

MISSISSIPPI VALLEY CONSERVATION AUTHORITY

Vision Statement

The Mississippi Valley Conservation Authority has as its Vision a watershed in which ecological integrity is maintained and human needs are met in balance with the needs of the natural environment.

MISSISSIPPI VALLEY CONSERVATION AUTHORITY

Mission Statement

The Mississippi Valley Conservation Authority will assume a leadership role in conservation, improvement and development of the Mississippi Valley by way of watershed planning and the implementation of integrated resource management programs.

K & P TRAIL CONSERVATION AREA

MANAGEMENT PLAN

April 1991



MISSISSIPPI VALLEY CONSERVATION AUTHORITY
P.O. BOX 268, LANARK, ONTARIO , K0G 1K0

K & P TRAIL CONSERVATION AREA MANAGEMENT PLAN

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EXECUTIVE SUMMARY

The K&P Trail Conservation Area (K&PTCA) is a 40 kilometre recreational trail located between the communities of Snow Road Station and Barryvale. The trail crosses the counties of Frontenac, Lanark and Renfrew. The Mississippi Valley Conservation Authority (MVCA) purchased the abandoned rail line in 1990 from the Agricultural Rehabilitation and Development Agency (ARDA), an agency of the Ontario Ministry of Agriculture and Food (OMAF), after a long term leasing arrangement ended (1972-1988). The objectives of this conservation area are;

to provide a year-round multiple-use recreational trail for the use and enjoyment of the public,

to promote a conservation ethic towards our natural resources.

The purpose of this management plan is to provide specific guidelines for the management and development of the K&PTCA and to deal with issues related to its conflicting uses.

The K&P Trail was originally a rail way built in the 1870's to operate between Kingston and Pembroke. It was created to provide a means to facilitate the extraction of the natural resources. The rail way ceased its operations in 1959. Today, the rail line right-of-way is a multiple-use trail providing recreational opportunities such as horseback riding, snowmobiling and hiking and access for year round residents, cottagers, loggers, fisherman, hunters and sightseers.

The conservation area is located in the Great Lakes-St. Lawrence Forest Region, the flora and fauna are typical of this region. The trail crosses many lakes and rivers which contain a diversity of wetland and upland habitats. The cultural heritage resources are centred around past rail way activities and the use of the surrounding natural resources. The MVCA has developed recreational sites which contain trail shelters, privies, fire pits and signage.

The Authority has identified four major management issues; Recreational versus Non-recreational Use, Funding, Logging and Snowmobiling. The following is a summary of each issue with their recommendations.

MANAGEMENT ISSUES

RECREATIONAL VERSUS NON-RECREATIONAL USE

The primary source of conflict has been between the recreational uses of the trail and its uses as a road. In the early 1970's, the Authority entered into a leasing agreement for the trail because of its recreational potential. However, the secondary uses of the trail as a road way has overshadowed the original objective of recreational use. The main problems resulting from conflicting uses are:

1. Liability risks between recreational uses and vehicular secondary uses.
2. Costs associated with maintaining the trail surface to adequate standards expected by secondary users and in some instances to a safe standard.
3. Resources that the Authority has to apply towards the primary recreational uses rather than the secondary use demands of the trail.

The following options address this issue:

1. No vehicle traffic
2. Improve the trail to road standard
3. Designate areas recreational or vehicular
4. Improve trail to reduce MVCA liability and to permit both recreational and non-recreational uses
5. Permit vehicle use through secondary use agreements
6. Transfer Sand Hill to Barryvale section to the Township of Bagot and Blythfield

Recommendations:

It is recommended that the Authority pursue options #4, #5 and #6. With option #4, the Authority will improve the trail to reduce its liability by improving vehicle traffic safety measures and the condition of the trail bed. With option #5, the Authority will enter into secondary use agreements with all non-recreational users such as private loggers, MNR, and municipalities along the trail. These agreements will include a yearly road maintenance fee to be paid to offset road repair costs. Conditions of trail use and specific maintenance/development responsibilities. With option #6, the approximately 3 kilometre section of the trail from Sand Hill to Barryvale will be transferred to the township because this section is a high vehicle and access area, located outside of the Authority watershed.

FUNDING

The cost to adequately maintain the trail bed is not available under the current levels of the Conservation Areas Maintenance budget. While the Ministry of Natural Resources will fund for recreational development they will not fund the Authority for trail bed maintenance and the Authority is not eligible for the Ministry of Transportation funds. Currently, The Authority must apply 100% municipal levy dollars towards the maintenance of the trail. The following are options to alleviate funding concerns:

1. Benefitting municipalities assessed a special levy for maintenance
2. Property owners using the trail for access charged a fee through secondary use agreements
3. Secondary use agreements for logging
4. User fees for recreational purposes
5. Funding through MVCA general levy
6. Users fees for Bell and Hydro service corridors

Recommendations:

The Authority will pursue options #1,3 and 5. Option #1 identifies that the benefitting municipalities of Palmerston, North and South Canonto; Lavant, Dalhousie and North Sherbrooke and Bagot and Blythfield should be assessed a special levy for maintenance. Option #3 suggests that the Authority enter into secondary use agreements with the MNR districts that use the K&P Trail for logging access to crown land. A similar agreement will be implemented with private loggers. With option #5, the Authority will continue to fund maintenance of the trail through its general levy.

LOGGING

Heavy logging vehicle use the trail to access both private and crown land forests. The Authority's concerns involve the liability a logging truck\other user accident could cause and the damage logging vehicles can cause to the trail bed. The following two options were considered:

1. No logging vehicles
2. Permit logging vehicles

Recommendations:

Option #2 will be enacted.

To permit logging vehicles on the trail through secondary use agreements including users fees, specific liability and maintenance responsibilities assigned to both MNR districts and private loggers.

SNOWMOBILING

Snowmobiling is the major recreational use for the trail during the winter. The K&P Trail crosses through the boundaries of four Ontario Federation of Snowmobile Clubs; Calabogie, Ompah, Robertson Lake and Snow Road Snowmobile Clubs. The Authority has to decrease its liability and maintenance costs while maintaining acceptable snowmobiling standards on the trail. In 1989, the Authority entered into a land use agreement with the four clubs to maintain and incorporate the trail into their Federation Trail network. The agreements allows the clubs to warden certain points along the trail to monitor snowmobiles for the Federation snowmobile permits. The following options were examined:

1. No maintenance of the trail
2. MVCA maintain the trail
3. Federation clubs maintain the trail
4. Designate trail for snowmobile use

Recommendations:

Options #3 and #4 are recommended.

Option #3 will be continued, the Authority will have the snowmobile clubs maintain the trail. The clubs will maintain the trail to a high standard while decreasing and sharing liability and maintenance costs. By adopting option #4, the Authority will gain by further decreasing liability risk while still allowing access in required areas. The snowmobile clubs will be better supported in their grooming and maintenance efforts.

DEVELOPMENT PROPOSALS

In assessing the resources, user requirements and management issues of the K&P Trail Conservation Area, the following development proposals were formulated.

Liability Analysis

The Authority's liability exposure resulting from the ownership of the K&PTCA resulted in the analysis of the safety standards and practises conducted on the trail. An inspection by the insurance company of Reed Stenhouse Limited in 1990 yielded the following recommendations;

- reduction of speed limit from 50kmh to 30kmh
- standard stop signs provided where the trail intersects other public and private roads
- more pullover areas be provided at regular intervals
- unsafe structures be demolished or restored
- certain bridges and embankments be further protected by additional guard rails
- improve the visibility of entrance/exit at Highway 509 (near Snow Road)

The Authority will continue an ongoing liability analysis of the trail and implement appropriate means to correct concerns.

Recreational Development

The development concept for the K&PTCA is a series of scenic rest areas linked together by a linear trail. These recreational nodes will be improved and enhanced through development that will increase their visibility and appeal, and through more interpretation. The trail will be selectively brushed to create "windows" and scenic vistas into beautiful upland and wetland habitats.

Trail Bed Development

The multiple-use aspects of the trail require the Authority to develop and maintain the trail bed to an acceptable safety standard for motor vehicles. The following are the trail bed development requirements;

- pullovers built at set intervals of 1/2 to 1 kilometres
- addition of more fill to properly crown and ditch the trail in certain sections.
- standardized traffic signage to enhance driver safety

- repair of bridges and culverts
- maintenance and safety concerns with brushing and beaver dams

If these requirements can be completed, many of the Authority's liability and safety concerns will be adequately rectified.

A maintenance schedule outlined in the plan will be executed by the Authority with usual high quality standard.

1.0 INTRODUCTION

1.1 BACKGROUND

The K & P Trail Conservation Area is a 40 kilometre recreational trail which runs from Highway 509 near Snow Road Station, north to the community of Barryvale. It is a portion of the original right-of-way of the Kingston to Pembroke Railway which ran from Kingston north to Renfrew from approximately 1871 to 1959. The Mississippi Valley Conservation Authority leased this property from the Agricultural Rehabilitation and Development Agency (ARDA) of Ontario from 1972 to 1988. The Authority then entered into negotiations to purchase the trail from ARDA. In June of 1990 the Authority acquired ownership of the trail.

