

ACTIVE TRAVEL TRAIL FEASIBILITY STUDY

Municipality of Killarney

PUBLIC INFORMATION CENTRE #1

July 26, 2023



STUDY PURPOSE

- The Municipality of Killarney is undertaking a feasibility study to determine if the concept of an active travel (non-motorized) trail between the Village of Killarney and the main entrance to Killarney Provincial Park is feasible.
- A wilderness trail would provide Killarney residents, park visitors, cottagers and tourists a safer option of active transportation between the Village and the Park, including a defined location for the safe crossing of Highway 637.
- In addition to providing users with a safer transportation route to access the Park and all it has to offer; a trail will promote more people in the community becoming active. The approximate length of the trail would be 10 kilometers.

PUBLIC INFORMATION CENTRE

- The purpose of this Public Information Centre (PIC) is to identify the opportunity presented by a town to park trail and provide alternative solutions for the trail route and trail facilities.
- Public input and comment are invited, for incorporation into the planning, design, and implementation of this project. Subject to the necessary approvals and comments received, the Municipality of Killarney intends to proceed with the detailed design and construction of this project should the results of this feasibility study be supportive and appropriate funding be secured.
- To help identify the preferred solution, please fill out and return a Public Survey Sheet which is available at the PIC sign-up desk or online at the Municipality of Killarney website.
- Following the PIC and after public response has been collected and assessed, the project team will identify and recommend the preferred solution to Killarney Council.

TRAIL USE - COMMON PRACTICES

Best practices from several active travel trails in the Central and Northeastern Ontario Region have been studied to determine common features and best practices.

- Trail Construction – Typically 3 metres wide surfaced with crusher dust/screenings for active travel use, hard surfaced (paved) over shorter sections meeting Accessibility for Ontarians with Disabilities Act (A.O.D.A.) requirements.
- Water and Wetland Crossings – Typically culverts for small intermittent streams and bridges for wider rivers. Also elevated boardwalks (Lilly Creek, Sudbury) or floating trails (Huntsville) are used to cross bays or wetland areas.
- Trail Operation – 2 season use (summer and fall) or 4 season use (entire year).
- Promoted Trail Activities (Summer) - Walking, running, A.O.D.A. (partial), biking, pets on leash, natural and cultural education.
- Promoted Trail Activities (Winter) – Walking (if plowed), snowshoeing, skiing, skating, pets on a leash, natural and cultural education.
- Connectivity – Trails typically connect the trailhead with areas of interest or public use such as Perry Avenue, Killarney Outfitters and Killarney Provincial Park.

ACTIVE TRAVEL TRAIL SURFACES



NATURAL



SCREENINGS



PAVED



CURB AT EMBANKMENT

TRAIL FACILITIES – BEST PRACTICES

The following facilities and features are best practices of trails similar to the proposed Killarney town to park trail:

- Trailhead – Well marked with trail sign at street entrance and parking.
- Wayfinding signage – At trailhead and along trail at regular intervals.
- Restrooms – Typically at trailhead with or without water bottle filling station.
- Lighting – Typically the parking lot is lit, some shorting sections of the trail could also be lit, particularly if winter use is proposed.
- Education Stations – Typically education kiosks, if provided, are at viewing locations or at locations of significant natural or cultural heritage.
- Rest Stations – Typically provided along the trail at regular intervals and/or viewing locations. Benches, bike stands and waste receptacles are typical.
- Exercise Stations – Such as chin-up bars can be combined with rest stations but should be near or at Trailhead for access should the promoted exercise result in injury.

TYPICAL TRAIL FACILITIES



TRAILHEAD SIGN



EDUCATION STATIONS



REST STATIONS



EXERCISE STATIONS

SPECIAL FEATURES



BRIDGE OVER RIVER



HIGHWAY CROSS-OVER



ACCESS CONTROL GATE



PUBLIC RESTROOMS

ACCESSIBILITY (AODA) – BEST PRACTICES

Accessibility for Ontarians with Disabilities (AODA) should be considered in all public space design including trails and parking. Typical requirements:

- Accessible Parking
- Wayfinding Signage
- Stable Surface Treatments
- Accessible Bridges and Ramps

ACCESSIBILITY (AODA) CONSIDERATIONS



ACCESSIBLE PARKING



WAYFINDING SIGNAGE



ACCESSIBLE BRIDGES AND RAMPS



STABLE SURFACE TREATMENTS

TRAIL ROUTE OPTIONS

ROUTE OPTION 1 – Four Season Active Travel Trail along Hwy. 637

- Length 9.0 km
- Pros: Safety, access, 4 season use, low operational costs
- Cons: High construction cost, river crossing structure required

ROUTE OPTION 2 – Two Season Active Travel Trail primarily following existing Snowmobile Trail C107D

- Length 9.8 km
- Pros: Low construction cost, existing river crossing bridge
- Cons: Limited to 2 season use, access, operational costs

ROUTE OPTION 3 – Active Travel “Hybrid” Trail using west section of Option 1 and east section of Option 2.

- Length 10.6 km
- Pros: Low construction cost, existing river crossing bridge
- Cons: Limited to 2 season use

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