



Toronto and Region  
**Conservation**  
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**D R A F T**  
**TRAIL STRATEGY**

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Growing Our Legacy

SUBMITTED TO: REGIONAL WATERSHED ALLIANCE  
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## **PHOTOGRAPHY CREDITS**

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We would like to express our appreciation to our following partners for their co-operation and contributions: the governments of Canada and Ontario, municipal and regional staff and various public and private agencies, boards, associations and grassroots trail groups.

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## **FOREWORD**

This foreword will be written as a professional and personal endorsement of the value of trails and greenways in supporting active living and the appreciation of nature in our communities.

Sponsor 1: Professional Athlete (To be added)

Sponsor 2: Public Health Figure (To be added)

## 1. INTRODUCTION

For more than 10,000 years, trails have woven through the forests, valleys and meadows of what is now known as the Greater Toronto Area (GTA). They were used by traders, hunters and fishers during the migration of Indigenous people and, later, by waves of settlers and immigrants. In the process, trails have become a defining feature of our urban landscape. Trails connect residents to nature and to each other and provide opportunities for community, recreation, active transportation and healthy living. They form a network of mobility, linking neighbourhoods in the Oak Ridges Moraine and the Greenbelt to the growing suburban and urban centres that frame Lake Ontario. Situated in the largest metropolitan area in Canada, Toronto and Region Conservation Authority (TRCA) area of jurisdiction is uniquely positioned with some of the most remarkable natural areas in our region. Making these special places accessible through trails – while growing, enhancing and protecting our greenspace system – is essential to preserving a high quality of life.

TRCA has a long history of nature-based trail planning, development and delivery. Over the past 60 years, TRCA has worked in collaboration with its regional trail community partners to provide responsible access to nature through scenic recreational trails and greenways. In 1989, TRCA proposed the concept of a regional trail network in greenspace that would connect the Oak Ridges Moraine and the Niagara Escarpment to the shoreline of Lake Ontario (see [Figure 1.a: Greenspace Plan \(1989\)](#)). Inspired by the successful establishment of the Bruce Trail, this proposed trail network would provide continuous public access through conservation corridors to the magnificent landscapes of the TRCA region.

TRCA has developed this network in partnership with community groups and all levels of government. Within our jurisdiction, there are currently over 500 kilometres of regional trails in greenspace connecting the municipalities of Mono, Peel, York, Durham and the City of Toronto, including sections of the Bruce Trail, the Lake-to-Lake Trail, the Oak Ridges Trail, The Great Trail and the Waterfront Trail. This network has become an important conservation mechanism to secure greenspace, mitigate climate change, improve human health and well-being, promote responsible public access and inspire environmental stewardship.

Our region is experiencing unprecedented urban growth. By 2041, our population is projected to increase by 40 per cent to reach close to 10 million residents (Ontario Ministry of Finance, 2017). Twelve of the Urban Growth Centres in the Growth Plan for the Greater Golden Horseshoe (Ontario Ministry of Municipal Affairs, 2017), including 25 new communities, are in TRCA's jurisdiction. Increasing the amount of greenspace in our natural system is a primary means to accommodate this projected urban growth while maintaining user experience and ecological function. We must proactively and sensitively locate our trail infrastructure to support these new communities while preventing environmental impact with this coming intensification.

Expanding greenspace and providing trails more equitably across our jurisdiction will provide nature-based amenities and recreation opportunities to underserved communities while improving our collective health and well-being. The creation of new trails, trailheads and neighbourhood linkages to our regional system will facilitate access to incredible destinations, allowing people to experience nature through the seasons. We must target our efforts and capitalize on development opportunities to realize these possibilities and service this growth according to our environmental planning policies and objectives. We must also secure adequate and sustainable investment in this community infrastructure that accounts for the full lifecycle costs of trails to maintain assets in a state of good repair to our desired level of service.

In response, TRCA has developed the Trail Strategy to provide a strategic vision for a complete regional trail network in greenspace that facilitates sustainable living in this next generation of trail building. As development accelerates, TRCA will employ this Strategy and partner with municipal colleagues, non-governmental organizations (NGOs) and the development industry to continue to acquire, protect and

enhance natural assets while connecting people to nature. Through this collaboration, ongoing public procurement of greenspace and the provision of scenic trail greenways will occur. At our doorstep, we have a precious hinterland network of nature-based recreation trails across the Oak Ridges Moraine, the Niagara Escarpment, our nine river valleys and the waterfront. By working together strategically, we can grow and maintain this legacy in support of complete communities, a thriving economy and a healthy environment.

## 2. PURPOSE

The TRCA Trail Strategy is a call to action to renew our collective efforts to complete, expand and manage the Greater Toronto Region Trail Network with this next generation of trails. Its purpose is to express TRCA's policy on regional trails in our greenspace system across our rapidly urbanizing watersheds. This Strategy defines a **regional trail** as a non-motorized trail primarily in greenspace that crosses municipal boundaries and connects communities throughout our region through recreation and/or active transportation uses. This Strategy defines **recreation** as passive, non-intrusive outdoor activities that facilitate enjoyment of nature, such as hiking, cycling, cross-country skiing and bird watching. This Strategy defines **active transportation** as any form of human-powered travel that facilitates active living as we move through the daily course of our lives, such as walking, jogging, cycling, cross-country skiing, snowshoeing, or using a wheelchair.

This Strategy serves as a framework to guide the planning, development and management of regional trails in the current landscape of urban intensification. It should be read in conjunction with The Living City Policies (TRCA, 2014), which state TRCA's environmental planning and development objectives, goals and policies for the provision of non-motorized recreational trails located within the natural system of our watersheds. The Strategy provides additional rationale to secure greenspace to increase the natural system while providing appropriately sited scenic greenways. As such, it should be used to support the objectives of the Terrestrial Natural Heritage System Strategy (TNHSS) (TRCA, 2007), the Greenlands Acquisition Project for 2016-2020 (GAP) (TRCA, 2015), the forthcoming update to the Greenspace Strategy (TRCA, 1989) and their future iterations. The Strategy also aligns with the Community Engagement Strategy (CES) (TRCA, 2017) by fostering sustainable citizenship toward realizing The Living City® vision. This Strategy will provide direction regarding regional trails for future TRCA planning documents, including Watershed Plans, Management Plans and Master Plans.

The TRCA Trail Strategy represents the first product of an ongoing TRCA Trail Program. It contains:

- A vision expressing what we want to achieve
- A concept describing our proposal
- Guiding principles to steer our efforts
- Context outlining dimensions of influence
- Strategic objectives to translate our vision into specific plans and projects
- Implementation plans to execute our concept
- An action plan outlining the strategic roadmap to achieve our vision

This document sets in motion the activities required to complete the network and the continuing management processes needed to sustain it. We encourage our partners and the public to use the Strategy to further our shared vision of a world-class network of trails that connects us to nature and to each other.

### 3. VISION

A complete regional trail network in greenspace that connects our growing communities to nature and to each other, supporting active living and enhancing our conservation legacy. Figure 3.a: Vision for a Greater Toronto Region Trail Network

### 4. CONCEPT

The concept for the Greater Toronto Region Trail Network realizes our vision by building on the existing regional trail system and capitalizing on current growth and development opportunities to strategically expand greenspace and trails through a variety of development mechanisms. For example, in the evolving areas of northern Vaughan, Richmond Hill, King, Mayfield and Bolton, opportunities exist for land acquisition to grow, enhance and protect habitat and provide trails. New communities coming to northern Markham and Seaton hold exciting prospects to acquire greenway corridors that would link the spectacular Rouge River and Duffins Creek systems to the Lake Ontario waterfront.

There are approximately 530 kilometres of regional trails in our greenspace system. The concept proposes almost 570 additional kilometres of trail to complete a regional trail system of 1,100 linear kilometres. It also proposes investment in 10 conservation destination areas to enhance the trail network and provide amenities. The proposed trail alignments are conceptual and represent goals. Where possible, conceptual trails are located within the natural system of our watersheds to provide a continuous trail system in greenspace. Where this is not possible, conceptual trails are located within the urban fabric of our communities to facilitate the goal of regional connectivity to greenspace, neighbourhoods, employment lands, transit and mobility hubs. In realizing these future connections, the detailed trail alignments, design and operation should avoid, mitigate and/or compensate for impacts to the natural system. Trails should be sited to avoid sensitive habitats, species and natural hazards, consistent with The Living City Policies (TRCA, 2014). Many of the conceptual trails extend beyond lands that TRCA owns or manages and require collaboration with member municipalities, private landowners and other agencies. The following is a summary of the concept for the Greater Toronto Region Trail Network.

Five trail typologies comprise the conceptual framework for the Greater Toronto Region Trail Network. These categories of trail are: Ridge, Valley, Corridor, Waterfront and Blue trails. Some of the trails described by these typologies are existing regional trails, while others are new corridors or gap connections.

- The **Ridge** trails feature the historic Bruce Trail, spanning the rugged Niagara Escarpment and the Oak Ridges Trail, stretching across the Oak Ridges Moraine.
- The **Valley** trails comprise existing north-south ravine and valley routes, including the Black Creek Trail, the Etobicoke Creek Trail, the Humber Trail, the Lower Don Trail, the Pan Am Path and the Seaton Trail, as well as proposed expansions of trails that traverse urban forests and valley lands.
- The **Corridor** trails provide additional east-west greenway linkages integrated into existing roadway, railway, pipeline and hydro corridors.
- The **Waterfront** trail stretches along the shore of Lake Ontario, connecting communities, parks and natural areas across the waterfront.
- The **Blue** trails propose opportunities to explore certain navigable shoreline areas of Lake Ontario and the mouths of the Humber, Don and Rouge Rivers and Duffins Creek.

This cohesive framework provides the backbone for building out the diversity of experience found in our regional trail network (see Table 4.a: Trail Typologies).

Ten destinations provide key places of interest throughout the network where visitors can be immersed in nature, experience year-round seasonal beauty and observe breathtaking scenery. The concept proposes investment in these conservation hubs to enhance the network as a world-class, nature-based trail experience.

- At the **Hills of the Headwaters**, the cliffs and caves of the Niagara Escarpment converge with the forests and hills of the Oak Ridges Moraine and nature can be explored at Glen Haffy and Albion Hills Conservation Areas.
- The largest area of interior forest habitat, as well as exceptional hiking, mountain biking, cross-country skiing and snowshoeing trails can be found in the **Forested Headwaters** at TRCA's East Duffins Headwaters properties.
- The **Kettle Lakes** district in the Oak Ridges Corridor Conservation Reserve (ORCCR) provides vistas of Lake Wilcox, Swan Lake and Bond Lake along the Oak Ridges Trail through the growing community of Richmond Hill.
- In the **Humber Valley Wilderness**, Nashville Conservation Reserve, Kortright Centre for Conservation and Boyd Conservation Areas form a continuous corridor of mixed forests, valleys and meadows along the Humber Trail.
- Further south, the **Black Creek Parklands** offer urban greenspace in proximity to transit, active transportation routes and rapidly densifying communities, from the future Vaughan Metropolitan Centre to Downsview Park.
- The **Forks of the Don** evokes Toronto's industrial past, with Todmorden Mills and the Don Valley Brick Works situated in Toronto's lush ravines.
- A national gem, **Rouge National Urban Park** is a rich tapestry of working farms, Carolinian forests, marshes, beaches and trails.
- Toward Lake Ontario, the **Humber Parklands** connect people to the idyllic greenspaces of the Eglinton Flats, Humber Marshes and the Humber Bay Park.
- Along the waterfront, the **Scarborough Bluffs** are a natural wonder that soar up to 90 metres above Lake Ontario.
- In the heart of Canada's largest city, the **Toronto Harbour** engages us with the shoreline and the water that sustains us.

The Greater Toronto Region Trail Network will connect people to these 10 exceptional destinations through recreational and active transportation-based trail experiences that cross regional boundaries. This network prioritizes active living, connecting people to public transit and active transportation opportunities while discouraging automobile use. Providing trails that support these activities is a key resiliency strategy in favour of climate change adaptation and mitigation for our region by helping to reduce greenhouse gas emissions.

This network supports active transportation by providing a safe off-road network within greenspace for people to move about their daily lives, linking people to greenspace, neighbourhoods, employment lands, transit and mobility hubs. It helps address the first-and-last-mile regional transit issue, as well as combating road congestion. It will create more equitable access to trails and greenspace by improving accessibility to conservation areas and greenspace across our region. It will allow a wider population to access a backyard nature experience. It will move us closer toward building sustainable communities that minimize our collective impact on the environment. The concept for the Greater Toronto Region Trail Network is illustrated in **Figures 4.a.- 4.e: Concept Maps**.

**Table 4.a: Trail Typologies**

| Trail Typologies  | Existing Trail (km) | Existing Trail (%) | Proposed Trail (km) | Proposed Trail (%) | TOTAL (km) | TOTAL (%) |
|-------------------|---------------------|--------------------|---------------------|--------------------|------------|-----------|
| Blue Trail        | 0                   | 0%                 | 92.9                | 16.4%              | 84.9       | 8.4%      |
| Corridor Trail    | 153.7               | 28.8%              | 325.7               | 57.4%              | 479.4      | 43.6%     |
| Ridge Trail       | 87.8                | 16.5%              | 15.8                | 2.8%               | 103.6      | 9.4%      |
| Valley Trail      | 226.1               | 42.4%              | 124.7               | 22.0%              | 350.8      | 31.9%     |
| Waterfront Trail  | 65.2                | 12.2%              | 8.5                 | 1.5%               | 73.7       | 6.7%      |
| <b>TOTAL (km)</b> | 532.7               |                    | 567.6               |                    | 1100.3     |           |
| <b>TOTAL (%)</b>  |                     | 48.4%              |                     | 51.6%              |            | 100%      |

## 5. GUIDING PRINCIPLES

Five guiding principles form the foundation of the TRCA Trail Strategy, underpinning the vision of the document and informing the rationale and methodology for its implementation.

- 1. Lead.** Our region is growing faster than ever before. We must champion a proactive effort to plan our trails, destinations and amenities to support this growth according to our environmental planning policies and objectives. We must capitalize on the coming development opportunities to target our efforts to service growth areas, while protecting and enhancing natural features.
- 2. Collaborate.** Our trails are critical recreational and active transportation community infrastructure. By working together, we can grow our regional trail network legacy, while enriching the trail experience and enhancing ecological health. Through partnership and collaboration, we can sustainably and successfully expand and maintain our regional trail system in support of complete communities.
- 3. Steward.** Our trails are predominantly located in our greenspace system close to urban communities. Careful and collaborative planning is needed to make informed trail planning decisions that avoid sensitive habitats, species and natural hazards. In areas of critical habitat sensitivity, avoidance of natural areas can be the best expression of stewardship. We must continue to perform site planning and environmental study exercises and utilize best management practices that prioritize ecosystem health when planning, developing and maintaining trails.
- 4. Invest.** Our trails are significant assets that require ongoing investment throughout their lifecycle. Changing trends in trail usage, climate change and population growth have increased the pressures on our trail infrastructure. We must secure long-term and ongoing investment from a variety of sources that supports and sustains their existence and allows us to maintain our desired level of service.
- 5. Celebrate.** Our trails are a defining and valuable feature of our urban landscape. They bring neighbourhoods and communities together and provide access to unique destinations. They connect us to our rich history and present opportunities for reflection, self-awareness and greater acceptance of diverse cultural origins. We must honour trails and the experiences they enable.

## 6. CONTEXT

The context of our regional trail system can be described through the landscapes that frame them, the destinations that define them and the policies that guide their planning, development and management. This context provides the necessary groundwork for an informed Trail Strategy.

### 6.1. Landscapes

The geological origins of the nine watersheds within the TRCA jurisdiction formed the unique geographic characteristics that define the landscapes of our region (see [Figure 6.1.a: Context Map: TRCA Jurisdiction Watersheds](#)). Approximately 12,000 years ago, advancing and retreating glaciers formed the Oak Ridges Moraine (ORM), a pair of large ridges composed of four elevated wedges. The Moraine is bounded to the west by the Niagara Escarpment, which was critical to the formation of the Moraine, and contained in the east by the Trent River and Rice Lake. From these upland areas, water flows through our nine watersheds, from Etobicoke Creek in the west to Carruthers Creek in the east, eventually draining into the northwestern shores of Lake Ontario. The relationship between land form and hydrology creates the natural ecosystems and biodiversity on which we depend, performing vital ecological functions, supporting cultural experience and creating the natural conditions necessary for a successful regional trail network.

#### 6.1.1. Natural System

TRCA recognizes the natural system as the natural green infrastructure of the Toronto Region. Natural green infrastructure includes water resources, natural features and areas, natural hazards, restoration areas of potential natural cover and buffers. Built green infrastructure also contributes to the health of the natural system and includes urban forests and woodlots, bioswales, rain gardens, engineered wetlands and stormwater ponds, agricultural lands, green roofs and green walls, urban agriculture and open parklands. Together, this natural and built green infrastructure reduces flooding and erosion, filters water and air pollutants, provides additional ecosystem services (such as moderating the urban heat island effect) and provides opportunities for recreation and community aesthetics. This integrated system is fundamental to the quality of life in our region and provides ecological functions and benefits known as ecological goods and services (EG&S). EG&S provide the base resources that sustain our lives, including our health, social, cultural and economic needs.

Land areas of natural cover most significantly contribute to the health of our natural system. Natural lands play a vital role in flood and erosion control, groundwater recharge and discharge, biodiversity and in the overall health and well-being of urban dwellers. The sustainability of communities and economies depends upon our ability to maintain or restore the ecological functions of the natural cover in both urban and rural landscapes.

However, the quantity, quality and connectedness of natural cover in our region is declining (TRCA, 2016). TRCA's Terrestrial Natural Heritage System Strategy (TNHSS) recommends a minimum of 30 per cent natural cover – including forests, wetlands and meadows – to maintain healthy watersheds (TRCA, 2007). Currently, only 25 per cent of our regional landscape has natural cover – and only 17 per cent of that amount is forest and wetland cover, which provides the greatest ecological value. These natural spaces

continue to be fragmented by expanding urban development, reducing their ability to function as meaningful habitat. (TRCA, 2016).

It is in our urban and urbanizing areas where natural systems and the delivery of EG&S are under the greatest pressure. Achieving the TNHSS natural cover targets will require an expansion of the natural system. As the population of the GTA continues to increase and the demand for trails grows, it is imperative that the diverse greenspaces of our natural system are increased, protected and enhanced.

When used as rationale to acquire greenspace, trail development can provide a means to increase the natural system. When sited within the natural system, trails should be located to minimize impacts to significant natural features. Within our natural system, our region features a range of environments, which can be described by four landscape types: **headwaters, river valleys, waterfront** and **tablelands**.

#### **6.1.1.1 Headwaters**

Our region is framed by **headwaters** on the rugged Niagara Escarpment and the rolling hills of the Oak Ridges Moraine (ORM). The Niagara Escarpment is a UNESCO World Biosphere Reserve, designated for its unique characteristics and a provincial land use plan guides development in its area. The landform is a largely forested ridge of fossil-rich sedimentary rock that extends through the northwest portion of TRCA's jurisdiction, where it is overlain by glacial drift of the ORM. The Escarpment is an important area for groundwater recharge as well as forming the headwaters of the main branch of the Humber River. The Escarpment encompasses wildlife habitats, farms, scenic views, mineral resources and historic sites and towns. The ORM is a geologic feature that encompasses 190,000 hectares of land and water. It is 160 kilometres in total length and located north of and parallel to the Lake Ontario shoreline. The ORM is an irregular ridge of sands, gravels and tills towering up to 300 metres higher than Lake Ontario and was deposited by the melt waters between two receding glacier lobes some 13,000 years ago (TRCA, 2014). Within TRCA's jurisdiction, the ORM serves as the headwaters for the Duffins Creek and Rouge, Don and Humber river watersheds. From the headwaters, water flows southward through our river systems, woodlands, meadows and wetlands toward Lake Ontario. Our headwaters require significant protection and enhancement to maintain their ecological function and the health of the downstream reaches.

**Glen Haffy Conservation Area** – Both the Niagara Escarpment and the Oak Ridges Moraine converge at Glen Haffy Conservation Area, forming high, forested hills and deep, wooded dells (called dingles). Each year, Glen Haffy raises 60,000 rainbow trout at its on-site fish hatchery and releases them into the fishing ponds at Glen Haffy, the Glen Haffy Fly Fishing Club and Heart Lake Conservation Area. Glen Haffy's hiking trails offer some of the most panoramic vistas in southern Ontario. [Image 6.1.1.a.: Glen Haffy Conservation Area](#)

#### **6.1.1.2 River Valleys**

The **river valleys** that carve through our watersheds provide lush, forested landscapes that vary in scale and terrain from steep, dramatic valleys to wide, open floodplains. Our river valley and stream corridors are the foundation of our greenspace system, creating a network of open space that is among the largest in the world. River valleys connect the Oak Ridges Moraine and Niagara Escarpment to Lake Ontario and act as a greenway for water, wildlife and people through rapidly urbanizing communities. They also

connect us with our region's rich Indigenous heritage and settler history. Ravines offer trails that lead through secluded natural areas in some of the most urbanized areas of our region.

**Boyd Conservation Area** – Situated in the undulating Humber River Valley, Boyd is a quiet, green oasis. Framed by steep slopes, the heart of the open space is situated in the valley, offering a parkland setting with views of the meandering river for visitors to enjoy. From spring through fall, Boyd offers programmed outdoor activities and experiences in nature. Scouts and Guides often have their first overnight camping experience here and it's a popular spot for picnics. In the fall, the park is used as the venue for cross-country running events, bringing together some of the best runners in the province. Rich in natural character, Boyd offers respite from the fast pace of the urban life. [Image 6.1.1.b.: Boyd Conservation Area](#)

### 6.1.1.3 Waterfront

All of the nine rivers and streams in our watersheds flow toward the **waterfront** of Lake Ontario, stretching over 70 kilometres from Marie Curtis Park in Etobicoke to Lakeside Park in Ajax. Prior to the infilling and industrialization of the waterfront dating back to the 1800s, the shoreline existed as a marshland estuary in the west and central sections and a beach bluff landscape in the east. Over the course of 200 years, the majority of the shoreline evolved from natural beaches, bluffs, wetlands and marshes to man-made edges, harbors, industrial parks and ports, with only some small remnants of natural beach, bluff shoreline and wetland river mouths in the eastern waterfront. In the 1970s, the TRCA and the Municipality of Metropolitan Toronto developed a Lake Ontario Waterfront Plan to establish a series of waterfront parks and to revitalize the shoreline. TRCA led the implementation of the plan by working to actively rehabilitate and restore the natural shoreline habitat, while providing water-based recreational opportunities and public access. Despite these efforts, public dismay over the state of the waterfront properties led the Government of Canada to establish in 1988 the Royal Commission on the Future of the Toronto Waterfront, with Honourable David Crombie as Commissioner. Through this commission and the ongoing efforts of the Waterfront Regeneration Trust, Waterfront Toronto, the City of Toronto and TRCA, the waterfront is continuing to undergo a dramatic revitalization to become a healthier and more vibrant destination for all.

**Tommy Thompson Park** – Toronto's urban wilderness is found at Tommy Thompson Park (TTP). Entirely human-made, TTP was constructed out of millions of cubic metres of concrete, earth fill and dredged sand to create a 250-hectare site of lagoons and sand peninsulas that now extends about five kilometres into Lake Ontario. This accidental wilderness evolved through both natural processes and a concerted effort by TRCA to restore and enhance this aquatic park to support public access, nature interpretation and wildlife. [Image 6.1.1.c.: Tommy Thompson Park](#)

### 6.1.1.4 Tablelands

Below the headwaters and outside of the river valleys are elevated and generally level plateaus called **tablelands**. Tablelands feature the greatest concentration of built features and urban development. However, they also contain areas of natural features, which contribute to the health of our natural system. The successful management of our natural system is dependent on good tableland management.

## 6.1.2. Cultural Heritage

Our region exhibits a rich cultural heritage that intertwines the lives of Indigenous people, European settlers and immigrants from all over the world. Each of these populations has had an impact on – and, in turn, has been influenced by – the natural environment. Exploring the history of the people who lived here highlights their experiences and the importance of the environment in their daily lives. Trails provide an ideal avenue to explore spatial and temporal connections across landscapes. Highlighting local history helps share experiences between past and present populations, increases enjoyment of the trails and instills appreciation for the community in which we live. These connections can be explored through our cultural heritage resources and destinations, which reflect four common themes: **transportation, settlement, industry and co-existence with nature.**

### 6.1.2.1 Transportation

The natural environment has influenced the mobility and settlement of people, as well as patterns of exploration and trade, across the landscape and over time. Natural features have dictated paths of cultural routes/roots, networks of connectivity and channels of communication. Cultural heritage resources tied to **transportation** include trails, roadways, watercourses, railways and bridges.

**The Carrying Place Trail** – Exploration and fur trade activities were carried out along well-established trails linking Lake Ontario to the Holland River, Lake Simcoe and Lake Huron. The Passage de Toronto – also known as the Toronto Carrying Place Trail – was part of a series of interconnected trails with two main branches: the western branch along the Humber River and the eastern branch along the Rouge River. These trails originated thousands of years ago and were used by Indigenous bands travelling to seasonal camps along the Rouge and Humber rivers. The routes consisted of a mix of overland and water travel and would have been introduced to early European explorers and traders by local Indigenous people. [Image 6.1.2.a.: Carrying Place Trail](#)

### 6.1.2.2 Settlement

Areas of **settlement** where people have established communities inevitably leave a mark upon the landscape. Human settlement presents some of the most visible and recognizable types of cultural heritage resources, such as agriculture, historic buildings, heritage districts and the remnants of Indigenous villages. They reveal clues to local history, relationships between communities and how past people adapted to their local environments.

**The Seed-Barker Site** – Situated on a steep-sided plateau eight metres above the flood plain and surrounded by the deep valley walls of the East Humber River, are the remnants of a large Iroquoian village occupied approximately 475 years ago. The village, strategically located along the Carrying Place Trail, was in a highly defensible location with panoramic views of the surrounding landscape. Built during a period of heightened conflict, this farming village was a haven for up to 2,000 individuals whose smaller villages relocated and amalgamated in this location. A truly multicultural community, people in this village traded, hunted, fished and grew crops in the rich valley. [Image 6.1.2.b.: Seed-Barker Site](#)

### 6.1.2.3 Industry

The development of **industry** led to technical innovation, economic development and the expansion and evolution of villages into thriving towns and cities. The exploitation of natural resources to feed and power mills ultimately impacted the surrounding environment: forests were clear cut for lumber and agriculture, gravel and clay were extracted for building materials and waterways modified for hydraulic power. An examination of past industrial processes and their environmental impacts highlights the need to balance economic progress and natural heritage today.

**The Haight Site** – The site of a thriving textile industry in the late 1800s, this woolen and carding mill complex would have required significant hydraulic power to run the machinery. This power was harnessed by damming nearby Duffins Creek to form a large mill pond and provide a steady supply of water to the mill along a constructed mill race. While the dam and mill pond are no longer present, the scars to the landscape remain visible to this day. [Image 6.1.2.c.: The Haight Site](#)

### 6.1.2.4 Co-Existence with Nature

Our **co-existence with nature** is a fundamental relationship for all people and a constant source of inspiration and wonder. Every culture has expressed this bond through various traditional, spiritual, artistic or cultural associations with the land.

**Bolton Camp** – In 1922, Family Services Toronto opened Bolton Camp as a Fresh Air Camp for low income, urban families to enjoy nature. During WWII, the site was also used as a Cadet Training Centre for the Oakville High School Cadet Corps. When the war ended, the facility continued to serve as a camp for underprivileged children. Although the camp shut its doors in 1999, the local community and municipal partners have since repurposed the camp into an animated community cultural hub. As part of this revitalization, Bolton Camp will feature a new Indigenous youth program for land-based learning with Elders and traditional knowledge keepers. Once again, people are coming together to learn, play, create and explore the environment, supporting beliefs, traditional ways and experiences only possible in an outdoor setting. [Image 6.1.2.d.: Bolton Camp](#)

## 6.2. Trails

Trails weave through every community, passing through a myriad of neighbourhoods and landscapes. They connect residents of Canada's largest city region and improve cohesion between our distinctive communities. Our jurisdiction is a key nexus point within the larger provincial trail system where significant inter-regional trails converge, including the Bruce Trail, The Great Trail, the Greenbelt Route, the Oak Ridges Trail, the Lake-to-Lake Trail, the Pan Am Path and the Waterfront Trail. These larger regional trails facilitate conservation and co-existence with nature, while also serving as a major cultural and socio-economic force.

This surrounding context is illustrated in [Figure 6.2.a: Context Map: Southern Ontario Provincial Trail Network](#). Many of these national and provincial trails form key connections in the Greater Toronto Region Trail Network. This relationship is illustrated in [Figure 6.2.b: Context Map: Southern Ontario Provincial Trail Network within TRCA Jurisdiction](#).

### 6.2.1. Typologies

The Greater Toronto Region Trail Network features a wide palette of regional trails that reflect the landscape context in which they are situated. These five major recreational and active transportation regional trail typologies are: **ridge, valley, corridor, waterfront** and **blue**.

**Ridge Trail.** Ridge trails weave their way along the elevation profiles of the Niagara Escarpment and the Oak Ridges Moraine. These trails tend to follow rugged terrain and often require maneuvering around large obstacles, steep inclines and sharp drop-offs. They generally have natural surfacing and smaller width clearances. An example of a ridge trail is the Oak Ridges Trail, which traverses the Oak Ridges Moraine. [Image 6.2.1.a.: Oak Ridges Trail, Secord CA](#)

**Valley Trail.** Following the paths of major rivers and streams, valley trails fall within our valley corridors. Depending on their location within the terrain of the valley corridor, valley trails can either be undulating footpaths along forested slopes or flat, wide multi-use trails within open meadows or agricultural fields. In the GTA, the majority of valley trails flow in a north-south direction, connecting Lake Ontario to the upper reaches of our watersheds. An example of a valley trail is the Humber Trail, which follows the Humber River Valley. [Image 6.2.1.b.: Humber Trail, Boyd North](#)

**Corridor Trail.** Corridor trails are linear, multi-use pathways within or adjacent to roadways or infrastructure corridors. Infrastructure corridors can include hydro, pipeline and railway land uses. Corridor trails provide active transportation-based greenways linking our watersheds from east to west. Where corridors align in a north-south direction, they provide additional connectivity between neighbourhoods in our municipalities and regions. An example of a corridor trail is The Meadoway, which is located within the Gatineau Hydro Corridor in Scarborough. [Image 6.2.1.c.: The Meadoway, Toronto](#)

**Waterfront Trail.** In the TRCA jurisdiction, the Waterfront Trail parallels over 70 kilometres of shoreline along Lake Ontario. It is one section of a larger route that stretches over 2,000 kilometres along the Canadian shores of Lake Ontario, Lake Erie, Lake St. Clair, Lake Huron and the Niagara, Detroit and St. Lawrence rivers. In our region, it connects hundreds of communities to TRCA's waterfront parks, such as Marie Curtis Park, Humber Bay Park and Ashbridge's Bay Park and natural areas including wetlands, forests and beaches. Linking the waterfront communities, the Waterfront Trail is a multi-use path for recreational and active transportation use. [Image 6.2.1.d.: Waterfront Trail, Petticoat Creek](#)

**Blue Trail.** Blue Trails are a relatively new concept to the Greater Toronto Region Trail system. These trails are the paddling routes on our navigable waterways, which include the southern segments of the Humber, Don and Rouge rivers, as well as Duffins Creek and certain areas of the Lake Ontario waterfront that allow paddling access. TRCA has a celebrated tradition of supporting water-based activities and recreation in harmony with the protection and enhancement of natural systems. There is established water access at the various waterfront parks and, once a year, TRCA provides a unique opportunity for people to explore the Don River Watershed and "Paddle the Don" from Ernest Thompson Seton Park to the mouth at the Keating Channel. Blue Trails build on this experience as a way of providing special access to view our shorelines from the water and travel to various destinations along the waterfront. Further study of navigable routes is recommended as part of this TRCA Trail Strategy. TRCA will work with our waterfront municipal partners to establish conceptual safe paddling routes, subject to various conditions, that will link our lakes, rivers and shorelines together. Blue Trails offer the perspective to reflect on all the benefits we derive from the natural environment – air, water, resources, recreation and spiritual renewal – that are integral to the health and function of our region. [Image 6.2.1.e.: Blue Trail, Don River](#)

### 6.2.2. Descriptions

The TRCA Trail Strategy offers the following trail descriptions to reflect the variety of trail surface types and uses found in the Greater Toronto Region Trail Network:

- Single-use hiking trails with natural surfaces and/or manufactured surfaces [Image 6.2.2.a](#)
- Multi-use trails with natural surfaces and/or manufactured surfaces [Image 6.2.2.b](#)
- Dedicated bicycle routes within road right-of-ways [Image 6.2.2.c](#)
- Waterway routes [Image 6.2.2.d](#)

**Table 6.a Trail Descriptions**

| Trail Descriptions  | Existing Trail (km) | Existing Trail (%) | Proposed Trail (km) | Proposed Trail (%) | TOTAL (km)    | TOTAL (%)   |
|---|---------------------|--------------------|---------------------|--------------------|---------------|-------------|
| Single-use hiking trails with natural surfaces and/or manufactured surfaces | 42.5                | 8.0%               | 7.5                 | 1.3%               | 50.0          | 4.2%        |
| Multi-use trails with natural surfaces and/or manufactured surfaces         | 487.8               | 91.6%              | 423.5               | 74.6%              | 911.3         | 82.8%       |
| Dedicated bicycle routes within road right-of-ways                          | 2.4                 | 0.5%               | 43.7                | 7.7%               | 46.1          | 4.5%        |
| Waterway routes   | 0                   | 0%                 | 92.9                | 16.4%              | 92.9          | 8.4%        |
| <b>TOTAL (km)</b>   | <b>532.7</b>        |                    | <b>567.6</b>        |                    | <b>1100.3</b> |             |
| <b>TOTAL (%)</b>  |                     | <b>48.4%</b>       |                     | <b>51.6%</b>       |               | <b>100%</b> |

### 6.2.3. Activities

The Greater Toronto Region Trail Network supports a diversity of activities across the seasons. Understanding activity use for specific trails informs appropriate trail planning, design and maintenance so that impact to the environment is minimized. Trail activities supported by this Strategy include:

**Active Transportation.** Walking, jogging, cycling or using a wheelchair to travel to transit, workplaces, schools, community centres and other daily destinations supports climate change mitigation, healthy living and complete communities, while also addressing the first-and-last-mile regional transit issue.

**Cross-Country Skiing and Snowshoeing.** Cross-country skiing and snowshoeing allows people to embrace the elements and explore our magical winter landscape while being active and outdoors.

**Culture.** Trails support the exploration of nature through art. Photography, painting, dance and other arts can be enjoyed in the fresh air while on a trail.

**Dog Walking.** Dog owners enjoy numerous health and social benefits by walking their leashed dog on trails a few times a week. Benefits include improved cardiovascular fitness, lower blood pressure, stronger muscles and bones and decreased stress.

**Events.** Trails and related facilities support community building, including social gatherings, community events, races, guided walks, sponsorship opportunities, cultural heritage programming and public art.

**Hiking, Running and Walking.** Single-use hiking and multi-use trails provide recreational access to the natural wonders of our region, thereby instilling appreciation and stewardship.

**Horse Riding.** Riding is a great way to get outdoors and observe the surrounding landscape, bringing the rider closer to nature and boosting well-being.

**Mountain Biking and Road Cycling.** Mountain biking and road cycling offers opportunities for both recreation and active transportation. Designated mountain biking trails provide mental and physical challenges for all skill levels, while paved cycling routes connect people and communities.

**Observing Wildlife.** Quietly observing bird species, such as songbirds, waterfowl, shorebirds and raptors in their natural environment is a great way to relax and learn while on a trail. Small mammals, such as coyotes, deer, fox and rabbits can often be safely observed from the vantage of a trail.

**Paddling.** Recreational water activities such as fishing, kayaking, canoeing and stand-up paddle boarding connect people to the water.

#### 6.2.4. Trends

National trends overwhelmingly indicate a growing demand for trails (see Figure 6.2.4.a.: Infographic: Trends). Residents of and visitors to the Greater Toronto Region desire to use trails for recreation, active transportation, healthy living, community building and eco-tourism. Some key trends around trails are:

1. In Canada, the top five reasons for walking are: exercise/health (62%), pleasure (30%), practicality/convenience (24%), environmental concerns (10%) and saving money (9%).<sup>1</sup>
2. Almost two-thirds of all Canadians live within a 30-minute walk (or 2.5 km) of a routine destination, like work, leisure centre, shopping, friends/family or school. Living within that 30-minute threshold greatly increases the likelihood of walking.<sup>2</sup>
3. Over 163,000 people commute to work every day using active transportation (walking, cycling) in our partner regional municipalities (Durham, Peel, Toronto, York).<sup>3</sup>
4. Physical inactivity accounts for between 19% and 27% of new cases of heart disease, stroke, cancers and other chronic diseases.<sup>4</sup>
5. 182,000 people ride their bikes daily in Toronto.<sup>5</sup>
6. Two-thirds of Ontarians agree that the provincial government should invest in cycling infrastructure.<sup>6</sup>
7. Nearly one-third of Ontarians would like to cycle to or from work. This means 3.5 million people could be on bikes and reducing traffic congestion.<sup>7</sup>

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<sup>1</sup> <https://activeswitch.ca/files/docs//2015%20Walktober%20/Workplace/Workplace-Walktober-%20FactSheet.pdf>

<sup>2</sup> Summary Report, 1998 National Survey on Active Transportation, conducted by Environics International on behalf of Go for Green

<sup>3</sup> <http://www12.statcan.gc.ca/census-recensement/2016/dp-pd/dt-td/Rp-eng.cfm?TABID=2&LANG=E&APATH=3&DETAIL=0&DIM=0&FL=A&FREE=0&GC=0&GID=1259697&GK=0&GRP=1&PID=110716&PRID=10&PTYE=109445&S=0&SHOWALL=0&SUB=0&Temporal=2017&THEME=125&VID=0&VNAMEE=&VNAMEF=&D1=0&D2=0&D3=0&D4=0&D5=0&D6=0>

<sup>4</sup> Bull FC, Armstrong TP, Dixon T, Ham S, Neiman A, Pratt M. Chapter 10: Physical inactivity. In: Ezzati M, Lopez AD, Rodgers A, Murray CJL, editors. Comparative quantifications of health risks. Global and regional burden of disease attributable to selected major risk factors. Volume 1. Geneva: World Health Organization, 2004.

<sup>5</sup> [https://www.thestar.com/yourtoronto/2014/06/27/plans\\_to\\_shift\\_torontos\\_bicycle\\_strategy\\_into\\_high\\_gear\\_in\\_the\\_works.html](https://www.thestar.com/yourtoronto/2014/06/27/plans_to_shift_torontos_bicycle_strategy_into_high_gear_in_the_works.html)

<sup>6</sup> <http://www.sharetheroad.ca/opinion-poll-data-s17022>

<sup>7</sup> <http://www.sharetheroad.ca/opinion-poll-data-s17022>

8. Almost half of Ontarians are more likely to vote for a candidate if they make a public commitment to fund new cycling infrastructure.<sup>8</sup>
9. In 2014, residents of the Greater Toronto Area accounted for 3.81 million trail visits in Ontario.<sup>9</sup>
10. 952,000 recreational trail visits took place in the Greater Toronto Area, accounting for 7 per cent of all visits to trails in Ontario and 3.4 per cent of all trips to the Greater Toronto Area.<sup>10</sup>
11. Trail visitors to Ontario spent \$3.8 billion, accounting for 15.8 per cent of total visitor spending in Ontario.<sup>11</sup>

### 6.2.5. Benefits

Trails are overwhelmingly beneficial to our lives (Figure 6.2.5.a.: Infographic: Benefits). They improve our health, contribute to climate change adaptation and mitigation, boost the economy and support environmental conservation. Some key benefits of trails are:

1. A daily walk in nature can be as effective in treating mild depression as taking an antidepressant.<sup>12</sup>
2. The experience of walking and bicycling helps us connect people and places. Walkers move at slower speeds and have more time to perceive and comprehend the details of the environment and the community.<sup>13</sup>
3. Regular use of nature for physical activity can reduce the risk of mental health problems by 50 per cent.<sup>14</sup>
4. Trails are associated with increased physical activity and improved public health, especially in rural places without other safe places to exercise. In many places, access to trails in low income or minority neighborhoods is much less than in high income or mostly white neighborhoods.<sup>15</sup>
5. From a social well-being perspective, trails in greenspace provide enormous benefits to neighbourhoods, communities and individuals by improving social cohesion and security while enhancing the enjoyment of the local environment and creating a sense of place.<sup>16</sup>
6. Cycling 3 hours a week to work reduces the risk of death from all causes by 28%.<sup>17</sup>
7. Walking 29 minutes 7 days a week reduces the risk of death from all causes by 22%.<sup>18</sup>
8. Trails tourism has made significant contributions to our economy. In 2014, hiking expenditures by Ontarians added \$559 million to Ontario's GDP and created more than 18,000 jobs across the province with an annual economic benefit of nearly \$1.4 billion.<sup>19</sup>
9. Trails are often associated with higher property value, especially when a trail is designed to provide neighborhood access and maintain residents' privacy.<sup>20</sup>

<sup>8</sup> <http://www.sharetheroad.ca/opinion-poll-data-s17022>

<sup>9</sup> <http://rto12.ca/wp-content/uploads/2014/04/Ontario-Trail-Tourism-2014.pdf>

<sup>10</sup> <http://rto12.ca/wp-content/uploads/2014/04/Ontario-Trail-Tourism-2014.pdf>

<sup>11</sup> <http://rto12.ca/wp-content/uploads/2014/04/Ontario-Trail-Tourism-2014.pdf>

<sup>12</sup> <http://www.moodwalks.ca/about-mood-walks/infographic-the-benefits-of-nature/>

<sup>13</sup> Active Living - Go for Green. 1995. Linkages: Built Environment Wellbeing and Active Living.

<sup>14</sup> [http://www.ecohealth-ontario.ca/files/Greenspace\\_and\\_Ecohealth\\_Toolkit\\_2.pdf](http://www.ecohealth-ontario.ca/files/Greenspace_and_Ecohealth_Toolkit_2.pdf)

<sup>15</sup> <https://headwaterseconomics.org/economic-development/trails-pathways/trails-research/>

<sup>16</sup> [http://www.ecohealth-ontario.ca/files/FO\\_8.5x11\\_EH\\_TOOLKIT\\_nocrops\\_FA.pdf](http://www.ecohealth-ontario.ca/files/FO_8.5x11_EH_TOOLKIT_nocrops_FA.pdf)

<sup>17</sup> Andersen LB, Schnohr P, Schroll M, Hein HO. All-cause mortality associated with physical activity during leisure time, work, sports, and cycling to work. *Arch Intern Med* 2000; 160(11):1621-1628.

<sup>18</sup> Kahlmeier S, Cavill N, Dinsdale H, Rutter H, Gotschi T, Foster C et al. Health economic assessment tools (HEAT) for walking and cycling. Methodology and user guide. Copenhagen: WHO Regional Office for Europe, 2011.

<sup>19</sup> <https://news.ontario.ca/mtc/en/2016/06/province-passes-act-to-support-ontarios-trails.html>

<sup>20</sup> <https://headwaterseconomics.org/economic-development/trails-pathways/trails-research/>

10. Active modes of transportation are often less expensive compared to motor vehicle use. It is estimated that it costs \$0.58/km to operate a car compared to \$0.06/km to cycle.<sup>21</sup>
11. Active transportation reduces the cost-of-living in the Greater Toronto Region. Walking and cycling costs approximately 3 cents per kilometre on average. In comparison, Transport Canada estimates the average mid-size car is driven 16,000 km in a year and costs about 46 cents/km (or \$7,574 for the year), including gas, oil, maintenance, tires, insurance, license, registration, taxes, depreciation and finance charges.<sup>22</sup>

#### **6.2.6. Partnerships, Policies and Plans**

There are 14 municipalities and more than 20 NGOs with an interest in building trails in the GTA. All have developed policies and plans in support of trail planning, development and maintenance. Partnership between these entities is critical for prioritized trail investment.

**Conservation Authorities.** TRCA approaches trail building in collaboration with all partners, including trail organizations, municipal and regional partners, the provincial and federal governments and the public. In addition to partnering on the realization of regional-level trails, TRCA plans, implements and manages recreational trail networks within its own conservation parks and areas.

TRCA is the first urban conservation authority in Ontario to develop a comprehensive regional trail strategy that proactively plans for and services massive regional growth. In 1992, TRCA released the TRCA Trail Planning and Design Guidelines: A Handbook for an Inter-Regional Trail System in the Greater Toronto Area (Handbook). Over the years, this technical handbook has successfully assisted TRCA and partners in the planning, design and maintenance of trails in our region. An update to the Handbook to reflect current best practices will follow the release of the TRCA Trail Strategy.

In 2014, TRCA released The Living City Policies document to guide the implementation of TRCA's legislated and delegated roles and responsibilities in the planning and development approvals process. The Living City Policies introduced several trail-focused policies and goals, such as supporting recreational and sustainable active transportation trails, promoting increased public access to greenspace through trails, developing a continuous regional trail network and collaborating with partners to develop trail networks that connect communities, parks and greenspace. In particular, Section 7.4.5: Recreational Use and Section 8.10: Recreational Use Policies outline TRCA's environmental planning objectives, goals and policies for non-motorized trails. Existing and proposed trail alignments within TRCA-owned and regulated areas will be developed and maintained in a manner consistent with TRCA's The Living City Policies.

**Local and Regional Municipalities.** Local and regional governments recognize trails as essential green infrastructure through the inclusion of recreational and active transportation trail policies in Strategic Plans, Official Plans and Transportation Master Plans. These policies set out standards for new communities, managing growth and development and protecting the environment. All of the municipalities in the Greater Toronto Area make recommendations to prioritize walking, cycling and transit to meet the needs of residents and develop complete communities. Several Official Plans also include policies to improve connectivity between greenspaces and cover the role of trails in active transportation, recreational service delivery, community engagement and ecological enhancement.

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<sup>21</sup> VTPI, 2011. Transportation Cost and Benefit Analysis II – Vehicle Costs. \*Based on the median of the figure given by VTPI (5-15 cents per mile)

<sup>22</sup> Transport Canada, 2011, pg. 16

In response to population growth and changing community needs, municipalities are constructing significant regional trail routes. For example, York Region, the City of Toronto and the City of Richmond Hill are implementing the Lake-to-Lake Cycling Route and Walking Trail. New trail segment construction along the Humber Trail, the Etobicoke Creek Trail and the East Don Trail are also recent examples of successful trail building partnership projects between TRCA, the regions and the municipalities.

**Trail Organizations.** Volunteer trail organizations were instrumental in formalizing some of the primary trails in the Greater Toronto Region Trail Network, including the Bruce Trail, the Oak Ridges Moraine Trail and the Humber Valley Heritage Trail. In addition to helping plan, build and maintain trails, volunteers are also valuable partners in grant applications, hosting trail building events and leading stewardship activities. Most recently, a partnership between TRCA, Green Durham Association and Parks Canada has established the foundation for a key link and gateway to Rouge National Urban Park near the Town of Uxbridge.

A number of national organizations are working to advocate, fundraise and contribute to the establishment of trails in our region. These include: The Trans Canada Trail Foundation (TCTF), the National Trails Coalition (NTC), the Canadian Trails Federation, the International Mountain Bike Association (IMBA) Canada, Hike Canada and the Transportation Association of Canada (TAC).

Provincial-based groups advocating for trails in Ontario include the Ontario Trails Council, Hike Ontario, the Trails for All Ontarians Collaborative (TAOC), Cycle Ontario Alliance, Cross Country Ontario, the Ontario Heritage Trust, the Oak Ridges Trail Association, the Bruce Trail Conservancy, the Friends of the Greenbelt Foundation and the Waterfront Regeneration Trust.

Local groups that support trails in the GTA include the Humber Valley Heritage Trail Association, Durham Outdoors Club, the Outdoor Club of East York, Durham Mountain Biking Association, York Hiking Club, Durham Trails Coordinating Committee, Green Durham, the Toronto Bruce Trail Club, Cycle Toronto, the Toronto Field Naturalists, the Toronto Outdoor Club, the Toronto Off-Road Bicycling Association, the City of Toronto's Crothers Woods Stewardship Team and The Wild Bettys.

**Provincial Agencies.** Throughout the latter half of the 20th century, the Government of Ontario played an instrumental role in developing a legacy of provincially-significant trails in the GTA. In the 1970s, the Seaton Trail was created by the Government of Ontario in partnership with Metropolitan Toronto and Region Conservation Authority (now TRCA). Built by high school and university students, the trail was maintained for many years by local Boy Scouts. In 1992, the Government of Ontario established the Waterfront Regeneration Trust to implement 80 recommendations from Regeneration, a Royal Commission report produced with Honourable David Crombie as Commissioner. One of these recommendations was to create a continuous waterfront trail along the Lake Ontario shoreline. Now known as the Waterfront Trail, this route has expanded to reach all of the Great Lakes.

In 2005, the Ministry of Tourism, Culture and Sport produced the Ontario Trails Strategy (OTS) to formulate a long-term proposal for the planning, management, promotion and use of trails in Ontario. That Strategy envisions a coordinated approach to meeting the challenges facing the trails community. The province increased its commitment to the improvement of trails by enacting the *Ontario Trails Act 2016* (S.O. 2016, c.8, Sched. 1) to permanently protect trails. The act also established an annual Trails Week to coincide with International Trails Day. Both events strive to promote public access to Ontario's world-class trails system for recreation, tourism and active transportation, while building a network of trail stewards.

In 2008, Metrolinx published The Big Move to transform regional transportation through nine Big Moves and ten Strategies aimed at implementing an integrated, multi-modal transportation plan for the GTHA (Metrolinx, 2017). One of Metrolinx's Big Moves is to advance active transportation initiatives. In 2017, Metrolinx released the 2041 Regional Transportation Plan, which includes additional recommendations to improve active transportation options, including the completion of a regional commuter cycling network.

In 2017, the Ministry of Municipal Affairs published The Growth Plan for the Greater Golden Horseshoe. The goals of the plan are to manage growth, build complete communities, curb sprawl and protect the natural environment. To achieve these goals, policies are aimed at expanding access to trails and greenspace and coordinating our approach to trail planning and development. Furthermore, the plan cites trails as key elements of our cultural heritage landscape for recognition. The Growth Plan for the Greater Golden Horseshoe, together with the Greenbelt Plan, Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan, build on the Provincial Policy Statement (PPS) to establish a unique land use planning framework for the Greater Golden Horseshoe (GGH) that supports the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity.

Ontario Parks, a branch of the Ministry of Natural Resources and Forestry (MNRF), manages trails within our provincial parks. Other ministries that support trail projects include the Ministry of Infrastructure, the Ministry of Health and Long-Term Care and the Ministry of Environment and Climate Change.

**Federal Agencies.** Parks Canada manages trails within our National Parks. In the GTA, Parks Canada oversees the trail network in Rouge National Urban Park (RNUP). RNUP is the result of decades of effort and collaboration by various governments, organizations and community leaders. In 1994, the Rouge Park Alliance (RPA) was formed and an \$8.5 million federal endowment fund was created to initiate the park. Through a collaborative effort between the federal and provincial governments and the municipal governments of Toronto, Markham, Pickering, York and Durham, Rouge Park was initially formed in 1995. Ten years later, RNUP was formalized as the largest urban wilderness park in North America.

The federal government has also contributed funding to The Great Trail and a number of municipal active transportation projects. For example, the Economic Action Plan (2009) funded some 500 recreational trail projects across the country and Infrastructure Canada launched the National Recreational Trails Program in 2014, a \$10-million initiative to expand and rehabilitate Canada's non-motorized, snowmobile and all-terrain vehicle trail system (National Trails Coalition, 2009). The federal government has provided significant support to trail building in Canada through funding for the National Trails Coalition, The Great Trail and active transportation projects through co-investments with municipalities.

### 6.2.7. Challenges

The Greater Toronto Trail Network community must address a number of challenges to successfully achieve the vision of the TRCA Trail Strategy:

**Prevent Environmental Degradation.** The stresses on our ecological systems will only increase as our population grows and urbanization increases. Many well-loved trails are currently exceeding their carrying capacity. Overuse of trails leads to deterioration of both the trail and the surrounding environment, negatively impacting habitat and undermining the natural experience many people seek. In addition to overuse, trails that bisect critically-sensitive habitats, areas of species at-risk and/or natural hazards negatively impact our natural system. Keeping trails out of sensitive locations and carefully planning their extent and configuration will help prevent environmental degradation.

**Meet Growing Demand for Trails.** Trail use is on an upward trend. People are seeking trails that offer opportunities for recreation and active transportation in their communities. Land use planning must accommodate integrated, multi-modal trail networks in existing and future community design.

**Resolve Trail Network Disconnection.** While there are many trails in our region, they often fall short of operating as an integrated system. A lack of comprehensive connectivity and the absence of a consistent wayfinding signage system results in a missed opportunity to connect people to significant destinations.

**Build Capacity.** Trails operate successfully when there are dedicated local stewards and volunteers who care for them. Cultivating a robust stewardship mentality in the trail community requires investment, time and support from all partners.

**Ensure Trail Accessibility & Inclusive Design.** Diverse trail experiences should be available for persons of all abilities. An exception to accessibility is defensible only where accessible design would require modifications that would cause substantial harm to natural or cultural resources, fundamentally alter the nature of the setting or the purpose of the trail, require construction methods prohibited by local laws, or would simply not be feasible due to terrain or prevailing construction practices. Barring these exceptions, trail planners should strive for accessible design and construction of any trailhead and trail segment.

**Address Trail Safety & Maintenance.** Trail maintenance is critical to delivering a safe and enjoyable trail experience. An ongoing feedback loop of inventory, monitoring and maintenance is required to adaptively manage for risks, hazards, safety and aesthetics. This responsibility will increase with more trail users.

**Promote Active Living.** The positive influence of greenspaces on human health is well documented. With our increasingly car-oriented lifestyles, opportunities for physical activity are diminishing. Principal barriers to walking to a destination include distance, time, weather, inconvenience and disability. To support active living, integrated trail and transit networks must be designed to address these obstacles.

**Build Effective Relationships & Partnerships.** Regional trail networks are achieved through partnership. Fostering relationships with the trail community requires ongoing investment. Innovative partnerships must be advanced to maximize budgets, resources and opportunities to make shared trail connections.

**Manage Trail User Conflicts.** Conflicts between different activities on trails pose issues for trail planning, design and management. These conflicts can undermine the trail experience for all users. The demands of different activities must be balanced both on individual trails and across the broader network.

**Increase Communications & Marketing.** Our regional trail network is one of our greatest green infrastructure assets. We must increase communications and marketing efforts to generate greater use and awareness while improving orientation, wayfinding and trail etiquette. We must convey the value of our network and support appreciation for and stewardship of nature. Improved communication also encourages responsible trail use and protects the environmental health of the trail network.

**Prevent Depreciation of Built Heritage.** Trails offer avenues to explore and preserve our built heritage. Many heritage assets are in a state of disrepair, unrecognized, underutilized or unprotected. Without recognition, these valuable destinations will disappear from our collective history.

**Ensure Long-term Funding.** Trails are essential public infrastructure and require ongoing funding to account for their full lifecycle costs. Increasing trail use will result in greater costs associated with trail planning, design, implementation and maintenance. Investment must be coordinated between trail building partners to make the most efficient use of limited funding for trails. All levels of government need to prioritize investment in trails to highlight their commitment to supporting healthy living, active transportation, climate change mitigation and complete communities.

### 6.3. Destinations

The Greater Toronto Region Trail Network features an abundance of significant regional destinations. Ten areas, in particular, provide the essential combination of conservation area properties, regional trails, places of interest, amenities and transit access. Investment in these destinations will further enrich the trail experience.

**Hills of the Headwaters.** At the convergence of the Oak Ridges Moraine and the Niagara Escarpment, the Hills of the Headwaters are the source of all rivers in the Humber Watershed in Peel Region. Glen Haffy and Albion Hills conservation areas and the Bolton resource management tract are linked by the iconic Bruce, Oak Ridges and Humber trails. Rugged nature is contrasted with charming restaurants, shops and amenities in the nearby communities of Palgrave and Bolton, in the Town of Caledon. The area is supported by The Hills of the Headwaters Tourism Association, a regional, non-profit organization that supports local tourism. [Image 6.3.a.: Hills of the Headwaters](#)

**Forested Headwaters.** A trail lover's paradise, the Forested Headwaters contain over 100 kilometres of trails in the largest interior forest habitat in the GTA. This destination in Durham Region is comprised of a cluster of conservation lands, known as the East Duffins Headwaters, totaling over 1,400 hectares. As Durham's most popular destination for hiking and mountain biking, the internal trail system is well-established and carefully maintained by several trail organizations. The Town of Uxbridge, "Canada's Trail Capital," features amenities and services which support the high-quality trail experience of the area. [Image 6.3.b.: Forested Headwaters](#)

**Kettle Lakes.** Encompassing over 600 hectares of open space, parks and conservation lands straddling the Humber and Rouge watersheds, the Kettle Lakes are one of the most picturesque destinations in York Region. Formed by retreating glaciers over 13,000 years ago, this destination features a distinctive undulating topography known as kame-and-kettle. Centered around the Oak Ridges Corridor Conservation Reserve (ORCCR), this landscape is dotted with wetlands, ponds and lakes, including Wilcox Lake and Bond Lake. Hiking or cycling along the Oak Ridges Trail allows people to experience this rich, moraine landscape in Richmond Hill. [Image 6.3.c.: Kettle Lakes](#)

**Humber Valley Wilderness.** In the wide valley of the Humber River, a magnificent corridor of forests, valleys and meadows is formed by the Nashville Resource Management Tract and the Kortright and Boyd conservation areas in York Region. This landscape features upland and bottomland forests, meadows, former agricultural fields, wetlands and small tributaries that feed the main stem of the upper Humber River. The historic town of Kleinburg and the renowned McMichael Canadian Art Collection draw residents and visitors to the community of Woodbridge to experience this iconic scenery connected by the celebrated Humber Trail. Significant investment in this destination area is currently underway. [Image 6.3.d.: Humber Valley Wilderness](#)

**Black Creek Parklands.** Located within the naturalized section of the 45-kilometre Black Creek Ravine System, the Black Creek Parklands are a greenway of trails, forests, parks and open space. Bisecting industrial lands and residential neighbourhoods, the Parklands are located within easy walking distance of Black Creek Pioneer Village station, eight schools and thousands of local residents in one of the most densely populated neighbourhoods in Canada's largest city. The Black Creek Trail provides a well-established multi-use trail connection through the Parklands to York University, Tennis Canada, Black Creek Farm, Black Creek Pioneer Village and the future Head Office of TRCA. [Image 6.3.e.: Black Creek Parklands](#)

**Forks of the Don.** Situated within the Don River Valley in the City of Toronto, the Forks of the Don is an oasis of water and wildlife carving through the urban landscape. The forested ravine slopes feature a mature canopy of oaks, maple, birch and cedar. The Lower Don Trail, the Pan Am Path and Taylor Creek Trail wind

through the ravine, connecting communities around the Don Valley to a network of greenspace linking Sunnybrook Park, Taylor Creek Park and Crothers Woods. Located within walking distance of Broadview Station and the future Sunnybrook Park Stop, this destination also features cultural destinations, including Todmorden Mills, the Ontario Science Centre and the Brick Works community hub. **Image 6.3.f.: Forks of the Don**

**Rouge National Urban Park.** Canada's first national urban park and the largest urban park in North America, Rouge National Urban Park (RNUP) is a unique mosaic of natural, cultural and agricultural landscapes in York and Durham Regions and the City of Toronto. Over 8,000 hectares, the park stretches from Lake Ontario to the Oak Ridges Moraine and features working farms, Carolinian forests, marshes and beaches that may be explored along the Rouge Trail and the Blue Trail through the Rouge Marsh. In close proximity to RNUP, the historic Seaton Trail hiking trail and the active transportation corridor of The Meadoway provide linkages to the growing communities of Scarborough, Markham, Pickering and Uxbridge. At its southern extent, the Waterfront Trail connects into RNUP and is easily accessed by the Rouge Hill GO. **Image 6.3.g.: Rouge National Urban Park**

The **Lake Ontario Waterfront** is a wondrous linear destination featuring dynamic waterfront parks that are like jewels along the green and blue necklace of the Waterfront Trail and Blue Trails. The shoreline is undergoing natural habitat restoration and revitalization to support public access and waterfront recreation. In our region, this trail links over 70 kilometres of lake frontage from Etobicoke to Ajax, connecting the western reaches of the Arsenal Lands and Marie Curtis Park through Humber Bay Parks across the Central Waterfront, the Beaches and Tommy Thompson Park past Ashbridge's Bay, the Scarborough Bluffs and East Point Park to the eastern reaches of Port Union Waterfront Park, Rotary Frenchman's Bay and Paradise Park. Within this waterfront experience, three areas stand out as remarkable regional destinations: **Humber Parklands**, **Scarborough Bluffs** and the **Toronto Harbour**.

**Humber Parklands.** Formed by a corridor of greenspace in the Humber River floodplain that culminates in two peninsulas along the mouth of the Humber River, the Humber Parklands provide an idyllic greenspace in the west end of Toronto. The parklands stretch from the parks and sports fields of Eglinton Flats in the north through the wildlife-rich Humber Marshes toward the constructed headlands of Humber Bay Park along the urban waterfront of Lake Ontario. Easily accessed by Mimico GO, Old Mill station or the future Mount Dennis station along the Eglinton Crosstown, this urban destination offers places to picnic and recreate in nature. The Humber Parklands are enjoyed by thousands who traverse the picturesque routes of the Waterfront Trail and the Humber Trail, part of the official route of the Pan Am Path. In addition to land-based recreation opportunities, the area also offers water-based activities including boating, canoeing, kayaking and fishing. **Image 6.3.h.: Humber Parklands**

**Toronto Harbour.** Protected by the Toronto Islands in the downtown core of Toronto, the Toronto Harbour is a bustling marine landscape. The Waterfront Trail, The Great Trail, the Lake-to-Lake Trail and sections of the Pan Am Path carry thousands of residents and visitors to major natural and cultural attractions along the harbourfront. Fort York National Historic Site, The Harbourfront Centre, Queens Quay, Sugar Beach, The Distillery District, and Corktown Common animate the lakefront harbour and beachscape with endless opportunities for cultural engagement. Extending into Lake Ontario, the Toronto Islands and Tommy Thompson Park connect us to nature and some of the best opportunities in the city to view wildlife. **Image 6.3.i.: Toronto Harbour**

**Scarborough Bluffs.** The Scarborough Bluffs are an iconic natural wonder located at the doorstep of Canada's largest city. Soaring up to 90 metres above the Lake Ontario Waterfront, they offer strikingly beautiful natural greenspaces and support increasingly rare habitats for a wide variety of fish, birds and other wildlife. Linking over 11 waterfront parks across 15 kilometres of bluffs, the Waterfront and Highland Creek Trails offer

opportunities for people to safely explore this unique segment of the Lake Ontario shoreline. Atop the Bluffs is situated the newly restored Guild Park and Gardens, featuring a historic sculpture garden, restaurant and event centre. Accessed by Eglinton and Guildwood GO stations, the Scarborough Bluffs offers some of the best beaches, gardens, sports and recreation facilities and parklands for trail users, including paddlers, to enjoy.

Image 6.3.j.: Scarborough Bluffs

There are also a number of new and evolving destinations in our growing region. The New Seaton community in Pickering, Claireville Conservation Area in Brampton, Bolton Camp in Caledon and the northern reaches of Rouge National Urban Park in Markham are all destination development hot spots experiencing current or coming intensification. In the near future, these locations will require investment in trails and amenities to support the increasing nature-based recreational needs of the surrounding communities.

## **7. STRATEGIC OBJECTIVES, INITIATIVES AND ACTIONS**

The following Strategic Objectives – and the associated Initiatives and Actions for each – have been developed to meet the challenges associated with trail development in the Greater Toronto Region. These directions will guide TRCA and partners toward achieving the overarching vision of the TRCA Trail Strategy.

### **Strategic Objective #1: Organize effective trail leadership.**

Regional trails extend beyond municipal boundaries, involving many partners. To build the Greater Toronto Region Trail Network, we must organize and undertake a coordinated internal and external approach.

#### **Initiative 1.1: Establish an internal Trail Working Group to guide the implementation of the Strategy and provide input on corporate level operations pertaining to trail development at TRCA.**

An internal Trail Working Group is necessary to guide the phased implementation of the Strategy in a fiscally responsible manner and to ensure that trail-related activities are coordinated across the organization. The Trail Working Group will coordinate the Strategy across business units, including developing a work plan and a financial plan to deliver the Strategy. In addition to providing input on corporate level operations relating to trails development, the Trail Working Group will also coordinate the establishment of the Trail Leaders Round Table (see Initiative 1.2).

A member of TRCA's Senior Leadership Team will be assigned to the Trail Working Group to act as an executive sponsor, helping provide guidance in the formation and operation of the group. Each division within TRCA will be represented to ensure that decision-making is distributed and cross-divisional. Decisions made by the group will be communicated to TRCA's Senior Leadership Team as well as to the Trail Leaders Round Table. A member from the group will represent TRCA at the Trail Leaders Round Table and will provide regular communication and interaction between both groups.

#### **Actions:**

- A. Consolidate the Trail Working Group and formalize its mandate.
- B. Develop a work plan and a financial plan to coordinate the delivery of the Strategy across business units.
- C. Pursue and obtain sustained operating funding to administer the Strategy.

#### **Initiative 1.2: Form an external Trail Leaders Round Table as a regional alliance to promote knowledge-sharing, build capacity, support representation and focus fundraising efforts in support of the Strategy.**

Other successful trail strategies in the province have all started with collaborative, organized trail leadership, including the Ontario Trails Council, the Hamilton-Burlington Trails Council and Discovery Routes. Coming together as a formal alliance promotes knowledge-sharing, builds capacity, focuses fundraising efforts and facilitates representation from a range of community perspectives. Coordinating partnerships through a funded representative body will support consensus-building and ensure decisions with regional impact are made equitably. It will also create opportunities to ensure that contributions from all groups, particularly Indigenous communities, are included. Partners include staff from the regions and municipalities, neighboring Conservation Authorities, federal and provincial agencies, Indigenous community leaders, grassroots organizations and private businesses.

In 2017, TRCA adopted the Community Engagement Strategy along with a new citizen governance model, including the Regional Watershed Alliance (RWA). The RWA is an advisory and action-based committee comprising diverse community members from across the Toronto Region who contribute their unique perspectives and capabilities. This Strategy recommends approaching the RWA to form a Trail Leaders Round Table working group to ensure that citizen engagement opportunities are identified and coordinated.

**Actions:**

- A. Formalize Trail Leaders Round Table mandate, functions and joint funding model.
- B. Set priorities, based on assigned Actions (see Workbook: Section IV - Action Plan).
- C. Align Capital Projects with respective organizational programs, budgets and implementation timelines.

**Strategic Objective #2: Prioritize trail and destination area capital projects.**

Trail and destination infrastructure investment at a regional scale involves complex and competing priorities. Investment includes both trail construction and the delivery of trail facilities and amenities to enhance destinations. Amenities may include parking, washrooms, warming huts, benches, trailheads, signage, wayfinding devices, bike racks, water fountains or water bottle refill stations, trash and recycling containers, first aid supplies and maps. Fully connecting the Greater Toronto Region Trail Network and establishing a standard level of trail amenity will make the trail experience safer, more enjoyable and accessible. This objective proposes a methodology to prioritize investment in trails and destinations.

**Initiative 2.1: Validate the trail and destination investment criteria.**

This Strategy puts forward a draft set of investment criteria for trail gap and destination areas to identify priority areas for investment and guide us toward meaningful expansion of the network (see Tables 8.1.a.: Trail Gap Investment Criteria and 8.2.b.: Destination Investment Criteria). The Trail Working Group will evaluate and confirm these criteria. This approach will ensure that investment in trail and destination development is targeted strategically, according to our criteria.

**Actions:**

- A. Validate the Trail Gap and Destination Investment Criteria (see Section 8.1: Investment Criteria).

**Initiative 2.2: Finalize the trail and destination area capital project lists.**

Based on the validated Trail Gap and Destination Investment Criteria, each candidate trail and destination capital project has been assigned an implementation priority of short-term, medium-term or long-term. The Trail Working Group will evaluate and confirm these candidate lists and the corresponding implementation priorities. The Group will perform high-level cost analysis for the confirmed capital projects and develop a

corporate financial plan to secure sustained operating and capital funding to coordinate and deliver projects through a corporate-wide, multi-year approach.

**Actions:**

- A. Finalize the prioritized capital projects lists in consultation with our municipal colleagues (see Workbook: Section I - Trail Capital Projects: Candidate List, and Section II - Destination Area Capital Projects: Candidate List).

**Initiative 2.3: Develop a business plan to deliver trail and destination capital projects in partnership with our municipal trail colleagues.**

Once the Trail and Destination Capital Project Lists are finalized, the Trail Working Group will develop a business plan to complete these projects. Creating a business plan will involve performing high-level cost analysis for the confirmed capital projects and developing a financial plan to obtain funding and implement capital projects with our partners.

- A. Perform high-level cost analysis for candidate capital projects.
- B. Develop a corporate-wide work plan to deliver capital projects across divisions.
- C. Develop a financial plan to obtain funding to deliver capital projects.
- D. Pursue and obtain capital funding to deliver trail projects in partnership with municipal trail colleagues.

**Strategic Objective #3: Promote greater trail use and awareness.**

Improved awareness about our regional trail network, its value and benefits will improve the trail experience and retain and attract trail users. The City of Toronto recently completed a business case outlining the benefits of their TO360 wayfinding system. For every dollar invested, almost four dollars would be returned in transportation benefits (including capital costs and maintenance) over the 25-year lifecycle of the project. A similar wayfinding plan and communications plan for the Greater Toronto Region Trail Network would also deliver additional benefits, such as increased tourism spending, reduced emissions through reduced auto use, a more attractive public realm and improved health due to increased walking.

**Initiative 3.1: Implement a wayfinding plan for the Greater Toronto Region Trail Network.**

We must clearly convey information about the nature of the Greater Toronto Region Trail Network for enhanced navigation. Informing the public about how to access and properly use our regional trail system is essential to successful trail management. Information should include: directions to trailheads and access points, descriptions of trails and features as well as accessibility, etiquette, educational and safety information. This information helps protect both trail users and the sustainability of the trail. Good wayfinding design will help address many of the challenges we face (see Section 6.2.7: Challenges). To kick-start this initiative, a digital and print map will be produced as a complement to this Strategy. A comprehensive wayfinding plan for the Greater Toronto Region Trail Network should follow, to facilitate improved use of the network.

**Actions:**

- A. Produce a digital and print map of the Greater Toronto Region Trail network to provide clear wayfinding information for improved user orientation and experience.
- B. Implement a comprehensive wayfinding plan for the Greater Toronto Region trail network.
- C. Explore new forms of technology to improve approach to natural and cultural interpretation on trails.

- D. Engage in a pilot project to test the Provincial Trail Classification system, upon its release.

**Initiative 3.2: Implement a communications campaign for the Greater Toronto Region Trail Network.**

A communications plan is a key component to raising awareness about the value of the Greater Toronto Region Trail Network. It will help to secure ongoing funding, generate support, promote the network and support local municipalities and businesses. This Strategy recommends the Trail Leaders Round Table partner on funding a communications campaign for the Greater Toronto Region Trail Network that builds on existing trail promotion efforts. This campaign should highlight trip planning opportunities for a range of abilities and experiences, including options for unique, exciting and well-serviced multi-day trail excursions across the network. It should communicate a range of unique, exciting and well-serviced single and multi-day trail itineraries in the Greater Toronto Region Trail Network that accommodates a range of abilities and experiences. Partnering with private businesses that support amenities (such as lodging, restaurants and equipment rentals) and tourism organizations would further support this initiative.

**Actions:**

- A. Implement a communications campaign for the Greater Toronto Region Trail Network that builds on existing trail promotion efforts by TRCA and partners.
- B. Where needed, partner with municipalities, tourism agencies and private businesses to promote destinations (see Section 6.3: Destinations) within the Greater Toronto Region Trail Network.

**Strategic Objective #4: Build a sound knowledge base.**

The way people are using trails is changing and evolving. Our regional trails are often used for both recreational and active transportation-based purposes in both greenspace and in our transportation networks. The relationship between these uses and their cumulative impact must be better understood to improve trail network planning and design. Studying broader usage patterns across our regional transportation network, including the association between trail, road and transit systems, will provide a more comprehensive understanding of how people are moving about during their daily lives. Our knowledge base also depends on up-to-date terrestrial monitoring, including biological inventories and assessments. Continued and enhanced ecological data collection and monitoring will provide critical existing conditions information to inform trail planning and management within the context of our urbanizing environment. This comprehensive analysis is critical to planning a sustainable, multi-modal regional trail network that is both integrated into the larger regional transportation network and consistent with TRCA's The Living City Policies.

**Initiative 4.1: Invest in a comprehensive regional trail data program.**

Currently, TRCA's Trail Monitoring and Assessment program provides data collection for TRCA-owned and managed trails within the Greater Toronto Region. Standardizing data collection, administration and analysis, as well as sharing this information between regional recreation and transportation delivery partners, will improve the design and quality of the Greater Toronto Region Trail Network. Digital assessment tools and measurement devices are utilized to collect the following trail data: alignment, conditions, slope, cross-slope, surface type, surface hardness, obstacles and hazards. This data is utilized to inform the planning, design and management our trail network and infrastructure. The TRCA Trail Monitoring and Assessment program must be expanded to have the capacity to collect and assess the growing volume of trail data. