

NOTES:

- a. The following items are not included in the cost estimate:
 - Roadway/underground service upgrading or redevelopment.
 - ii. Signage/Wayfinding and Trail and Amenities.
- b. Application of TMO 2 (A) to this segment will remove existing on-street parking.
- c. Improve Safe Journey connection in front of Cold Lake Elementary School (2.5m wide (min.) concrete monolithic sidewalk).
- d. Intersection Improvements (Complete Street intersection applications).

2. **16 Avenue (7 Street – east) –** Approximate length: 104m.

Notes: The existing Collector roadway is 11m wide (approx.), providing 2-way traffic lanes and observed parallel parking on the south side of the street. The north edge (residential) is generally flat with overhead power and has several driveway crossings closer to 6 Street. The south edge (residential) has a narrow grass boulevard (less than 0.6m wide approx.); a concrete sidewalk (less than 1.0m wide approx.); tree lines; and driveway crossings. Both sides of the roadway have curb and gutter. The storm system may terminate at 6 Street, as no catch basins/manholes are observed beyond 6 Street.

Reducing the travel lanes to 3.5m to 3.7m it is recommended that TMO 2 (A) be applied along the south edge of 16 Avenue.

ESTIMATED COST (TMO 2 (A1): \$19,000.00 (includes 30% contingency).

ESTIMATED COST (TMO 2 (A2): \$47,000.00 (includes 30% contingency).

- a. The following items are not included in the cost estimate:
 - Roadway/underground service upgrading or redevelopment.
 - ii. Signage/Wayfinding and Trail and Amenities.
- b. Application of TMO 2 (A) to this segment will remove existing on-street parking.

3. **16 Avenue (6 Street – east) –** Approximate length: 100m.

Notes: 16 Avenue roadway parameters terminate at the end of the existing residential development and the roadway reduces in width to 9m (approx.). The north edge (residential) is flat open grass with overhead power and one driveway crossing. Beyond existing residential development, the north edge has a low-lying ditch and tree lines. The south edge (residential) has a narrow grass boulevard (less than 0.6m wide approx.); a concrete sidewalk (less than 1.0m wide approx.); trees; and driveway crossings. Beyond existing residential development, the south edge has a low-lying ditch, overhead power, and tree/shrub lines. All concrete curb and gutter terminate before the end of the existing residential development.

Reducing the travel lanes to 3.5m to 3.7m it is recommended that TMO 2 (B) be applied along the south edge of 16 Avenue/Township Road 632A.

ESTIMATED COST (TMO 2 (B1): \$35,000.00 (includes 30% contingency).

ESTIMATED COST (TMO 2 (B2): \$48,000.00 (includes 30% contingency).

NOTE:

- a. The following items are not included in the cost estimate:
 - Roadway/underground service upgrading or redevelopment.
 - ii. Signage/Wayfinding and Trail and Amenities.

 16 Avenue/Township Road 632A (East of residential area to Range Road 15A - Cold Lake Provincial Park) - Approximate length: 1305m.

Notes: Roadway width 9m (approx.). The north edge has variations of low-lying ditch and steep slopes and tree lines (complete with several gravel road and driveway intersections). The south edge has variations of shallow slope (extended ditch), steep slope and shrub/ditches, overhead power, and tree/shrub lines (complete with informal/gated road intersections and gravel laybys).

Reducing the travel lanes to 3.5m to 3.7m it is recommended that TMO 2 (B) be applied along the south edge of Township Road 632A.

ESTIMATED COST (TMO 2 (B1): \$457,000.00 (includes 30% contingency).

ESTIMATED COST (TMO 2 (B2): \$620,000.00 (includes 30% contingency).

- a. The following items are not included in the cost estimate:
 - Signage/Wayfinding and Trail and Amenities.
 - ii. Clearing/Brushing.
 - iii. Grading and Embankment/Ditch Redevelopment.
- Intersection enhancements and trail extension beyond Range Road 15A not included.

ROUTE 2. IRON HORSE TRAIL (ACROSS HWY 28) TO GRANDE CENTRE GOLF & COUNTRY CLUB CONNECTOR

Route Alignment: From Iron Horse Trail (staging area sign) to informal trail alignment (between 47 Avenue residential area and Walmart Supercentre)



Notes:

- Highway 28/51 Street-4 lanes.
- Highway 28/51 Street median separated (1.0m wide approx.) at crossing location.
- 46 Avenue (west) aligned with crossing location (no traffic lights or pedestrian crossing).
- Intersection Lights at 43 Avenue (235m approx. from crossing location).
- Intersection lights at 50 Street (160m approx. from crossing location).

TMO RECOMMENDATION:

TMO 5 development on south side of Iron Horse Trail (Staging Area), extending along in front of the existing building/platform following existing overhead power lines to Parkview Crescent (Iron Horse Trail interface should include staging area for Cold Lake Active Transportation/Trails network and formal entry at Parkview Crescent and/or the interface with Highway 28. Highway 28/51 Street Crossing. Extend TMO 5 along north side of 46 Avenue (existing commercial crossings/island modifications recommended); install flashing beacon pedestrian crossing (complete with intersection improvements) from north side of 46 Avenue (west) to 46 Avenue (east) boulevard; redevelop the existing multi-use trail as a TMO 5 and extend the trail to align with Grande Centre Golf & CC informal trail (between Dairy Queen and Paint Store); install crossing over 50 Street; utilize the existing easement (parking lot area) between the commercial/retail building to extend the TMO 5 to the Grande Centre Grande Centre Golf & CC trail (Refer to Route 7 for connection).

Approximate length: 900m.

ESTIMATED COST: \$144,000.00 (includes 30% contingency).

Install TMO 5 as 3m wide asphalt trail:

ESTIMATED COST: \$234,000.00 (includes 30% contingency)

- a. a) The following items are not included in the cost estimate:
 - i. Iron Horse Trail Head Staging Area.
 - ii. Formalized Entry to the Iron Horse Trail.
 - iii. Signage/Wayfinding and Trail and Amenities.
 - iv. Curb/Gutter Modifications and Barrierfree Pararamp Additions.
 - v. Crossing Additions (e.g., Line Painting, Signing and Flashing Beacon) at Highway 28 and 50 Street.
 - vi. Existing Millennium Trail Removals and Redevelopment.
 - vii. Parking Lot Modifications and Trail Easement Development.
- b. Approximately 14.5m of parking stall/ lane area exists between the Paint Store and Dairy Queen parking area. This area could be reduced to a 13m cross-section to accommodate the easement. The remainder of the easement could be accommodated with the removal of parking stalls (5.5 m long approx.) along the north side of the Dairy Queen property.

ROUTE 3. HIGHWAY 28/55 STREET NORTH CONNECTOR (IRON HORSE TRAIL TO COLD LAKE MUNICIPAL DISTRICT CAMPGROUND)

Route Alignment: From Iron Horse Trail (staging area sign) to Cold Lake Municipal District Park

Notes:

- Highway 28/51 Street 4 lanes (median separated until 55 Street. Median reintroduced at 62 Avenue to Highway 55/ 16 Avenue).
- Millennium Trail (west side) extends from the Iron Horse Trail to Cold Lake waterfront providing a TMO 1 connection.

TMO RECOMMENDATION*:

From the Iron Horse Trail - Trail Head, establish a TMO 5 route to 55 Street. Develop a formalized crossing over 47 Avenue to the northeast corner of the intersection. Develop a TMO 2 (B) (364m approx.) along the east side of 55 Street to existing 48 Avenue crossing. Formalize the crossing of 48 Avenue and extend a TMO 5 route to the intersection of Highway 28 and 48 Avenue/50 Avenue intersection (side by side with Millennium Trail). Extend TMO 5 route development along the west side of Highway 28 to 57 Avenue. Between 48/50 Avenue and 54 Avenue there are two options for the Millennium Trail.

Option 1: Maintain the existing Millennium Trail alignment along the west side of Highway 28, complete with separation between the proposed TMO 5. *Note: This option included in the estimated cost below.*

Option 2: Repurpose the existing Millennium Trail alignment with the proposed TMO 5 and relocate the Millennium Trail to the east side of Highway 28 from 48/50 Avenue to the existing trail connection at 54 Avenue.

Approximate length: 1742m.

ESTIMATED COST (TMO 2 (B1): \$348,000.00 (includes 30% contingency).

ESTIMATED COST (TMO 2 (B2): 393,000.00 (includes 30% contingency).



NOTES:

- a. The following items are not included in the cost estimate:
 - i. Iron Horse Trail Head Staging Area.
 - Signage/Wayfinding and Trail and Amenities.
 - iii. Crossing Additions (e.g., Line Painting, Signing and Flashing Beacon) at 47 Avenue, 48 Avenue, and Highway 28 (Refer to Option 2: Millennium Trail relocation to east side of Highway 28 at 48/50 Avenue).
 - iv. Curb/Gutter Modifications and Barrierfree Pararamp Additions.
 - v. Separation devices (Option 1) or landscape/buffer additions.
 - vi. Option 2: Millennium Trail relocation.

From 57 Avenue to south of Highway 55/ 16 Avenue extend the TMO 5 route along the west side of Highway 28/ 51 Street. This area is approximately 10m wide from roadway edge to existing fence/tree lines. The highway/roadway edge is generally flat.

Approximate length: 3346m.

ESTIMATED COST: \$535,000.00 (includes 30% contingency)

NOTES:

- a. The following items are not included in the cost estimate:
 - Signage/Wayfinding and Trail and Amenities.
 - ii. Grading/drainage modifications.

Approximately 470 m south of the Highway 28/ Highway 55/16 Avenue intersection, extend the TMO 5 route along the abandoned 28 Street road right-ofway to the intersection of Highway 53 and 28 Street. Approximate length: 528m.

ESTIMATED COST: \$85,000.00 (includes 30% contingency)

NOTES:

- a. The following items are not included in the cost estimate:
 - Signage/Wayfinding and Trail and Amenities.
 - ii. Trail Easement Costs.
 - iii. Clearing/Brushing.
 - iv. Grading/drainage modifications.

Install crosswalk and signing at the intersection of 28 Street and Highway 55/16 Avenue and extend a TMO 2 (B) route along the east side of 28 Street to the intersection with 25 Street. The east edge of 28 Street has less residential development and potential grading/drainage constraints.

Approximate length: 1152m.

ESTIMATED COST (TMO 2 (B1): \$403,000.00 (includes 30% contingency).

ESTIMATED COST (TMO 2 (B2): \$547,000.00 (includes 30% contingency).

- a. The following items are not included in the cost estimate:
 - Signage/Wayfinding and Trail and Amenities.
 - ii. Crossing Additions (e.g., Line Painting, Signing, etc.) at Highway 55.
 - iii. Grading and Embankment/Ditch Redevelopment.

Install crosswalk and signing and extend a TMO 5 route along the east side of 28 Street to the intersection with 1 Avenue. The east edge of 28 Street has less wooded and wetland areas.

Approximate length: 512m.

ESTIMATED COST: \$82,000.00 (includes 30% contingency)

NOTES:

- a. The following items are not included in the cost estimate:
 - Signage/Wayfinding and Trail and Amenities.
 - ii. Crossing Additions (e.g., Line Painting, Signing, etc.) at 25 Street.
 - iii. Grading and Embankment/Ditch Redevelopment.
- b. Sections of this route may require TMO 2 (B) development to mitigate conflict with low lying/wetland areas.

Install crosswalk and signing and extend a TMO 5 route along the north side of 1 Avenue to the Cold Lake Municipal District Campground access road. The north edge of 1 Avenue has no residential development; however, this section may require grading/ditch redevelopment, tree clearing and alignment adjustments west of 25 Street (ex. curb, gutter and sidewalk).

Approximate length: 761m.

ESTIMATED COST: \$122,000.00 (includes 30% contingency)

NOTES:

- a. The following items are not included in the cost estimate:
 - i. Signage/Wayfinding and Trail and Amenities.
 - Crossing Additions (e.g., Line Painting, Signing, etc.) at 1 Avenue.
 - iii. Clearing/Brushing.
 - iv. Grading and Embankment/Ditch Redevelopment.
- b. TMO 2 (A) could be considered as an alternate option along the north side of 1 Avenue. Estimated cost: \$138,000.00 to \$340,000.00.

*NOTE: Alternative routes from the IHT to 50th street along Palm Creek or through CFB Cold Lake were considered but are likely not feasible at this time due to residential noise concerns. These should be reconsidered if OHV noise regulation is implemented in the future.

ROUTE 4. KINOSOO RIDGE CONNECTOR (50TH AVENUE/TOWNSHIP ROAD 630 TO KINOSOO RIDGE RESORT (VIA RANGE ROAD 11)

Route Alignment: From 38 Street along 50 Avenue/Township Road 630 to Range Road 11, north to Kinosoo Ridge Resort.



Notes:

- Township Road 630 (asphalt) and Range Road 11 (gravel) approximately 9m wide within (an assumed) 20m R.O.W.
- Township Road 630 tree lined edge with steep ditch/embankment conditions along the south edge of the roadway. Overhead power, setback tree line, and varied flat/embankment/ditch conditions along the north edge of the roadway.
- Range Road 11 both road edges are tree lined, complete with low flat ditches. The tree line along the west edge of the road is setback further than the east side tree line.

TMO RECOMMENDATION:

TMO 2 (B) development along the north side of Township Road 630.

Approximate length: 9882m.

ESTIMATED COST (TMO 2 (B1): \$3,459,000.00 (includes 30% contingency).

ESTIMATED COST (TMO 2 (B2): \$4,700,000.00 (includes 30% contingency).

NOTES:

- a. The following items are not included in the cost estimate:
 - Signage/Wayfinding and Trail and Amenities.
 - ii. Driveway and road crossings.
 - iii. Clearing/Brushing.
 - iv. Grading and Embankment/Ditch Redevelopment.

TMO 2 (B) development along the west side of Range Road 11 to the Kinosoo Ridge Resort parking lot.

Approximate length: 3294m.

ESTIMATED COST (TMO 2 (B2): \$1,367,000.00 (includes 30% contingency).

- a. TMO 2 (B2) estimated cost per linear meter adjusted (\$415.00/lm.) to reflect existing gravel road conditions and the extension of the existing roadway shoulder only.
- b. If an asphalt route is preferred, a TMO
 1 route (elevated/berm) will need to be separately developed from the existing gravel roadway. Estimated cost: \$2,025,000.00.
- c. The following items are not included in the cost estimate:
 - Signage/Wayfinding and Trail and Amenities.
 - ii. Clearing/Brushing.
 - iii. Grading and Embankment/Ditch Redevelopment.

ROUTE 5. IRON HORSE TRAIL – EXPANSION/TWINNING (COLD LAKE STAGING AREA TO BEAVER RIVER TRESTLE)

Route Alignment: From Iron Horse Trail (staging area sign) to Beaver River Trestle Bridge.

Approximate length: 5151m.

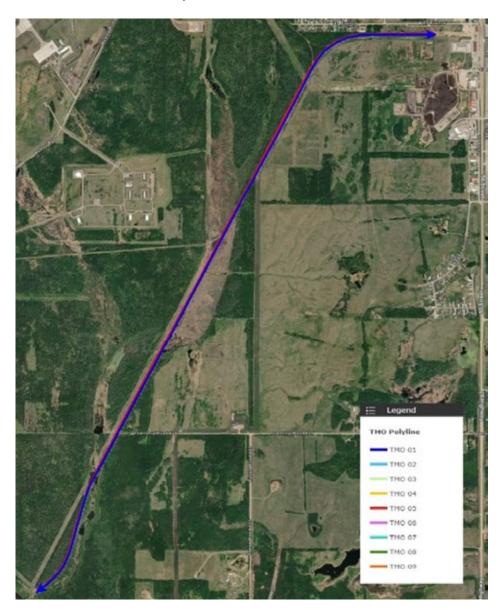
TMO RECOMMENDATION:

TMO 1 and TMO 5, complete with median separation devices (e.g., grass/vegetation, bollards/boulders, signing, rails, etc.).

ESTIMATED COST - TMO 1: \$1,350,000.00 (includes 30% contingency).

ESTIMATED COST - TMO 5: \$824,000.00 (includes 30% contingency).

- a. The following items are not included in the cost estimate:
 - i. Existing Trail
 Infrastructure
 Removals and/or
 Modifications.
 - ii. Signage/Wayfinding and Trail and Amenities.
 - iii. Median Separation Devices.
 - iv. Clearing/Brushing.
 - v. Grading.



ROUTE 6. AFRICAN LAKE TRAIL UPGRADES & EXTENSION (BRADY HEIGHTS TO LEFEBVRE HEIGHTS NEIGHBOURHOODS)

Route Alignment: From Brady Heights to Lefebvre Heights Neighbourhood upgrade existing looped trail alignments and extend new trail around the east side of African Lake.

TMO RECOMMENDATION:

TMO 5 looped trail upgrades.

Approximate length: 4508m.

New trail extensions (linking to existing trail)

Approximate length: 2225m.

ESTIMATED COST: \$1,100,000.00 (includes 30% contingency).

- a. The following items are not included in the cost estimate:
 - Existing Trail Infrastructure Removals and/or Modifications.
 - Signage/Wayfinding and Trail and Amenities.
 - iii. Bridging.
 - iv. Clearing/Brushing.
 - v. Grading.



ROUTE 7. GRAND CENTRE GOLF & COUNTRY CLUB CONNECTOR (FROM ROUTE 1 CONNECTOR TO GRAND CENTRE GOLF AND COUNTRY CLUB)

Route Alignment: From Route 1 Connector to Grand Centre Golf and Country Club via existing informal trail alignment.

Approximate length: 3368m.

TMO RECOMMENDATION:

TMO 5 trail upgrades.

ESTIMATED COST: \$539,000.00 (includes 30% contingency)

- a. The following items are not included in the cost estimate:
 - i. Existing Trail
 Infrastructure
 Removals and/or
 Modifications.
 - ii. Signage/Wayfinding and Trail and Amenities.
 - iii. Bridging.
 - iv. Clearing/Brushing.
 - v. Grading.



APPENDIX D: DETAILED TMO FORMS



Region: MI	D Bonnyville/City of	Cold Lak	e Trai	il Operato	or: TBD		Land	l Manager:	Various
Trail Name:	All trails in accord	dance witl	n TMO#1	(PAVED N	MULTI-USE, NON-	MOTORIZE	I Tra	il Number:	NA
	Trail Beginning:	NA					Beg	. Milepost:	NA
	Trail Ending:	NA					End	. Milepost:	NA
Trail I	nventory Length:	NA	k	m Trail	Mileage Source	e:	/heel	GPS	Map Unknown
TMO Tra	ail Section								
NA	Section Beg	ginning:	NA				Beg	. Milepost:	NA
Sec. #	Secti	on End:	NA				End	. Milepost:	NA
Trail Cla	assification		• • • • • • • • • • • • • • • • • • • •	••••••					
(Check any ti	hat apply)		(Ch	eck one in	each category)				
Season:			Мо	de of Trav	rel:		Leve	l of Challen	ige:
Summ	er (snow-free)		•	Non-Mo	otorized		•	Easiest	
Winter	(snow-covered)			Motoriz	ed			Moderate	
√ All				Mixed L	Jse			Difficult	
Level of Dev	velopment:		Use	Туре:				Very Diffici	ult
Develo	ped			Single L	Jse		Prep	aredness:	
√ Moder	ately Developed		•	Multi-U	se		•	Standard	
√ Minima	ally Developed			Activity-	-Optimized			Enhanced	
Optimiz	ed Activity	Types	De	sign F	arametre	S		Targe	t Frequency
(Check all tha	at apply)		(Fill	in all that	apply)			Per Year	(Fill in all that apply)
Pedest	trian		2.5		Travelled Surfa	ace Width ((m)	As require	ed Tread Repair
Equest	trian		<5		Target Grade (%)		2 x year	Drainage Cleanout
X-Cour	ntry Ski		10		Max Grade (%)			As require	ed Tread Grading
Snows	hoe		<15)	Proportion Gra	nde (%)		As require	ed Brushing
Mounta	ain Bike		2/	crowned	Target Cross S	Slope (%)		2 x year	Condition Survey
Two-W	heel Motorized		<8		Max Cross Slo	pe (%)		Peak peri	od Enforcement Patrols
Motoria	zed (<1.83 m wide)				Proportion Cro	ss Slope (%)	Immediat	Hazard response
Motoria	zed (1.5-1.83 m wid	de)	3	/ 4	Clearing Width,	/Height (m))	As require	ed Snow removal
	zed (>1.83 m wide)		2.5		Turning Radius	, ,		<u> </u>	
Snow \	Vehicle (<1.83 m wi	ide)	Noi		Obstacle Frequ	uency/Heio	ght	<u> </u>	
			Tre	ad Surfac					
			<u> </u>		/Concrete/Paver	=	t - Firm		
			<u> </u>	Agg - Fi		Nat	t - Loose		
]	Agg - Lo	oose			:	

Trail Name: MD Bonnyville/City of Cold La	ike			Trail Number:	NA	
Travel Management Strate	gies					
Permitted Uses (Check all that apply)	From Date (mm/dd)	To Date (mm/dd)	Prohibited Uses (Check if applicable	<u>e)</u>	From Date (mm/dd)	To Date (mm/dd)
✓ Pedestrian	01/01	12/31	✓ All Motorized	Use	01/01	12/31
✓ On-Road Cycling	01/01	12/31	(Fill in all that apply)		
✓ Leisure Cycling	01/01	12/31	Class 2- & 3 e-bikes	3	01/01	12/31
√ Mountain Biking	01/01	12/31	Dogs off-leash (exc	cept where permitted)	01/01	12/31
✓ Adaptive Cycle/MTB	01/01	12/31				
√ Equestrian	01/01	12/31				
Equestrian Drawn Vehicle						
X-Ctry Ski - Classic						
X-Ctry Ski - Skate						
Snowshoe						
Off-Road Motorcycle						
OHV <1.5m						
OHV 1.5m - 1.83m						
OHV >1.83m						
Snowmobile <1.5m						
Snowmobile >1.5m						
✓ Class 1 E-Bike	01/01	12/31				
Class 2 E-Bike						
Class 3 E-Bike						
Electric Mobility Assistive Devices	01/01	12/31				
✓ Electric Skateboards/One-Wheels	01/01	12/31				
Other Uses			Trail User Objectiv	/es		
(Optional: type any that apply)	Accept	Discourage	Escape	✓ Nature	√ Soc	cializing
Small-wheeled vehicles		\square	Solitude	Risk	√ Effi	ciency
High-speed travel (~>30 kph)			Challenge	Exercise	√ Cor	nnectivity
Dogs on-leash			Play			
		\square	Remarks/Reference	ce Information		
					at low appeal is	W-020'''
	Yes	No	experiences on urb	ed principally for quie an, rural residential (f	front-country,	w-SHOW
Universally Accessible:			mid-country) leisur	e and connector trails	> .	
Tyoil Docionor Name:		• • • • • • • • • • • • • • • • • • • •		Signature:		
Trait Designer				_		
or Manager Title:				Date:		

Region: M	D Bonnyville/City of	Cold Lak	e Tra	il Operato	r: TBD		Land	l Manager:	Various
Trail Name:	All TMO#2 A/B tra	ails (MUL	TI-USE, A	- NON-MC	TORIZED or B =M	IXED USE) Tra	il Number:	NA
	Trail Beginning:	NA					Beg	. Milepost:	NA
	Trail Ending:	NA					End	. Milepost:	NA
Trail I	nventory Length:	NA	k	m Trai l	Mileage Source	:	Vheel	GPS	Map Unknown
TMO Tra	ail Section		• • • • • • • • • • • • • • • • • • • •			• • • • • • • • • • • • • • • • • • • •			
NA	Section Beg	ginning:	NA				Beg	. Milepost:	NA
Sec. #	Secti	on End:	NA				End	. Milepost:	NA
Trail Cla	assification					• • • • • • • • • • • • • • • • • • • •			
(Check any t			(Ch	eck one in	each category)				
Season:			Мо	de of Trav	rel:		Leve	l of Challer	nge:
Summ	ner (snow-free)			Non-Mo	otorized			Easiest	
Winter	(snow-covered)			Motoriz	ed			Moderate	
√ All			•	Mixed L	Jse			Difficult	
Level of Dev	elopment:		Use	Type:				Very Diffici	ult
√ Develo	pped			Single L	Jse		Prep	aredness:	
√ Moder	ately Developed		•	Multi-U	se		•	Standard	
√ Minima	ally Developed			Activity-	-Optimized			Enhanced	
Optimiz	ed Activity	Types	De	sign F	arametres	• • • • • • • • • • • • • • • • • • • •		Targe	t Frequency
(Check all th	at apply)		(Fill	in all that	apply)			Per Year	(Fill in all that apply)
Pedest	trian		2.5	+	Travelled Surfa	ce Width	(m)	Routine	Tread Repair
Equest	trian		<10)	Target Grade (%	b)		As requir	ed Drainage Cleanout
X-Cour	ntry Ski		10		Max Grade (%)			As requir	ed Tread Grading
Snows	shoe		<10)	Proportion Grad	de (%)		As requir	ed Brushing
	ain Bike		2-5		Target Cross SI	. , ,		2 x year	Condition Survey
	/heel Motorized		<8		Max Cross Slop	` '		Routine	Enforcement Patrols
	zed (<1.83 m wide)				Proportion Cros	. `		Immedia	te Hazard response
=	zed (1.5-1.83 m wid	,	3	/ 8	Clearing Width/	- , ,)	<u> </u>	_
	zed (>1.83 m wide)		2.5		Turning Radius	•			_
Snow \	Vehicle (<1.83 m wi	ide)	-, : '	ca / 0.05	Obstacle Frequ	ency/Hei	ght	<u> </u>	
			Tre	ad Surfac	_				
$H \vdash$			_		/Concrete/Paver	=	t - Firm	:	
$H \vdash$			<u> </u>	Agg - Fi		Nat	t - Loose	:	
			J <u>:</u>	Agg - Lo	oose	$\sqcup \; \sqcup$:	

Trail Name: MD Bonnyville/City of Cold La	ke			Trail Number:	NA	
Travel Management Strate	gies	••••••		••••••		
Permitted Uses (Check all that apply)	From Date (mm/dd)	To Date (mm/dd)	Prohibited Uses (Check if applicable	e)	From Date (mm/dd)	To Date (mm/dd)
✓ Pedestrian	01/01	12/31	✓ All Motorized	Use	01/01	12/31
✓ On-Road Cycling	01/01	12/31	(Fill in all that apply	·)		
✓ Leisure Cycling	01/01	12/31	Dogs off-leash (exc	cept where permitted)	01/01	12/31
✓ Mountain Biking	01/01	12/31				
✓ Adaptive Cycle/MTB	01/01	12/31				
√ Equestrian	01/01	12/31				
Equestrian Drawn Vehicle	01/01	12/31				
X-Ctry Ski - Classic	snow	snow				
X-Ctry Ski - Skate	snow	snow				
Snowshoe	snow	snow				
Off-Road Motorcycle						
OHV <1.5m						
OHV 1.5m - 1.83m						
OHV >1.83m						
Snowmobile <1.5m						
Snowmobile >1.5m						
✓ Class 1 E-Bike	01/01	12/31				
Class 2 E-Bike	01/01	12/31				
Class 3 E-Bike	01/01	12/31				
Electric Mobility Assistive Devices	01/01	12/31				
✓ Electric Skateboards/One-Wheels	01/01	12/31				
Other Uses			Trail User Objectiv	/es		
(Optional: type any that apply)	Accept	Discourage	Escape	Nature	√ Soo	cializing
Small-wheeled vehicles			Solitude	Risk	√ Effi	ciency
High-speed travel (~>32 kph)			Challenge	Exercise	√ Coı	nnectivity
Dogs on-leash			Play			
			Remarks/Reference	ce Information		
Universally Accessible:	Yes	No •	connector trails for	TMO is intended prin low-to-moderate spe ignment is difficult o	eed experiences	
Troil Decimer Name:	• • • • • • • • • • • • • • • • • • • •			Signature:		
Trail Designer				_		
or Manager Title:				Date:		

Region: M	D Bonnyville/City of	Cold Lak	e Tra	il Operato	r: TBD		Land	Manager:	Various
Trail Name:	All trails in accord	lance wit	h TMO#3	(MULTI-U	SE, NON-MOTOR	IZED)	Tra	il Number:	NA
	Trail Beginning:	NA					Beg	. Milepost:	NA
	Trail Ending:	NA					End	. Milepost:	NA
Trail	Inventory Length:	NA	k	m Trai l	Mileage Sourc	e:	Wheel	GPS	Map Unknown
TMO Tra	ail Section	•••••							
NA	Section Beg	jinning:	NA				Beg	Milepost:	NA
Sec. #	Secti	on End:	NA				End	. Milepost:	NA
	assification		: (0)			•••••			
(Check any t Season:	тпат арріу)			еск опе In de of Trav	each category) rel:		Leve	l of Challer	iae:
	ner (snow-free)		•	Non-Mo				Easiest	•
=	r (snow-covered)			Motoriz	ed			Moderate	
✓ All	,			Mixed L	Jse		П	Difficult	
Level of Dev	velopment:		Use	e Type:				Very Diffici	ult
Develo	•			Single L	Jse		Pren	aredness:	
	rately Developed		•	Multi-Us			•	Standard	
	ally Developed			1	-Optimized			Enhanced	
Optimiz	ed Activity	Types	S De	esign F	Parametre	s		Targe	t Frequency
(Check all th	at apply)		(Fill	in all that	apply)			Per Year	(Fill in all that apply)
Pedes	trian		2.5		Travelled Surfa	ace W	idth (m)	As requir	ed Tread Repair
Eques	trian		<10)	Target Grade (%)		2 x year	Drainage Cleanout
X-Cou	ntry Ski		10-	15	Max Grade (%)			As requir	ed Tread Grading
Snows	shoe		<15	5	Proportion Gra	ide (%)	As requir	ed Brushing
Mount	tain Bike		2-5	/ crowned	Target Cross S	Slope ((%)	2 x year	Condition Survey
Two-W	Vheel Motorized		<8		Max Cross Slo	pe (%))	Peak peri	od Enforcement Patrols
=	ized (<1.83 m wide)				Proportion Cro	ss Slo	ope (%)	Immedia	
Motori	ized (1.5-1.83 m wid	de)	3	/ 4	Clearing Width	/Heigh	nt (m)	As desire	d Snow grooming
=	ized (>1.83 m wide)		2.5		Turning Radius	, ,			_
Snow	Vehicle (<1.83 m wi	de)	- ; '	ca / 0.05	Obstacle Frequ	uency,	/Height	<u> </u>	
\square			Tre	ad Surfac	_				
					/Concrete/Paver	\checkmark	Nat - Firm		
			<u> </u>	Agg - Fi		\vdash	Nat - Loose		
			_	Agg - Lo	ose			:	

Trail Name: MD Bonnyville/City of Cold La	ke		Trail Number:	NA		
Travel Management Strate	gies					•••••
Permitted Uses (Check all that apply)	From Date (mm/dd)	To Date (mm/dd)	Prohibited Uses (Check if applicable	e)	From Date (mm/dd)	To Date (mm/dd)
✓ Pedestrian	01/01	12/31	✓ All Motorized	l Use	01/01	12/31
✓ On-Road Cycling	01/01	12/31	(Fill in all that apply	<i>'</i>)		
✓ Leisure Cycling	01/01	12/31	Dogs off-leash (ex	cept where permitted)	01/01	12/31
✓ Mountain Biking	01/01	12/31			ī	
✓ Adaptive Cycle/MTB	01/01	12/31				
✓ Equestrian	01/01	12/31				
✓ Equestrian Drawn Vehicle	01/01	12/31			ī	
✓ X-Ctry Ski - Classic	snow	snow			ī	
🗸 X-Ctry Ski - Skate	snow	snow				
√ Snowshoe	snow	snow				
Off-Road Motorcycle						
OHV <1.5m						
OHV 1.5m - 1.83m						
0HV >1.83m						
Snowmobile <1.5m						
Snowmobile >1.5m						
✓ Class 1 E-Bike	01/01	12/31				
✓ Class 2 E-Bike	01/01	12/31				
✓ Class 3 E-Bike	01/01	12/31				
Electric Mobility Assistive Devices	01/01	12/31				
✓ Electric Skateboards/One-Wheels	01/01	12/31				
Other Uses			Trail User Objectiv	/es		
Optional: type any that apply)	Accept	Discourage	√ Escape	√ Nature	√ Soc	cializing
Small-wheeled vehicles			Solitude	Risk	√ Effi	ciency
High-speed travel (~>32 kph)			Challenge	✓ Exercise	√ Cor	nnectivity
Dogs on-leash			Play			
		H	Remarks/Referen	ce Information		
			This TMO is intend	ed principally for low	er maintenance	leisure
Universally Accessible:	Yes	No		s that support quiet, l Il residential and mid-		
· · · · · · · · · · · · · · · · · · ·						
Trail Designer Name:				Signature:		
or Manager Title:				Date:		

Region: M) Bonnyville/City of	Cold Lak	e Tra	il Operato	or:		Land	Manager:	
Trail Name:	All trails managed	l in accor	dance w	ith TMO#4			Tra	il Number:	NA
	Trail Beginning:	NA					Beg.	Milepost:	NA
	Trail Ending:	NA						Milepost:	NA
To all le				Tu.:	l Miles we Course	. \			
ıralı lı	nventory Length:	NA	К	m Trai	l Mileage Source	: Who	eei [GPS	Map Unknown
TMO Tra	il Section								
NA	Section Beg	jinning:	NA				Beg.	Milepost:	NA
Sec. #	Secti	on End:	NA				End.	Milepost:	NA
(Check any the Season:	nat apply) er (snow-free)			eck one ir de of Trav Non-Mo			Leve	I of Challe n Easiest	nge:
	(snow-covered)			Motoriz				Moderate	
✓ All	(0			Mixed l				Difficult	
Level of Dev	elopment:		Use	e Type:			П	Very Diffici	ult
Develo	-			Single (Jse		Prep	aredness:	
=	ately Developed		•	Multi-U			•	Standard	
√ Minima	ally Developed			Activity	-Optimized			Enhanced	
Optimiz (Check all tha	ed Activity at apply)	Types	:	esign F	Parametres	 ;	•••••	:	t Frequency (Fill in all that apply)
✓ Pedest	rian		<1.	5	Travelled Surfa	ce Width (m)	As requir	ed Tread Repair
Equest	rian		3-1	0	Target Grade (%	%)		2 x year	Drainage Cleanout
X-Coun	try Ski		7-1	5	Max Grade (%)			As requir	ed Tread Grading
Snowsl	noe		10-	15	Proportion Gra	de (%)		As requir	ed Brushing
Mounta	ain Bike		2-8		Target Cross S	ope (%)		2 x year	Condition Survey
	heel Motorized		2-1	0	Max Cross Slop	, ,		Peak peri	iod Enforcement Patrol
=	zed (<1.83 m wide)		5		Proportion Cro				_
=	zed (1.5-1.83 m wic	le)	2.0	/ 3	Clearing Width/	J ()			_
=	zed (>1.83 m wide)		2		Turning Radius	, ,			_
Snow V	/ehicle (<1.83 m wi	de)	Re		Obstacle Frequ	ency/Height	t		
			_ Tre	ad Surfac Asphalt Agg - F Agg - Lo	/Concrete/Paver	Nat -	Firm Loose		

Trail Name: TM03				Trail Number:	NA	
Travel Management :	Strategies	•••••				
Permitted Uses Check all that apply)	From Date (mm/dd)	To Date (mm/dd)	Prohibited Uses (Check if applicable)	le)	From Date (mm/dd)	To Date (mm/dd/
/ Pedestrian			✓ All Motorize	d Use	01/01	12/31
On-Road Cycling			(Fill in all that appl	(y)		
Leisure Cycling			Class 3 e-bikes		01/01	12/31
Mountain Biking			Electric mobility a	ssistive devices	01/01	12/31
Adaptive Cycle/MTB					ī	
/ Equestrian					ī	
Equestrian Drawn Vehicle					ī	
🖊 X-Ctry Ski - Classic						
🖊 X-Ctry Ski - Skate						
/ Snowshoe						
Off-Road Motorcycle						
OHV <1.5m						
OHV 1.5m - 1.83m						
OHV >1.83m						
Snowmobile <1.5m						
Snowmobile >1.5m						
Class 1 E-Bike						
Class 2 E-Bike						
Class 3 E-Bike						
Electric Mobility Assistive De	evices					
Electric Skateboards/One-W	Vheels					
Other Uses			Trail User Object	ives		
Optional: type any that apply)	Accept	Discourage	√ Escape	√ Nature	√ Soc	cializing
			Solitude	Risk	Effi	ciency
			Challenge	Exercise	Сог	nnectivity
	 -		Play			
			Remarks/Referer	nce Information		•••••
	Yes	No				
Universally Acce	essible:					
Frail Designer	Name:			Signature:		
or Manager	Title:			Date:		

Region: M	D Bonnyville/City of	Cold Lak	e Tra	il Operatoı	r: TBD		Land	Manager:	Various
Trail Name:	All trails in accord	lance wit	h TMO#5	(MIXED US	SE, MULTI-USE C	ONNECTOR	Tra	il Number:	NA
	Trail Beginning:	NA					Beg.	. Milepost:	NA
	Trail Ending:	NA					End.	. Milepost:	NA
Trail	Inventory Length:		k	m Trail	Mileage Source	e: Wh	_	GPS	Map Unknown
					·····				
	ail Section	.ii	NIA				Dom	Milanasti	NIA
NA Sec. #	Section Beg	_	NA					. Milepost:	NA
	Secti	on End:	NA				End.	. Milepost:	NA
Trail Cla	assification								
(Check any t	that apply)				each category)				
Season:			Мо	de of Trave			Leve	I of Challer	ige:
=	ner (snow-free)		-	Non-Mo				Easiest	
	r (snow-covered)		<u> </u>	Motorize			\mathbb{H}	Moderate	
√ All			•	Mixed U	se		님	Difficult	II.
Level of Dev	•		Use	e Type:				Very Diffici	ult
Develo				Single U			Prep	aredness:	
	rately Developed		<u> </u>	Multi-Us				Standard	
✓ Minim	ally Developed		•	Activity-	Optimized			Enhanced	
Optimiz	ed Activity	Types	De	esign P	arametre	S		Targe	t Frequency
(Check all th	at apply)		(Fill	in all that a	apply)			Per Year	(Fill in all that apply)
Pedes	trian		3-4		Travelled Surfa	ace Width (m	٦)	As requir	ed Tread Repair
Eques ⁻	trian		5-1	0	Target Grade (%)		2 x year	Drainage Cleanout
X-Cou	ntry Ski		5-1	0	Max Grade (%))		As requir	ed Tread Grading
Snows	shoe		<15	5	Proportion Gra	ade (%)		As requir	ed Brushing
Mount	tain Bike		2-5		Target Cross S	Slope (%)		2 x year	Condition Survey
√ Two-W	Vheel Motorized		<8		Max Cross Slo	pe (%)		Peak peri	iod Enforcement Patro
√ Motori	ized (<1.83 m wide)				Proportion Cro	oss Slope (%))	Immedia	te Hazard response
	ized (1.5-1.83 m wid	ŕ	3.5	/ 4	Clearing Width,	- , ,		As requir	ed Snow grooming
	ized (>1.83 m wide)		5		Turning Radius	, ,			_
	Vehicle (<1.83 m wi	<u> </u>	¬ : '	ne /	Obstacle Frequ	uency/Heigh	nt		
Wheel	ed activities (<~50k	ph)	Tre	ad Surfaci	_				
$H \models$				1	Concrete/Paver		Firm	•	
$\square \models$			<u> </u>	Agg - Fir		Nat -	Loose	:	
			J ┊ L_	Agg - Lo	ose			:	

Trail Name: MD Bonnyville/City of Cold La	il Name: MD Bonnyville/City of Cold Lake								
Travel Management Strate	gies		•••••	••••••					
Permitted Uses Check all that apply)	From Date (mm/dd)	To Date (mm/dd)	Prohibited Uses (Check if applicable	e)	From Date (mm/dd)	To Date (mm/dd)			
/ Pedestrian	01/01	12/31	All Motorized	Use	01/01	12/31			
On-Road Cycling	01/01	12/31	(Fill in all that apply)					
Leisure Cycling	01/01	12/31	OHV>1.83m		01/01	12/31			
/ Mountain Biking	01/01	12/31	Snowvehicle> 1.83	m	01/01	12/31			
Adaptive Cycle/MTB	01/01	12/31	Highway vehicles (except motorcycles)	01/01	12/31			
/ Equestrian	01/01	12/31							
/ Equestrian Drawn Vehicle	01/01	12/31							
🖊 X-Ctry Ski - Classic	snow	snow							
🖊 X-Ctry Ski - Skate	snow	snow							
/ Snowshoe	snow	snow							
Off-Road Motorcycle	01/01	12/31							
OHV <1.5m	01/01	12/31							
OHV 1.5m - 1.83m	01/01	12/31							
OHV >1.83m									
Snowmobile <1.5m	snow	snow							
Snowmobile >1.5m	snow	snow							
Class 1 E-Bike	01/01	12/31							
Class 2 E-Bike	01/01	12/31							
Class 3 E-Bike	01/01	12/31							
Electric Mobility Assistive Devices	01/01	12/31							
Electric Skateboards/One-Wheels	01/01	12/31							
ther Uses			Trail User Objectiv	res					
Optional: type any that apply)	Accept	Discourage	Escape	Nature	Soc	cializing			
lighway motorcycles (e.g. dual purpose)			Solitude	Risk		ciency			
lon-optimized activities			Challenge	Exercise		nnectivity			
ligh-speed travel (~>50 kph)			Play			·			
			Remarks/Reference	ce Information					
Universally Accessible:	Yes	No •	lower maintenance	ting most activities the trails that support coerate noise activities	onnectivity for m	ectivity for moderate			
Name:	•••••	•••••		Signature:		•••••			
Frail Designer Or Manager Title				Date:					
ZE ESTABLISMENT TIME				Daio.	•				

Regi	on: MD Bonnyville/City of	Cold Lak	e Tra	il Operato	or: TBD		Land	Manager:	Various
Trail	Name: All trails in accord	lance witl	n TMO#6	(MIXED U	JSE, MULTI-USE,	EXPERI	IENC Tra	il Number:	NA
	Trail Beginning:	NA					Beg.	Milepost:	NA
	Trail Ending:	NA					Fnd.	Milepost:	NA
	Trail Inventory Length:	NA	k	m Trai l	l Mileage Sourc	e:	Wheel	GPS	Map Unknown
TM	O Trail Section								
NA	Section Beg	ainnina:	NA				Bea	Milepost:	NA
Sec		on End:	NA					Milepost:	NA
	ail Classification		: (Oh	aak ana in	anah antagaru)				
Seas	ck any that apply) son:		: `	eck one in de of Trav	each category) rel:		Leve	l of Challen	ige:
	Summer (snow-free)			Non-Mo	otorized			Easiest	
П	Winter (snow-covered)			Motoriz	ed		•	Moderate	
√	All		•	Mixed L	Jse			Difficult	
Leve	el of Development:		Use	е Туре:				Very Diffici	ult
	Developed			Single U	Jse		Prep	aredness:	
√	Moderately Developed		•	Multi-Us	se			Standard	
√	Minimally Developed			Activity-	-Optimized		•	Enhanced	
QD	timized Activity	Types	De	esign F	arametre	S		Targe	t Frequency
_	ck all that apply)	,,	:	in all that					(Fill in all that apply)
	Pedestrian		2.5	-3	Travelled Surfa	ace Wid	dth (m)	As requir	ed Tread Repair
	Equestrian		5-1	0	Target Grade ((%)		2 x year	Drainage Cleanout
	X-Country Ski		<15	5	Max Grade (%)		As requir	ed Tread Grading
	Snowshoe		<15	5-25	Proportion Gra	ade (%))	As requir	ed Brushing
	Mountain Bike		2-5		Target Cross S	Slope (9	%)	2 x year	Condition Survey
	Two-Wheel Motorized		<8		Max Cross Slo	pe (%)		Peak peri	od Enforcement Patrols
	Motorized (<1.83 m wide)				Proportion Cro	oss Slo	pe (%)	Weekly-M	Iontl Hazard response
	Motorized (1.5-1.83 m wid	de)	3.5	/ 3.5	Clearing Width	/Height	t (m)	If desired	Snow grooming
	Motorized (>1.83 m wide)		5		Turning Radiu	s (m)			
	Snow Vehicle (<1.83 m wi	de)	Ос	ca / 0.15	Obstacle Freq	uency/	Height		
\checkmark	Wheeled activities (<~50k	ph)	Tre	ad Surfac	ing:				
				Asphalt,	/Concrete/Paver		Nat - Firm		
				Agg - Fi	rm	\checkmark	Nat - Loose		
			√	Agg - Lo	oose				

Trail Name: TMO#5				Trail Number:	NA	
Travel Management Strate	gies	• • • • • • • • • • • • • • • • • • • •				
ermitted Uses Check all that apply)	From Date (mm/dd)	To Date (mm/dd)	Prohibited Uses (Check if applicab	le)	From Date (mm/dd)	To Date (mm/dd,
/ Pedestrian			All Motorize	d Use	01/01	12/31
On-Road Cycling			(Fill in all that appl	(y)		
Leisure Cycling			OHV>1.83m		01/01	12/31
Mountain Biking			Snowmobile > 1.8	01/01	12/31	
Adaptive Cycle/MTB			Highway vehicles	(except motorcycles)	01/01	12/31
/ Equestrian					ī	
Equestrian Drawn Vehicle					ī	
X-Ctry Ski - Classic					ī	
🖊 X-Ctry Ski - Skate						
Snowshoe						
Off-Road Motorcycle						
/ OHV <1.5m						
OHV 1.5m - 1.83m						
OHV >1.83m						
Snowmobile <1.5m						
Snowmobile >1.5m						
Class 1 E-Bike						
Class 2 E-Bike						
Class 3 E-Bike						
Electric Mobility Assistive Devices						
Electric Skateboards/One-Wheels						
other Uses			Trail User Object	ives		
Optional: type any that apply)	Accept	Discourage	√ Escape	√ Nature	√ Soc	cializing
lighway motorcycles (e.g. dual-purpose)			Solitude	Risk	Effi	ciency
ligh-speed operation & travel (~<50 kph)			Challenge	Exercise	√ Cor	nnectivity
			Play			
			Remarks/Referer	nce Information		•••••
	Yes	No		ating most activities the trails that support er		
Universally Accessible:		•		ith low-to-moderate no		
Frail Designer Name:				Signature:		
or Manager Title:				Date:		

Regi	ion: MD) Bonnyville/City of	Cold Lak	e Tra	il Operato	r: TBD		Land	l Manager:	Vario	ous		
Trail	l Name:	All trails in accord	dance wit	h TMO#7	7 (MIXED U	SE, OPTIMIZED S	NOW\	/EHIC Tra	il Number:	NA			
		Trail Beginning:	NA					Beg	. Milepost:	NA			
		Trail Ending:	NA					End	. Milepost:	NA			
	Trail I	nventory Length:	NA	k	m Trail	Mileage Source	: _	Wheel	GPS	Ма	p Unknown		
TM	IO Tra	il Section											
NA		Section Beg	ginning:	NA				Beg	. Milepost:	NA			
Se	c. #	Secti	on End:	NA				End	. Milepost:	NA	NA		
Tra	ail Cla	ssification		• • • • • • • • • • • • • • • • • • • •									
(Che	eck any th	nat apply)		(Ch	eck one in	each category)							
Sea	son:			Мо	de of Trav	el:		Leve	l of Challen	ige:			
	Summe	er (snow-free)			Non-Mo	otorized			Easiest				
\checkmark	Winter	(snow-covered)			Motoriz	ed		•	Moderate				
	All			•	Mixed L	lse		Difficult					
Leve	el of Dev	elopment:		Us	е Туре:				Very Diffici	ult			
	Develo	ped			Single L	lse		Prep	aredness:				
\checkmark	Modera	ately Developed		•	Multi-U	se			Standard				
\checkmark	Minima	ally Developed			Activity-	Optimized		•	Enhanced				
Ор	timiz	ed Activity	Types	S De	esign F	arametres	3		Targe	t Fre	equency		
(Che	eck all tha	at apply)		(Fil	l in all that	apply)			Per Year	(Fill in	all that apply)		
	Pedesti	rian		3+		Travelled Surfa	ce Wi	dth (m)	As requir	ed	Tread Repair		
	Equesti	rian		5-1	0	Target Grade (9	6)		2 x year	Drainage Cleanout			
	X-Coun	try Ski		<1	5-20	Max Grade (%)			As requir	ed	Tread Grading		
	Snowsł	noe		<10	D-15	Proportion Gra	de (%))	As requir	red Brushing			
	Mounta	ain Bike		2-5	i	Target Cross S	ope (%)	2 x year		Condition Survey		
	Two-Wl	heel Motorized		5-1	0	Max Cross Slop	oe (%))	Peak peri	od	Enforcement Patrols		
	Motoriz	zed (<1.83 m wide)				Proportion Cro	ss Slo	ope (%)	Weekly-M	lont	Hazard response		
	Motoriz	zed (1.5-1.83 m wid	de)	>4	/ 3.5	Clearing Width/	Heigh	nt (m)	As requir	ed	Snow grooming		
	Motoriz	zed (>1.83 m wide)		7		Turning Radius	(m)						
\checkmark	Snow V	/ehicle (<1.83 m wi	ide)	Ос	ca / 0.15	Obstacle Frequ	ency/	'Height	<u> </u>				
Щ				Tre	ad Surfac	_			:				
				<u> </u>	1	/Concrete/Paver	\sqcup	Nat - Firm					
				<u> </u>	Agg - Fi			Nat - Loose					
		Agg - Loose ✓ Gr						Groomed-si	:				

Irail Name: MD Bonnyville/City of Cold La	ike			Irail Number:	NA	
Travel Management Strate	gies		•••••			
Permitted Uses	From		Prohibited Uses		From	
(Check all that apply)	Date (mm/dd)	To Date (mm/dd)	(Check if applicable	e)	Date (mm/dd)	To Date (mm/dd
√ Pedestrian	01/01	12/31	All Motorized	l Use	01/01	12/31
On-Road Cycling			(Fill in all that apply	<i>'</i>)		
Leisure Cycling			All wheeled OHVS		01/01	12/31
Mountain Biking						
Adaptive Cycle/MTB						
Equestrian						
Equestrian Drawn Vehicle						
🗸 X-Ctry Ski - Classic	Snow	Snow				
🗸 X-Ctry Ski - Skate	Snow	Snow				
√ Snowshoe	Snow	Snow				
Off-Road Motorcycle						
OHV <1.5m						
OHV 1.5m - 1.83m						
OHV >1.83m						
✓ Snowmobile <1.5m	Snow	Snow				
✓ Snowmobile >1.5m	Snow	Snow				
Class 1 E-Bike						
Class 2 E-Bike						
Class 3 E-Bike						
Electric Mobility Assistive Devices						
Electric Skateboards/One-Wheels						
Other Uses			Trail User Objectiv	/es		
Optional: type any that apply)	Accept	Discourage	√ Escape	√ Nature	√ Sc	cializing
Fat Biking			Solitude	Risk	√ Eff	ficiency
Skijoring			Challenge	Exercise	√ Cc	nnectivity
High-speed operation & travel (~>50 kph)			Play			
			Remarks/Referen	ce Information		•••••
			This TMO is intend	ed to support low-mo	derate speed ર	and
	Yes	No	moderate noise wi	nter activities in froze	en conditions. V	Vheeled
Universally Accessible:			conveyances are n	ot supported in warm	er conditions t	ecause
Name:	•••••			Signature:		•••••
irail Designer				_		
or Manager Title:				Date:	1	

Region: M	D Bonnyville/City of	Cold Lak	e Tra	il Operato	r:		Lan	d Manager:	
Trail Name:	All trails in accord	dance wit	h TMO#8	(SPECIAL	IZED/OPTIMI	ZED)	Tr	ail Number:	NA
	Trail Beginning:	NA					Be	g. Milepost:	NA
	Trail Ending:	NA					Enc	d. Milepost:	NA
Trail I	nventory Length:	NA	k	m Trail	Mileage So	ırce:	Wheel	GPS	Map Unknown
TMO Tra	il Section		• • • • • • • • • • • • • • • • • • • •	•••••	•••••		••••••		
NA	Section Beg	ginning:	NA				Be	g. Milepost:	NA
Sec. #	Secti	on End:	NA				End	d. Milepost:	NA
(Check any the Season: Season: Winter All Level of Dev Develo Modera	er (snow-free) (snow-covered) elopment:		Mod	Motorize Mixed U Type: Single U Multi-Us	otorized ed se	-y)	•	el of Challer Easiest Moderate Difficult Very Difficult paredness: Standard Enhanced	
-	ed Activity	Types	:		aramet	res		:	t Frequency
(Check all that ✓ Pedest ✓ Equest ✓ X-Cour	rian		var var	in all that iable iable iable	Travelled S Target Grad Max Grade	de (%)	idth (m)	variable variable variable	(Fill in all that apply) Tread Repair Drainage Cleanout Tread Grading
√ Snows	hoe		var	iable	Proportion	Grade (%))	variable	Brushing
√ Mounta	ain Bike		var	iable	Target Cros	ss Slope (%)	variable	Condition Survey
√ Two-W	heel Motorized		var	iable	Max Cross	Slope (%))	variable	Enforcement Patrol
	zed (<1.83 m wide)		var	iable	Proportion	Cross Slo	ppe (%)	variable	Hazard response
√ Motoriz	zed (1.5-1.83 m wid	de)	var	ial / varial	Clearing Wi	dth/Heigh	nt (m)		
√ Motoriz	zed (>1.83 m wide)		var	iable	Turning Ra	dius (m)			
✓ Snow \	/ehicle (<1.83 m wi	ide)	_	/ Varia	Obstacle Fi	equency/	'Height		
Other r	nechanically assist	ed	Treation Treation	Asphalt, Agg - Fil Agg - Lo	'Concrete/Pa rm	ver 🗸	Nat - Firm Nat - Loose Groomed-s	. :	

TMO#7				Trail Number:	NA	
Travel Management S	Strategies	• • • • • • • • • • • • • • • • • • • •				•••••
Permitted Uses Check all that apply)	From Date (mm/dd)	To Date (mm/dd)	Prohibited Uses (Check if applicable	e)	From Date (mm/da	To Date (mm/dd
Pedestrian			All Motorized	Use		
On-Road Cycling			(Fill in all that apply)		
Leisure Cycling						
Mountain Biking						
Adaptive Cycle/MTB						
Equestrian						
Equestrian Drawn Vehicle						
X-Ctry Ski - Classic						
X-Ctry Ski - Skate						
Snowshoe						
Off-Road Motorcycle						
OHV <1.5m						
OHV 1.5m - 1.83m						
OHV >1.83m						
Snowmobile <1.5m						
Snowmobile >1.5m						
Class 1 E-Bike						
Class 2 E-Bike						
Class 3 E-Bike						
Electric Mobility Assistive De	evices					
Electric Skateboards/One-W	heels					
other Uses		• • • • • • • • • • • • • • • • • • • •	Trail User Objectiv	es	•••••	
Optional: type any that apply)	Accept	Discourage	Escape	Nature	√ S	ocializing
ARIABLE - OPTIMIZED FOR ACTIV	TIY		Solitude	√ Risk	E	fficiency
lon-optimized activities			✓ Challenge	Exercise	C	onnectivity
	$= \mid \mid \mid \mid$		√ Play			
			Remarks/Reference	ce Information	•••••	• • • • • • • • • • • • • • • • • • • •
	Yes	No		ned areas specifically t a specific activity ar		
Universally Acce	ssible:	•				
rail Dosignor	Name:			Signature:		
Trail Designer or Manager	Title:			Date:		

Regio	n : Bonnyville		Trai	l Operator:	MD Bonnyville	e/City	of Co Lar	nd Manager	: MD/Ci	ty
Trail N	lame: All access infrasti	ructure wi	th TMO #	#9(FLATWAT	ER ROUTES)		Т	ail Number	: NA	
	Trail Beginning:	NA				Ве	g. Milepost	:: NA		
	Trail Ending:	NA						d. Milepost		
	_								_	
	Trail Inventory Length:	NA	kr	n Trail M	lileage Source	:	Wheel	GPS	Map	Unknown
TMC	Trail Section									
NA	Section Beg	jinning:	NA				Ве	g. Milepost	:: NA	
Sec.	# Secti	on End:	NA				En	d. Milepost	: NA	
Trai	l Classification	•••••	• • • • • • • • • • • • • • • • • • • •	•••••	• • • • • • • • • • • • • • • • • • • •			• • • • • • • • • • • • • • • • • • • •	••••••	
	k any that apply)		: (Che	eck one in ea	ach category)					
Seaso			• •	le of Travel:	,		Lev	el of Challe	enge:	
√ 9	Summer (snow-free)			Non-Moto	rized		•	Easiest		
\	Winter (snow-covered)			Motorized				Moderate	9	
A	All			Mixed Use				Difficult		
Level	of Development:		Use	Type:				Very Diffi	cult	
	Developed			Single Use	ġ.		Pre	paredness	:	
√	Moderately Developed			Multi-Use			Standard			
√	Minimally Developed		•	Activity-O _l	otimized		•	Enhance	d	
Opti	imized Activity	Types	De	sign Pa	rametres			Targe	et Fred	quency
(Check	k all that apply)		(Fill	in all that ap	ply)			Per Yea	r (Fill in a	ll that apply)
F	Pedestrian		Ran	np: 5+	Fravelled Surfa	ce Wi	idth (m)	As requ	ired Tr	read Repair
E	Equestrian		Ran	np: 12-14	Target Grade (%	<u>s</u>)			D	rainage Cleanout
	X-Country Ski		Ran	np: 15	Max Grade (%)			As requ	ired Tr	read Grading
	Snowshoe			F	Proportion Grad	de (%))	As requ	ired Bi	rushing
N	Mountain Bike				Target Cross SI	ope ([%)	2 x year	. C	ondition Survey
	Two-Wheel Motorized				Max Cross Slop	e (%))	Peak pe	eriods Er	nforcement Patrols
N	Motorized (<1.83 m wide)			F	Proportion Cros	ss Slo	ppe (%)			
N	Motorized (1.5-1.83 m wic	le)	5	/ 5	Clearing Width/	Heigh	nt (m)			
N	Motorized (>1.83 m wide)			7	Turning Radius	(m)				
	Snow Vehicle (<1.83 m wi	de)		/ (Obstacle Frequ	ency/	/Height			
	Non-motorized paddling		Trea	nd Surfacing	g:					
✓	Motorized boating		√	·	oncrete/Paver	닏	Nat - Firm			
Ļ				Agg - Firm			Nat - Loose	2		
			Agg - Loos	se	\checkmark	Water] [

Irail Name: IIMP IMO#8					Ira	iii Number:	NA		
Travel Management Strate	gies			• • • • • • • • • • • • • • • • • • • •				• • • • • • • • • • • • • • • • • • • •	
Permitted Uses	From		Proh	ibited Uses				rom	
Check all that apply)	Date (mm/dd)	To Date (mm/dd)	(Che	ck if applicable	e)			Date m/dd)	To Date (mm/dd)
Pedestrian				All Motorized	Use				
On-Road Cycling			(Fill i	n all that apply,)				
Leisure Cycling									
Mountain Biking							7 F		1
Adaptive Cycle/MTB							7 F		
Equestrian							īĒ		
Equestrian Drawn Vehicle							7 F		
X-Ctry Ski - Classic							īĒ		
X-Ctry Ski - Skate									
Snowshoe							jĒ		
Off-Road Motorcycle							jĘ		
OHV <1.5m							5 E		
OHV 1.5m - 1.83m							7 F		
OHV >1.83m							j [
Snowmobile <1.5m							Ī [
Snowmobile >1.5m							7 F		
Class 1 E-Bike							7 F		
Class 2 E-Bike							7 F		
Class 3 E-Bike							īĒ		
Electric Mobility Assistive Devices							īĒ		
Electric Skateboards/One-Wheels							īĒ		
Other Uses			Trail	User Objectiv	 ⁄es	••••••			
Optional: type any that apply)	Accept	Discourage	√	Escape	\checkmark	Nature		Sor	cializing
ayaking	•		√	Solitude		Risk	Ē	Effi	ciency
anoeing			Ħ	Challenge	一同	Exercise	√	Col	nnectivity
mall motorized craft			ī	Play				_	
lighway vehicles (launch assist only)	•			l /D - f			• • • • • • • • • • • • • • • • • • • •		
DHV				arks/Referenc					
	Yes	No		general TMO is le1/2 river rout					
Universally Accessible:			rout		, w.iw i	ga, 10111			
								• • • • • • • •	
Frail Designer Name:						Signature:			
or Manager Title:						Date:			

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INTERMUNICIPAL TRAILS MASTER PLAN M.D. OF BONNYVILLE & CITY OF COLD LAKE





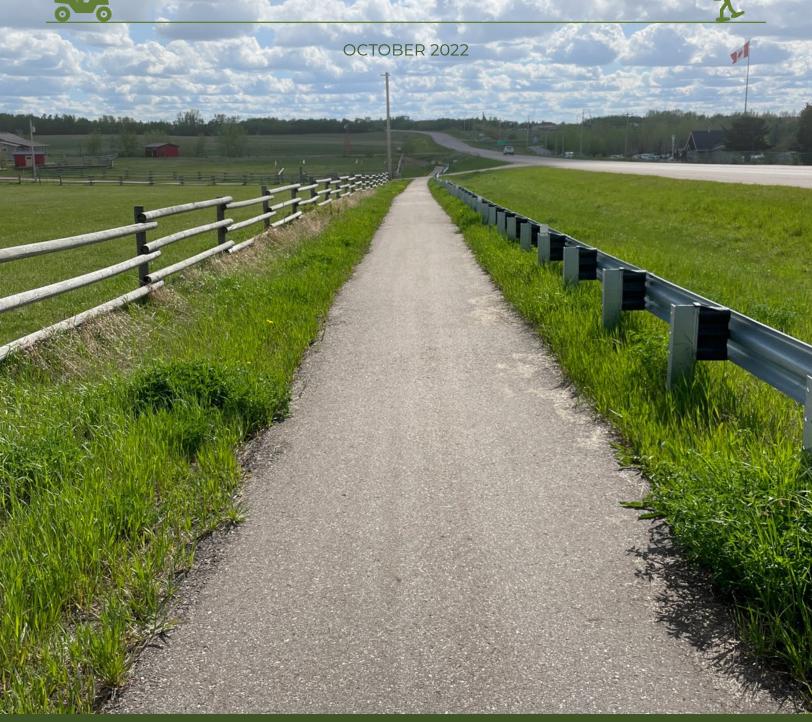








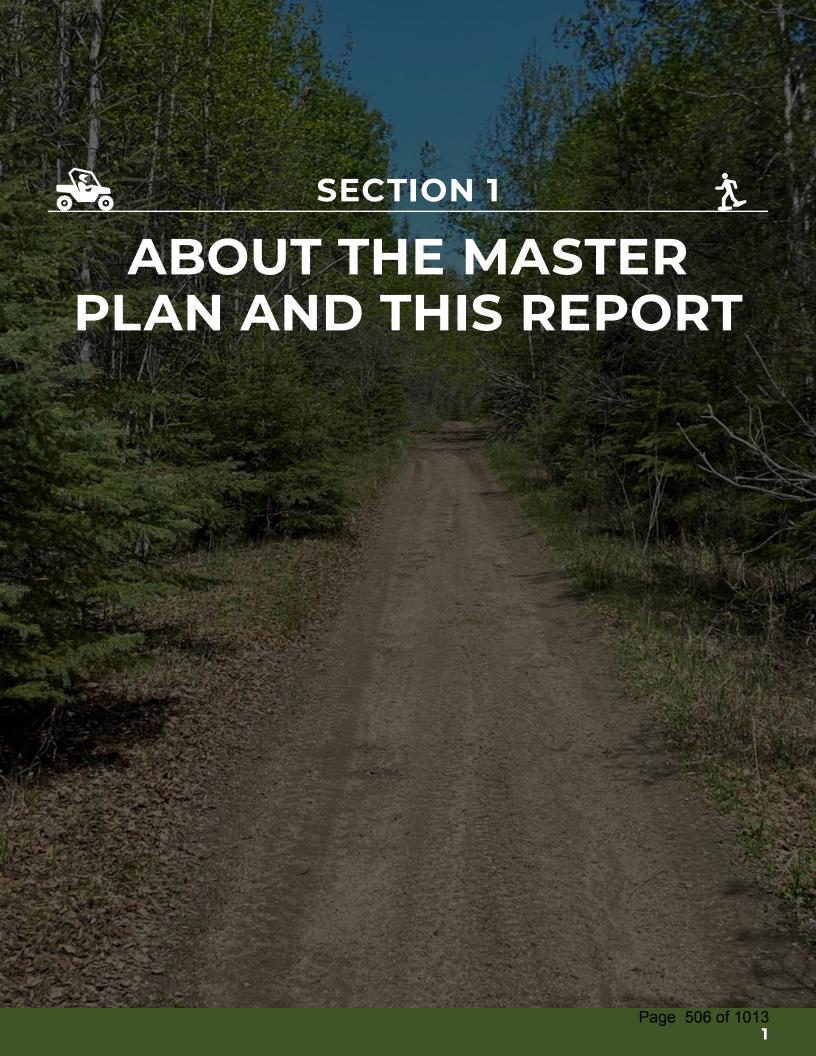




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1.1 ABOUT THE MASTER PLAN

The Intermunicipal Trails Master Plan is a cooperative initiative between the MD of Bonnyville (MD) and the City of Cold Lake (City) that is intended to guide decisions, development and services related to trails in the region for the next 5-10 years.

The Master Plan's priority will be on lands and services under the direct administration and control of the MD and City. However, because they serve and connect the region's communities, trails and trail services on provincial Crown Land will also be considered at a conceptual level.

Collaboration is at the core of this Master Plan and the MD and City are committed to working together to ensure that trails in the region serve residents and visitors well. Contributions from residents and communities will be actively sought through a variety of means and insights from these efforts will inform the plan's priorities, strategies and actions.



1.2 ABOUT THIS REPORT

This stand-alone report summarizes and presents the findings and key themes from a range of engagement approaches used during summer 2022. These findings will be used to inform development of the Master Plan in the fall of 2022.

To best serve the combined and individual interests of the MD and City, data and findings presented in this report generally reflect the aggregated input received. However, where there were material differences between the responses that apply to MD or City, best efforts are made to present and reflect these differences in this report, particularly with spatial information.





SECTION 2







Trails in the area benefit and are used by a broad spectrum of people living in, working in, and visiting the region, including residents of its many municipalities, First Nations, and Métis Settlements. The project's engagement efforts were designed and intended to reach this diverse mix with a range of open public approaches as well as targeted efforts to reach specific stakeholders with interests in trails. The approaches used are outlined below.

2.1 PUBLIC SURVEY

A detailed public survey was developed and released to gather perspectives from residents, visitors and trail users. The survey ran from July 7 to August 31, 2022 and was shared and promoted through the MD's and City's communication channels including municipal websites, social media and direct communication mechanisms with residents (e.g. mailouts).

The survey was designed to gain understanding about how respondents currently use trails in the region and about what they thought future priorities should be. It solicited detailed feedback about urban trails and active transportation routes; rural, regional and long-distance trails; and water routes.

In total, 246 responses were received, including 169 complete responses and 77 partial responses.

Please see Appendix A for survey questions and raw results.



SURVEY RESPONDENT CHARACTERISTICS

- 59% of responses were from the City of Cold Lake; 35% from the MD of Bonnyville; 6% from other communities.
- 48% were female; 48% male; 4% non-binary or choosing not to disclose.
- 4% indicated they were between 18-24 years old; 19% between 25-34; 29% between 35-44; 20% between 45-54, 19% between 55-64 and 7% greater than 65.
- 4.3% indicated they identified as First Nations or Métis.
- Nearly 99% owned or regularly drove a vehicle.
- 76% indicated that trails were important or very important to their quality of life.

MD VS CITY RESPONSES

- City respondents were younger than MD (54% of City respondents were under age 45 whereas only 45% of MD respondents were).
- More City respondents (52%) indicated that they lived in households without children than MD respondents (35%).

2.2 INTERACTIVE MAPPING TOOL

To complement the general questions of the online survey, an interactive online map was designed and deployed to allow spatial inputs. The tool allowed knowledgeable residents and visitors to contribute detailed, spatially explicit information about where they thought improvements, new infrastructure and/ or management concerns should be considered. Like the survey, this tool was promoted and openly available from July 7 to August 31, 2022.

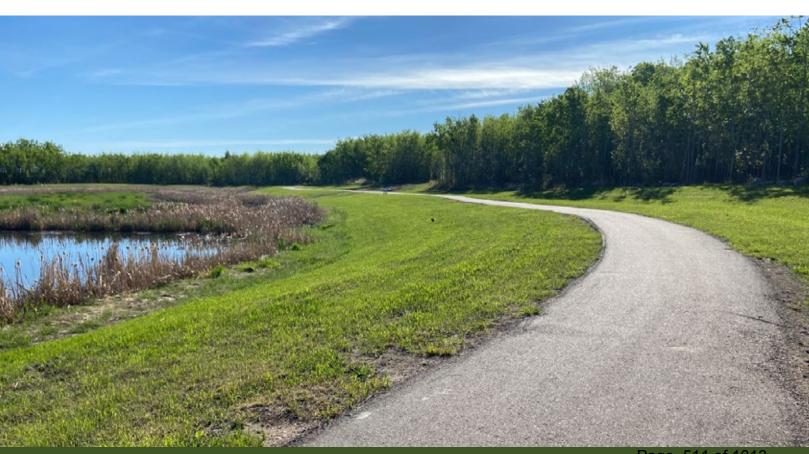
The interactive mapping tool presented a starting basemap of formally sanctioned trails and commonly used informal routes in the region including MD and City trails, the Iron Horse Trail, and routes in parks and on public land administered by Alberta Environment and Parks (AEP). Participants were able to identify both point-features and lines where they thought enhancements, new features and/or management intervention was needed (Figure 1). Please see Appendix B for additional images of the interface and Appendix C for raw data.



INTERACTIVE MAPPING PARTICIPATION

Over 30 participants identified more than:

- 45 enhancement opportunities
- 55 opportunities for new trails and/or facilities
- · 44 management concerns



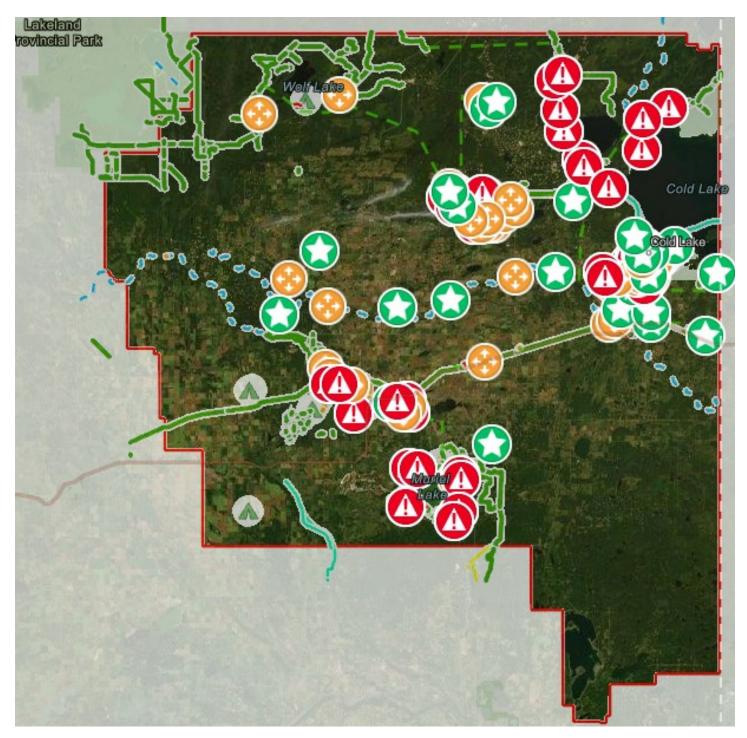


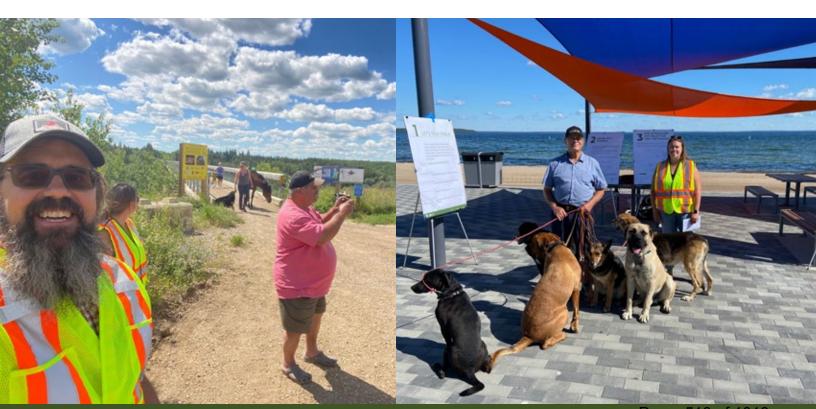
Figure 1: Online mapping tool showing points and lines contributed by participants.

2.3 ON-SITE ENGAGEMENT

Efforts were also made to intercept active trail users in the field. Techniques varied with weather, location and staff availability, but included:

- Roving kiosks with information panels (staffed, impromptu, 1-3 hours in length).
- Intercept interviews with trail users.
- Unstaffed sounding boards inviting written comments from passing trail users.

Location	Timing	Activity	# Of Individuals Engaged
Cold Lake, Kinosoo Beach	July 26, morning	Staff roving kiosk; multiple information panels	~40
Cold Lake Motocross / MTB parks	July 26, afternoon	Intercept interviews	7
Cold Lake Lions Park	July	Unstaffed sounding board	Unknown (vandalized)
Iron Horse Trail (Beaver Trestle)	July 26, afternoon	Staffed roving kiosk; single panel	~20
Iron Horse Trail (Beaver Trestle)	August 9-September 9	Unstaffed sounding board	17
Moose Lake trails	July 25, evening	Intercept interviews	~10
Tucker Lake	July 24, afternoon	Intercept interviews with campers present; sounding board	~25
Vezeau Beach	August 31-Sept. 15	Unstaffed sounding board	7



2.4 STAKEHOLDER DISCUSSIONS

Targeted discussions were held as virtual interviews with 20 individuals representing 14 organizations and community interests. These discussions provided the project team with the opportunity to further explore successes, issues, trends and opportunities pertaining to trails, trail use, and tourism.

Invitations were also extended to 21 additional organizations but, as of the preparation of this report, were declined, not responded to, or were not able to be scheduled.

See Appendix D for a list of stakeholders.

2.5 INDIGENOUS ENGAGEMENT

Invitations were extended by the consulting team to nine First Nations and Métis Settlements in the area.

Staff from Cold Lake First Nation provided very helpful and informative input during a 90-minute meeting about the current and historical importance of trails in the area, as well as general concerns. Interest in soliciting additional perspective from citizens was expressed with the hope that these could be used to provide written suggestions for the plan. Guiding questions were provided to the Cold Lake First Nation by the consultation team and it is hoped that this written input is available prior to development of the draft plan.

Efforts to connect with other First Nations and Métis Settlements are ongoing.

See Appendix E for a list of First Nations and Métis Settlements contacted.



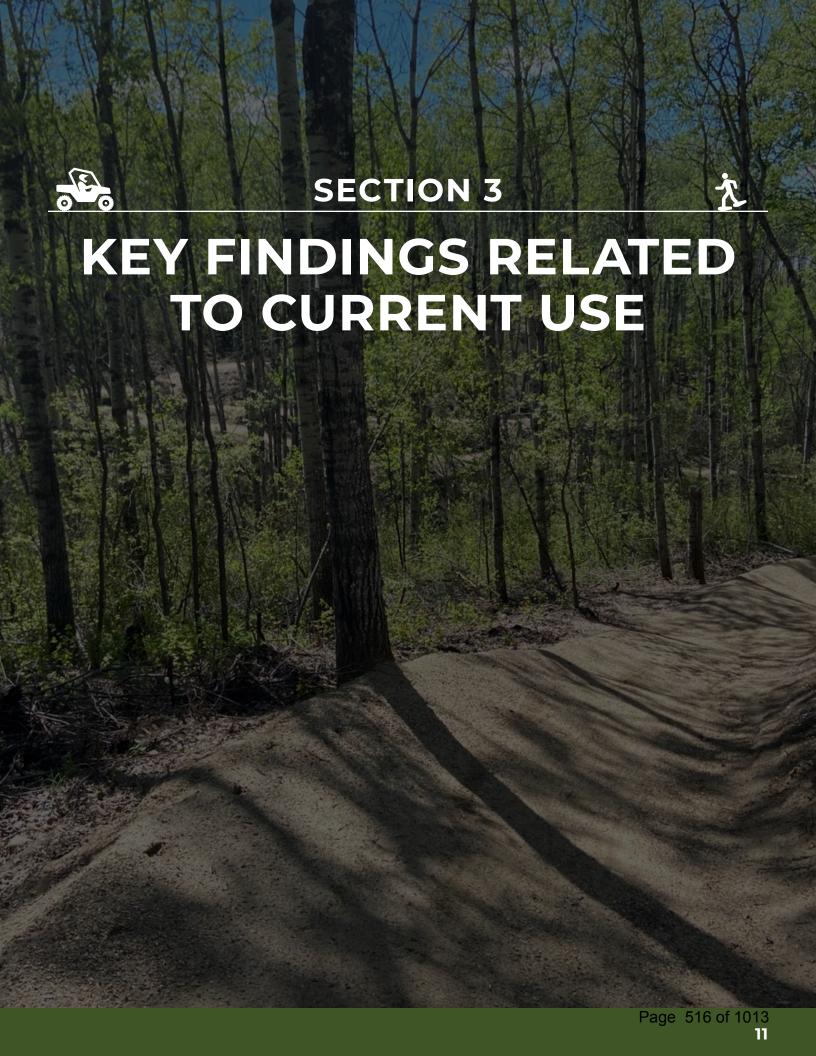
2.6 GOVERNMENT MEETINGS

The Government of Alberta currently has a variety of planning and policy initiatives that influence trail development and partnership opportunities in the region, including the Trails Act, a review of the Lower Athabasca Regional Plan, and the Cold Lake Subregional Plan.

Since a significant amount of the planning area is Crown Land (i.e. falling under the administration of the Government of Alberta's Public Lands Act, Provincial Parks Act or the Wilderness Areas, Ecological Reserves, Natural Areas and Heritage Rangelands Act) efforts are ongoing to ensure this project is aligned with emergent policy and opportunities. Towards this, two separate meetings were held with approximately 12 staff from Alberta Environment and Parks to hear advice on developing a master plan that could constructively complement Government of Alberta efforts, and to ensure good mutual awareness of opportunities.

Finally, a joint meeting with eight key staff from the City of Cold Lake and MD of Bonnyville was held to refine and clarify project objectives, hear specific guidance and suggestions, and to learn more about emergent opportunities.





Residents in the region are known for their active interest in outdoor activities. The strength of these interests was reflected in the responses received from all engagement approaches. Residents told us of their love for trails, the benefits they felt trails brought to the region, and how they currently use trails.

The main reasons cited for using trails showed similarities for all survey respondents, with the top 10 as follows.

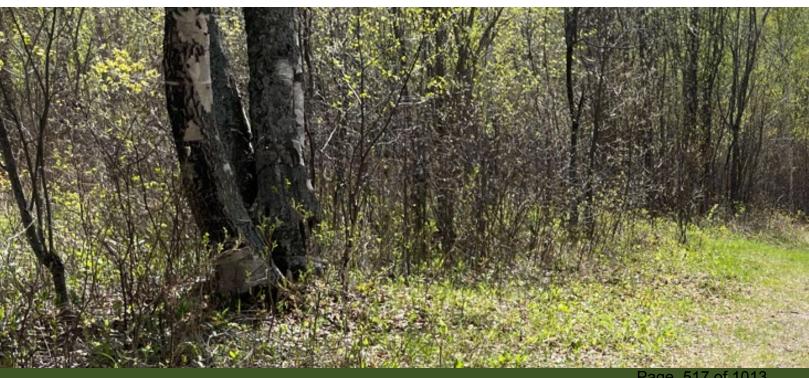
Overall Reasons for Using Trails	Percent
Exercise and physical health	84%
Fun / enjoyment	77%
Restoring mental well-being / relaxation	64%
Connecting with nature	63%
Adventure and challenge	44%
Escaping from urban areas	40%
Socializing with family and friends	40%
Getting to places I want to go (e.g. work, school, store, friends)	36%
Travelling to distant places I want to explore or visit	17%
Skill improvement	10%



PERCENT OF SURVEY **RESPONDENTS THAT**

Consider themselves to be avid trail enthusiasts or frequent trail users: City 80%; MD 64%

Consider trails to be somewhat or very important to their quality of life: City 82%; MD 65%



Survey data shows that respondents felt that trails significantly contribute to community benefits, but with some differences between City and MD responses.

% Agree or Strongly Agree that	All Responses	City of Cold Lake	MD Bonnyville
Residents can benefit from trails even if they don't use them directly.	78.8%	85.7%	67%
Trails and trail services help strengthen and bring the community together.	87.1%	91%	80%
Trails contribute to the local economy by attracting new residents and visitors.	78.8%	83.3%	69%
It's important to maintain existing trails before building new.	68.6%	72%	61%

Respondents indicated similar levels of use for trails in rural areas and water routes, but City of Cold Lake respondents indicated much more use of trails in developed areas, likely due to proximity and accessibility.

Type of trail or route	All	City	MD
Urban Trails and Active Transportation Routes (e.g. trails in or near highly developed areas)	74.6%	87%	57%
Rural, Regional and Long Distance Trails (e.g. trails in less developed areas)	71.2%	72%	69%
Water Routes and Trails (e.g. rivers or flatwater routes)	33.2%	37%	29%
None of the above	3.9%	1%	8%



Since the region contains a mix of both sanctioned trails (formally approved and managed) and unsanctioned trails (commonly used, but not formally approved, managed or maintained), residents were asked which trails they used most frequently.

Most Frequently Used Trails by Survey Respondents	City of Cold Lake Respondents	MD of Bonnyville Respondents
Sanctioned Trail Systems	 City urban trails (e.g. Millenium Trail) Cold Lake Provincial Park trails Iron Horse Trail Cold Lake MTB Park Cold Lake Snowmobile Club trails African Lake Trail CFB Cold Lake trails 	 Moose Lake/Vezeau Beach trails Iron Horse Trail Town of Bonnyville trails Cold Lake Provincial Park trails Cold Lake Snowmobile Club trails Muriel Lake MD Park trails Moose Lake Provincial Park trails
Unsanctioned Trail Systems	 Tucker/Crane Lakes trails Marie/May Lakes trails African Lake area trails 	 Tucker/Crane Lakes trails Moose Lake area trails Marie/May Lakes trails Beaver River Borque Lake trails Wolf Lake trails Cherry Grove area trails

When asked what difficulty of trails they preferred, over 50% of survey respondents expressed a preference for easier, smoother trails (i.e. "White" and "Green" level of difficulty). Only 5% of respondents indicated preference for very difficult and technically challenging trails.

Preferred Trail Difficulty	
"White": very easy, flat and accessible to all users	12%
"Green": easy, mostly smooth, gentle slopes, some unevenness	45%
"Blue": moderately difficult, variable surfaces, slopes, unevenness	37%
"Black": difficult to very difficult, challenging terrain, hazards present	5.0%

Across the region, the top 20 most popular warmer and colder month trail activities ranked according to participation a few times a month or more in warmer months or a few times a year in colder months were as follows. It should be noted that many respondents also indicated in written responses that "dog walking" was a popular activity, but this option was not identified in the survey as a specific option.

Most Cited Activities in Warmer Months	Range of Responses (#) ∀	Most Cited Activities in Colder, Snowy Months	Range of Responses (#) ↓
Walking / hiking	164	Walking / hiking	164
Cycling: Road or Leisure		Nature / wildlife viewing (accessed by trails)	
Nature / wildlife viewing (accessed by trails)		Fishing / Ice Fishing (accessed by trails)	
Jogging / running		Snowshoeing	
Swimming or beach activities (accessed by trails)		Cross-Country Skiing / Touring	
Cycling: Mountain Biking / Fat- Biking		OHV: Quad/ATV	
OHV: Quad/ATV		Jogging / running	
Motorized boating (water routes)		Hunting (accessed by trails)	
Non-motorized boating: Paddling (water routes)		Picnicking (accessed by trails)	
Camping (accessed by trails or to use trails)		OHV: Snowmobile	
Picnicking (accessed by trails)	44	4x4 / Truck Use	32
OHV: Dirt biking/ Off-road / dual-purpose motorcycling		OHV: Side-by-Side (SxS)	
Fishing (accessed by trails)		Special events (e.g. rallies, races on trails)	
OHV: Side-by-Side (SxS)		Cycling: Mountain Biking / Fat- Biking	
Cycling: E-biking		Camping (accessed by trails or to use trails)	
Hunting (accessed by trails)		Cycling: Road or Leisure	
Non-motorized boating: Sailing (water routes)		OHV: Dirt biking / Tracked motorcycle	
4x4 / Truck Use		Horse drawn sleighs	
Small-wheeled transport (e.g. skateboard, kick scooter)		Dogsledding	
Special events (e.g. rallies, races on trails)		Horseback riding	
Horseback riding	3	Cycling: E-biking	5

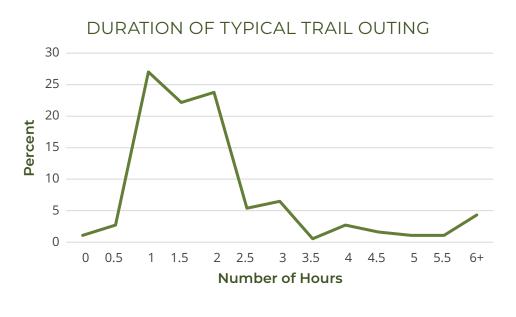
Respondents in both the MD and City indicated that they appreciated a diverse range of settings for their trails, with a slight preference for more natural, wooded settings.

Preferred settings for trails	Percent
Backcountry (I/II): wilderness setting with few to no people, no motorized vehicles, very little trail infrastructure	51%
Mid-country (III/IV): wooded or natural setting with little infrastructure, but where motorized machines are present	58%
Front-country (IV/V): rural or wooded setting where some residences, roads and infrastructure is present	58%
Developed (VI): greenery is present among roads, buildings and human infrastructure	40%



Approximately 70% of respondents indicated that a typical trail outing was between one and two hours, with about 10% of respondents indicating their outings were typically more than four hours.

Hours	Percent
0	1
0.5	3
1	27
1.5	22
2	24
2.5	5
3	6
3.5	1
4	3
4.5	2
5	1
5.5	1
6+	4

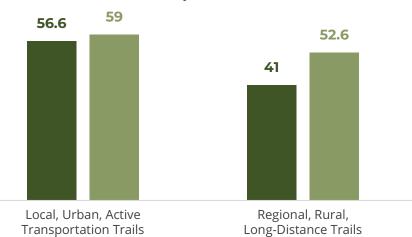


Overall, those engaged stressed that the region has significant attractive assets and amenities. In particular, interviewees frequently noted the region's abundance of lakes and the fact that the region is one of very few area in the province with an existing long-distance "spine trail" (i.e. Iron Horse Trail) that serves as a primary connector.

However, overall satisfaction ratings with the region's trails indicate that there are opportunities to improve trails. Collectively, only 57% of respondents indicated they were satisfied or very satisfied with local urban and active transportation trails. Satisfaction rates for regional, rural and longdistance trails was even lower (47%). Additionally, only 21% of respondents indicated that they were satisfied or very satisfied with trail related events and programming in the region.

SURVEY RESPONDENTS SATISFIED OR VERY SATISFIED WITH AVAILABLE TRAILS (%)

■ MD ■ City of Cold Lake







When collectively analyzed, it was clear from those engaged that there was good support for trails for recreation, tourism, and active transportation purposes.

When asked what they liked most about the region's trails, City of Cold Lake survey respondents appreciated that the city's trails were well maintained, accessible, out of traffic, clean, scenic, paved and that they offered a safe commuting option without using vehicles. MD respondents noted that, where they exist, trails provide mental and physical health benefits, safety from traffic, options not to drive and a place to experience nature.

Participants were keen to engage in providing more detailed input. From this, eight key themes emerged.

4.1 CONNECTION

Residents were very supportive and complementary of recent efforts by the M.D. and the City to improve connectivity within urban areas and with rural residential subdivisions, and there was considerable interest in seeing these efforts continue as a principle in planning and development. The Millenium Trail in the City of Cold Lake, as a local example, was the region's most popular sanctioned trail and was frequently named as an important community asset. Similarly, recent Moose Lake area trails in the MD were also highly appreciated.

Online mapping contributors reinforced the interest in improving connectivity with many specific spatial suggestions. See Figure 2 Conne for specific suggestions made.

4.1.1 LOCAL AND NEARBY

When asked what could help encourage use of urban trails and active transportation routes, 65% of survey respondent cited improved connectivity as the most important action that could be taken. Suggestions to proactively and intentionally connect trails to desirable destinations such as schools, recreation amenities (e.g. recreation centres, golf courses, ski hills), individual residential developments, senior centres, and popular services (e.g. shopping) were very common. The importance of looped trails and the need to address barriers to connectivity such as dead-end trails and missing connections were also raised.

4.1.2 RURAL AND LONG-DISTANCE

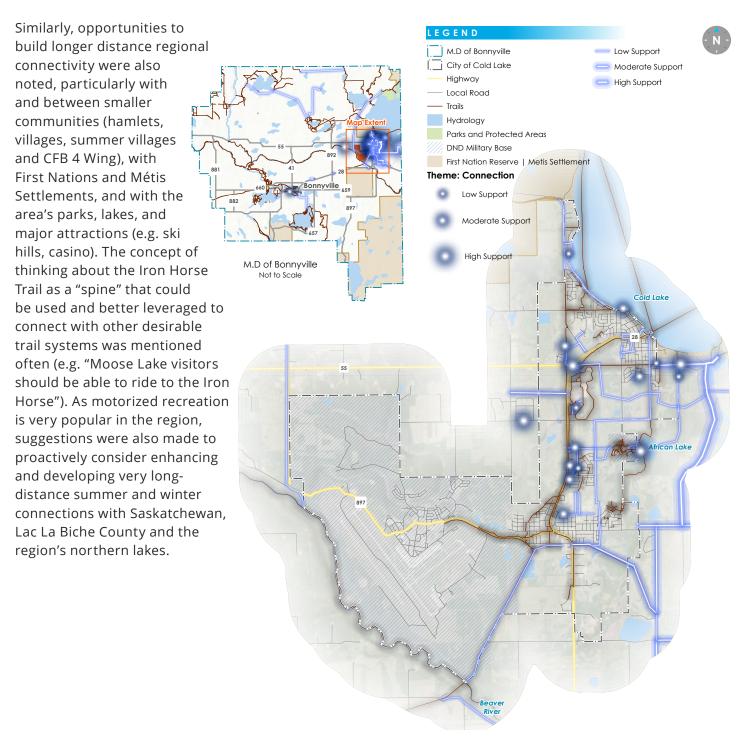


Figure 2: Connection themed contributions from online mapping participants

4.2 QUALITY OF EXPERIENCE

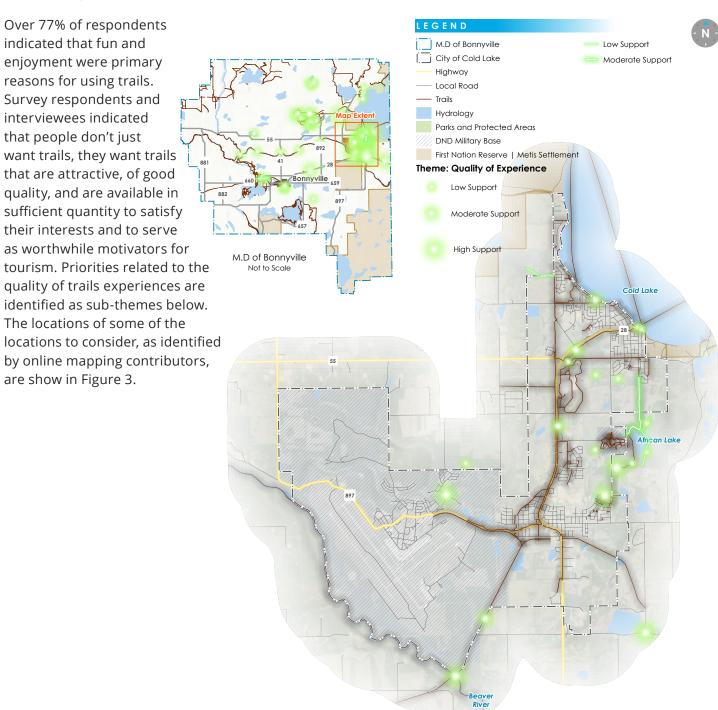


Figure 3: Experience themed contributions from interactive mapping participants



4.2.1 ACCESSIBILITY

Making it easier to find, learn about, get to, and use trails was very important to survey respondents. 60% of respondents cited lack of awareness of urban trails as a something that that limits use. Only 45% of survey respondents were satisfied or very satisfied with parking and staging areas for the region's rural, region and long-distance trails. Only 25% were satisfied or very satisfied with trailhead kiosks and maps for the same trails.

Several interviewees noted the importance of paved "white" level of difficulty trails that are purposefully designed to accommodate people with limited mobility. 64% of survey respondents echoed the importance of planning and implementing accessible and inclusive routes.

"People move to Lakeland because they want to be outdoors. We need to make that easier." Interviewee

"I've lived here 20 years and do not see any maps for water routes or services or camping along routes in the tourism guides or on social media." Survey respondent.



4.2.2 QUANTITY AND QUALITY

Some interviewees expressed a view that the "use of cutlines and pipelines as trails has not served the region well" and also noted that the lack of intentional, visitor-focused planning and development had contributed to misalignments between supply and demand for trails. One interviewee, as example, summed this up simply as "Provincial Parks are gems, but need improvements to the quality and quantity of trails to be relevant."

Survey respondents noted that improving the quality (48%) and increasing the quantity (69%) of managed trails was needed to realize the benefits of trails as tourism assets in the region.

Intentionally incorporating loops was suggested in many ways and for many different locations as a relatively simple way to improve the quality of trails.

The Iron Horse Trail was noted as having experiential distractions such as surface quality and consistency, frequent stops, limited visual appeal, and friction

"Nature! It's what we have.... It's all we have! We could be one of the top destinations within the province outside of our mountain parks for tourism yet we do absolutely nothing about it in terms of major yearround rural trail development." Survey respondent.

between users, but several suggestions were made that could improve the trail's relevance as a regional attraction and as a connector including surface improvements, staging enhancements, and better community integration.

The presence and proliferation of degraded trail conditions from OHV use was frequently noted as an experiential detraction and as a demotivating influence for some users and visitors on some trails such as the African Lake trail.

4.2.3 VARIETY AND OPTIMIZATION

Most interviewees spoke about the opportunity to increase the variety of trail experiences. Some spoke to the relative lack of availability of quality trails for some summer terrestrial activities (e.g. "Equestrian trails need help") and for some winter activities such as fat biking. Several interviewees mentioned the need to intentionally consider routing opportunities and services on the water. "We market ourselves as Lakeland, but water access is difficult.", one interviewee remarked. Another interviewee noted that the Beaver and Sand rivers are of "provincial calibre", but that no services are offered to attract and enable safe use of them.

Some interviewees noted that intentional attention to skills progression was a needed consideration. By providing and facilitating entry-level experiences, barriers to participation could be greatly reduced and overcome. Progressive opportunities at the Cold Lake bike park, at school and public events, and by "Intro 101" programming by clubs (e.g. Nordic) were counted among the leading examples.

Lacking official designation or management plans, many of the unsanctioned trails on public land in the area are considered "mixed-use" trails (i.e. both motorized and unmotorized activities can occur at the same time). Some sanctioned trails, such as the Iron Horse Trail, also permit mixed use. While mixing of activities can appear to be an efficient way to provide opportunities, it's not clear that there is good support from residents for continuing and expanding this approach.

A considerable number of survey comments referenced frictions and concerns between non-motorized and motorized activities, particularly from non-motorized users. Most survey respondents also felt there should be efforts to separate motorized and non-motorized uses on trails as much as possible and only 3% of respondents felt mixed-use was possible in all cases.

"I love the idea of developing water routes for kayaking. someplace scenic to paddle and picnic areas. Also lakeside boating destinations and a dock at Kinosoo ridge." Survey respondent.

To what extent do you agree with the statement, "Motorized and non-motorized trail activities should use the same trails?"	Percent
Strongly disagree: motorized and non-motorized activities should always be separated.	32%
Do not agree: motorized and non-motorized activities should be separated as much as possible.	27%
Neutral	11%
Somewhat agree: motorized and non-motorized activities can occur simultaneously in some situations.	27%
Strongly Agree: motorized and non-motorized activities can always occur simultaneously.	3%

Similarly, many interviewees and survey participants suggested that making additional efforts to "optimize" some trails for particular activities could enhance the region's trail experiences. Examples offered included providing dedicated snowmobile trails (i.e. ensuring damaging wheeled activities are not permitted), purposeful and managed OHV trails, and groomed xc ski trails that limited other activities such as walking, which damages the groomed surface.

Considering and designing for optimized visitor experience was reinforced in interviews and intercept conversations with users of intentionally built, optimized trails systems. The Cold Lake Motocross Track, Cold Lake Bike Park, and the Muriel Lake MD Park nordic ski and equestrian trails were noted to be fun and attractive for specific activity enthusiasts.

4.2.4 AMENITIES

Improving the availability and accessibility to amenities was frequently cited as an opportunity to improve trail experiences and increase the attractiveness of the region's trails. Desirable additions included access to washrooms, potable water, rest and picnic areas, garbage cans, accommodation (both fixed and camping), interpretive information, fitness stations, food services and activity-specific services (e.g. fuel services for OHV and snowmobiles).

As examples, very few survey respondents indicated that they were satisfied or very satisfied with trail-related amenities on the region's rural and long-distance trails such as parking (25%), boat launches (15-24%), washrooms (11%), cabins/warming shelters (3%), access to food services (5%), accommodation (4%), and camping (6%).

4.2.5 ADVENTURE

Interest and participation in longer, multi-night trail-based travelling and touring has expanded across North America in recent years. This is reflected in the types of outdoor equipment and experiences being promoted and marketed (e.g. overland equipment for vehicles, adventure motorcycles, bikepacking specific bicycles, "thru-hiking" long-distance trail opportunities). Survey responses suggest there likely is interest in developing trails and amenities to support long-distance, multi-night routes and "adventure" opportunities. For example, when survey participants were asked if they'd participated in multi-day trail experiences in the past year, only 14% of respondents said they had. However, 56% indicated they might be interested in doing this.

"Overnight camping and longer trails with more sights.

©" Survey respondent to question about kinds of opportunities that should be developed.



4.3 QUALITY OF LIFE

All interviewees, and many survey respondents, made references to the importance of trails and trail opportunities to the quality of their lives and the health and vibrancy of their communities. These observations and suggestions are summarized in the sub-themes below.

4.3.1 PHYSICAL AND MENTAL HEALTH

Interviewees noted that having quality trails available was important to enable active lifestyles and to act as a "counterweight" to other influences that tend to make people more sedentary (e.g. social media, cell-phones).

Exercise and physical health was noted as the number one reason people use trails (84%) and restoring mental well-being was number three in survey responses (64%).

Some interviewees noted that the preventative health benefits of trails are not accounted for and are underrepresented in conversations about health. They also noted that trail accessibility, when compared with other recreation investments, likely provided broader value and health benefits to citizens.

"Investment in trails pays for itself in healthier residents." Interviewee



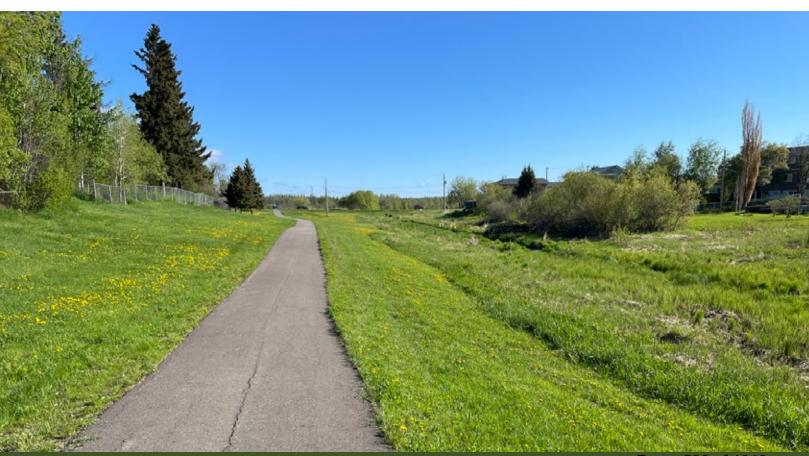
4.3.2 COMMUNITY

Interviewees stressed the importance of trails to develop and strengthen welcoming communities. 87% of survey respondents agreed or strongly agreed that "Trails and trail services help strengthen and bring the community together."

It was anecdotally noted, for instance, that the volume and methods by which CFB Cold Lake staff commute continues to change since trail connectivity had improved to the base. Another interviewee stressed that that it's important to understand that trails have a "disproportionate positive impact in small communities" and referenced how well-received recent trail upgrades were to Ardmore and Glendon residents. Small improvements made big differences. Having quality trails and access to outdoor recreation opportunities were also seen as a strong motivating force for residents to remain in the area into retirement, particularly for residents who came to the area with outdoor interests.

"Trails are the cheapest way to bring community together." Interviewee

"I believe they (trails) are a gift to the youth and the community in general providing an opportunity to remain active and spend time as family." Survey respondent



4.3.3 ECONOMIC OPPORTUNITY

Several economic benefits of trails were noted, including tourism opportunity. 79% of survey respondents felt trails contribute to local economy by attracting new residents and visitors.

Interviewees suggested a range of potential services and businesses that could grow if the area was made more attractive as a trail destination, such as hospitality-oriented accommodation and food services, tour and guide companies, equipment providers, and other services. They also suggestive being attentive to changes in Travel Alberta's mandate, noting the agency's expanded mandate to supporting destination development.

Other, perhaps somewhat less obvious, economic references were made by interviewees including a correlation of increased property values with proximity to quality trails and the potential to decrease agricultural impacts and losses if some recreationists (e.g. snowmobilers) are provided managed, lawful opportunities travel on trails rather than across fields.

"People are willing to pay to live close to trails."
Interviewee



4.4 SAFETY & SECURITY

Concerns about safety and LEGEND security were heard about M.D of Bonnyville Low Support i City of Cold Lake several existing trails. Highway Survey respondents also Local Road noted that safety and — Trails Hydrology security considerations Parks and Protected Areas were the third most DND Military Base important consideration First Nation Reserve | Metis Settlement Theme: Safety & Security for urban trails and active Low Support transportation routes (84%). Several interviewees Moderate Support also stressed how managed trails can increase safety High Support M.D of Bonnyville and reduce risk. Locations of Not to Scale specific suggestions contributed by online mapping contributors are shown in Figure 4. Subthemes are outlined below.

Figure 4: Safety & Security themed contributions from online mapping participants

4.4.1 ROAD AND TRAFFIC INTERACTION

Concerns of how trails interact with road development were commonly heard. Several specific references to challenging intersections were noted, particularly in the City of Cold Lake. Some interviewees also mentioned the lack of crossing notification for road users at Iron Horse Trail crossings. Some interviewees and survey respondents spoke positively about M.D. efforts to provide prominent crossing notification on the newer M.D. trails.

Many interviewees and survey respondents also cited the need for continued effort to provide opportunities for rural subdivision residents to be able to walk, cycle and use OHVs within and between communities without having to use roads.



The majority of survey respondents (61%) did not feel there were notable concerns between trail users. However, many survey respondents identified specific concerns about some locations and user scenarios. Notably, off-leash dogs on some urban trails, unauthorized OHV use on some non-motorized trails, and disrespectful OHV use (speed, conduct) on mixed-use trails were commonly mentioned.

Survey respondents who wanted to see motorized use separated from non-motorized use noted safety as their primary reason. Equestrian users interviewed on the Iron Horse Trail indicated that riding a well-trained horse as an experienced equestrian was possible in the presence of OHVs, but that it was very challenging and dangerous for less experienced riders to do so and that the presence of OHVs significantly reduced the appeal of the Iron Horse trail for equestrian users.



Example of crowd-sourced safety concerns.

"Safety of the users of the trails along active transportation routes needs to be a priority. Crossing signs and lights and protective barriers in tight areas where trail is close to road." Survey respondent

"OHV use within city limits needs to stop: Reckless driving & environmental degradation of existing trails, Noisy & disruptive, incompatible with dense city living, safety hazard. OHV use on trails marked NOT for OHVs (African Lake) has ruined trail & now too muddy to use for bikes or foot." Survey respondent

4.4.3 TRAIL CONDITION CONCERNS

In some cases, safety concerns were noted with the trail or trail infrastructure itself. Persistent flooding issues on the Jessie Lake trail were primarily referred to as experiential concerns, but also as a hazard. Other trail condition concerns mentioned often related to poor location or design, degradation caused or accelerated from OHV use, lack of maintenance, and/or natural causes (e.g. aging of bridge infrastructure).

4.4.4 EMERGENCY ACCESS

"Emergency response has not been contemplated," one interviewee said bluntly when asked to identify trail-related challenges and priorities. Whether for urban trails or for remote terrestrial or water-based routes, it was noted that its important in future planning to consider wildfire, medical, search and rescue, and other emergency response matters.



4.5 SUSTAINABILITY

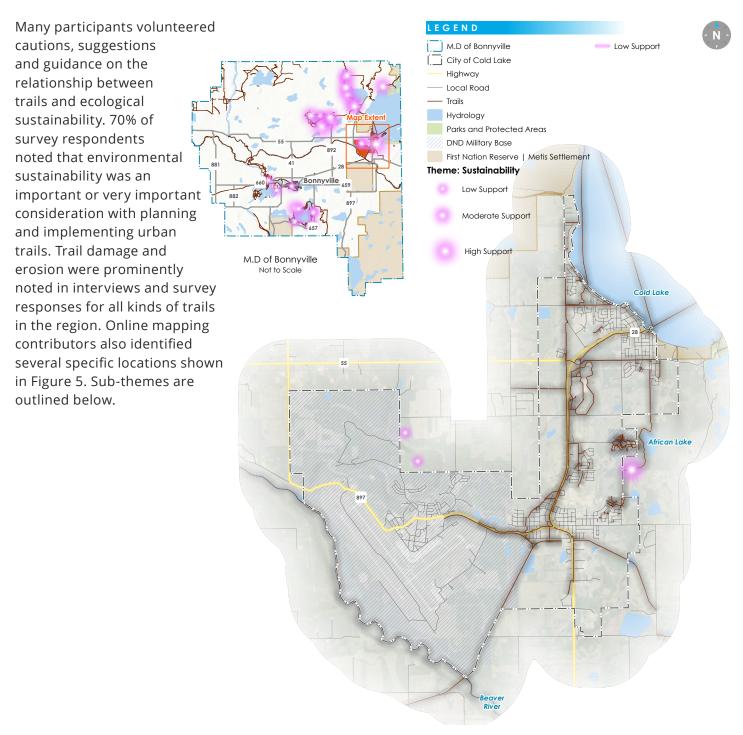


Figure 5: Sustainability themed contributions from interactive mapping participants

4.5.1 INTENTIONAL LOCATION AND DESIGN

Interviewees with recreation management experience often noted that bad trail location and design is directly correlated with trail erosion, sustainability, long-term ecological impact and financial cost. To be sustainable, trails should be intentional rather than accidental.

Interviewees mentioned examples of design standards (e.g. International MTB Association), principles of design, and policy guidelines applicable to some areas of the region including the Cold Lake Sub-Regional Plan and the 2007 Moose Lake Watershed Management Plan Guidelines that called for "... a riparian setback of 30 meters against all intermittent and perennial streams in the Watershed (except for direct crossing and well-planned trails)."

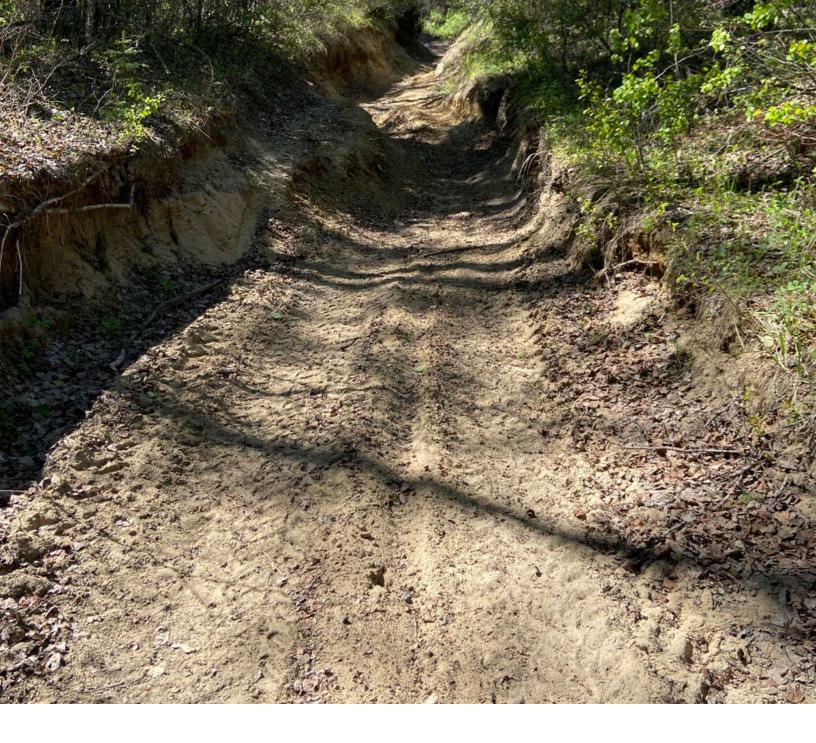
"Nobody should be surprised that our random trails that were never located, designed or built for use are falling apart." Interviewee

4.5.2 SPECIFIC ECOLOGICAL CONCERNS

Several participants noted specific ecological concerns and their locations. Ensuring good water crossings (i.e. keeping wheels out of water) was the most frequent and strident concern heard, as well as the need to take active management steps (e.g. rerouting, designation, hardening, bridges) to help people be compliant in keeping wheels out of water.

Habitat impacts, wildfire risk, and the potential of spreading invasive species were also mentioned by interviewees and by survey participants as concerns that need to be considered.

"There is extensive OHV use around lakes (eg Muriel lake) - need to establish proper trails to prevent environmental damage. Need bridges/culverts/ Texas gates to protect creeks and wet areas." Survey respondent



4.5.3 UNMANAGED DETERIORATION

Like roads, even well-designed trails need maintenance, and several references were made to the need to proactively consider, plan and conduct trail maintenance to prevent deterioration. One experienced resident also noted that it was important to recognize that some riders have active interests in riding styles that can be environmentally damaging or destructive. As a means of proactively minimizing or mitigating unwanted damage, it was suggested that a dedicated and managed area(s) could be considered to attract and contain these interests (e.g. OHV playpark).

4.6 RESPECT

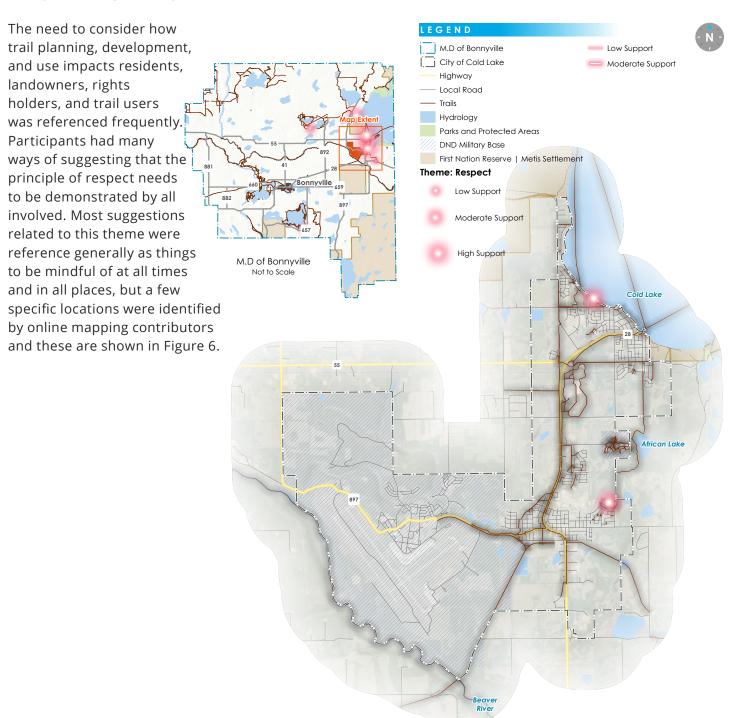


Figure 6: Respect themed contributions from interactive mapping participants

4.6.1 INDIGENOUS INTERESTS

Several interviewees noted the importance of meaningfully recognizing that the region's Indigenous peoples have thousands of years of connection with the area, many historically important routes and stories about them, large numbers of important sites, and populations that can both benefit from and/or be negatively impacted by trails. They emphasized that respect for these things should be celebrated and exercised in all planning, development, and use of trails. It was also noted that residents and visitors who use the area would also benefit from learning about the area's rich Indigenous history, culture and interests as a way of enhancing respect.

4.6.2 INDIVIDUAL RESPONSIBILITY AND ETHIC

Many issues such as littering, unsafe trail conduct, vandalism, noise, speed, dust, damage from spinning and skidding, and dog waste were raised as concerns that needed attention. These were, however, usually seen as undesirable and disrespectful behaviours of individuals. Taking proactive steps to address these concerns by identifying the issues and implementing strategies to shift and change behaviours (e.g. information, education, incentives, compliance) were seen as necessary steps to improve trail experiences.

4.6.3 PRIVATE PROPERTY

Although not frequently mentioned, some survey participants referenced concerns with sanctioned trails being planned or developed near their property (e.g. Moose Lake, Cherry Grove areas). These contributors noted the desire to be informed and have opportunity to be engaged about detailed development. Others noted concerns with trespass or informal trail near their property (e.g. Muriel Lake).

A limited number of concerns were also heard about lakeside property owners not permitting public access to the public bed and shore along some waterbodies.

4.7 EFFICIENT IMPLEMENTATION & ACTIVATION

Several suggestions and contributions were receive about how the MD and City could efficiently and effectively act on opportunities. Spatial suggestions by online mapping contributors related to this theme are shown in Figure 7.

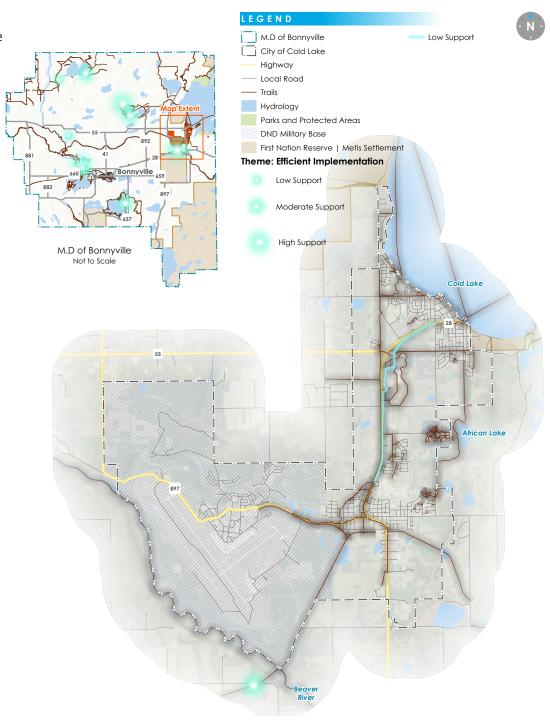


Figure 7: Efficient implementation themed contributions from interactive mapping participants

4.7.1 ALIGN TRAILS AND SERVICES WITH INTERESTS OF RESIDENTS AND VISITORS

Contributions in this sub-theme related to making efforts to ensure that services align with interests (i.e. matching supply and demand for trail experiences).

Many interviewees noted the area's deep potential (e.g. "We could be a Kananaskis of the north."), however only 52% of respondents agreed or strongly agreed that trails in the region attract visitors and provide the quality of experience visitors want.

"The lack of interesting trails around Moose Lake and Bonnyville for non-powered fitness is embarrassingly limited. The new mountain bike trails in Cold Lake and the loop in the CL park are very nice. More of this in more places would be fantastic. People tend to like nature here, so dirt or combination of dirt and paved are desirable IMO." Survey respondent

Interviewees noted a need to proactively monitor and keep up to date with user interests and trends was important. Suggestions included finding ways to poll visitors for interests and for satisfaction. Other suggestions included being attentive to potential leading indicators of trends such as OHV sales, changes in recreation club memberships, growth in electrification (e.g. e-bikes, OHVs), trends associated with the lack of reliable snow in recent years, changes in local population demographics, changes in visitor and tourism data, changes in hunting license sales and so on.



4.7.2 LEVERAGE ASSETS AND EMERGENT OPPORTUNITIES

Several specific concepts, assets and opportunities were suggested as being "yet-to-be realized" and holding significant potential. These included:

- Actively participating in Crown Land Trails Act designation and partnerships.
- Actively participating in regional tourism planning with a trails-tourism priority or emphasis.
- Encouraging and inviting Indigenous inclusion (e.g. trail names, stories).
- · Using undeveloped road allowances.
- · Prioritizing connectivity "bottlenecks".
- Harmonizing trail and trail activity related bylaws and policies across regional municipalities (e.g. OHV bylaws).

- Considering and leveraging temporal or seasonal opportunities such as winter developments and grooming of golf courses, development of summer trails and opportunities at ski hills, off-season recreational use and access of grazing leases, and short-term allowances or restrictions to temporary enable specific trail experiences (e.g. setting equestrian only hours/days for some trails).
- Actively recognizing that the region is "more than just lakes" in promotions.
- Actively monitoring and participating in trailrelated training and/or grant opportunities.
- Looking for ways to actively build and coordinate capacity for volunteers for local clubs (e.g. training, seed funding, provision of key equipment).



4.7.3 RESPONSIBLE INVESTMENT AND MAINTAINANCE

Good support existed among survey respondents to increase public investment in trails and routes (63% -81%). However, 69% of survey respondents also somewhat or strongly agreed with the statement that "It is important to maintain or upkeep existing trails before we consider developing new ones." This signals that residents are looking to strike a sustainable balance between trail development and maintenance over time.

	For Local Urban and Active Transportation Trails	For Regional, Rural and Long-Distance Trails	For Water Routes and Trails
Percent of respondents supporting increases to public funding for different types of trails and routes.	81%	81%	63%

While it was a minority opinion of survey respondents that did not support increased investment in trails, there were suggestions made that the municipal leadership should ensure that broad support exists for investment before proceeding with trail development plans.

"Why on earth would you guys even think people would travel to cold lake of ALL PLACES, just for a trail!? Not even locals want to stay fit, Stop wasting money!!!" Survey respondent



4.7.4 STAGING OF INFORMATION AND MARKETING

Finding accurate information about the area's trails was consistently noted as a challenge by survey respondents and there was no clear, authoritative source of trail information identified.

Best Sources of Information to Learn About Trails	Percent
Friends / family / word of mouth	59%
City of Cold Lake website	44%
Social media (e.g. Facebook, Reddit, Instagram, Twitter)	39%
M.D. of Bonnyville website	38%
Park / trail brochures	34%
Local leisure / recreation guides	24%
Tourism websites (e.g. Travel Alberta, Travel Lakeland)	19%
Local recreation / trail group websites	19%
Apps and online platforms (e.g. Strava, GAIA, Trailforks)	18%
Guidebooks	15%
Community bulletin board	7%
Other	5%

Survey respondents had many suggestions on how and where information about trails could be improved (e.g. websites, social media, signs, maps), however several interviewees cautioned the region not to "put the cart before the horse." They emphasized and stressed that the work to plan, design and build quality, managed trail needs to be a priority before any concerted marketing effort should be made.

"There is no information on any of our rural trails, how to access them or where to go / not go. This is what causes many of the complaints mentioned earlier such as land ownership disputes and environmental damage. Most of our rural trails are big 'secrets' and not accessible to most residents, let alone visitors or potential new residents." Survey respondent

As the quality of the trail system improves, then coordinated information efforts can be developed and communities can begin to market and build-out an inviting, welcoming atmosphere that further activates the community and local tourism economy with events, races, celebrations, packaged tours, and other possibilities. Cold Lake MTB Park was noted as an example where the trails are of sufficient quality for this to begin to happen.

4.8 COLLABORATION AND PARTNERSHIPS

Strong support, particularly among interviewees, existed for exploring partnerships and collaborating on implementation. The cooperation between the City and MD on this project was noted and appreciated, and as the largest municipalities in the area, interviewees felt this was an important demonstration of leadership. The smaller municipalities interviewed expressed an interest in finding ways to work more closely together in the future on trails as part of an ongoing initiative.

A commonly heard suggestion was to find ways for interested parties and organizations to regularly come together to collaborate, bridge gaps, and to work and learn together on making incremental improvements. This could include a standing event (e.g. symposium or workshop), training opportunities, advisory committees etc.

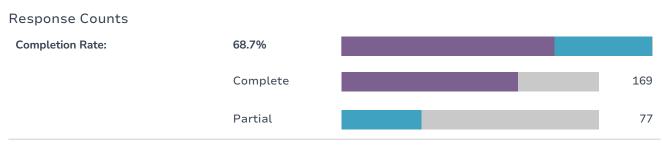
Specific types of partnerships and working relationships that were also mentioned worth further exploration included:

- Indigenous
- Iron Horse Trail (ongoing)
- Industry
- Local business and chambers of commerce
- Community organizations (e.g. youth, seniors)
- · Activity/enthusiast clubs and organizations
- Service organizations
- · Environmental organizations
- Healthy lifestyle initiatives
- Schools/school divisions (e.g. outdoor & physical education)
- Private landowners and lease holders



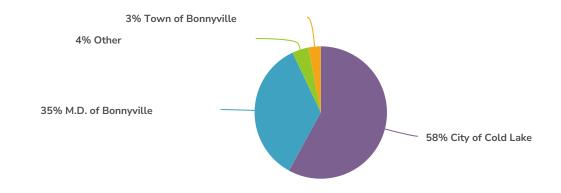
APPENDIX A: PUBLIC SURVEY RAW RESULTS

Intermunicipal Trails Master Plan (M.D. Bonnyville / City of Cold Lake): Topline Survey Results

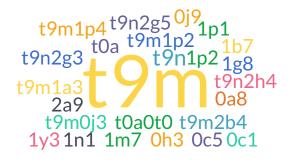


Totals: 246

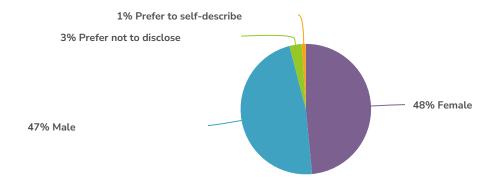
1. My permanent residence is in:



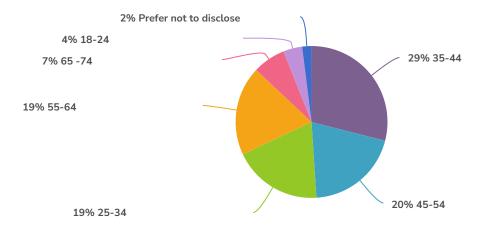
2. What is the postal code of your primary residence?



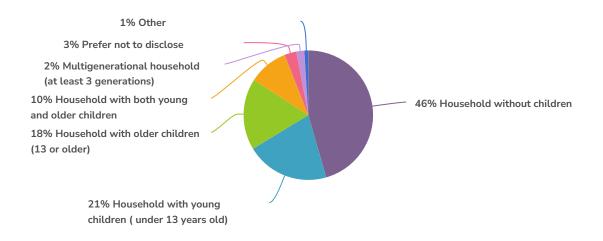
3. What gender do you most identify with?



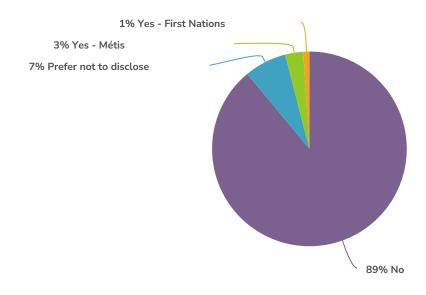
4. In which age category do you fall?



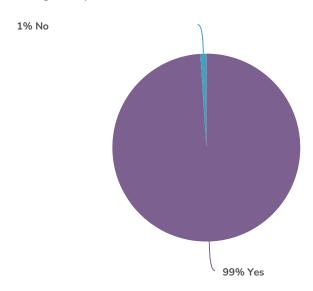
5. Which best describes your household composition?



6. Do you identify as Indigenous?



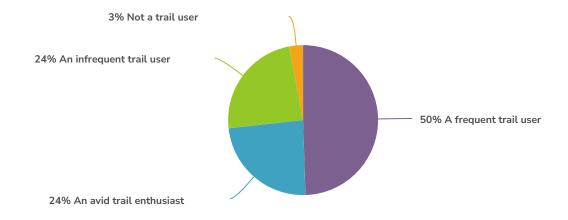
7. Do you own and/or regularly drive a vehicle?



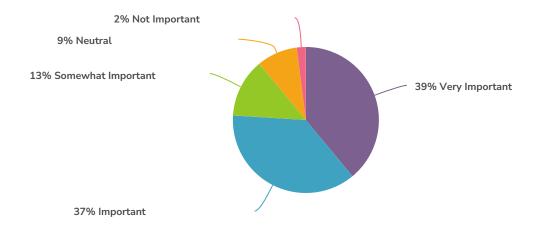
8. In five words or less, what do you like most about trails in the M.D. of Bonnyville and/or the City of Cold Lake?



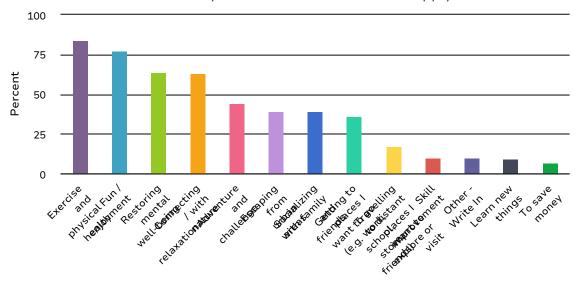
9. I consider myself to be:



10. How important are trails to your quality of life?



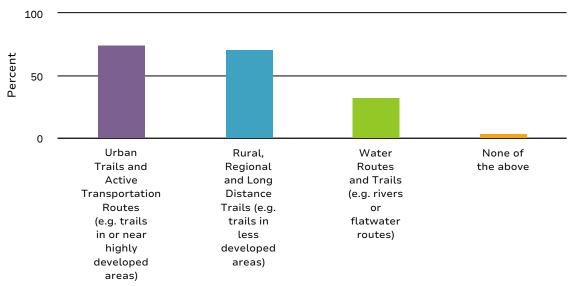
11. What are the main reasons that you use trails? Select all that apply:



12. Consider each statement. Please indicate your level of agreement.

	Strongly disagree	Somewhat disagree	Neutral	Somewhat agree	Strongly agree	Responses
Residents can benefit from trails even if they do not use them directly. Count Row %	20 9%	5 2%	25 11%	72 32%	105 46%	227
It is important to maintain or upkeep existing trails before we consider developing new ones. Count Row %	8 4%	28 12%	35 15%	83 37%	72 32%	226
Trails and trail services help strengthen and bring the community together. Count Row %	8 4%	4 2%	17 8%	68 30%	128 57%	225
Trails contribute to the local economy by attracting new residents and visitors. Count Row %	6 3%	10 4%	32 14%	70 31%	108 48%	226
Totals						

13. What types of trails do you use in the area? (Select all that apply)



14. Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?

227

Total Responses

	Never/Rarely	(a few times a	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
City of Cold Lake's urban trails (eg Millenium) Count Row %	44 22%	41 21%	55 28%	59 30%	199
Cold Lake Mountain Bike Park Count Row %	119 60%	42 21%	28 14%	9 5%	198
Cold Lake Motocross Track Count Row %	174 89%	15 8%	6 3%	1 1%	196
Cold Lake Snowmobile Club trails Count Row %	133 68%	28 14%	28 14%	8 4%	197
M.D. of Bonnyville's Vezeau Beach/Moose Lake trails Count Row %	118 60%	48 24%	18 9%	13 7%	197
M.D. of Bonnyville's Muriel Lake Park trails Count Row %	123 62%	52 26%	17 9%	5 3%	197
Town of Bonnyville's urban trails Count Row %	124 63%	42 21%	23 12%	8	197
Iron Horse Trail Count Row %	57 29%	67 34%	58 29%	17 9%	199
Cold Lake Provincial Park trails Count Row %	33 17%	58 29%	70 35%	39 20%	200
Moose Lake Provincial Park trails Count Row %	133 68%	42 21%	14 7%	8 4%	197
1:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	1 100%	0 0%	0 0%	0 0%	1

	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
?:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	1 100%	0 0%	0 0%	0 0%	1
??:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	1 100%	0 0%	0 0%	0	1
African Lake:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	1 100%	0 0%	1
African Lake Bike Trail:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0 0%	1 100%	1
Count Row % African Lake Trail:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	2 67%	1 33%	0	3
Count Row % African Lake Trail (Cold Lake]:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0 0%	1 100%	1
Count Row % African Lake Trails:Some of the region's popular sanctioned trails are	0	1	0	0	1
listed below. How often did you visit or use them? Count Row %	0%	100%	0%	0%	

	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
African Lake trail:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	0 0%	2 100%	2
African bike trail:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	1 100%	0 0%	0 0%	0 0%	1
African lake :Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	0 0%	1 100%	1
African lake bike trail:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count	0	0 0%	1 100%	0 0%	1
African lake trial:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0	0 0%	0 0%	1 100%	1
Count Row % Blocked off section (damn biking					
trail) linking the west north and south route:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	1 100%	0 0%	0	0	1
Count Row %					

	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
Cherry grove community: Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	1 100%	0 0%	1
Count Row %					
Cold Lake Museum Trails:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0	0 0%	0	1 100%	1
Count Row %					
Cold Lake Shoreline:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	1 100%	0 0%	1
Count Row %					
Cold Lake base river trails (don't know name):Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0	0 0%	0 0%	1 100%	1
Count Row %					
Crane lake municipal reserves:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0	1 100%	1
Count Row %					
Crane lake, Hilda lake, Tucker lake trails:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0	0	1 100%	0 0%	1
Row %					

	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
Crown land trails/Old logging roads-Quadding:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0 0%	1 100%	1
Count Row %					
Cut lines and crown land ATV trails:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0	0	0	1 100%	1
English bay road trail to beach:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0	1 100%	1
Count Row %					
Harold lake/tucker lake trails:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0	0 0%	1 100%	0 0%	1
Count Row %					
Local road network :Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0	1 100%	1
Count Row %					
MD Campground at Cold Lake used all the time in winter:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0	0 0%	0	1 100%	1
Count Row %					

	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
May lake:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0	1 100%	0 0%	1
Md of bonnyville Park in cold lake:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	0 0%	1 100%	1
Medley river:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	1 100%	0 0%	1
Count Row %					
Millenium Trail:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0	0 0%	0 0%	1 100%	1
Count Row %					
Millennium :Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0 0%	1 100%	1
Count Row %					
Millennium Trails:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0 0%	1 100%	1
Count Row %					
Millennium trail:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	1 100%	0 0%	1
Count Row %					

	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
N/A:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	1 100%	0 0%	0	0	1
Non desig:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	0	1 100%	1
None:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	1 100%	0 0%	0 0%	0 0%	1
North shore heights :Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0 0%	1 100%	1
Count Row % Past Bonnyville golf course :Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0	0 0%	1 100%	1
Quad trails: Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0 0%	1 100%	1
Count Row % Quad trails south of franchere Bay:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0	1 100%	0 0%	0	1
Count Row %					

	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
Quadding Trails at various lakes (Siebert, Tucker, Crane, etc.):Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	1 100%	0 0%	1
Count Row %					
Railroad grade along highway by cherry grove:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0	0	0	1 100%	1
Count Row %					
The undeveloped trails throughout the Uplands area of Cold Lake: Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0 0%	1 100%	1
Count Row %					
They may be snowmobile trails officially, not sure, but the cross country ski trails by medley river at cold lake: Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	1 100%	0 0%	0	1
Count Row %					
Trail near kinosoo beach:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0 0%	1 100%	1
Count Row %					
Trails outside of our area (Meadow Lake):Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0	1 100%	0 0%	0	1
Count Row %					

	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
Tucker lake:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	1 100%	0 0%	1
Count Row %					
X:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	1 100%	0 0%	0	0	1
Count Row %					
X-Country ski trails at the golf course at 4 Wing:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	1 100%	0 0%	1
Count Row %					
X-Country ski trails in Cold Lake Provincial Park:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0	0 0%	1 100%	0 0%	1
Count Row %					
adjacent fields and trails on city boundary:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0 0%	1 100%	1
Count Row %					
fields near motocross track: Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0	0 0%	0	1 100%	1
Count Row %					

	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
trails on CFB Cold Lake:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0 0%	1 100%	1
Count Row %					
Totals Total Responses					200

15. Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them?

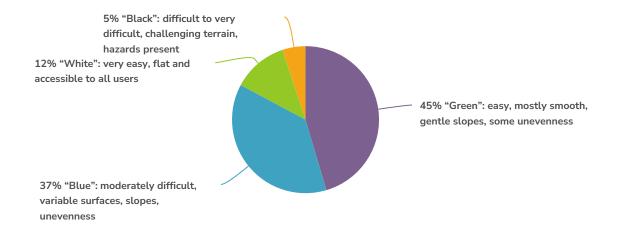
	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
Muriel Lake area (e.g. trail around lake) Count Row %	147 74%	39 20%	11 6%	3 2%	200
Tucker/Crane Lakes area (e.g. nearby sandy jackpine trails) Count Row %	108 54%	57 29%	26 13%	9 5%	200
Wolf Lake area (e.g. trails around lake) Count Row %	150 77%	36 18%	7 4%	3 2%	196
Marie/May Lakes area (e.g. May Lake trail) Count Row %	137 69%	40 20%	18 9%	4 2%	199
Moose Lake area (e.g. trails west or north of lake) Count Row %	144 73%	31 16%	13 7%	9 5%	197

	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
1:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count Row %	2 100%	0 0%	0 0%	0 0%	2
?:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count Row %	1 100%	0 0%	0	0	1
??:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count Row %	1 100%	0 0%	0 0%	0 0%	1
African Lake Bike Trail:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count	0 0%	1 100%	0 0%	0 0%	1
African Lake area, between CL North and South, quad and snowmobile: Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count	0 0%	0 0%	1 100%	0 0%	1
African lake trail:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count Row %	0 0%	1 100%	0 0%	0 0%	1

	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
Beaver River:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them?	0	0 0%	1 100%	0 0%	1
Count Row %					
Beaver river kayak or canoe:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them?	0	1 100%	0 0%	0	1
Count Row %					
Borque Lake:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them?	0	0 0%	1 100%	0 0%	1
Count Row %					
Cherry grove trail:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them?	0	0	1 100%	0 0%	1
Count Row %					
Field south of Energy Center:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them?	0 0%	0 0%	0 0%	1 100%	1
Count Row %					
Millennium Trail:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them?	0 0%	1 100%	0 0%	0 0%	1
Count Row %					

	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
N/A:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them?	1 100%	0 0%	0 0%	0 0%	1
None:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count	1 100%	0 0%	0 0%	0 0%	1
Road network:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count Row %	0	0 0%	1 100%	0 0%	1
Uplands area:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	0 0%	1 100%	1
What is this :Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count Row %	1 100%	0 0%	0	0 0%	1
Totals Total Responses					200

16. Trails vary in difficulty. In a general, what level of trail difficulty do you prefer? (Select one.)



17. During warmer snow-free months, how frequently do you participate in the following trail related activities?

	Never / Rarely	A few times per year	A few times per month	A few times a week	5 or more days a week	Responses
Walking / hiking Count Row %	12 6%	24 12%	51 26%	76 38%	37 19%	200
Jogging / running Count Row %	100 51%	26 13%	28 14%	33 17%	8 4%	195
Cycling: Road or Leisure Count Row %	54 27%	33 17%	43 22%	48 24%	20 10%	198
Cycling: E-biking Count Row %	161 85%	7 4%	4 2%	15 8%	3 2%	190
Cycling: Mountain Biking / Fat-Biking Count Row %	111 57%	24 12%	27 14%	19 10%	14 7%	195
Small-wheeled transport (e.g. skateboard, kick scooter) Count Row %	168 87%	10 5%	11 6%	3 2%	2 1%	194
Horseback riding Count Row %	184 95%	7 4%	2 1%	1 1%	0 0%	194

	Never	A few times per	A few times per	A few times a	5 or more days a	
	Rarely	year	month	week	week	Responses
Horse drawn wagons / carts Count Row %	188 97%	6 3%	0 0%	0 0%	0 0%	194
OHV: Dirt biking/ Off-road / dual-purpose motorcycling Count Row %	140 72%	14 7%	16 8%	16 8%	8 4%	194
OHV: Quad/ATV Count Row %	116 59%	29 15%	23 12%	19 10%	8 4%	195
OHV: Side-by-Side (SxS) Count Row %	148 76%	18 9%	12 6%	13 7%	4 2%	195
4x4 / Truck Use Count Row %	158 81%	20 10%	10 5%	5 3%	2 1%	195
Fishing (accessed by trails) Count Row %	112 58%	53 27%	17 9%	6 3%	6 3%	194
Hunting (accessed by trails) Count Row %	139 72%	34 18%	10 5%	8	3 2%	194
Nature / wildlife viewing (accessed by trails) Count Row %	45 23%	64 33%	53 27%	21 11%	12 6%	195
Picnicking (accessed by trails) Count Row %	73 37%	79 40%	29 15%	11 6%	4 2%	196
Camping (accessed by trails or to use trails) Count Row %	82 42%	67 34%	34 17%	9 5%	3 2%	195
Special events (e.g. rallies, races on trails) Count Row %	138 72%	40 21%	12 6%	3 2%	0 0%	193
Swimming or beach activities (accessed by trails) Count Row %	65 33%	65 33%	43 22%	17 9%	8 4%	198

	Never / Rarely	A few times per year	A few times per month	A few times a week	5 or more days a week	Responses
Motorized boating (water routes) Count Row %	111 57%	35 18%	28 14%	14 7%	7 4%	195
Non-motorized boating: Sailing (water routes) Count Row %	162 84%	9 5%	14 7%	5 3%	2 1%	192
Non-motorized boating: Paddling (water routes) Count Row %	95 49%	52 27%	28 14%	12 6%	7 4%	194
1:During warmer snow-free months, how frequently do you participate in the following trail related activities? Count Row %	1 100%	0 0%	0 0%	0 0%	0 0%	1
By foot: During warmer snow-free months, how frequently do you participate in the following trail related activities? Count Row %	0	0 0%	0	1 100%	0 0%	1
Canoeing: During warmer snow-free months, how frequently do you participate in the following trail related activities? Count Row %	0	1 50%	1 50%	0 0%	0 0%	2
Dog walking: During warmer snow-free months, how frequently do you participate in the following trail related activities? Count Row %	0	0 0%	0 0%	0 0%	1 100%	1
Kayaking the sand or beaver river: During warmer snow-free months, how frequently do you participate in the following trail related activities? Count Row %	0 0%	1 100%	0 0%	0 0%	0 0%	1
N/A:During warmer snow-free months, how frequently do you participate in the following trail related activities? Count Row %	1 100%	0 0%	0 0%	0 0%	0	1

	Never / Rarely	A few times per year	A few times per month	A few times a week	5 or more days a week	Responses
Non-motorized boating: Kayaking: <i>During</i> warmer snow-free months, how frequently do you participate in the following trail related activities? Count Row %	0 0%	0 0%	1 100%	0 0%	0 0%	1
S:During warmer snow-free months, how frequently do you participate in the following trail related activities? Count Row %	1 100%	0 0%	0	0 0%	0	1
Take this question out :During warmer snow- free months, how frequently do you participate in the following trail related activities? Count Row %	1 100%	0 0%	0	0 0%	0	1
Walking my dog: During warmer snow-free months, how frequently do you participate in the following trail related activities? Count Row %	0	0 0%	0	1 100%	0 0%	1
Totals Total Responses						200

18. During colder snowy months, how frequently do you participate in the following trail related activities?

	Never / Rarely	A few times per year	A few times per month	A few times a week	5 or more days a week	Responses
Walking / hiking Count Row %	34 17%	45 23%	43 22%	50 25%	26 13%	198
Jogging / running Count Row %	148 75%	18 9%	9 5%	18 9%	4 2%	197
Snowshoeing Count Row %	120 61%	45 23%	21 11%	7 4%	3 2%	196

	Never / Rarely	A few times per year	A few times per month	A few times a week	5 or more days a week	Responses
Cross-Country Skiing / Touring Count Row %	119 63%	35 18%	19 10%	14 7%	3 2%	190
Cycling: Road or Leisure Count Row %	172 90%	11 6%	2 1%	5 3%	1 1%	191
Cycling: E-biking Count Row %	188 97%	1 1%	2 1%	2 1%	0	193
Cycling: Mountain Biking / Fat-Biking Count Row %	174 90%	9 5%	8 4%	3 2%	0 0%	194
Dog-Sledding Count Row %	185 97%	4 2%	0 0%	0 0%	2 1%	191
Horseback riding Count Row %	188 97%	6 3%	0 0%	0 0%	0 0%	194
Horse drawn sleighs Count Row %	187 96%	7 4%	0	0 0%	0 0%	194
OHV: Dirt biking / Tracked motorcycle Count Row %	184 95%	3 2%	4 2%	0 0%	3 2%	194
OHV: Quad/ATV Count Row %	136 70%	24 12%	22 11%	8	5 3%	195
OHV: Side-by-Side (SxS) Count Row %	160 83%	12 6%	11 6%	6 3%	3 2%	192
OHV: Snowmobile Count Row %	81 72%	9 8%	9	8 7%	6 5%	113
4x4 / Truck Use Count Row %	157 81%	18 9%	15 8%	1 1%	3 2%	194
Fishing / Ice Fishing (accessed by trails) Count Row %	118 61%	40 21%	24 12%	7 4%	4 2%	193

	Never / Rarely	A few times per year	A few times per month	A few times a week	5 or more days a week	Responses
Hunting (accessed by trails) Count Row %	149 77%	25 13%	12 6%	5 3%	3 2%	194
Nature / wildlife viewing (accessed by trails) Count Row %	90 47%	47 24%	36 19%	12 6%	7 4%	192
Picnicking (accessed by trails) Count Row %	155 80%	27 14%	7 4%	2 1%	2 1%	193
Camping (accessed by trails or to use trails) Count Row %	174 90%	16 8%	1 1%	1 1%	2 1%	194
Special events (e.g. rallies, races on trails) Count Row %	167 87%	21 11%	4 2%	0 0%	0 0%	192
1:During colder snowy months, how frequently do you participate in the following trail related activities? Count Row %	1 100%	0 0%	0	0 0%	0 0%	1
By foot: During colder snowy months, how frequently do you participate in the following trail related activities? Count Row %	0	0	0	1 100%	0 0%	1
Dog Walking: During colder snowy months, how frequently do you participate in the following trail related activities? Count Row %	0	0 0%	0 0%	0 0%	1 100%	1
Kicksledding: During colder snowy months, how frequently do you participate in the following trail related activities? Count Row %	0 0%	0 0%	0	1 100%	0 0%	1
N/A:During colder snowy months, how frequently do you participate in the following trail related activities? Count Row %	1 100%	0 0%	0	0 0%	0 0%	1

	Never / Rarely	A few times per year	A few times per month	A few times a week	5 or more days a week	Responses
Quading: During colder snowy months, how frequently do you participate in the following trail related activities? Count Row %	0 0%	1 100%	0 0%	0 0%	0 0%	1
Snowmobile: During colder snowy months, how frequently do you participate in the following trail related activities? Count Row %	0	0 0%	0	1 100%	0 0%	1
Snowmobiling: During colder snowy months, how frequently do you participate in the following trail related activities? Count Row %	0	1 50%	1 50%	0 0%	0	2
Snowmobiling :During colder snowy months, how frequently do you participate in the following trail related activities? Count Row %	0	1 50%	0 0%	0 0%	1 50%	2
Snowmobiling from cold lake to the saskatchewan trail systems by cold river:During colder snowy months, how frequently do you participate in the following trail related activities? Count Row %	0	0	1 100%	0 0%	0	1
Snowmobiling to crane lake: During colder snowy months, how frequently do you participate in the following trail related activities? Count Row %	0	0 0%	1 100%	0 0%	0 0%	1
Snowshoes: During colder snowy months, how frequently do you participate in the following trail related activities? Count Row %	0 0%	0 0%	1 100%	0 0%	0 0%	1
T:During colder snowy months, how frequently do you participate in the following trail related activities? Count Row %	1 100%	0 0%	0 0%	0 0%	0 0%	1

	Never / Rarely	A few times per year	A few times per month	A few times a week	5 or more days a week	Responses
snowmobiling: During colder snowy months, how frequently do you participate in the following trail related activities? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
walking my dog: During colder snowy months, how frequently do you participate in the following trail related activities? Count Row %	0	0 0%	0 0%	1 100%	0 0%	1
Totals Total Responses					-	198

19. Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?

	Not a Concern	Some Minor Concerns	Several Concerns. Attention Needed.	Significant Concerns. Attention Urgently Required.	l don't know.	Responses
Crowding / Overcrowding Count Row %	135 69%	40 20%	11 6%	6 3%	4 2%	196
Conflicts between users or visitors Count Row %	118 61%	48 25%	16 8%	6 3%	7 4%	195
Human-wildlife conflicts Count Row %	111 57%	72 37%	7 4%	4 2%	2 1%	196
Wildlife displacement Count Row %	109 56%	67 34%	8 4%	5 3%	6 3%	195
Environmental damage / tramping / erosion Count Row %	78 40%	63 32%	33 17%	17 9%	5 3%	196

	Not a Concern	Some Minor Concerns	Several Concerns. Attention Needed.	Significant Concerns. Attention Urgently Required.	l don't know.	Responses
Vandalism Count Row %	67 34%	79 40%	29 15%	15 8%	6 3%	196
Littering Count Row %	21 11%	102 52%	50 25%	22 11%	3 2%	198
Theft Count Row %	105 53%	56 28%	14 7%	11 6%	11 6%	197
Conflicts involving dogs Count Row %	76 38%	77 39%	23 12%	14 7%	8	198
Dog waste Count Row %	46 24%	87 45%	39 20%	16 8%	6 3%	194
Visitor safety / unsafe behaviours Count Row %	116 59%	55 28%	13 7%	5 3%	7 4%	196
Rowdiness / partying Count Row %	128 66%	49 25%	5 3%	4 2%	9 5%	195
Conflicts with adjacent landowners / neighbourhoods Count Row %	133 68%	37 19%	8	4 2%	13 7%	195
Non-recreational use of or damage to trails (e.g. industrial use or damage) Count Row %	101 52%	59 30%	17 9%	2 1%	15 8%	194
1:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	2 100%	0 0%	0	0 0%	0 0%	2
Row %						

	Not a Concern	Some Minor Concerns	Several Concerns. Attention Needed.	Significant Concerns. Attention Urgently Required.	I don't know.	Responses
Abuse: Tree Cutting, Storage of personal items, Motorize access to on trails designated as non-motorized only:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	0	0 0%	0 0%	1 100%	0 0%	1
Atv helmet requirements are annoying :Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0 0%	0 0%	1 100%	0 0%	1
Count Row %						
Damages causes by all OHV as quads: Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0	0 0%	1 100%	0 0%	0	1
Count Row %						
Deep rivets in trails causing massive puddles sometimes:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0	0 0%	1 100%	0 0%	0	1
Count Row %						
Dirtbikes and quads on millennium trail:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0	0	0	1 100%	0 0%	1
Count Row %						

	Not a Concern	Some Minor Concerns	Several Concerns. Attention Needed.	Significant Concerns. Attention Urgently Required.	l don't know.	Responses
Doggy bags left on trail:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0 0%	1 100%	0 0%	0 0%	1
Count Row %						
Erosion near creeks:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Flooding:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0 0%	1 100%	0 0%	0 0%	1
Count Row %						
LACK OF MAPS/TRAIL GUIDE:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count	0 0%	0 0%	0 0%	1 100%	0 0%	1
Row %						
N/A:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	1	0 0%	0 0%	0 0%	0 0%	1
Count Row %						
No trails by "rural roads" Dangerous to use rural road. :Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0 0%	0 0%	0 0%	1 100%	1
Count Row %						

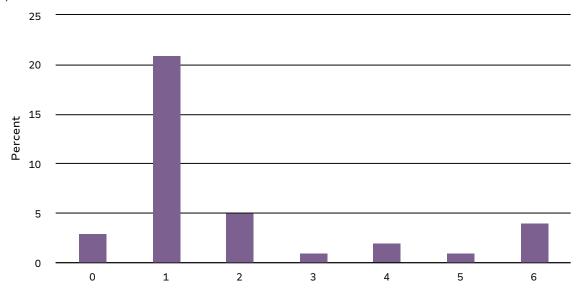
	Not a Concern	Some Minor Concerns	Several Concerns. Attention Needed.	Significant Concerns. Attention Urgently Required.	l don't know.	Responses
OHV trail damage:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0 0%	0 0%	1 100%	0 0%	1
Count Row %						
Off-leash dogs and dog attackshuge problem in cold lake (not just on trails):Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0	0	0	1 100%	0 0%	1
Count Row %						
Oilfield expansion taking away trails:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0 0%	0 0%	1 100%	0 0%	1
Count Row %						
Orphan wells unlabeled or an eyesore that leads to littering :Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0	0	1 100%	0 0%	0 0%	1
Count Row %						
People walk in cross country ski trail or snowmobile in them:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0	1 100%	0 0%	0 0%	1
Count Row %						

	Not a Concern	Some Minor Concerns	Several Concerns. Attention Needed.	Significant Concerns. Attention Urgently Required.	l don't know.	Responses
Quads using walking paths (African lake):Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	0	0 0%	0 0%	1 100%	0 0%	1
Rodents- gophers:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	1 100%	0 0%	0 0%	0 0%	1
Count Row %						
T:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	1 100%	0 0%	0	0	0 0%	1
Row %			I			
The african lake trail system is in rough shape. OHV use has destroyed it however there is a need for that traffic to use a trail in that area:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0	1 100%	0 0%	0	0	1
Count Row %						
Tons of off leash dogs on trail: Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0	0 0%	1 100%	0 0%	0 0%	1
Count Row %						

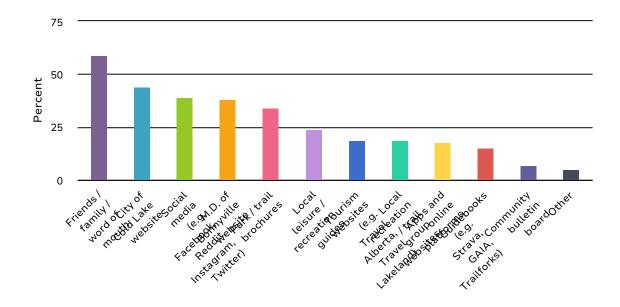
	Not a Concern	Some Minor Concerns	Several Concerns. Attention Needed.	Significant Concerns. Attention Urgently Required.	l don't know.	Responses
Trail surface wear and tear:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0 0%	1 100%	0 0%	0 0%	1
Count Row %						
Trails that are in the forested area need to be fixed and patrolled: Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count	0 0%	0 0%	0 0%	1 100%	0 0%	1
Row %						
Unleashed dogs have attacked me and my leashed dog:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0	1 100%	0 0%	0 0%	1
Count Row %						
Walking trails being used (ruined] by OHVs: Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0	0	0 0%	1 100%	0 0%	1
Count Row %						
Within the city, lack of snow removal on sidewalks between trails/overhanging branches: Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0 0%	1 100%	0 0%	0	1
Count Row %						

	Not a Concern	Some Minor Concerns	Several Concerns. Attention Needed.	Significant Concerns. Attention Urgently Required.	l don't know.	Responses
dog owners that don't respect on-leash:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	0 0%	1 100%	0 0%	0 0%	0 0%	1
loud ohv:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	0 0%	0	0	1 100%	0 0%	1
Totals Total Responses						198

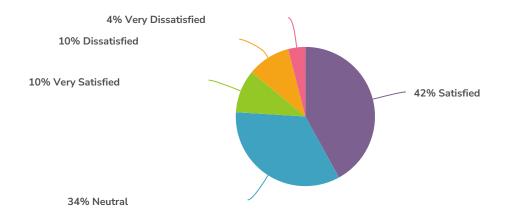
20. How long (hours) is your typical daily outing on a trail? (Move marker to average number of hours.)



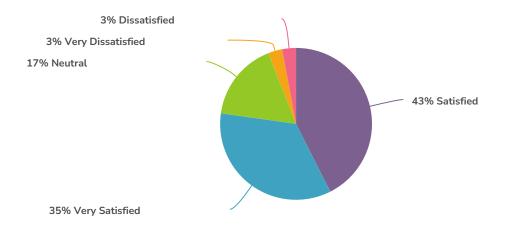
21. What are the best sources of information to learn about trails and trail related recreation opportunities in our region? (Check all that apply)



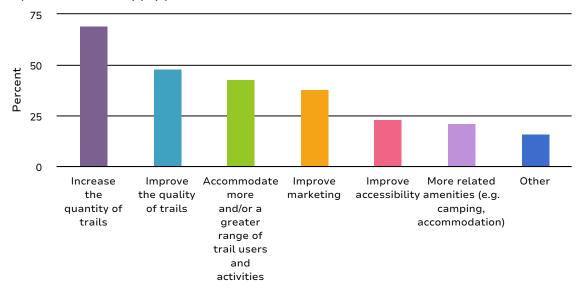
22. Trails can help attract visitors to the region. To what extent do you agree that trails in our region attract visitors and provide the quality of experience visitors want?



23. To what extent do you support using trails to help grow and strengthen the region's tourism industry and economy?



24. What improvements or changes are needed to realize the benefits of trails as tourism assets? (Check all that apply.)



25. What, if anything, should be done to improve visitor information and trip planning for trails? (i.e. What would ensure that suitable, sufficient information is available to navigate and make informed choices about trail use?)



26. How often do you use Urban Trails and Active Transportation Routes for:

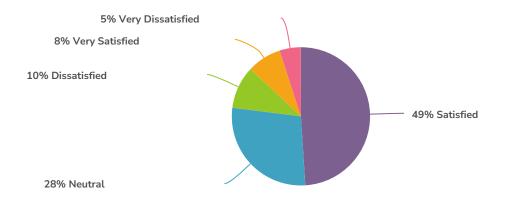
	Never / Rarely	A few times a year	A few times a month	A few times a week	5 or more times a week	Responses
Recreation or leisure purposes? Count Row %	18 10%	43 25%	49 28%	40 23%	25 14%	175
Getting to where you want to go? (e.g. school, work, errands)? Count Row %	66 38%	53 30%	28 16%	22 13%	6 3%	175
Getting to other trails outside of urban areas? Count Row %	57 33%	59 34%	41 23%	17 10%	1 1%	175
Totals Total Responses						175

27. On Urban Trails and Active Transportation Routes, how often do you _____?

	Never / Rarely	A few times a year	A few times a month	A few times a week	5 or more times a week	Responses
Walk Count Row %	16 9%	40 23%	45 26%	51 30%	20 12%	172
Run Count Row %	100 58%	28 16%	19 11%	18 11%	6 4%	171
Cycle (unassisted) Count Row %	55 32%	34 20%	34 20%	35 20%	15 9%	173
Cycle (electric assist) Count Row %	148 89%	7 4%	5 3%	4 2%	2 1%	166
Use small wheeled transport (e.g. skateboard, kick scooter) Count Row %	146 86%	13 8%	8 5%	2	0 0%	169
Use mobility aids (e.g. wheelchair, mobility scooter) Count Row %	164 97%	5 3%	0 0%	0 0%	0 0%	169
Use OHVs or snowmobiles Count Row %	115 68%	23 14%	14 8%	9 5%	7 4%	168
Boat:On Urban Trails and Active Transportation Routes, how often do you? Count Row %	0	1 100%	0 0%	0 0%	0 0%	1
Jessie lake:On Urban Trails and Active Transportation Routes, how often do you? Count Row %	0 0%	0 0%	0	1 100%	0 0%	1
Kayak or canoe:On Urban Trails and Active Transportation Routes, how often do you? Count Row %	0	0	1 100%	0 0%	0 0%	1

	Never / Rarely	A few times a year	A few times a month	A few times a week	5 or more times a week	Responses
Kicksled:On Urban Trails and Active Transportation Routes, how often do you? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Stroller:On Urban Trails and Active Transportation Routes, how often do you? Count Row %	0	0 0%	0 0%	1 100%	0 0%	1
Walk with dog:On Urban Trails and Active Transportation Routes, how often do you? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Wish helmets for atv drivers where optional: On Urban Trails and Active Transportation Routes, how often do you? Count Row %	0	0 0%	0	0 0%	1 100%	1
Totals Total Responses						173

28. Overall, how satisfied are you with the quality and condition of Urban Trails and Active Transportation Routes in and around the M.D. of Bonnyville / City of Cold Lake?



29. What are important considerations when planning and implementing Urban Trails and Active Transportation Routes?

	Not Important	Somewhat Important	Important	Very Important	No Opinion	Responses
Easy navigation and wayfinding Count Row %	4 2%	29 17%	62 36%	73 42%	4 2%	172
Connectivity to important destinations within the community Count Row %	3 2%	19 11%	63 37%	83 49%	3 2%	171
Safety and security Count Row %	3 2%	23 13%	54 31%	91 53%	1 1%	172
Aesthetically attractive and interesting Count Row %	6 3%	48 28%	66 38%	48 28%	5 3%	173
Accessible and inclusive access for all mobilities Count Row %	11 6%	44 26%	60 35%	49 29%	7 4%	171
Ensuring suitable routes for motorized and non- motorized users Count Row %	21 12%	40 23%	51 29%	57 33%	4 2%	173

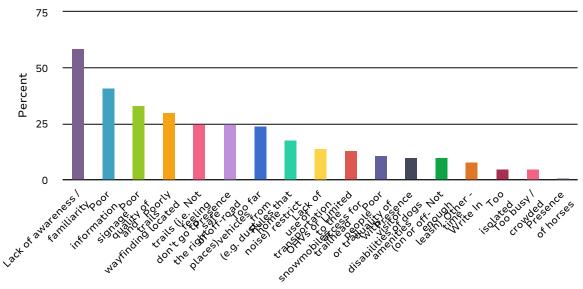
	Not Important	Somewhat Important	Important	Very Important	No Opinion	Responses
Environmental sustainability Count Row %	16 9%	32 18%	58 34%	63 36%	4 2%	173
Fiscal responsibility Count Row %	7 4%	42 24%	68 40%	46 27%	9 5%	172
Being culturally respectful Count Row %	31 18%	43 25%	50 29%	38 22%	10 6%	172
Community concerns above political expediency.:What are important considerations when planning and implementing Urban Trails and Active Transportation Routes? Count Row %	0	0 0%	0 0%	1 100%	0 0%	1
Connection to newer developed housing areas: What are important considerations when planning and implementing Urban Trails and Active Transportation Routes? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Fair distribution of funds for all taxpayers: What are important considerations when planning and implementing Urban Trails and Active Transportation Routes? Count Row %	0 0%	0 0%	1 100%	0 0%	0 0%	1
I don't care for culture nor aesthetical attraction.:What are important considerations when planning and implementing Urban Trails and Active Transportation Routes? Count Row %	1 100%	0 0%	0 0%	0 0%	0 0%	1

	Not Important	Somewhat Important	Important	Very Important	No Opinion	Responses
Maintenance costs/upkeep:What are important considerations when planning and implementing Urban Trails and Active Transportation Routes? Count Row %	0	0 0%	1 100%	0 0%	0 0%	1
Maintenance requirements and resourcing to maintain infrastructure: What are important considerations when planning and implementing Urban Trails and Active Transportation Routes? Count Row %	0 0%	0	0 0%	1 100%	0 0%	1
More variety: What are important considerations when planning and implementing Urban Trails and Active Transportation Routes? Count Row %	0	0 0%	0	1 100%	0 0%	1
Property owners concerns!:What are important considerations when planning and implementing Urban Trails and Active Transportation Routes? Count Row %	0 0%	0 0%	0	1 100%	0 0%	1
Respecting private property: What are important considerations when planning and implementing Urban Trails and Active Transportation Routes? Count Row %	0	0	0	1 100%	0 0%	1

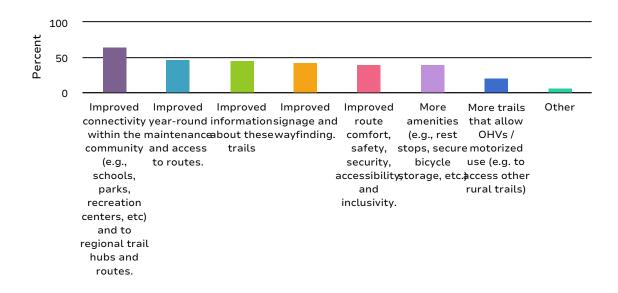
	Not Important	Somewhat Important	Important	Very Important	No Opinion	Responses
Safe for our children :What are important considerations when planning and implementing Urban Trails and Active Transportation Routes? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Safely Separating Motor vehicle traffic from non-motorized: What are important considerations when planning and implementing Urban Trails and Active Transportation Routes? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Separating on foot traffic from vehicle traffic:What are important considerations when planning and implementing Urban Trails and Active Transportation Routes? Count Row %	0	0	0	1 100%	0 0%	1
Some nice features along the trail: What are important considerations when planning and implementing Urban Trails and Active Transportation Routes? Count Row %	0	0	1 100%	0 0%	0 0%	1
Trail surface maintenance :What are important considerations when planning and implementing Urban Trails and Active Transportation Routes? Count Row %	0 0%	0	0 0%	1 100%	0 0%	1

	Not Important	Somewhat Important	Important	Very Important	No Opinion	Responses
Winter use and snow removal :What are important considerations when planning and implementing Urban Trails and Active Transportation Routes? Count Row %	0	0	1 100%	0 0%	0 0%	1
Totals Total Responses						173

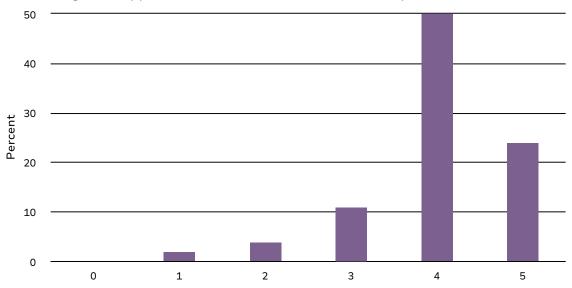
30. What, if anything, prevents or limits trail visitation and use of Urban Trails and Active Transportation Routes? (Check all that apply)



31. What could help encourage you to use Urban Trails and Active Transportation Routes more? (Check all that apply.)



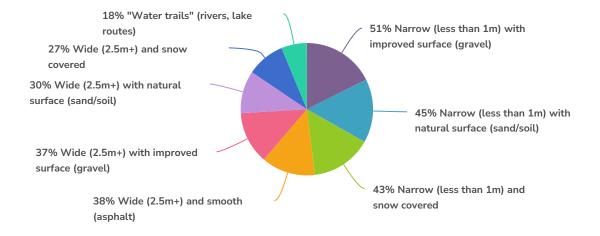
32. Public funding and support for Urban Trails and Active Transportation Routes should be:



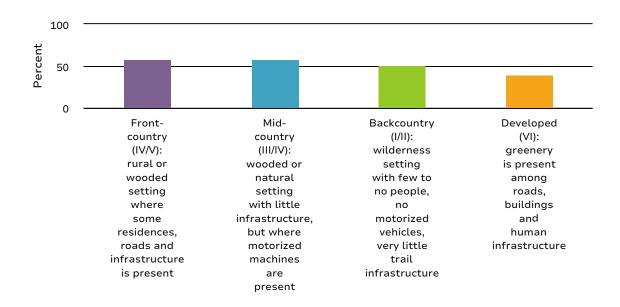
33. Do you have any additional thoughts or comments on Urban Trails and Active Transportation Routes? (500 character max)



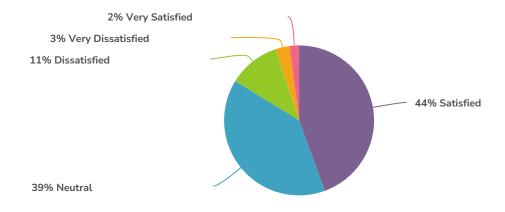
34. Consider these images. What width and trail surfaces do you prefer to use? (Hover over the image for a description. Choose up to three)



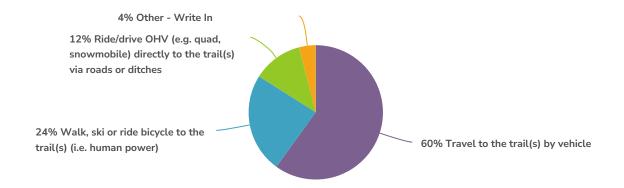
35. Consider the images above. Given a choice, what are your preferred settings for trails? (choose all that apply)



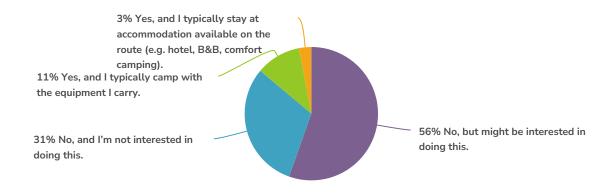
36. Overall, how satisfied are you with the quality and condition of Rural, Regional and Long Distance Trails in and around the M.D. of Bonnyville / City of Cold Lake?



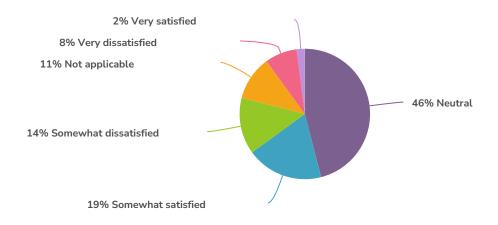
37. Typically, how do you get to Rural, Regional and Long-Distance Trails in the region? (Select all that apply)



38. In the past year, did you participate in any multi-day trail experiences where you travelled and overnighted along the length of a trail? (i.e. camped or stayed along the route)



39. Overall, how satisfied are you with trail related events and programming within the region? (e.g. rallies, races, "learn to" events, family programming)



40. In general, how satisfied are you with the existing trail-related amenities and facilities along our Rural, Regional and Long-Distance trails?

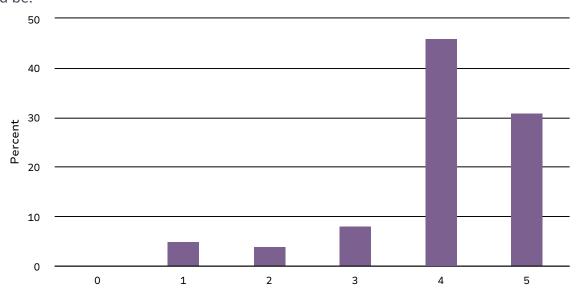
	Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied	Not applicable	Responses
Parking / staging areas Count Row %	3 2%	32 19%	50 30%	50 30%	25 15%	7 4%	167
Trailhead kiosks and maps Count Row %	12 7%	41 25%	59 36%	37 22%	5 3%	12 7%	166
Wayfinding / navigation signage Count Row %	10 6%	46 28%	54 33%	35 22%	4 2%	13 8%	162
Interpretive signage Count Row %	7 4%	40 25%	71 44%	25 15%	2 1%	18 11%	163
Washrooms / outhouses Count Row %	19 12%	45 27%	63 38%	24 15%	4 2%	9 5%	164
Benches / picnic tables Count Row %	11 7%	38 23%	63 38%	31 19%	13 8%	8 5%	164

	Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied	Not applicable	Responses
Food storage (e.g. bear resistant) Count Row %	9 6%	21 13%	81 50%	14 9%	6 4%	31 19%	162
Garbage / recycling receptacles Count Row %	13 8%	46 28%	57 35%	32 20%	4 2%	10 6%	162
Shade structures / day use shelters Count Row %	6 4%	37 23%	79 48%	27 17%	1 1%	13 8%	163
Cabins / huts / warming shelters Count Row %	9 6%	28 17%	81 50%	10 6%	5 3%	28 17%	161
Bike racks Count Row %	7 4%	25 15%	91 56%	4 2%	1 1%	34 21%	162
Access to food services Count Row %	9 6%	24 15%	82 51%	13 8%	4 2%	29 18%	161
Access to fixed-roof accommodation along the trail Count Row %	7 4%	28 17%	84 52%	6 4%	3 2%	33 20%	161
Access to drive in camping amenities near trails Count Row %	3 2%	23 14%	82 51%	20 13%	7 4%	25 16%	160
Access to trail accessible camping amenities along the trail Count Row %	4 2%	24 15%	85 53%	12 7%	4 2%	32 20%	161

	Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied	Not applicable	Responses
Connectivity between rural areas and urban areas:In general, how satisfied are you with the existing trail-related amenities and facilities along our Rural, Regional and Long-Distance trails? Count Row %	1 100%	0 0%	0	0 0%	0	0 0%	1
Planned watercourse access and stops:In general, how satisfied are you with the existing trail- related amenities and facilities along our Rural, Regional and Long-Distance trails? Count Row %	1 100%	0 0%	0	0	0	0	1
The problem with our rural trails is that they are only useable by motorized vehicles and they are only accessible by motorized vehicles. Let me cycle or ski out of town!:In general, how satisfied are you with the existing trail-related amenities and facilities along our Rural, Regional and Long-Distance trails? Count Row %	1 100%	0	0 0%	0 0%	0 0%	0	1

	Very	Somewhat		Somewhat	Very	Not	
	Dissatisfied	Dissatisfied	Neutral	Satisfied	Satisfied	applicable	Responses
Totals							

41. Public funding and support for Rural, Regional and Long-Distance trails and trail amenities should be:



42. Do you have any additional thoughts or comments on Rural, Regional and Long-Distance Trails? (500 character limit)

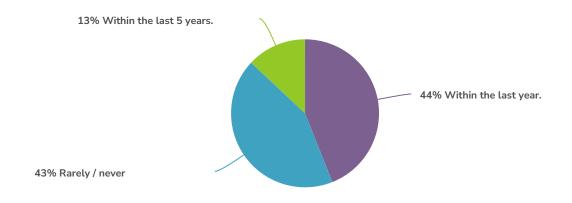


167

Total

Responses

43. When was the last time you travelled on Water Routes in the region? (e.g. rivers, between places on lakes)



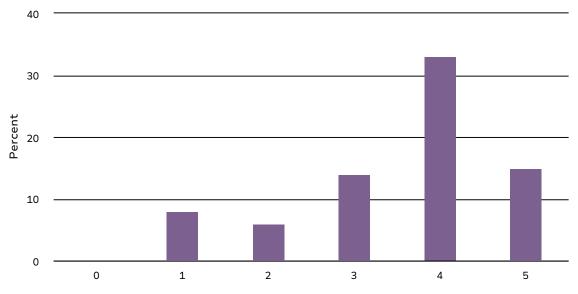
44. In general, how satisfied are you with the existing amenities and facilities along our Water Routes?

	Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied	Not applicable	Responses
Parking / staging areas Count Row %	9	24 15%	47 29%	33 20%	7 4%	41 25%	161
Non-motorized boat launches Count Row %	14 9%	27 17%	52 32%	22 14%	4 2%	42 26%	161
Motorized boat launches Count Row %	5 3%	16 10%	58 36%	28 17%	10 6%	44 27%	161
Trailhead kiosks / maps / guides Count Row %	8 5%	33 21%	63 39%	13 8%	1 1%	42 26%	160
Wayfinding / navigation signage Count Row %	11 7%	33 21%	64 40%	10 6%	1 1%	40 25%	159

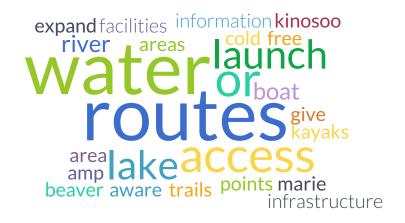
	Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied	Not applicable	Responses
Interpretive signage Count Row %	7 4%	26 16%	67 42%	8 5%	1 1%	50 31%	159
Washrooms / outhouses Count Row %	9	31 19%	62 39%	14 9%	3 2%	40 25%	159
Benches / picnic tables Count Row %	7 4%	32 20%	61 39%	15 9%	3 2%	40 25%	158
Food Storage (e.g. bear resistant) Count Row %	11 7%	17 11%	71 45%	8 5%	1 1%	50 32%	158
Garbage / recycling receptacles Count Row %	9 6%	29 18%	62 39%	15 9%	1 1%	43 27%	159
Shade structures / day use shelters Count Row %	7 4%	20 13%	77 48%	10 6%	1 1%	44 28%	159
Cabins / huts / warming shelters Count Row %	9 6%	20 13%	72 45%	3 2%	2 1%	53 33%	159
Access to food services along the water route Count Row %	6 4%	18 11%	69 44%	5 3%	2 1%	58 37%	158
Access to fixed-roof accommodation along the water route Count Row %	5 3%	19 12%	75 47%	4 3%	2 1%	54 34%	159

	Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied	Not applicable	Responses
Access to camping amenities along the water route Count Row %	7 4%	19 12%	75 48%	7 4%	2 1%	47 30%	157
Signage or maps posted at boat launches explaining the route and potential durations:In general, how satisfied are you with the existing amenities and facilities along our Water Routes? Count Row %	1 100%	0 0%	0 0%	0	0 0%	0 0%	1
Totals Total Responses							161

45. Public funding and support for Water Routes should be:



46. Do you have any additional thoughts or comments on Water Routes? (500 character max)



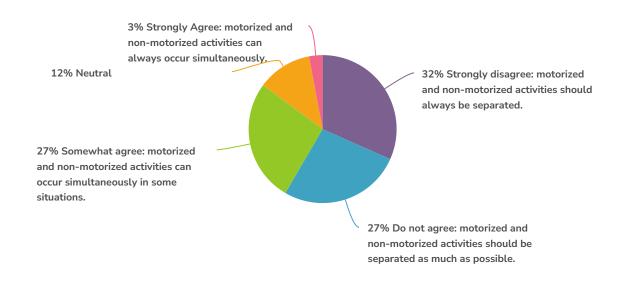
47. Thinking about the improvement, enhancement and/or development of all types of trails in the region, how important is it that the M.D./City consider focusing on or investing in the following trail types.

	Not Important	Somewhat Important	Important	Very Important	l don't know	Responses
Urban Trails - non-motorized trails with leisure or recreation focus Count Row %	11 7%	24 15%	44 27%	83 51%	1 1%	163
Urban Trails - non-motorized trails with active transportation focus Count Row %	24 15%	30 18%	47 28%	56 34%	8 5%	165
Urban Trails - motorized summer OHV routes to amenities & rural trails Count Row %	50 30%	40 24%	28 17%	33 20%	14 8%	165
Urban Trails - motorized winter snowmobile routes to amenities & rural trails Count Row %	48 29%	40 24%	33 20%	29 18%	15 9%	165

	Not Important	Somewhat Important	Important	Very Important	l don't know	Responses
Rural / Regional - non- motorized trails with leisure or recreation focus Count Row %	11 7%	33 20%	49 30%	68 41%	5 3%	166
Rural / Regional - non- motorized trails with connected active transportation focus Count Row %	23 14%	38 23%	45 27%	46 28%	13 8%	165
Rural / Regional - motorized summer OHV routes to amenities & rural trails Count Row %	44 27%	40 25%	30 19%	35 22%	13 8%	162
Rural / Regional - motorized winter snowmobile routes to amenities & rural trails Count Row %	43 27%	40 25%	29 18%	33 20%	17 10%	162
Water Routes - non- motorized (e.g. paddling) Count Row %	19 12%	42 26%	47 29%	36 22%	20 12%	164
Water Routes - motorized Count Row %	43 27%	45 28%	31 19%	19 12%	24 15%	162
Access to town Count Row %	0 0%	0 0%	0	1 100%	0 0%	1
More Room for non- motorized people Count Row %	0	0 0%	0 0%	1 100%	0 0%	1
N/A Count Row %	0 0%	0	0	0 0%	1 100%	1
Non motorized trail from Emerald Estates to the town of Bonnyville for safety reasons Count Row %	0	0	0	1 100%	0 0%	1

	Not Important	Somewhat Important	Important	Very Important	l don't know	Responses
Non motorized winter routes (X country ski, kicksled) Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Trail surfaces rideable to bikes of all types. Finer packed surfaces on the Iron Horse Trail Count Row %	0	0 0%	0	1 100%	0 0%	1
Walking, hiking and cycling Count Row %	0 0%	0	0 0%	1 100%	0 0%	1
X-country ski trails Count Row %	0 0%	0 0%	1 100%	0 0%	0 0%	1
Totals Total Responses				-		166

48. To what extent do you agree with the statement, "Motorized and non-motorized trail activities should use the same trails?"



49. Why did you provide this answer in the previous question? (300 character max)



50. Are there any kinds of activities that are currently occurring on trails or routes in the region that should be reduced or stopped? (max 300 characters)



51. Are there any kinds of trail activities or opportunities that you feel should be developed, better enabled, or supported on trails and routes? (max 300 characters)

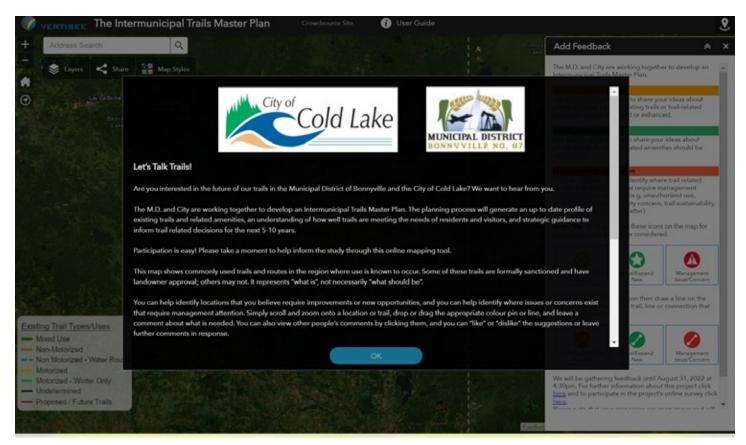


52. Final question. Do you have any other thoughts or suggestions on the future of trails and routes within the M.D. and City? (500 character max)

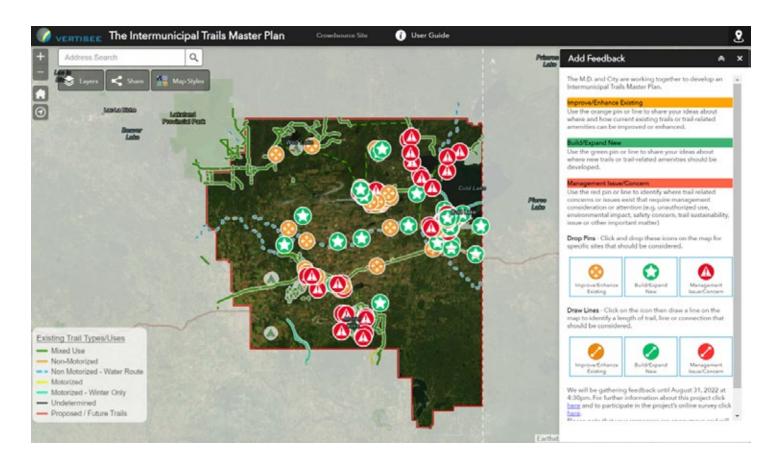


APPENDIX B: ONLINE MAPPING TOOL

Residents, stakeholders, First Nations, Metis Settlements and others invited to participate had the opportunity to participate in the crowd-sourced mapping site.



Welcome Screen



User interface allowing participants to place pins or draw lines where improvements, new infrastructure or management concerns warranted consideration.

APPENDIX C: INTERACTIVE ONLINE MAPPING CONTRIBUTIONS

Interactive Mapping Tool: Specific Point Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
Build trail to Kinosoo	Connection	Build/Expand New	7	1	6
Add pavement to the trail that goes from 47 ave to dog park to give access to bikers to industrial area of town.	Connection	Build/Expand New	0	0	0
Expand this trail so it connects to the road near Shoppers Drug-mart. It is currently used by many people but unpaved.	Connection	Build/Expand New	3	0	3
Along TWP Rd 632 to meet up with millennium trial on highway 28	Connection	Build/Expand New	8	0	8
Pedestrian crossing for Creekside estates neighbourhood to connect to trail system	Connection	Management Issue/ Concern	6	0	6
It would be great to see trails going to all of the ball diamonds and slow pitch diamonds or at least in between all of them. It would provide easier access for lugging gear up and down. Also would be great to see more signage for which diamonds are which and appear more professional. This would also be more handicap accessible.	Connection	Build/Expand New	1	0	1
Add more trails along the river, or identify existing ones to better connect Cold Lake and BV other than the IHT	Connection	Build/Expand New	3	0	3
Along 54 Ave to improve access to Millennium Trail. See 54 Ave new path notes.	Connection	Build/Expand New	2	0	2
Add a trail to connect to mall from bus stop.	Connection	Build/Expand New	3	0	3
This trail goes nowhere, feels like it ends in someone's yard. Could be linked back to Forest Drive.	Connection	Improve/ Enhance Existing	3	0	3
Safe connection from 16th Ave to the Provincial Park is a must. Current road is hazardous to pedestrians or cyclists.	Connection	Build/Expand New	5	0	5
Add pathway down 28st and english bay road	Connection	Build/Expand New	2	0	2

Interactive Mapping Tool: Specific Point Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
Add trail around corner by lake and improve connection between beach all the way to marina	Connection	Build/Expand New	2	0	2
Add trail along road past Ecole Voyager and up to museum	Connection	Build/Expand New	2	0	2
General access via the existing town owned access	Connection	Build/Expand New	0	0	0
Trail to nowhere	Connection	Improve/ Enhance Existing	0	0	0
Looks like home owner has developed over city ROW blocking access to alley trail	Connection	Management Issue/ Concern	0	0	0
There is a good trail here that dead ends at the small pond at the south end. should improve and provide a bridge over to continue the trail	Connection	Improve/ Enhance Existing	0	0	0
New cut across would be nice to provide a loop that is half of the original loop	Connection	Build/Expand New	0	0	0
Bike Park & Trails should connect to African Lake Trails to provide a true "network" of trails for non-motorized use. This would also allow access to Bike Park from CL North & South, without riding/walking along the highway (noisy, unpleasant, many unsafe service road crossings/turning traffic)	Connection	Build/Expand New	7	0	7
It is unclear what, if any, trails in this area are sanctioned or approved. There could be an approved trail around the lake that connects to Lakeland and other areas.	Efficient Implementation	Improve/ Enhance Existing	1	0	1
Nice addition of a parking lot here, but only if you happen to know about it for accessing the Tressle Bridge. Needs signage out on Hwy 28.	Efficient Implementation	Improve/ Enhance Existing	4	0	4
It is unclear if these trails are sanctioned/approved or not.	Efficient Implementation	Improve/ Enhance Existing	1	0	1
It is unclear if the trails in this area are sanctioned or not. Clarify and, if appropriate, approve.	Efficient Implementation	Improve/ Enhance Existing	3	0	3

Interactive Mapping Tool: Specific Point Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
It's not clear if these are approved trails or not.	Efficient Implementation	Improve/ Enhance Existing	3	0	3
Trail markings/Maps	Efficient Implementation	Improve/ Enhance Existing	0	0	0
staging and parking? what and where are OHV's allowed to go? Is there any guides or maps?	Efficient Implementation	Improve/ Enhance Existing	0	0	0
Guide/maps? Is OHV allowed in this area?	Efficient Implementation	Improve/ Enhance Existing	0	0	0
Put signage and access info on trail from Crane L to Tucker	Efficient Implementation	Improve/ Enhance Existing	1	0	1
More extensive trail systems like Muriel or Moose Lake PP	Quality of Experience	Build/Expand New	1	0	1
Create a designated OHV trail system and designated OHV park in this area connectng with African lake trail.	Quality of Experience	Build/Expand New	7	2	5
Develop Beaver River Trestle into a destination feature and area.	Quality of Experience	Improve/ Enhance Existing	6	0	6
Improve put in / take outs and visitor amenities along the river to make it a more designated paddling route.	Quality of Experience	Improve/ Enhance Existing	2	1	1
High density of random trails and intense random camping with no toilets or infrastructure	Quality of Experience	Management Issue/ Concern	3	0	3
parking and Staging areas unclear. Where are the trails? any maps/guides available?	Quality of Experience	Improve/ Enhance Existing	0	0	0
Boat Launch was taken out of service which causes congestion at the only other motorized launch. Replace with new.	Quality of Experience	Improve/ Enhance Existing	1	0	1
Improve this boat launch. It is very muddy and people get stuck here wrecking the lakeshore.	Quality of Experience	Improve/ Enhance Existing	1	0	1

Interactive Mapping Tool: Specific Point Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
Add actual fire pit here since this area is frequently used for picnics.	Quality of Experience	Improve/ Enhance Existing	2	0	2
There is a backcountry campsite here but more amenities would be appreciated.	Quality of Experience	Improve/ Enhance Existing	0	0	0
Cross -country trails groomed/ maintained on the golf course by the base. Very nice, but it would be great if this could be expanded/formalized.	Quality of Experience	Improve/ Enhance Existing	5	1	4
It would be great if the trails at the provincial park could be groomed for x-country skiing in the winter!	Quality of Experience	Improve/ Enhance Existing	4	0	4
African Lake Trail is beautiful but is inaccessible for so much of the year due to trail condition: muddy, overgrown, uneven, ruined by quads/OHV	Quality of Experience	Improve/ Enhance Existing	7	0	7
It's pretty unconscionable that the IHT between Bonnyville and Cold Lake isn't in good enough condition to be cycled. This is such a good asset that goes right from one downtown to the other. Resurface please! It's a no-brainer!	Quality of Experience	Improve/ Enhance Existing	2	0	2
More rest areas would be great along this stretch of trail as well. Dog waste bag stations could also be a great addition near some of the garbage cans.	Quality of Experience	Improve/ Enhance Existing	3	0	3
This is a nice area to walk, but this spot in particular is impassable. A pedestrian walk-way over the water would enhance usage in this area.	Quality of Experience	Build/Expand New	1	0	1
African Lake trail needs to remain open to OHVs and pedestrians. Should be mixed use.	Quality of Experience	Improve/ Enhance Existing	3	3	0
Add a good parking lot on North side of Trestle before creek bridge	Quality of Experience	Build/Expand New	2	0	2
Fully develop rest stop at Anshaw	Quality of Experience	Improve/ Enhance Existing	0	0	0
More extensive trail systems like Muriel or Moose Lake PP	Quality of Experience	Build/Expand New	5	0	5

Interactive Mapping Tool: Specific Point Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
More extensive trail systems like Muriel or Moose Lake PP	Quality of Experience	Build/Expand New	2	0	2
Please fix Jessie Lake Trail	Quality of Experience	Improve/ Enhance Existing	1	0	1
From this point thru to 55 highway would make a very quiet serene wildlife rich walking trail without infringing on any property owners lands or having to deal with a trail along a roadway	Quality of Experience	Build/Expand New	5	1	4
from this point to the point more north would make a far superior trail section than the proposed route along all the heavily traffic travelled sideroads as indicated by the proposed line.	Quality of Experience	Build/Expand New	5	0	5
Add more parking in this area.	Quality of Experience	Improve/ Enhance Existing	0	0	0
Popular boat/trail access beach.	Quality of Experience	Improve/ Enhance Existing	0	0	0
Would be great to have another rest area. There are so many in the south end of town but in the middle of a field there is no shade and no where to rest. Would be great to plant some trees or make it more appealing along this strip.	Quality of Experience	Improve/ Enhance Existing	3	0	3
Foot washing station Water refill station	Quality of Experience	Improve/ Enhance Existing	2	0	2
A proper boat launch and campground with fire pits & bathrooms.	Quality of Experience	Build/Expand New	0	0	0
A proper boat launch and additional camping. Proper fire pits.	Quality of Experience	Build/Expand New	0	0	0
Expand camping area at this lake as it is ALWAYS full!	Quality of Experience	Build/Expand New	0	0	0
Improve access to the original campground here and put in a proper boat launch and bathroom.	Quality of Experience	Improve/ Enhance Existing	0	0	0
There is a trail here that leads to a lovely spot to add a campground and boat launch. It is rather difficult to get into with large ruts and large fallen trees.	Quality of Experience	Build/Expand New	1	0	1

Interactive Mapping Tool: Specific Point Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
Build an ice fishing lake access here, possibly with a washroom, filleting station, and bear-proof garbage disposal.	Quality of Experience	Build/Expand New	0	0	0
A proper parking area and planned access to the river. Many people kayak, boat, and tube down here.	Quality of Experience	Build/Expand New	0	0	0
Washroom facilities and better access for launching and removal of kayaks, boats, tubes.	Quality of Experience	Improve/ Enhance Existing	1	0	1
Parking and river access for boating, kayaking, tubing here.	Quality of Experience	Build/Expand New	0	0	0
Add parking, bathroom, river access here for boating and tubing.	Quality of Experience	Build/Expand New	0	0	0
There are beautiful look outs on Jessie Lake, why not fix the trail to continue all around the lake. There has to be an engineer that is capable of figuring this out	Quality of Experience	Management Issue/ Concern	1	0	1
This trail is used constantly, is there any way of sanding it in the winter months? Lots of seniors use the trail	Quality of Experience	Improve/ Enhance Existing	0	0	0
Trail blocked by parks instead of being managed	Quality of Experience	Management Issue/ Concern	1	0	1
Restaurant at marina is open at wrong / unreliable hours. It's embarrassing	Quality of Experience	Management Issue/ Concern	0	0	0
Needs bike racks	Quality of Experience	Improve/ Enhance Existing	0	0	0
Road poorly maintained making access to river difficult	Quality of Experience	Management Issue/ Concern	1	0	1
Improve existing here. Beautiful trails exist. keep off ohv	Quality of Experience	Improve/ Enhance Existing	0	0	0
keep existing. restrict ohv	Quality of Experience	Improve/ Enhance Existing	0	0	0

Interactive Mapping Tool: Specific Point Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
Improve existing, restrict OHV	Quality of Experience	Improve/ Enhance Existing	0	0	0
many trails back here, should improve for both Ohv for managed use and foot trails	Quality of Experience	Improve/ Enhance Existing	0	0	0
Sandy areas are often washboarded. Maintain more often	Quality of Experience	Management Issue/ Concern	0	0	0
This area needs to be expanded with more waterfront amenities. right now it's just gravel and garbage.	Quality of Experience	Build/Expand New	1	0	1
beautiful trails here should be maintained	Quality of Experience	Improve/ Enhance Existing	0	0	0
People often park right in front of this lake access preventing people from accessing the lake with items like wagons as there isn't room.	Respect	Management Issue/ Concern	0	0	0
Off leash dogs and waste, public dumping.	Respect	Management Issue/ Concern	3	0	3
Place where people dump garbage	Respect	Management Issue/ Concern	1	0	1
Waterfront property owners installing fencing, fire pits, and concrete pads off their property. Blatant encroachment onto public land. Anyone who goes onto the City's public GIS system can see this. This area should have walking paths, benches and other public amenities. It's not private land	Respect	Management Issue/ Concern	4	0	4
Two "keep wheels out of water" signs installed here in 2021 by LICA. Still observe OHV tracks through creek. OHV's could use bridge at Twp Rd 593A	Respect	Management Issue/ Concern	1	1	0
A trail from the edge of the city to the Provincial Park would be a safe way to access the trail system at the park. Right now it's extremely dangerous with very narrow shoulders to ride on. Walkers and bikers would utilize this trail safely.	Safety & Security	Build/Expand New	12	0	12

Interactive Mapping Tool: Specific Point Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
Trail crosses the parking lot and there are lots of close calls between pedestrians and vehicles.	Safety & Security	Management Issue/ Concern	9	1	8
There is no crosswalk here. The sidewalk is sloped downward but no painting of the sidewalk has ever been done. This is a busy road and a sidewak is needed to allow					
Pedestrians on the trail To cross to the other side where a sidewalk currently exists. No sidewalk is located at the end of the trail, so users must cross the road. People travel fast down this road and a sidewalk is needed. Many families with small children live in this area.	Safety & Security	Management Issue/ Concern	8	0	8
The bridge that crosses Jackfish Creek is in horrible disrepair and will become a safety hazard if not addressed shortly.	Safety & Security	Management Issue/ Concern	0	0	0
The trail needs better lighting for at night. Flooding concerns in flat areas.	Safety & Security	Management Issue/ Concern	4	1	3
49 Street should connect to 49 St behind the mall. This will allow children from CL South to safely access the Bike Park & Trails, without doing unsafe crossings at service roads beside Hwy 28 on Millenium Trail/	Safety & Security	Build/Expand New	2	0	2
54 Ave needs a raised / protected bike lane. This road is a thoroughfare for residents accessing Millennium Trail & children biking & walking to/from school; sidewalk becomes congested leading kids to ride on the road. Roadway is so wide & there is adequate space for bike trail/ lane here. Sidewalks shouldn't count as adequate "trail" infrastructure.	Safety & Security	Build/Expand New	2	0	2
There is no access from East side of 51st St/8 Ave to the West side all the way from 54 Ave in the South (Taps Bar) to 16th Street in the North (Circle K). Watching kids try and cross at this intersection with 55 is terrifying.	Safety & Security	Build/Expand New	2	0	2
Add a safe lane/pathway for bikers, joggers along this side road.	Safety & Security	Build/Expand New	2	0	2

Interactive Mapping Tool: Specific Point Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
Would like to see a safe way to cross the road here without having to go all the way up to the lights by the gas station.	Safety & Security	Build/Expand New	0	0	0
Dangerous intersection	Safety & Security	Management Issue/ Concern	0	0	0
Huge mud holes and pits of stagnant water from ATV use. Poor drainage makes this trail impossible to use as a cyclist / walker.	Sustainability	Management Issue/ Concern	0	0	0
Build Bridge to prevent damage to creek by frequent ATV use	Sustainability	Management Issue/ Concern	1	0	1
Improve this boat launch so that it does not cause erosion of lakeshore.	Sustainability	Improve/ Enhance Existing	2	0	2
African Lake Trail is being used by OHV/ motorized & has become too muddy to be used as a footpath. Use should be restricted to non-motorized.	Sustainability	Management Issue/ Concern	5	2	3
Build Bridge to prevent damage to creek by frequent ATV use	Sustainability	Management Issue/ Concern	0	0	0
Add bridge to prevent damage to creek.	Sustainability	Improve/ Enhance Existing	1	0	1
Add Bridge here to prevent damage to creek from extensive ATV use.	Sustainability	Improve/ Enhance Existing	1	0	1
Trail in terrible shape. Dangerous in placed due to 4WD trucks. Needs to be closed or rebuilt	Sustainability	Management Issue/ Concern	1	0	1
Trail goes through creek. Totally destroyed by quads. needs to be be closed	Sustainability	Management Issue/ Concern	0	1	-1
Giant Mud holes on trail. Needs to be closed or managed	Sustainability	Management Issue/ Concern	1	0	1
Trail destroyed by off road trucks	Sustainability	Management Issue/ Concern	1	0	1

Interactive Mapping Tool: Specific Point Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
Bridge needed	Sustainability	Management Issue/ Concern	1	0	1
Bridge needed	Sustainability	Management Issue/ Concern	1	0	1
Bridge needed	Sustainability	Management Issue/ Concern	1	0	1
Significant wildfire risk and diseased trees. forest management needed before OHV trails should be developed.	Sustainability	Management Issue/ Concern	0	0	0
No culvert or bridge. OHV use creates ruts which prevent water flow to the lake.	Sustainability	Management Issue/ Concern	1	0	1
No culvert or bridge. OHV use creates ruts which interfere with water flow from creek	Sustainability	Management Issue/ Concern	0	0	0
no bridge or culvert at creek crossing	Sustainability	Management Issue/ Concern	0	0	0
No bridge or creek crossing (ephemeral creek)	Sustainability	Management Issue/ Concern	0	0	0
Creek crossing. Need culvert or bridge.	Sustainability	Management Issue/ Concern	0	0	0
Ephemeral creek crossing, need culvert/ bridge	Sustainability	Management Issue/ Concern	0	0	0
Creek crossing. Need culvert or bridge.	Sustainability	Management Issue/ Concern	0	1	-1
beautiful trails in here and getting destroyed by OHV. Needs restrictions. Access to Marie creek could have a bridge over it.	Sustainability	Management Issue/ Concern	0	0	0
Beautiful trails in here should be managed. Lots of damage by OHV	Sustainability	Management Issue/ Concern	0	0	0
Trail is disintegrating, It would be nice to fix this trail to get to	Sustainability	Management Issue/ Concern	0	0	0

Interactive Mapping Tool: Line Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
Connection from Cold Lake to the golf course	Connection	Build/Expand New	6	0	6
Connect trail so that there is a loop	Connection	Build/Expand New	0	0	0
Connect trail around the lake.	Connection	Build/Expand New	0	0	0
Connect wolf lake and marie lake trail networks to improve long distance loop and potential tourism appeal	Connection	Build/Expand New	0	0	0
Connect this system.	Connection	Build/Expand New	0	0	0
Twin this trail corridor for motorized and non-motorized use to provide an enjoyable experience for all users to access the trestle.	Connection	Improve/ Enhance Existing	1	1	0
Between goldenrod gate over to the millenium trail around 16 ave	Connection	Build/Expand New	4	0	4
49 Street by Holy Cross to be connected to 49 Street behind mall. This would allow kids to safely commute to school away from the highway. Also allows access to Bike Park & Mall for residents of CL South.	Connection	Build/Expand New	0	0	0
Along 54 Ave to allow safe access for kids commuting to/from Holy Cross & for residents to safely access Millennium Trail without riding in traffic. Sidewalk is well-used by families & becomes congested with dog walkers/bikes. Roadway is wide enough to allow a raised cycle path or bike lane.	Connection	Build/Expand New	0	0	0
Finishing the Lakeshore trail to the East edge of town, and then creating a connection to Muriel Lake MD Park, would be great for both road bikes and mountain bikes. A pretty easy distance from Bonnyville and a beautiful destination that has way too low of a profile!	Connection	Build/Expand New	0	0	0
Need a better access point to the mall without having to walk down the road.	Connection	Build/Expand New	0	0	0
Connect trail this to the back parking area please too!	Connection	Build/Expand New	0	0	0

Interactive Mapping Tool: Line	Theme	Feedback	Agrees	Disagrees	Net
Feedback	THEME	Туре	Agrees	Disagrees	Support
This is a popular route for walking pets. Many teens bike, scooter & skateboard between town & LARA. The condition of the road isn't great and it would be safer for all if non-motorized & foot traffic had a designated path.	Connection	Build/Expand New	0	0	0
Tail along road to english bay. lots of people waling in this area	Connection	Build/Expand New	0	0	0
OHV trail from Iron Horse to casino	Connection	Build/Expand New	0	0	0
Waterfront trail in municipal reserve land. The waterfront is NOT private, it's public land	Connection	Build/Expand New	0	0	0
Snowmobile trail needs to be developed and obtain easements	Connection	Build/Expand New	1	0	1
improve existing and create bridge over ponded area. restrict OHV	Connection	Improve/ Enhance Existing	0	0	0
maintain existing trails back here restrict OHV	Connection	Improve/ Enhance Existing	0	0	0
need a cut across to make this loop smaller for a quicker walk	Connection	Build/Expand New	0	0	0
on the water line out of cold lake to the golf course	Connection	Build/Expand New	5	0	5
Trail connecting Cold Lake to Kinosoo Resort and French bay campground	Connection	Build/Expand New	6	0	6
Connection from Cold Lake North to South down Baywood road and access to the Provincial park	Connection	Build/Expand New	16	0	16
Trail	Connection	Build/Expand New	0	0	0
Connect existing trail to country side and country lane estates.	Connection	Build/Expand New	0	0	0
Connect Wolf Lake and Tucker Lake trail systems for a long interconnected loop for summer and winter motorized use	Connection	Build/Expand New	1	0	1
This route makes more sense than the proposed route along Twp 624, and RR 415, both of which are heavily travelled roadways, creating a less than ideal peaceful walking trail.	Connection	Build/Expand New	5	2	3

Interactive Mapping Tool: Line Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
This section, if it results in a walking trail, would not be a tranquil walk, with a large traffic flow along both these roads. The odds of wildlife viewing is very low, being along a roadway.	Connection	Management Issue/ Concern	4	1	3
It is necessary to consider this new trail to allow all the residents of Country Lane Estates and Country Side Estates to safely walk or ride a bike to access the Energy Centre. And at he end point of this trail, there should a traffic light which would allow to safely cross the highway while walking or riding a bike.	Connection	Build/Expand New	6	0	6
Expand millenium trail to the bike park to ensure safe passage for cyclists. Students at École voyageur will also be safer as they often bike to school.	Connection	Build/Expand New	2	0	2
This could also be another optional route	Connection	Build/Expand New	2	0	2
Connect African Lake Trail to TSR 631A and new bike park	Connection	Build/Expand New	1	0	1
Link between African Lake walking trail & Bike Park. Will provide a true "network" & connects mall to the North, to the South.	Connection	Build/Expand New	0	0	0
Extend this trail system.	Connection	Build/Expand New	0	0	0
This road should be made accessible to the community garden! At least have a turn around area so you can go back the way you came without having to turn around on the trail or grass areas.	Connection	Management Issue/ Concern	0	0	0
We need to have a trail connecting 25 street to Creekside Estates and/or the Hwy 28 trail. There is too much traffic and would be a great area to connect to than having to go out of your way to stay on sidewalks. Just throw a crosswalk with lights wherever it will cross 25 street.	Connection	Management Issue/ Concern	0	0	0
Please add a sidewalk or trail to connect these areas. Why do the sidewalks just stop and force people onto the roadways.	Connection	Build/Expand New	1	0	1

Interactive Mapping Tool: Line Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
A trail system through here would be a neat addition to access the library and keep you off the main roads.	Connection	Build/Expand New	0	0	0
Extend this trail. Make sure no OHV access it though.	Connection	Improve/ Enhance Existing	0	0	0
Winter snowmobile trail current alignment is dangerous	Connection	Build/Expand New	1	0	1
Snowmobile trail to Borque Lake	Connection	Build/Expand New	0	0	0
Snowmobile trail from beaver river to connect existing skidoo trail to hut	Connection	Build/Expand New	0	0	0
Snowmobile trail from lake to gas station	Connection	Build/Expand New	0	0	0
Bike Path should route around the mall so that there are not so many dangerous crossings. access mall from back	Connection	Improve/ Enhance Existing	0	0	0
maintain existing restrict OHV	Connection	Improve/ Enhance Existing	0	0	0
this is a busy road, A trail would be nice	Connection	Build/Expand New	1	0	1
Millennium Trail surface over most of CLN to CLS needs crack, hole repair or resurfacing	Efficient Implementation	Improve/ Enhance Existing	1	0	1
Wilderness trail	Quality of Experience	Build/Expand New	0	0	0
Good dog walking area on old dump site. could be developed into park / trails	Quality of Experience	Improve/ Enhance Existing	0	0	0
Thee is a trail here that should be improved and OHV needs to be restricted to winter	Quality of Experience	Improve/ Enhance Existing	0	0	0
improve and restrict ohv	Quality of Experience	Improve/ Enhance Existing	0	0	0
This is an MD owned property that is supposed to be used for access the lake but it is very overgrown and not maintained.	Quality of Experience	Improve/ Enhance Existing	1	0	1

Interactive Mapping Tool: Line Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
Improve African Lake Trail surface to allow bike and e-bike better connection to bike park and Millennium Trail via TWR 631A	Quality of Experience	Improve/ Enhance Existing	2	0	2
Just slightly resurfacing this short chunk of the IHT to make it cyclable would be a HUGE improvement to the local network. I shouldn't have to cycle on 660 to get to the Provincial Park. And it doesn't have to be paved, just tighter gravel could work even for road bikes.	Quality of Experience	Improve/ Enhance Existing	0	0	0
People storing large boat lifts on trail during the winter prevent walking access to this trail. Trail is supposed to be non-motorized access only but people often drive ATVs and vehicles on this trail entering it from the back of their lakefront properties.	Respect	Improve/ Enhance Existing	0	0	0
This could be the revised route to solve issue of being to close to landowners property	Respect	Build/Expand New	3	0	3
This section traverses between 2 land owner properties, one of which has a horse barn and animals in very close proximity to the proposed trail, which could pose a danger both to the horses and the potential trail users. The other land owner would also have potential foot traffic walking very close to a rear bedroom window. Not ideal. And if this is potentially a mixed use trail, would not be acceptable for either land owner.	Respect	Management Issue/ Concern	2	2	0
See other 54 Ave line. To improve access to Millennium Trail & keep bikes off busy roadway.	Safety & Security	Build/Expand New	0	0	0
Poor location for snowmobile trail. Dangerous and difficult to ride because of snowbanks and intersections	Safety & Security	Management Issue/ Concern	0	0	0
Bird Sanctuary. No access May 15 to August 15. Cuts off existing trails. Minimal bird population and AEP no longer install signs.	Sustainability	Management Issue/ Concern	0	0	0

APPENDIX D: WRITTEN CONTRIBUTIONS FROM SOUNDING BOARD AND INTERCEPTS

INTERCEPT ENGAGEMENTS: MD/COLD LAKE STICKY NOTES (JULY 24-26)

- · Better signage needed
- A lot of quads so trail connectivity between Ardmore and cold lake would not be beneficial as the Iron Horse already exists
- · Do not pave the Iron Horse Trail
- Visitors from Calgary would like to see more hiking trails
- · Increase promotion of amenities
- Military base has a stable for horses as well as publicly accessible trails to ride
- · More paved trails throughout cold lake
- · Pulls offs, fire pits on the iron horse trail
- Decking should be wider on the Beaver Trestle
- Better signage and wayfinding
- Awareness of use and how their use affects all users (ex. Individuals on horses and ATV's spooking the horse)
- · Safety awareness and promotion
- Old dump road trail (unsanctioned) but very popular behind a subdivision
 - » Snowmobiles paved out path which makes it easy to walk in the winter
 - » Individuals places hunting shack there last winter and city fenced it off
 - » Patrons would like to use this trial again
- · Kayak lockers at the marina
 - » Easy access. In the water in a few minutes and do not have to lug the kayak around
 - » Increased use
 - » Kids can use
- Outdoor roller rink in the summer and rink in the winter (eg Halifax oval)

- · Prefer going into the trail from the tree line
- · High speed ATV's are ruining the trails
- · Good job keeping highway vehicles off the trail
- · Better connectivity throughout Cold Lake
- Extend waterfront path
- · Better maps and wayfinding
- Not enough public access on the beach
- · Washrooms at launch sites
- · Boat launch for bigger boats to access
- Pickup trees on trails

INTERCEPT ENGAGEMENTS: MD SOUNDING BOARD THEMES (AUGUST 9 – SEPTEMBER 9)

- · More information signage
- Km's marking post
- Rain shelters, emergency places, warm up cabins for sledders
- More camping, rustic camping, atv camping, backcountry camping
- Cut grass more often
- Loading ramps
- · Washrooms along the trails
- · Maps, trails hard to find
- Benches
- Picnic and fire pit areas, more day use areas

APPENDIX E: STAKEHOLDERS APPROACHED/ ENGAGED

The following organizations were approached with an invitation to participate in the project's engagement phase.

Stakeholder	Status (# Individuals)
Alberta OHV Association	Declined/No response
Alberta Snowmobile Association	Deferred to Bonnyville club
Alberta TrailNet Society	Interview (1)
Beaver River Fish & Game	Declined/No response
Beaver River Naturalist Society	Declined/No response
Bonnyville Nordic Ski Club	Interview (1)
Bonnyville Snow Dusters	Pending/ Unable to schedule
Canadian Forces Base 4 Wing Cold Lake	Interview (3)
Cold Lake ATV (Facebook)	Declined/No response
Cold Lake Fish & Game	Declined/No response
Cold Lake Motocross Club	Interview (1)
Cold Lake MTB Park	Pending/ Unable to schedule
Cold Lake Snowmobile Club	Interview (3)
Conseil de Dévelopement économique de l'Alberta	Declined/No response
County of St. Paul	Deferred to IHT
Cowboy Town	Pending/ Unable to schedule
Government of Alberta (Environment & Parks)	2 Meetings (12)
Frog Lake Snowmobile Club	Declined/No response
Hamilton House	Declined/No response
Iron Horse Trail / Riverland Rec Trails Society	Interview (2)
Kinosoo Ridge Snow Resort	Interview (1)
Lac La Biche County	Pending/ Unable to schedule
Lakeland Agricultural Research Association	Interview (1)
Lakeland Industry & Community Association	Declined/No response
Lakeland Long Riders (4H)	Declined/No response
Moose Lake Watershed Society	Interview (1)
Muriel Lake Basin Management Society	Interview (1)
Penner Ranch	Declined/No response
Prominent OHV users	Interview (2)
Summer Village of Bonnyville Beach	Declined/No response
Summer Village of Pelican Narrows	Declined/No response
Town of Bonnyville	Interview (1)
Travel Alberta	Interview (2)
Village of Glendon	Interview (1)
Western Canadian Wagon Trail	Declined/No response

Standard interview questions were provided in advance of interviews and were used to guide conversations.

STAKEHOLDER INTERVIEW GUIDE

STRENGTHS

1. What are the strengths of trails and related services in the M.D./City?

OPPORTUNITIES TO IMPROVE

 The Intermunicipal Trails Master Plan will outline strategies and actions to improve our network of trails and related services. What challenges / issues exist? (Please think about your own group / organization and more broadly on a regional basis?)

FUTURE PRIORITIES

- 3. What trends or changes have you noticed related to trails? (e.g. Has your organization grown, declined, or stayed about the same? Have you noticed any changes with activity interests or desired types of activities?)
- 4. The Intermunicipal Master Plan will set priorities for trails and related services. What do you think they should be? Please explain your rationale. Please explain how you think these priorities and focus areas will benefit your group/organization and the region as a whole.

PARTNERSHIPS & COLLABORATION

5. Partnership and collaborations are essential to sustainable trails. What opportunities do you see to start or enhance these partnerships?

OTHER

6. Do you have any other suggestions related to the project?

APPENDIX F: FIRST NATIONS AND MÉTIS SETTLEMENTS APPROACHED/ENGAGED

The following First Nations and Métis Settlements were approached with an invitation to participate in the project's engagement phase.

	Status (# Individuals)
Cold Lake First Nation	Online meeting (3), awaiting written submission
Kehewin Cree Nation	Declined or no response
Frog Lake Cree First Nation	Declined or no response
Saddle Lake Cree First Nation	Pending/ Unable to schedule
Heart Lake First Nation	Declined or no response
Elizabeth Métis Settlement	Declined or no response
Fishing Lake Métis Settlement	Declined or no response
Buffalo Lake Métis Settlement	Declined or no response
Kikino Métis Settlement	Declined or no response