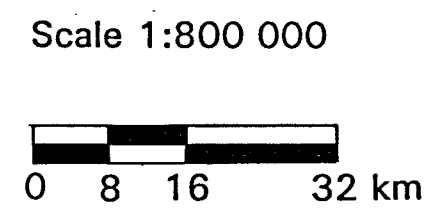
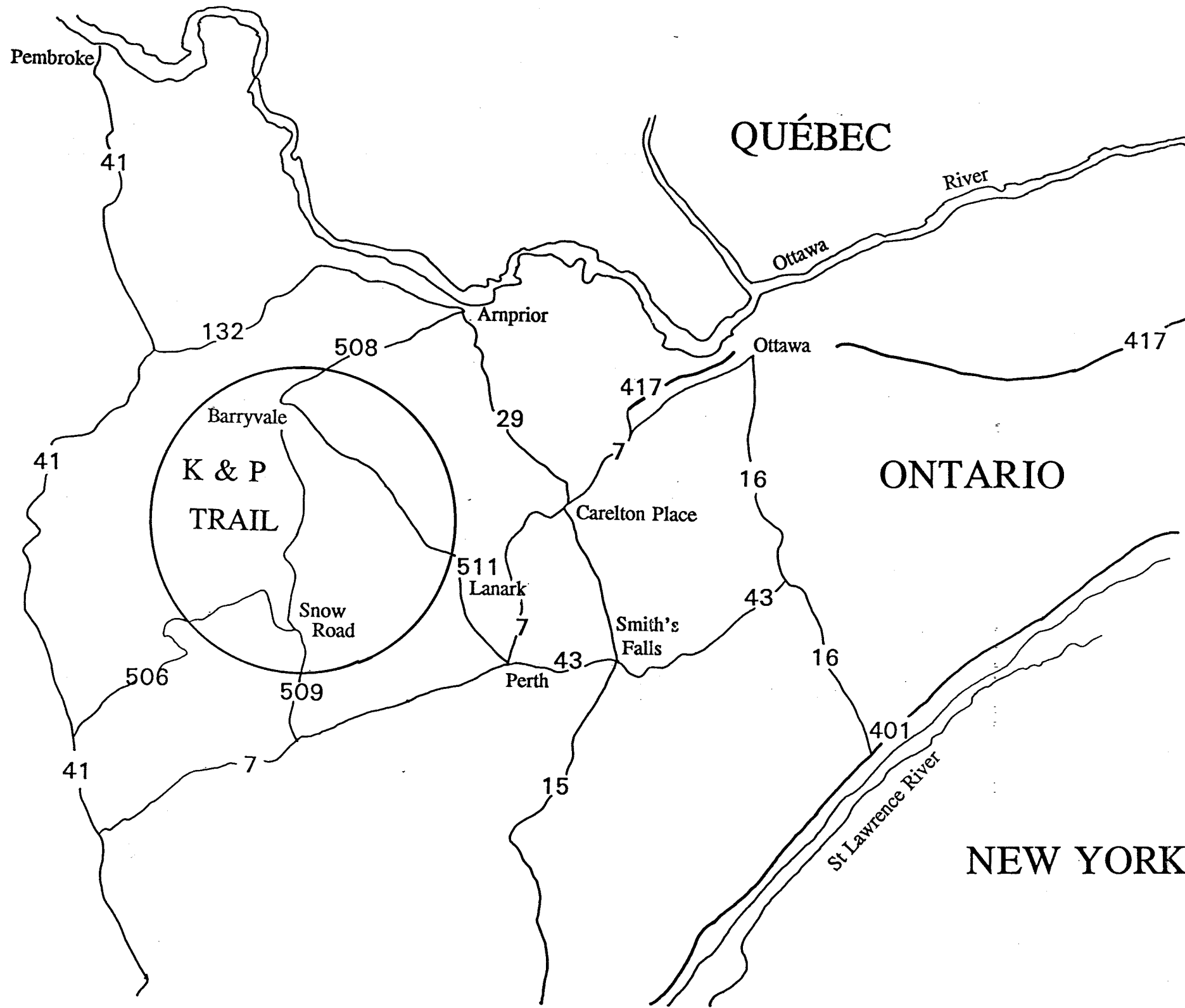
1.2 MANDATE OF THE MISSISSIPPI VALLEY CONSERVATION AUTHORITY

The objectives of an authority, as stated in the Conservation Authorities Act, RSO 1980, c.85, s.20, are:

"To establish and undertake, in the area over which it has jurisdiction, a program designed to further the conservation, restoration, development and management of natural resources other than gas, oil, coal and minerals." R.S.O. 1970, c. 78, s. 19

The prime objective of the Conservation Authority is water management; however the preservation and development of lands for recreation and conservation is an integral and important additional service. In the Interim Watershed plan (MVCA, 1982), the following goal was identified for the Conservation and Recreation Program:

"To continue to enhance public enjoyment of the natural environment by promoting and providing a variety of day-use recreation opportunities in which the public can discover, experience and appreciate the distinctive features and elements of the natural resources of the watershed."



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K&P TRAIL
CONSERVATION AREA

LOCATION-
REGIONAL CONTEXT

MAP 1

1.3 K & P TRAIL CONSERVATION AREA OBJECTIVES

The objectives of the K & P Trail Conservation Area are further directed by the overall goals of the Mississippi Valley Conservation Authority's Conservation and Recreation Land Management Strategy(1986). The goals and objectives of the Conservation Area reflect this strategy. They are to:

1. Provide a year round multiple-use recreational trail for the use and enjoyment of the public.
2. Provide facilities that give users an opportunity to enjoy and appreciate this natural resource.
3. Promote a conservation ethic.
4. Protect unique and sensitive features.

1.4 PURPOSE OF THE MANAGEMENT PLAN

The purpose of this management plan is to provide specific guidelines for the management and development of the K & P Trail Conservation Area. The plan assesses the resources, user requirements and issues relating to the area and translates them into a policy framework for management and development. The primary objective of this plan is to deal with issues related to the conflicting uses of the trail in such a manner that this natural resource is maintained and developed for the use and enjoyment of the public. The management plan is intended to serve a five year period and will be evaluated on a regular basis to determine if the objectives are being met. Activities may be restricted or altered if, in the view of the Mississippi Valley Conservation Authority, the public interest is not being served.

2.0 HISTORICAL AND RESOURCE INVENTORY

2.1 HISTORY OF THE K&P TRAIL

2.1.1 Early History

The K & P Trail was originally the right-of-way of the railway line that was to operate between Kingston and Pembroke. The Kingston To Pembroke Company was chartered as a private railway company in 1871. There were many difficulties faced by the early promoters of the railway in completing the construction of the line. It took 12 years to build the 112 miles(187 kilometres), which included the spurs required to reach mines and resources up to Renfrew.

During the construction period, various problems arose which slowed the work. The economic recession of 1873 put the project on hold and simultaneously the contractor defaulted and left the area. By 1875, the construction was reorganized and again operational until 1878 when financial difficulties brought work on the line to a halt at the Mississippi River. The financial situation improved when the government forwarded a grant to assist in completing construction.

The building of the last section of the rail road was the most difficult. Rock outcrops had to be painstakingly blasted away. A causeway had to be built across Calabogie Lake. Men working with rods and hammers and dangerous explosives, and horses dragging away load after load of rock and fill, were responsible for the building of the K & P, and that undertaking took a terrible toll. The construction problems were overcome and the rail line began service in 1883 primarily in business to transport natural resources to market.

The railway, never did extend as far as Pembroke. The Canadian Pacific Railway Company(CPR) purchased the line in 1912 and this company already had another rail line to Pembroke.

The K & P has a fascinating early history and it played an important role in the settlement of this part of Canada. The people who lived in the communities along the line benefitted from the economic prosperity the line provided. The railway created wider markets for local produce and easier access to the natural resources.

2.1.2 Recent History and MVCA Involvement

The Canadian Pacific Railway Company (CPR) ceased regular operation of the K & P rail line in 1959. The company then removed the tracks along the line. The wooden ties were removed and the public began driving vehicles along the right-of-way of the original rail line.

The K & P is now used for recreational purposes and as an access road. Some portions of the rail bed were returned to their original owners, fenced and, in some cases, farmed. The Agricultural Rehabilitation and Development Agency (ARDA), an agency of the Ontario

Ministry of Agriculture and Food (OMAF), acquired a 40 kilometre section of the K & P right of way.

In 1972, the MVCA recognized the trails recreational potential and entered into a lease arrangement with ARDA to create the K & P Trail Conservation Area (K&PTCA). It was intended to be used by recreationalists such as equestrians, hikers and snowmobilers, provide access for other recreational users and to stimulate the regional economy. In addition to the recreational uses, the K&PTCA has increasingly been used as road way to provide access to cottages and homes, for logging and general vehicle use.

The Authority's last five year lease period for the trail expired in 1988. The MVCA had to decide whether to acquire the trail. This decision regarding acquisition included an open public review to solicit the public's input on several options. These options were to have the trail acquired by the MVCA, to have the trail acquired by the municipalities it crosses or to allow adjacent landowner to have first option to the right of way.

The response from the public and the municipalities was to have the MVCA acquire and manage the trail for recreation as the primary use and to allow secondary access uses. If the trail reverted back to adjacent landowners, many local residents felt they would lose access to the right of way. The MVCA acquired the trail in 1990.

2.2 RESOURCE INVENTORY

2.2.1 Geology and Soils

The K&P Trail is relatively flat due to former use as a railway line. As such, the Trail varies only about 91.5 vertical metres over its 40 kilometre length. It reaches a maximum elevation of 275 metres above sea level near Wilbur and descends to below 183 metres at several points. These elevation changes are not noticeable on the trail.

The trail travels across the Canadian Shield cutting through granite, limestone and amphibolite rock formations. To either side of the trail can be found lake, wetlands, steep cliffs and vertical rock faces depending on the locale.

The soils vary in type through the length of the trail. They are generally stony and shallow. Drainage throughout is poor.

2.2.2 Hydrology

Many lakes are found along the trail including Calabogie, Mile, Clyde, Graham, Flower and

Widow Lakes. The Clyde River, Antoine Creek and Peterson Creek cross the trail at several points. Generally, water south of Lavant Station is drained by Antoine Creek which flows into the Mississippi River. Water between Lavant Station and Clyde Lake is drained by the Clyde River. Water from Mile Lake flows into Calabogie Lake. There are several other lakes accessible from the trail either by car or walking.

There are several wetlands along the trail ranging from fens to marshes. Minor wetlands are located throughout the Conservation Area. Major wetlands exist between Flower Station and Clyde Forks and between Clyde Forks and Folger.

At the present time, there is no statistical data available concerning water quality. It can be assumed that the lakes are suitable for recreational activities but are unsuitable for drinking based on present activity on the lakes and the quality of surrounding waterways. The lakes presently support preferred sport fish.

2.2.3 Flora and Fauna

The Conservation Area is located in the Great Lakes - St. Lawrence forest Region. Vegetation is quite dense next to the trail, thus creating a very enclosed linear space. The Canada Land Inventory lists the Conservation Area as Class 3 and 4. The moderately severe limitations to tree growth are imposed by the shallow soils, poor soil structure and poor drainage.

A variety of animals could be found in the numerous habitats along the Conservation Area. Canada Land Inventory lists this area as Class 4 and 5 for wildlife and Class 7 for waterfowl. Restrictions are due to soil fertility and depth which limit the production of food and cover.

The major habitats are open water, swamps, marsh, woodland, and successional field areas.

3.0 USER LIAISON AND MARKET ANALYSIS

3.1 LOCATION AND CONTEXT

The K&PTCA extends from Highway 509 approximately 2 kilometres east of the community of Snow Road Station north to Barryvale, a distance of 40 kilometres. The nearest highway at the Barryvale end is Highway 511, about 10 kilometres away. Other secondary roads cross the Trail at Folger, Flower Station, Clyde Forks and Lavant Station. The Trail is approximately 3 metres wide and follows the old railway bed which is centred in the 30.2 metres (99 feet) right-of-way.

Snow Road Station is approximately 130 kilometres west of Ottawa and 100 kilometres north of Kingston. Barryvale is approximately 50 kilometres west of Arnprior.

The trail crosses three Municipalities - Palmerston North and South Canonto, Lavant, Dalhousie and North Sherbrooke, and Bagot and Bythfield Townships. This trail also traverses three counties: Frontenac, Lanark and Renfrew Counties. The section of the trail north of Clyde Lake is not within the Mississippi Valley Conservation Authority watershed.

The region around the K&P Trail is sparsely settled, with an average population of less than 2 people per square kilometre. The economy of the area is based on agriculture, forestry and recreation. There are many cottages and summer homes within the region.








3.2 PRESENT USE AND DEVELOPMENT

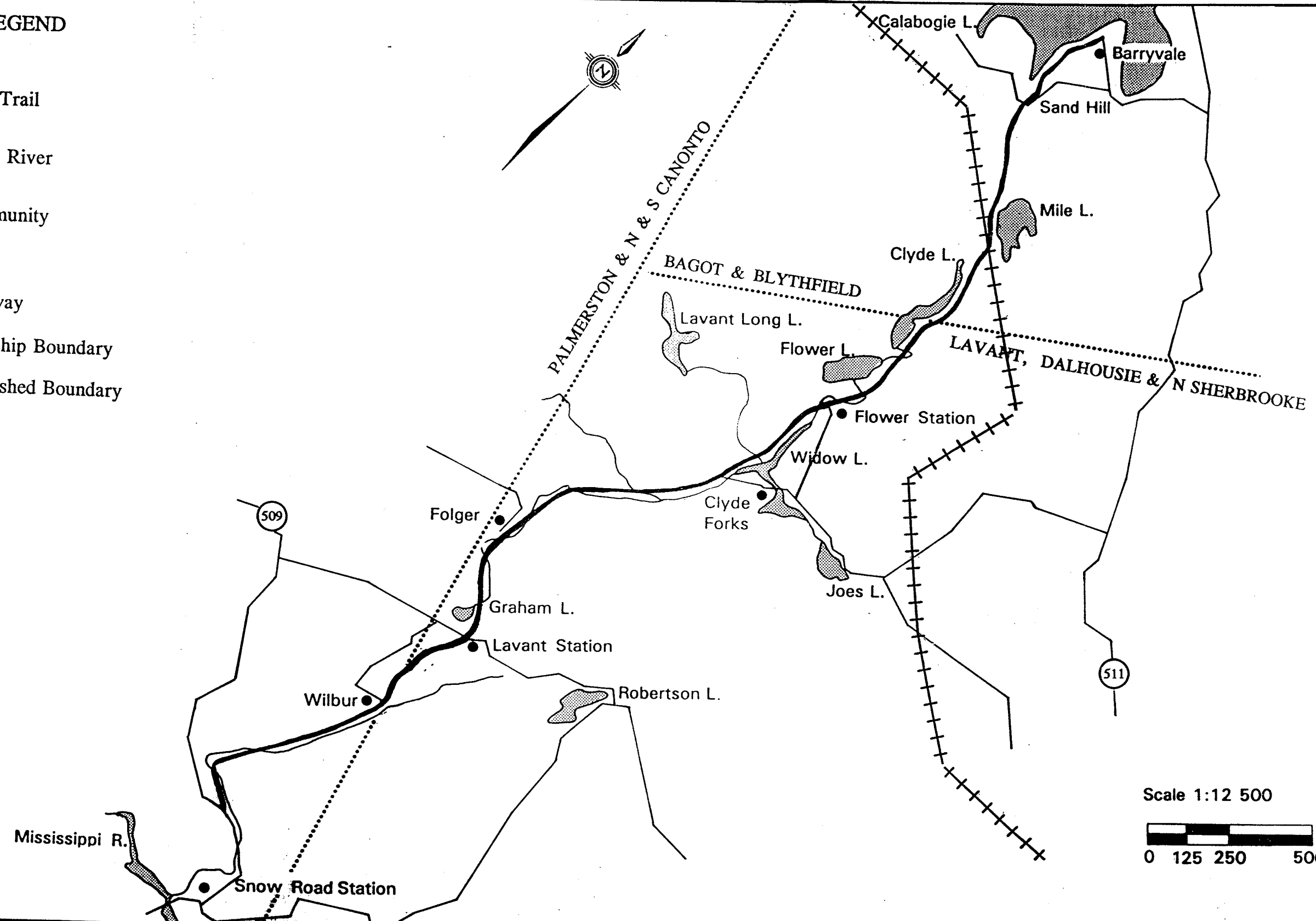
The K&PTCA is presently used for low intensity recreation. The trail links a series of recreational activity nodes along the route. There are five sites which have trail shelters, privies and fire pits.

In the summer the trail is used by cars, trail bikes, hikers and off road vehicles such as ATV's. Fishing is a popular activity at the various lakes and watercourses along the Trail. The K&PTCA is most heavily used for recreational purposes during the winter by snowmobilers. The entire length of it is groomed for snowmobilers by four Ontario Federation of Snowmobile Clubs.

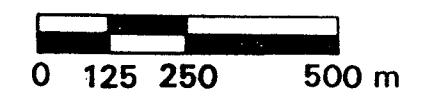
The K&PTCA is also used locally for access to existing permanent and seasonal residences and logging sites. These secondary uses of the trail have in the past resulted in user conflict, unsafe conditions and increased maintenance costs. The Authority has in the past, entered into Secondary Use Agreements which allow for restricted non-recreational trail use. In general, the agreements were established to regulate non-recreational uses, by requiring by-passes in high activity areas, and including a special levy to cover increased maintenance costs. As a general rule, the creation of new accesses where the K&PTCA is the sole access have not been permitted in recent years.

LEGEND

-  K&P Trail
-  Lake, River
-  Community
-  Road
-  Highway
-  Township Boundary
-  Watershed Boundary



Scale 1:12 500



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K&P TRAIL
CONSERVATION AREA

LOCATION- LOCAL CONTEXT

MAP 2

In the past, the public has used the entire length of the K&PTCA as a municipal roadway to provide easy access north to Barryvale or south to Snow Road. The section north of Sand Hill is used as a shortcut by loggers and others, rather than the adjacent municipal roadway. The width of the Trail (3 metres) allows for one-way traffic only. There are infrequent and unidentified pull offs to either side of the trail to allow cars to pass.

The surrounding land uses affect the appearance and use of the K&PTCA. As noted above, logging and cottages adjacent to the trail rely on it as a transportation route. The appearance of the homes and cottages do not unduly mar the visual quality of the K&PTCA. However, logging operations can cause unsightly visual problems. Agricultural land and Crown land also front onto the K&PTCA.

Trapping also takes place on the K&PTCA. Trappers are each granted permits to trap a certain section of the trail by the MNR and then given permission to use it by MVCA. The MVCA would like to encourage regular trapping of beaver, especially in the lower parts towards Snow Road in order to alleviate the problems caused by beaver dams.










3.3 DEMAND ANALYSIS

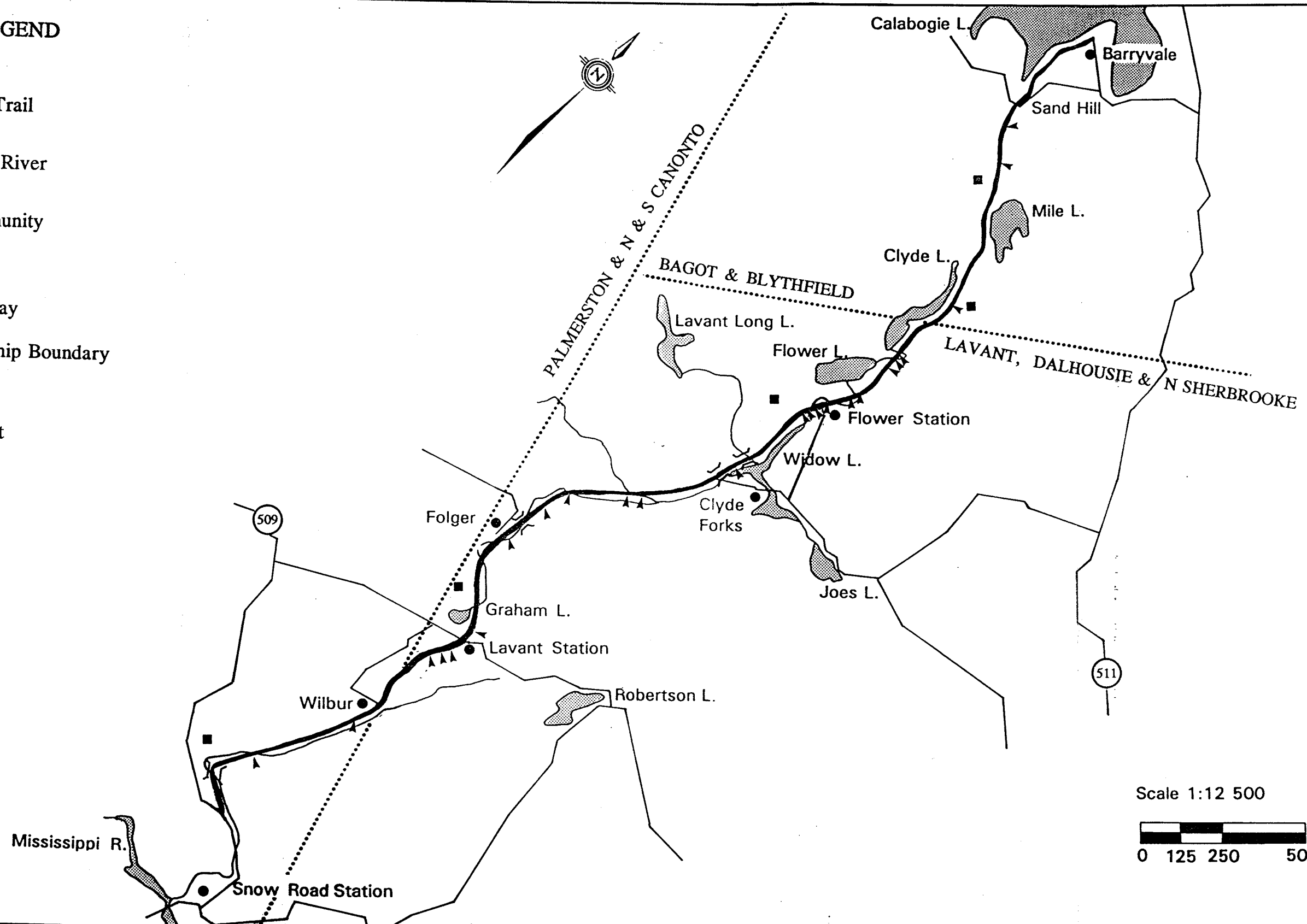
Demand for the trail is a result of its function as a major linkage for various recreational activities in the area. From conversations with trail users, observation of trail use and comment sheets at the shelters, it was found that the K&P Trail is used year round by various user groups. The trail is used for walking, bicycling, bird watching, camping, hunting, summer and winter fishing, access to other lakes, and access to other snowmobile routes. The trail is also used for casual sight-seeing. This group would include people interested in picnicking and exploring geologic or other natural features, and the historical background of the trail. Local residents use the trail as an access road to properties, homes and communities.


The trail provides a unique service to people. In the surrounding area, there is no other similar combination of a scenic drive within a natural area and the provision of access for outdoor sports and recreation. The closest public facilities that offer natural history experiences similar to the Trail are several Provincial Parks, which are all at least 50 kilometres away. The Authority also operates the Palmerston-Canonto Conservation Area which is approximately 10 kilometres west of Snow Road Station. This Conservation Area offers swimming, picnicking and hiking opportunities.

The K&PTCA provides a variety of habitats for nature interpretation as well as access to otherwise inaccessible lakes and crown land. As the region is very popular for summer and winter activities, the Conservation Area is a very high profile recreation area locally. The trail also offers a interesting historical perspective of the area.

LEGEND

-  K&P Trail
-  Lake, River
-  Community
-  Road
-  Highway
-  Township Boundary
-  Bridge
-  Culvert
-  Shelter



Scale 1:12 500

 0 125 250 500 m



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K&P TRAIL
 CONSERVATION AREA

EXISTING FEATURES

MAP 3

4.0 MANAGEMENT ISSUES

4.1 RECREATIONAL VERSUS NON-RECREATIONAL USE

4.1.1 Background

The most significant issue relating to the K&PTCA is user conflict. The primary source of conflict has been between the recreational uses of the trail and its use as a road.

From the response to the public review completed in 1988, it was obvious that the primary recreational uses of the trail were snowmobiling, hunting/fishing access, ATV use, hiking and sightseeing. The trail is also utilized as a road providing access to permanent/seasonal residences, a convenient link to adjacent communities, a service route and for access to crown/private land for logging vehicles.









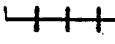
In the early 1970's the Authority became involved with leasing the K&PTCA because of its recreation potential. In all early development plans, the focus was on the recreational uses of the trail. Funds were spent on snowmobile grooming, the construction of trail shelters, washrooms and parking facilities. In 1972, the Authority's objective for the trail was to provide for hiking, riding, and nature trail in the summer and a snowmobile trail during the winter months. This objective of providing a recreational trail continued through to the 1988 public review where a great deal of support was demonstrated for the Authority retaining the trail for recreational purposes. The primary reason the MVCA acquired the trail was for its recreational potential.

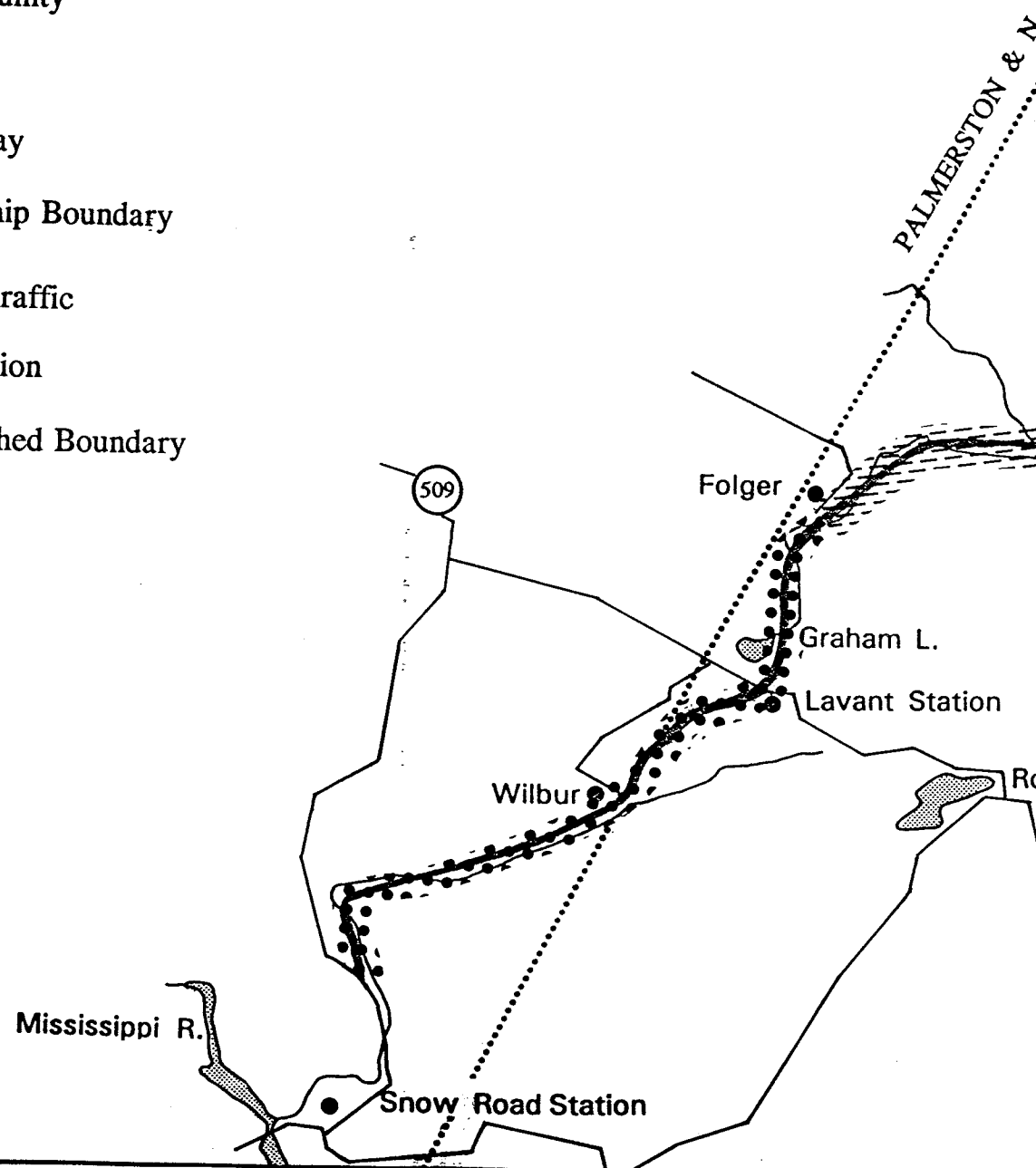
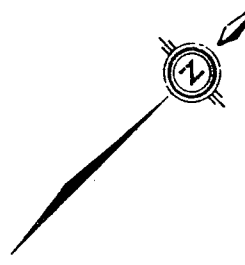
Over the years the original objective of recreation was overshadowed by the secondary use of the trail as a roadway. The main problems that have arisen as a result of the conflicting uses are as follows:

1. Liability risks between recreational users and vehicular secondary users.
2. Costs associated with maintaining the trail surface to adequate standards expected by secondary users and in some instances to safe standards.
3. Resources that the Authority has to apply towards the primary use of recreation rather than the secondary use demands of the trail.

There are a number of options which the Authority could consider in addressing this issue:

LEGEND









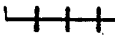
-  K&P Trail
-  Lake, River
-  Community
-  Road
-  Highway
-  Township Boundary
-  High Traffic
-  Recreation
-  Watershed Boundary

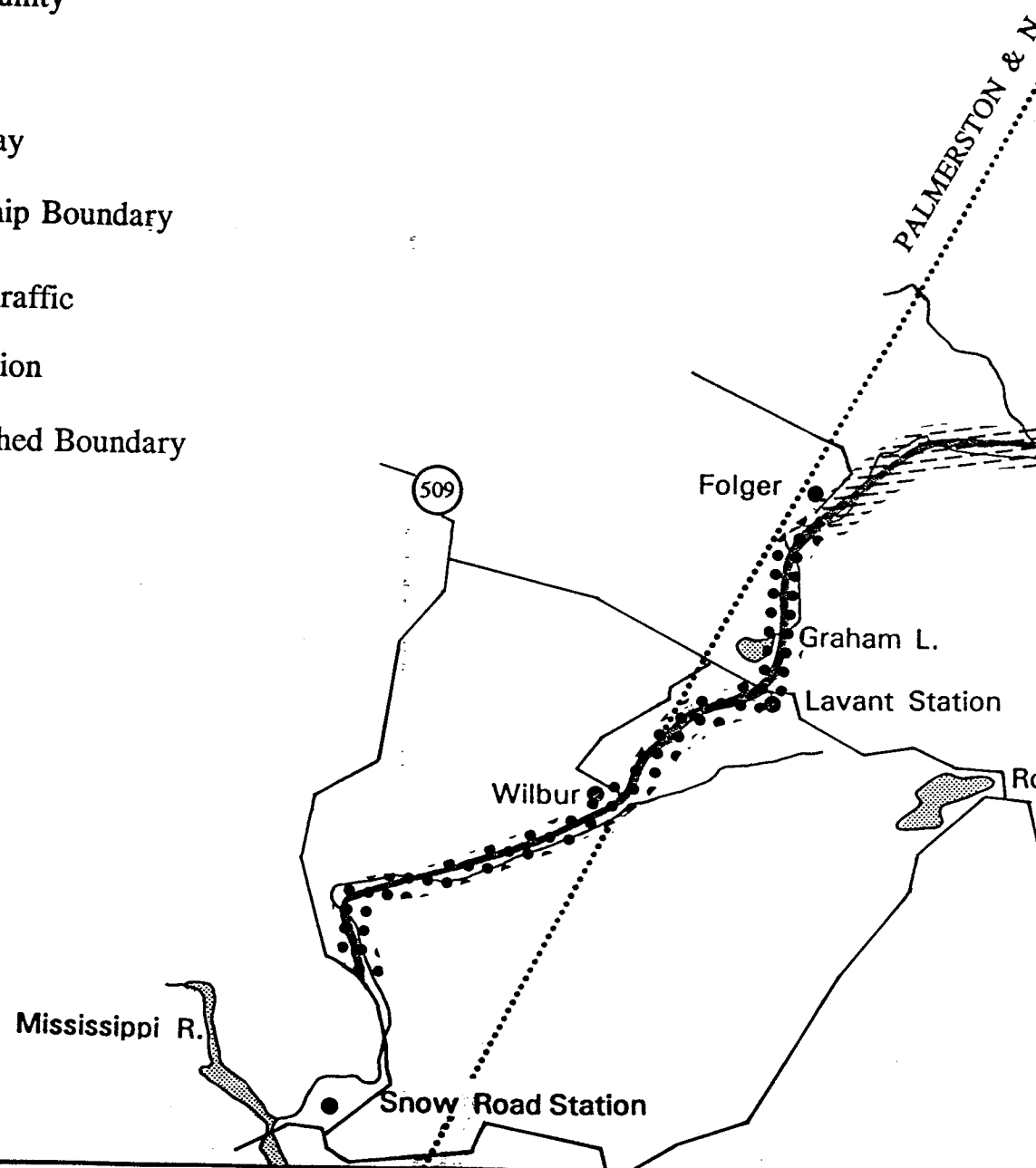
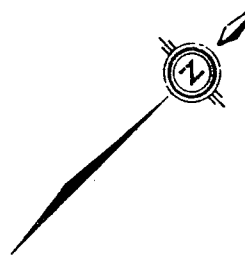


Mississippi
Valley
CONSERVATION
Authority

K&P TRAIL
CONSERVATION AREA

LEGEND

-  K&P Trail
-  Lake, River
-  Community
-  Road
-  Highway
-  Township Boundary
-  High Traffic
-  Recreation
-  Watershed Boundary



Mississippi
Valley
CONSERVATION
Authority

K&P TRAIL CONSERVATION AREA

4.1.2 Option #1 - No Vehicular Traffic

Closing the K&PTCA to all vehicle traffic (ie. cars, trucks, logging trucks, etc.) would virtually eliminate all problems associated with the conflicting uses of the trail. It would greatly reduce the amount of road and bridge maintenance and administrative time required in managing the trail due to vehicular use. Permitting unrestricted vehicle use of the trail is a liability for the Authority and eliminating this would be a benefit. This option would also allow more staff time and funds to be allocated towards primary recreational uses.

There are a number of problems with this option. Restricting vehicle use would cut off access to many permanent and seasonal residences that solely rely on the trail for access. MNR districts and private loggers which use the K&PTCA to access logging areas would be denied use of the trail (also see section on Logging issue). This would also restrict a number of recreational users of the trail such as hunters and fishermen who access areas along the trail by automobile for recreational purposes. Choosing this option would result in public criticism and could lead to a decrease in public support for the Authority. Another point to consider is whether the Authority can legally restrict this access which has been used for many years. In some cases, the property owners may have the legal right to use the trail because they have established a prescriptive right.

4.1.3 Option #2 - Improve the Trail to a Road Standard

In order to improve the trail to a road standard, it would have to be graded and brushed, widened (in some parts this would require blasting the rock cuts and filling in marsh sections) and culverts and bridges would have to be upgraded and maintained. A two lane road must have 20 metres (66 feet) of dedicated right of way. Even a one lane road would require many changes and upgrades from what is currently there.

The key advantage to this option is that it considerably lessens the liability risk to the MVCA. The residents along the trail would benefit from the improved road condition. The MNR and the loggers would have more than adequate roadway access to crown land.

In terms of funding, the high development cost to widen the road, would be far beyond the budget of the MVCA. A funding source does not exist for a project of this nature since the Ministry of Transportation road subsidies are not available for recreational trails in Conservation Areas and MNR only provides funding for recreational development. There is doubt as to whether the trail could be improved to a road standard, regardless of cost.

While some residents and loggers using the K&PTCA would benefit from the new road standards, recreational use would not be possible. For example, snowmobile use would conflict with the vehicular use that requires ploughing in winter, leaving an ungroomed, bare surface. Safety to non-vehicle use would be impaired and the increased traffic will affect the aesthetic

appeal. It is important to note that the MVCA is not a road management agency, and the trail was not acquired to provide road access.

4.1.4 Option #3 Designating Areas Recreational or Vehicular

There are sections of the trail that are not as heavily travelled by vehicles. One example is the Snow Road to Wilbur section where logging has not taken place in the past and no permanent residences exist. This and several other sections could be designated as a recreational section, maintained and used for that purpose only with no other vehicle access permitted. The other sections of the trail would be maintained for and used as designated vehicular portions.

The main advantage of this option is that the MVCA would be in a better position regarding liability. It would be a compromise between actually improving the entire trail to road standards and not allowing vehicular use at all.

One disadvantage of this option is the loss of linkage along the entire K&PTCA. It might also cause confusion and it could be difficult to monitor sections that are designated recreational to ensure that no other uses are taking place. Barricading recreational sections would be unpopular because the Authority would be restricting all vehicular access to these sections. There are also concerns regarding the MVCA's legal ability to restrict vehicle access.

4.1.5 Option 4 - Improve the Trail to Reduce MVCA Liability and Permit both Recreational and Non Recreational Uses

To enable both recreational and non-recreational uses of the K&PTCA, the Authority has the option to improve the trail to a standard that will permit both uses. This standard would be defined as follows:

"that the trail be adequately maintained so that a vehicle can safely travel over it at or below the posted speed limit."

This option would require that certain changes be made to reduce the Authority's liability. This would include such changes as additional signage, a reduced speed limit, improved trail bed and the creation of sufficient pull offs. The trail bed would not be improved to a true road standard as this would detract from its recreational use and this use is the Authority's first priority.

This option may not be totally popular with these users who utilize the trail as an access road and might be expecting the Authority to improve the trail to a higher standard. The positive aspect of this option is that the Authority would be able to permit both primary (recreation) and secondary (non-recreation) users to share the trail.

4.1.6 Option #5 - Permitting Non-recreational Vehicular Use Through Secondary Use Agreements

The Authority has established that recreation is the primary use of the trail. The use of the trail to access residences and logging sites are considered to be secondary uses. This option would permit secondary uses of the trail through the introduction of secondary use agreements that allow for recreational and non-recreational vehicular uses to co-exist within certain guidelines.

A secondary use agreement would be developed between MVCA and the MNR districts concerning the use of to access Crown Land for logging purposes. A maintenance fee would be charged to alleviate increasing costs due to logging trucks using the trail. In addition, an access fee would be required from MNR to use the trail. The funds would be used to bring certain sections used up to standards and to decrease liability risks. It is important to note that the cost of building roads in to the Crown Land would be considerable if the K&PTCA did not exist. The agreement would also stipulate that a number of other condition be met.

Private loggers would also be required to have a secondary use agreement with the MVCA. This would include a yearly fee accompanied by specific maintenance tasks that they would be responsible for carrying out. Private loggers would be required to leave the trail in the condition that it was found.

A secondary use agreement would be drafted for use with private residents who use the K&PTCA to access homes and cottages. This agreement would stipulate a yearly road maintenance fee which, again, would assist the MVCA in keeping the road at a level of maintenance so that most vehicles could safely travel over the trail. The Authority may have legal concerns arising from this option in that residents may have an prescriptive right to use the trail.

A multi-year lease agreement would also be drafted with the three municipalities along the trail as they benefit from the secondary vehicular access which the trail provides.(also see 4.2.2 Funding option #1)

4.1.7 Option #6 - Transfer the Sand Hill through Barryvale Section to the Township of Bagot and Blythfield

The portion of the K&PTCA between the south end of the causeway at Calabogie Lake and the Sand Hill forced road intersection has been a particular source of conflict concerning vehicular and recreational uses.

There are a number of points regarding this section of the trail. Firstly, this section is not a located in MVCA watershed. The Authority's boundaries ends north of Clyde Lake. Secondly, there is a very high vehicular versus recreational use. At this time, approximately twenty one property owners are using the trail to access their residences.

Logging trucks also use this section as a short cut rather than the municipal road. The primary use of this stretch is essentially vehicular, not recreational. This puts many road maintenance demands upon the Authority. Thirdly, this stretch of trail has required a great deal of administrative time over the last several years. The Authority has had to solicit legal assistance to deal with certain conflicts that arose along this portion of the trail. Fourthly, this is a section, more than any other, that could possibly be brought up to Ministry of Transportation standards if required. Fifthly, the municipality has expressed an interest in the possibility of this transfer.

Transferring this section would provide for additional administration and maintenance efforts to be devoted to other sections of the trail that are located in the watershed. Transfer to the township could be conditional upon the municipality providing for the primary recreational use of snowmobiling. The Authority could also stipulate that this portion not be closed for a specified number of years. By transferring this section, the municipality would assume responsibility for providing safe access to residents.

4.1.8 Recommendation

The ideal option for recreational use is #1; no automobiles on the trail, but the MVCA may not be in a legal position to place those restrictions on the K&PTCA and could lose a lot of public support. Option #1 would also restrict vehicular traffic that is recreational in nature. Option #2, developing the trail into a road is not only unfeasible and/or unrealistic, but is also totally opposite to the Authority's interest of providing a recreational trail. Option #3 is also unsuitable in that it would restrict vehicular recreational traffic, create public criticism and there are legal concerns.

It is recommended that the Authority pursue option #4, #5 and #6 in the future management of the K&PTCA. The only way to resolve the conflicting uses, reduce the Authority's liability and permit the secondary uses is to follow option #4 and improve the trail to reduce the Authority's liability and permit both recreational and non recreational uses and option #5, permitting non-recreational vehicle use only through secondary use agreements. In option #6, this section of the trail should be transferred to the municipality, on the condition that the provision is made for a snowmobile bypass/access and assurance that this portion of the trail never be closed.

4.2 FUNDING

4.2.1 Background

One significant issue relating to the K&PTCA is funding. Obtaining sufficient funds to adequately maintain and develop the trail has itself been an issue in managing the trail. The cost of adequate maintenance of the trail is high. The Authority is not a road management agency and the Ministry of Transportation is not a possible funding source since road subsidies are not available for recreational and/or Conservation Areas and the trail is not developed to a road standard.

The MVCA has been unable to obtain funding for road maintenance from the Ministry of Natural Resources through its normal budget channel for Conservation Area development. They do fund for recreational development work at Authority owned Conservation Areas with approved master/management plans. Since the trail is primarily recreational, it should be eligible for development funding but it has received very limited funds in the past received no funding for upgrading the condition of the trail bed. Upon completion of the management plan, the Authority can pursue additional recreational funding.

The result is that currently, the MVCA has to use 100% municipal levy which is levy coming from all municipalities in our watershed to maintain the trail. Levy dollars in the Authority generally need to be applied towards our primary program of water management resulting in budgetary constraints in conservation areas work with funds divided between all Authority conservation areas on a priority basis. The small portion which is allocated for the K&PTCA is used for road maintenance as opposed to recreational development.

4.2.2 Option #1 - Benefitting Municipalities Charged Special Levy for Maintenance and Use

Presently, the Authority is providing maintenance for a secondary use of the trail for what is normally a municipal service, paid for by residents through tax dollars. Money that should be going into recreational development along the trail is allocated to road maintenance. The municipalities encouraged the Authority to acquire the trail in 1988 as part of the public review. The municipalities along the trail benefit from tax dollars paid by the property owners and recreational users.

The Authority is concerned that substantial sums of Authority general municipal levy go towards the secondary use of the trail and its maintenance as a road. The MVCA does not maintain roads in other municipalities. Authority funds should only go towards recreational uses. Following the 1988 public review informal agreements between the three municipalities and the Authority resulted in some financial support for trail maintenance.

These agreements have proven to be unsatisfactory because of the amount of support and the lack of formal documentation. The Authority has charged a special levy towards benefitting municipalities in the past (ie. McLarens Landing Project). The municipalities could be asked to enter into a long-term lease agreement to insure annual financial support for maintenance and the secondary use of the trail as a road way.

4.2.3 Option #2 - Property Owners Using the Trail for Access Charged a Fee Through Secondary Use Agreements

One option to assist the Authority with the cost of maintenance would be to charge a fee to property owners along the trail.

Certain property owners have indicated that they would not object to being charged a user fee, if it would mean that the trail was better maintained. This would also apply to seasonal owners who only use the K&PTCA during the summer months. One concern with this option is whether the MVCA can legally do this. Residents might object which would affect public support for the Authority. This option might prove to be very impractical to implement.

4.2.4 Option #3 Secondary Use Agreement for Crown Land Access

A secondary use agreement could be drafted between MVCA and the MNR districts concerning the use of the trail as a fire road and loggers using the it to access Crown Land. A maintenance fee would be charged to alleviate the costs. In the past, secondary use agreements between the Carleton Place district and the Authority has permitted logging access and provided a small fee for maintenance.

There are three MNR districts that the K&PTCA crosses through; Carleton Place, Pembroke and Tweed. Tweed district has no apparent need to use the trail for crown land logging access. Carleton Place and Pembroke districts have long term interest in the trail for logging access. The Authority is seeking a substantial initial access fee to bring sections to be used for logging access up to an acceptable standard and to decrease present liability risks. In addition, an annual maintenance fee will be charged based on an estimated percentage to maintain the trail bed the loggers use.

Private loggers would have a secondary agreement with the MVCA including a yearly fee accompanied by required specific maintenance tasks or compensation(also see section 4.3 LOGGING).

The trail also allows MNR fire protection access to areas that would otherwise be inaccessible. For this use the MVCA is not compensated eventhough the cost to build and maintain a fire road would be expensive.

4.2.5 Option #4 - User Fees for Recreational Purposes

This option is an avenue of funding that would see everyone on the trail paying for use. There are several approaches that could be pursued. The Authority could charge users groups or individuals an annual users fee. This approach would be labour intensive and difficult to monitor and enforce. Another example could be a fund raising appeal to solicit donations/assistance towards trail maintenance and recreational development. This would still require staff time with the onus being on the individuals and clubs to contribute, a goal that may not be realistic.

Generally, charging a user fee for recreational purposes would not be a popular idea with the public who have had unlimited use of the K&PTCA for the last 20 years.

4.2.6 Option #5 - Funding through MVCA General Levy

Providing funds from general levy for maintenance of the K&PTCA is an option which could continue in the future. The K&PTCA is an approved Authority project and the MVCA will continue to provide approximately \$5,000 annually towards maintenance of the Conservation Area. However, the MVCA cannot be expected to increase this amount to the level required to adequately maintain the trail for its secondary use as a roadway.

4.2.7 Option #6 User Fee for Bell and Hydro Service Corridors

There are a number of locations along the trail which Bell Canada and Ontario Hydro could not access if the K&PTCA did not exist. The feasibility of establishing a user fee and easements could be investigated. Funds from this arrangement could be used for trail development. Again, legal questions might arise with this option but it would be a source of revenue to use towards the great costs of maintenance and development. The trail provides a continuous link or corridor through this area.

4.2.8 Recommendation

All the six funding options addressed are feasible but vary in degrees of difficulty to implement. Options #1, #3 and #5 are the recommended funding avenues that the Authority will opt for at this time. Option #1 identifies that the benefitting municipalities should be charged a special levy for use and maintenance. Option #3 suggests that secondary use agreements and fees be implemented for all loggers using the trail for access to cutting areas and as a fire road. The MNR districts will be asked to contribute funds through agreements to bring logging access sections of the trail up to better standards to decrease liability risks. Private loggers will have to contribute to have logging access. Option #5 will be the continued contribution of Authority general levy for recreational maintenance of the trail.

4.3 LOGGING ACCESS

4.3.1 Background

The K&PTCA is used by heavy vehicles to access logging areas. The main issue with logging trucks is that this secondary use is conflicting with the primary recreational use of the trail. One concern of the MVCA is that both MNR loggers cutting crown land and private loggers cutting private land travel the trail and could endanger persons using it for recreational purposes. The trail is narrow and logging trucks could meet other vehicles, should an accident occur, the MVCA could be faced with major liability. Logging trucks pose a threat to safety on the trail because trucks leave little room for passing or maneuvering. Their impact on road maintenance is great and in the winter sanding and salt negate the efforts of grooming for snowmobiles.

The K&PTCA passes through three MNR districts; Tweed, Carleton Place and Pembroke. The majority of logging vehicle use takes place in the Carleton Place District. A secondary use agreement for loggers accessing crown land was drafted between MNR and MVCA in 1982. It stated that the portions of the trail used by logging vehicles to access Crown licences would be maintained by the operators and, if not completed, would be subject to the costs of MVCA maintenance work. In 1984, a letter of understanding was formed in which the MNR agreed to provide \$3000 per year for that secondary use and cover the cost of maintenance which the MVCA would carry out. The MNR also agreed to create a snowmobile detour from the K&PTCA to allow for continued logging throughout the winter along the trail. This agreement was in place until 1988.

With the private loggers, a separate secondary use agreement was formed in 1982 which included regulations concerning their use of the trail. These secondary use agreements have not been used for the last several years.

4.3.2 Option #1 - No Logging Vehicles

Closing the K&P Trail to logging vehicle would eliminate concerns associated with these heavy vehicles. This option would reduce the amount of road and bridge maintenance that is necessary and eliminates liability concerns related to logging. However, the Ministry of Natural Resources would have concerns as it receives stumpage fees from the logging on crown land. This decision would cause a number of private loggers to have to find alternate access to private land and could lead to a decrease in public support. A private logger, once wrote to the MVCA, "Since the prime mandate leading to the building of the K&P Railway in the first place in the 1800's was to provide access for the removal of resources ("the road to resources"), we find it impossible to understand why those uses of the old right-of-way should not continue to be the transportation of local wood products from adjacent areas that have no alternative access."

There is concern as to whether the MVCA can, legally, remove this access which has been used for many years.

4.3.3 Logging Option #2 - Permit Logging Vehicles

Allowing the K&PTCA to be used as an access route for logging vehicles would satisfy the MNR districts and private loggers. It does, however, increase liability and maintenance concerns.

A secondary use agreement with private loggers would help resolve the problems of liability and maintenance. These secondary use agreement would control the access to the trail, thus reducing the Authority's liability and provide a users fee to offset maintenance costs.

A secondary use agreement with the MNR would be a long term arrangement in which they assist the MVCA with any development and maintenance being done along the trail to permit logging. The three districts involved are Carleton Place, Tweed and Pembroke. Crown land logging access exists in the Carleton Place and Pembroke districts at this time. The Authority is seeking a substantial initial access fee to raise sections of the trail to acceptable standards and to implement an annual maintenance fee.

In both cases, the loggers would assume all legal responsibility and liabilities for vehicles associated with the logging operation and hold the MVCA harmless from any claims, damages or charges arising from incidents involving vehicles associated with the logging operation.

4.3.4 Recommendation

The first option would be controversial because of the possible public opposition and conflict with MNR and private loggers. From a legal standpoint, the Authority may not have the right to restrict logging access. The recommendation is that the MVCA permit the use of the K&PTCA to access logging sites with secondary use agreements enacted with both MNR and private loggers including a user-fee, condition of use and specific maintenance/development responsibilities.

4.4 SNOWMOBILING

4.4.1 Background

The trails forty kilometre continuous length has great appeal to snowmobilers as it passes through scenic semi-wilderness areas. In the past the MVCA has taken different approaches to maintaining the trail for snowmobiling. Prior to 1983, maintenance by the Authority included brushing the trail with snowmobiling in mind and grooming of the track by Authority staff using MVCA equipment. The concern of the MVCA was that the costs to carry out this task was prohibitive.

Beginning in 1983, an agreement was formed outlining that the local snowmobile clubs would groom the trail and the MVCA, in consideration for the trail grooming and maintenance of parking areas, would pay each club \$65.00 per kilometre for their respective sections. The K&PTCA passes through four Snowmobile Club jurisdictions: the Snow Road Snowmobile Club, the Robertson Lake Snowmobile Club, the Ompah Snowmobile Club and the Calabogie Snowmobile Club.











A bypass was provided for snowmobilers between Folger Road and Clyde Forks in order to prevent accidents between snowmobiles and logging trucks. In 1987, the MVCA ceased to contract the services of these clubs in grooming the K&PTCA due to budgetary constraints, leaving it within the prerogative of each club to continue to groom the trail if the so desired.

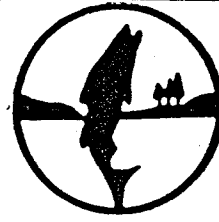
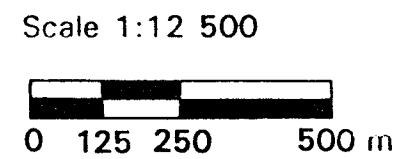
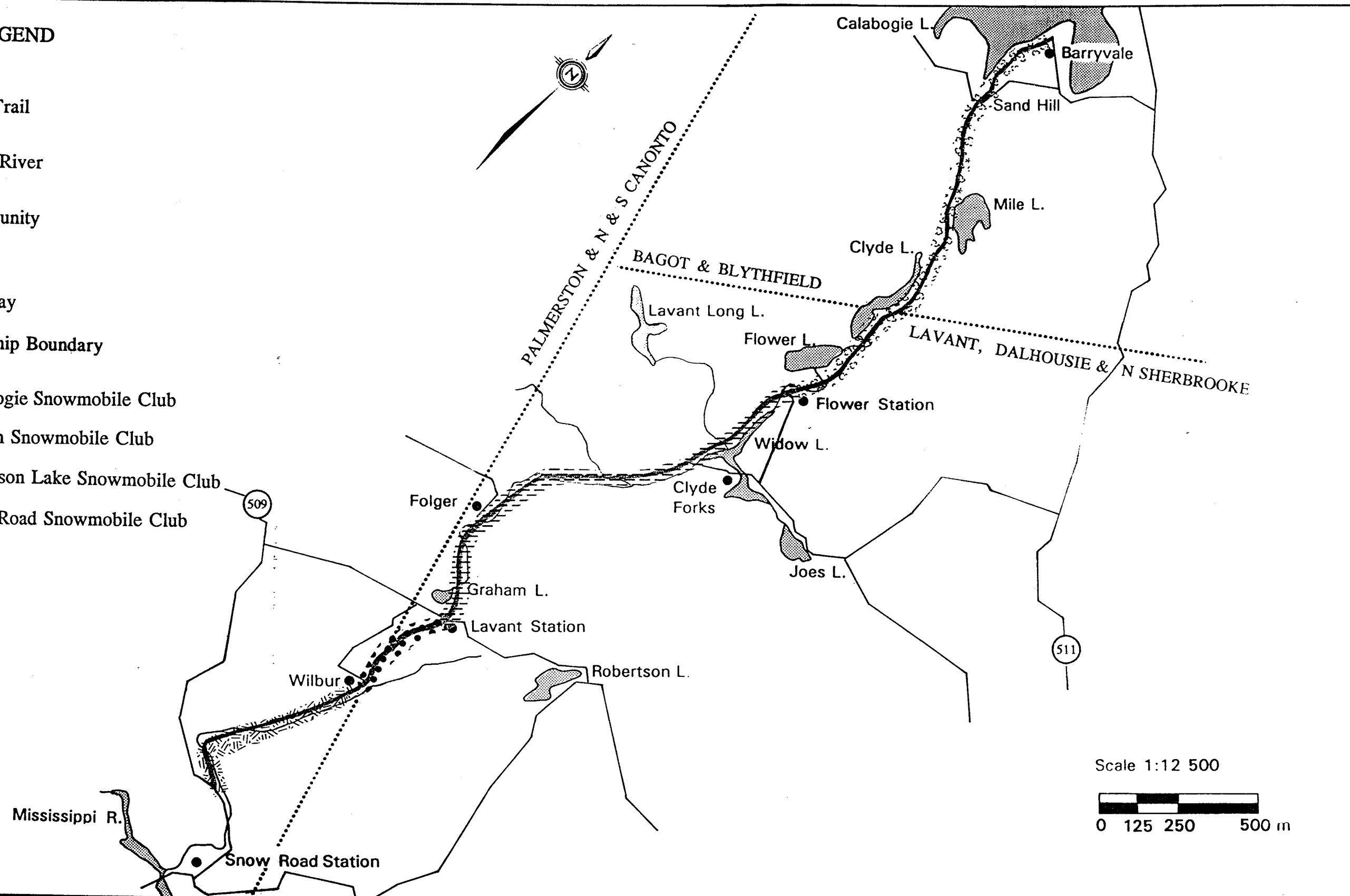
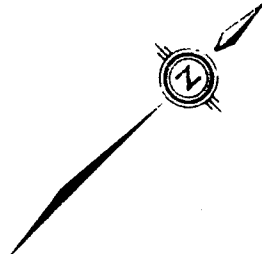
In 1989 the Authority re-examined this situation. A land use permit was drafted between the clubs and MVCA stating that the clubs will maintain and groom the trail to an acceptable standard and share liability with the MVCA but still recognize that the trail is intended for multi-use recreation. To offset the financial burden of grooming the trail to Ontario Federation of Snowmobile Club (OFSC) standards, the clubs signed a letter of intent that require users to have an OFSC permit. Trail permits are required in order to travel on the K&PTCA by snowmobile except for property owners using the trail for access to their property or service people on duty.

4.4.2 Option #1 No Maintenance of Trail

Since snowmobiling is the most active recreational use, eliminating maintenance would only serve to hinder the popularity of the K&P trail. Snowmobilers would probably continue to use the trail causing liability concern because they would have greater risk of accident and injury on an ungroomed and unbrushed trail. Not providing maintenance on the K&PTCA would eliminate the need for grooming, some brushing and administrative time to organize club contracts but there would also be decrease in public support and usage. This option leaves the Authority in a vulnerable liability position because it does nothing to improve or protect against potentially hazardous situations. Snowmobiling is recognized by the Authority as the primary recreational use of the trail and not supporting this activity is contrary to the prime objective.

LEGEND

-  K&P Trail
-  Lake, River
-  Community
-  Road
-  Highway
-  Township Boundary
-  Calabogie Snowmobile Club
-  Ompah Snowmobile Club
-  Robertson Lake Snowmobile Club
-  Snow Road Snowmobile Club



Mississippi
Valley
Conservation
Authority

**K&P TRAIL
CONSERVATION AREA**

**SNOWMOBILE CLUB
JURISDICTION**

MAP 6

4.4.3 Option #2 MVCA Maintains the Trail

The MVCA could consider maintaining the trail in the future. If the Authority were to maintain the trail the major drawback would be the cost and staff time for grooming and brushing, and an increase in administrative time. Currently, the Authority does not have the time to devote to this function.

4.4.4 Option #3 - Ontario Federation of Snowmobile Clubs Maintain the Trail

Federation Clubs are the strongest allies for the trail and encourage local support. When Ontario Federation of Snowmobile Clubs maintain the trail it is done to an acceptable standard. The clubs regularly and systematically groom and brush the trail with expertise because they maintain kilometres of trails within their own districts. The clubs also share in liability through their own insurance policies, rules and guidelines and a thorough signage system on the trail that snowmobilers are familiar with. The OSFC objectives are to provide a province-wide snowmobile trail system open to all qualified snowmobilers, to improve safety standards and to eliminate instances of trespass. In addition, the MVCA receives promotion of the trail through the maps and brochures that the OFSC distribute throughout Ontario. Snowmobilers pay a permit fee, giving them unlimited use of the K&P Trail Conservation Area and other trails. A small number do object to having to pay to use a Conservation Authority Trail because they feel that it is public land.

4.4.5 Option #4 Designated for Snowmobile Use Only

The primary use of the trail during the winter months is as a snowmobile trail. The snowmobile clubs can better maintain and groom the trail if other vehicles are restricted. Providing access for other recreational vehicles i.e. cars, trucks, ATV's etc. is not the intention during this time. The exception to this is in certain sections where the trail is required to provide access to residents or for logging vehicles. Grooming the trail requires an enormous amount of the snowmobile clubs time and energy, other vehicles using the same trail can ruin all that effort.

The snowmobile season is considered to be December 15 to March 31. The trail will be posted and signed to inform the public that the trail is restricted to snowmobile access only with the above mentioned exceptions. Notices will be printed in the local papers informing the public about the trail uses and winter restrictions.

4.4.6 Recommendations

Option #1 is totally contrary to the Authority's primary objective of recreational use. Option #2 would be too labour intensive and time consuming as the MVCA does no winter trail maintenance at this time. Options #3 and #4 are recommended. Option #3, continuing to have

the Federation Clubs maintain the trail is the most realistic option for maintenance. The clubs have the expertise and the equipment to maintain the trail to acceptable standards. They also share in the liability and work to promote the trail to the public. Option #4 states that designating the trail use for snowmobile use only reduces liability concerns while still providing access in required areas.

SUMMARY OF MANAGEMENT ISSUES

BACKGROUND - RECREATIONAL VERSUS NON-RECREATIONAL USES

The primary source of conflict has been between the recreational uses of the trail and its uses as a road. In the early 1970's, the Authority entered into a leasing agreement for the trail because of its recreational potential. However, the secondary uses of the trail as a roadway has overshadowed the original objective of recreational use. The main problems resulting from conflicting uses are:

1. Liability risks between recreational uses and vehicular secondary uses.
2. Costs associated with maintaining the trail surface to adequate standards expected by secondary users and in some instances to a safe standard.
3. Resources that the Authority has to apply towards the primary recreational uses rather than the secondary use demands of the trail.

| OPTION | PROS | CONS |
|---|---|---|
| 1. No vehicular traffic | <ul style="list-style-type: none"> - reduce road & bridge maintenance - reduce administrative time to deal with access issues. - reduce liability - increase funds for recreational uses | <ul style="list-style-type: none"> - cut off year round residents & cottage access - cut off forest access - restrict some recreational uses (hunting & fishing) - negative response from public by restricting previous uses - legality, is it within the Authority's rights? |
| 2. Improve trail to a road standard. -two lane road with a 20 metre dedicated right of way. | <ul style="list-style-type: none"> - liability and access issues negated | <ul style="list-style-type: none"> - unrealistically high costs, possibly unfeasible - no funding source ie: MVCA not eligible for MTO funding - primary recreation component lost |
| 3. Designating Areas as Recreational or Vehicular | <ul style="list-style-type: none"> - decreases liability - compromise between access road and recreational trail | <ul style="list-style-type: none"> - loss of linkage for the entire trail - legality? - negative public response - difficult to monitor & control |
| 4. Improve the trail to reduce MVCA liability and permit both recreation and non-recreational uses. | <ul style="list-style-type: none"> - adequate safety measure in place - decreases liability - maintains multi-use nature of the trail - increase in public support in favour of multi-use | <ul style="list-style-type: none"> - more administrative and maintenance time - increase in costs |
| 5. Permit non-recreational vehicle use through secondary use agreements. | <ul style="list-style-type: none"> - primary use remains recreational - agreements to be reached with all secondary users ie: MNR, private loggers, cottagers, year-round residents - reduce liability - less administrative time spent in long run | <ul style="list-style-type: none"> - still some liability concerns - legality? |
| 6. Transfer Sandhill through Barryvale section to Township of Bagot & Blythfield | <ul style="list-style-type: none"> - reduces liability because this section has high vehicle usage by cars and logging trucks - reduces administrative & maintenance costs because this section has been a | <ul style="list-style-type: none"> - recreational linkage for the last 3 km could be lost |

6. Transfer Cont'd.

- source of concern in the past.
- Township is interested in maintaining the trail for recreation
- this section is not in MVCA watershed, diverts money & staff time back to our own jurisdiction.
- some residents and township are supportive about transferring ownership.

Recommendations:

Options # 4, 5, 6 - The Authority will improve the trail to reduce liability, enter into secondary use agreements with non-recreational users and to transfer the Sandhill through Barryvale section to the Township of Bagot & Blythfield.

BACKGROUND - SNOWMOBILING

Snowmobiling is the major recreational use for the trail during the winter. The K & P crosses through the boundaries of four Ontario Federation of Snowmobilers Clubs; Calabogie, Ompah, Robertson Lake and Snow Road Snowmobile Clubs. The Authority has to decrease its liability and maintenance costs while maintaining acceptable snowmobiling standards. In 1989, the Authority entered into a land use agreement with the four clubs to maintain and incorporate the K & P into their Federations trail network. The agreement allows the clubs to warden certain points along the trail to monitor snowmobilers for user permits.

| OPTION | PROS | CONS |
|---|---|--|
| 1. No maintenance of trail | <ul style="list-style-type: none"> - no need for maintenance | <ul style="list-style-type: none"> - increase liability concerns - increase risk of injury - safety? - decrease in public support - why not support primary recreational use? |
| 2. MVCA maintains the trail | <ul style="list-style-type: none"> - increase in control of the trail | <ul style="list-style-type: none"> - unrealistic increase in costs & staff time - outlay of costs for equipment, etc. |
| 3. Federation Clubs maintain the trail | <ul style="list-style-type: none"> - clubs have more expertise to groom trails - clubs groom trails as part of their network - share liability with the Authority - clubs are well organized to promote standardized safety procedures & signage - increased publicity and promotion | <ul style="list-style-type: none"> - some view trail as public land and not open to federation fee - can restrict vehicle traffic in certain sections |
| 4. Designate trail for snowmobile use only. | <ul style="list-style-type: none"> - reduces liability risks involving other users - still allows access to certain sections for permanent residents and loggers | <ul style="list-style-type: none"> - excludes some recreational users & property owners - severs the continuous linkage of the trail during the snowmobile season |

Recommendations:

Options # 3 & 4 - Continue to have the snowmobile clubs maintain the trail and designate the trail for snowmobile use only. The clubs will maintain the trail to an acceptable standard while decreasing and sharing the liability. By designating the trail for snowmobile use only, the Authority will further reduce its liability risk while still allowing access in required areas. The snowmobile clubs will be better supported in their grooming & maintenance efforts by designating trail for snowmobile use only.

BACKGROUND - FUNDING

The cost to adequately maintain the trail bed is not available under the current levels of the Conservation Areas Maintenance budget. While the Ministry of Natural Resources will fund for recreational development they will not fund the Authority for trail bed maintenance and the Authority is not eligible for the Ministry of Transportation funds. Currently, the Authority must apply for 100% municipal levy dollars towards the maintenance of the trail.

| OPTION | PROS | CONS |
|---|---|--|
| 1. Benefitting Municipalities assessed special levy for maintenance. | <ul style="list-style-type: none"> - Authority Municipal levy goes to recreational function - municipalities supported the Authority purchase of the trail & tax dollars directly benefit local residents | <ul style="list-style-type: none"> - benefitting municipalities may object to a substantial special levy |
| 2. Property owners using trail for access charged a fee through secondary use agreement. | <ul style="list-style-type: none"> - some property owners are open to this option for a maintained road - offset some costs | <ul style="list-style-type: none"> - some property owners opposed to this option - legality of a user fee? |
| 3. Secondary use agreement for crown land access. | <ul style="list-style-type: none"> - maintenance agreement to alleviate costs - provides funding to bring sections up to standards required for logging & fire protection access roads | <ul style="list-style-type: none"> - MNR and private loggers possibly opposed to this option |
| 4. User fees for Recreational Purposes. - users to pay a yearly fee | <ul style="list-style-type: none"> - more funds invested into the conservation area | <ul style="list-style-type: none"> - not publicly popular - require more Authority administration and policing - why charge for service the Authority is supposed to provide? |
| 5. Funding through MVCA General Levy - the provision of Authority money for Conservation Area Maintenance. | <ul style="list-style-type: none"> - a legitimate expenditure at acceptable levels for recreational use only | <ul style="list-style-type: none"> - level of funding can not increase - amount is inadequate to bring trail up to roadway standards |
| 6. User fee for Bell & Hydro Service Corridors | <ul style="list-style-type: none"> - generate revenue | <ul style="list-style-type: none"> - limited revenue for the level of maintenance and development needed on the trail - legality? |

Recommendations:

Options # 1, 3, 5 - The benefitting municipalities will be charged a special levy for maintenance. A secondary use agreement for crown land access with MNR and private loggers will be enacted. The Authority will continue to fund the trail maintenance through its general levy at current levels.

BACKGROUND - LOGGING ACCESS

Heavy logging vehicles use the trail to access both private and crown land forests. The Authority's concerns involve the liability a logging truck /other vehicle/recreational user could cause. The following two options decrease liability and assist with maintenance.

| OPTION | PROS | CONS |
|--|---|---|
| 1. No Logging Vehicles - eliminates liability concerns and damage due to logging trucks. | <ul style="list-style-type: none"> - decreases liability concerns - decreases maintenance needs | <ul style="list-style-type: none"> - MNR opposition due to lost stumpage revenue - private loggers land locked - decreased public support and poor public image - legality? |
| 2. Permit Logging Vehicles - secondary use agreement to provide conditions of use and funding | <ul style="list-style-type: none"> - MNR and loggers supportive - secondary use agreements | <ul style="list-style-type: none"> - increase in liability - increase in maintenance of trail |

Recommendations:

Permit logging vehicles through a secondary use agreement including user and maintenance fees, specific liability and other conditions for use assigned to both MNR and private loggers.

5.0 DEVELOPMENT PROPOSALS

5.1 Liability Analysis

At the request of the MVCA, an inspection of the major properties was made in September, 1990 by Reed Stenhouse Limited. The purpose of the inspection was to physically review the operations of the Conservation Area relative to liability exposure.

5.1.1 Recommendations for the K&PTCA

- 5.1.1.1 The present posted speed limit of 50 km/hr is too high for this trail when you consider the road is single lane and used jointly by hikers, loggers, autos and all-terrain vehicles. The maximum speed should be posted at 30 km/hr.
- 5.1.1.2 Where the trail crosses a public or private road, standard, full size stop signs should be provided.
- 5.1.1.3 Since the road is a single lane, more pullover areas should be provided to facilitate safe passing. This is especially true in the area that is used by the logging trucks.
- 5.1.1.4 The wooden structure at Flower Station should be demolished or restored. In its present state of deterioration, it is a serious safety exposure to anyone climbing on it. Since it is an allurement to children, it should be posted as an unsafe area now, until the Authority determines the future of the structure.
- 5.1.1.5 The Peterson Creek Bridge should be improved as follows:
 - (a) Posts should be installed for 30 ft. on both sides of the road on both sides of the bridge to prevent a vehicle slipping off the road and going down the steep embankment to the river bed below.
 - (b) The railing on the bridge is too low and should be increased to a height of at least 48 inches.
- 5.1.1.6 The road embankment near the lake, past Flower Station, is quite steep and should be provided with posts to prevent vehicles from sliding down the embankment.
- 5.1.1.7 The present arrangement of the exit and entrance at Highway 509 appears unsafe, as visibility is limited. The upper entrance should be closed or, alternatively, the line of sight should be improved by removing the vegetation.

5.2 RECREATIONAL DEVELOPMENT

Within the parameters defined by the MVCA policy and physical constraints, the K&PTCA will be developed as a recreational linkage system with facilities to improve recreational use along the trail. The addition of a few new features will greatly enhance the image and appeal of the property for the public. The development requirements are:

5.2.1 Visual Character

Most views within the Conservation Area are severely restricted and tend to be a "tunnel view", especially considering that the K&PTCA is most often viewed from a moving vehicle. There are several interesting features along the Trail which could be brushed and cleared thus directing vision to the side, creating visual interest.

5.2.2 Signs

A compartment in which K&PTCA brochures can be found needs to be maintained attached to each of the large information signs at the major intersections along the trail. A map should be on the sign, identifying various intersections, lakes and communities along the way, and generally updated. Separate signage will identify scenic vistas along the trail. All signs along the trail should be uniformly painted.

5.2.3 Entrance Areas

The two main entrance areas, north at Barryvale and south at Highway 509 need new improved signage. The parking areas should also be better defined with wooden posts fences and the brush cut to improve the appearance of the entrance areas. The snowmobile ramps should be replaced or disposed of since, in their present state they are unsafe and unsightly.

5.2.4 Rest Areas

The rest areas need to be identified with a small sign, parking space needs to be improved where possible and garbage cans replaced, if necessary. To improve rest area facilities, it may be necessary to replace washrooms and shelters, brushing is needed and firepits cleared out. The shelter at Ompah siding needs to be moved to a more scenic location. Camping will not be encouraged. Picnicking will be encouraged by placing more picnic tables at the rest areas.

The MVCA could add to the beauty and enjoyment of the K&PTCA by enhancing its water frontage at certain rest areas. If lakeshores were made more accessible by clearing trails to the water, then more people could hike to the lakes to swim or picnic.

Furthermore, the MVCA should improve the boat launches into the lakes. This would increase the fishing and boating enjoyment for the users of the K&PTCA. Signs at the rest areas could identify the boat launches.

5.2.5 Interpretation

Promotion of the K&PTCA, to increase its profile in the watershed and among interest groups, schools and the general public is required. Designing a new brochure for the K&PTCA would be a good source of communication between the MVCA and the public concerning guidelines for the trail. It would contain more user and safety information. A second new brochure would identify a post and pamphlet system for the trail as well as historical information on the railway, natural history and geological features.

5.3 TRAIL BED DEVELOPMENT

5.3.1 Pull Offs

The development of more pull offs to allow two vehicles to pass along the trail is required. As identified in the Liability Analysis, the pull offs should be established as frequently as feasible preferably every 1/2 to 1 kilometres. The pull offs should be approximately two metres wide and ten metres long. The pull offs will facilitate safe passing, especially in the area that is used by the logging trucks.

5.3.2 Trail bed Condition

To maintain the Trail surface for comfortable recreational use and safe automobile use, it needs to be crowned and ditched for almost the entire length to ensure proper drainage. A good bed for surface material (ie.gravel) needs to be added since many sections are bare soil and can not be maintained until this development work is done. This standard would be defined as follows:

"that the trail be adequately maintained so that a vehicle can safely travel over it at or below the posted speed limit."

The road embankment near the lake, past Flower Station, is quite steep and should be provided with posts to prevent the possibility of vehicles from sliding down the embankment.

5.3.3 Mine Site at Flower Station

The liability analysis identified that this wooden structure be demolished or restored. In its present state of deterioration, it is a safety hazard to anyone who might climb on it. Since it is an allurements to children, it should be posted as an unsafe area, immediately, until its future is

determined. The Authority would like to retain this if at all possible since at one time it was a pull off for an iron ore mine site for Bethlehem Steel. The structure that is visible is what remains of the water tank that was used to fill the tank on the trains to produce steam.

5.3.4 Signage

The current three or four sided general information signs contain the following information:

- this trail is provided for public enjoyment
- two way traffic uses the trail
- 2400 kilograms load limit
- 50 km per hour speed limit
- shelters and pit privies provided
- light fires only in the fire pit and put them out
- thank you for leaving the trail as you found it

The following changes and additions are proposed:

- speed limit change
- identify pull offs
- identify use of the trail for logging

All signage must be uniform along the trail. Regulation stop signs have been erected at all intersections to serve cars and snowmobiles. In addition, the MVCA will continue to identify private property belonging to Mr. Sargeant at Snow Road.

5.3.5 Snow Road Access

The present arrangement of the exit and entrance at Highway 509 is unsafe, as visibility is limited. This access needs to be improved to reduce liability and make it easier for the public to enter and exit.

5.3.6 Speed Limit Reduction

The liability report suggests that the posted speed limit of 50 km per hour is too high for this trail considering that it is single lane and used jointly by recreational and non-recreational users. The report suggests that the maximum speed should be posted at 30 km per hour. The MVCA plans to reduce that further to 25 km per hour. Speed limit signs will be erected along the trail.

5.3.7 Bridges

There are four bridges along the K&PTCA. The Petersen Creek bridge needs improvement from a liability stand point. Posts should be installed for 30 feet on both sides of the road on both sides of the bridge to prevent a vehicle slipping off the road and going down the steep

embankment to the river bed below. The railing on the bridge is too low and should be increased to a height of at least 48 inches. The two bridges at Widow Lake and the bridge at the Snow Road appear to be fine. A structural analysis of all the bridges should be undertaken to determine their load carrying capacity.

5.3.8 Culverts

There are approximately ten culverts along the trail. Eight of them need to be replaced. Seven of these are smaller culverts and one is very large.

5.3.9 Brushing

General brushing along the trail will keep the roadway clear and safe in the overgrown sections. Regular inspection will serve to keep the trail clear of brush that falls during the year.

5.3.10 Beaver Dams

The most serious problem with Beaver Dams is their affect on drainage along Wilbur Flats. Dams only need to be removed when they cause a problem along the trail. Beaver dams are a continuous problem that is very costly to address. The Authority will encourage trapping to control the beaver population adjacent to the trail and alleviate the flooding problems. Where a dam has to be removed, permission will be obtained before crossing private property.

6.0 MAINTENANCE

Maintenance of the trail will require regular inspection and clean up work all year round especially during the months of May to October. Winter maintenance will be divided between the Authority, the snowmobile clubs and secondary-users through a special agreement. Maintenance will specifically try to alleviate safety and liability concerns arising from the multi-use nature of the trail and maximize staff outputs while reducing staff maintenance time.

Major upgrading of sections of the trail bed will help resolve maintenance concerns and will be scheduled into the annual work plan. Regular clean up maintenance will include removal of trail debris and garbage, cleaning and re-stocking of washroom facilities and brochure boxes. Minor repairs to facilities, trail bed, structures and signs will be done as required. Design and construction techniques will adhere to the "maintenance reduction by design" principle initiated for all conservation areas.

Weekly (May to October), Bi Weekly (November to April)

- clean washrooms
- replenish supplies - washroom, brochures, comment sheets
- garbage collection
- inspect trail bed, pull offs, parking lots, recreational facilities and signage and repair if possible or record for future action
- clear away debris

Weekly (December to March)

Snowmobile Clubs will:

- clean washrooms
- replenish supplies - washrooms and brochures
- garbage collection
- brushing and grooming the trail as required
- install, inspect and repair snowmobile signage

Yearly (May - November)

- major brushing along designated sections of the trail
- major trail bed maintenance ie. grading and addition of fill.
- inspect beaver dams and remove when necessary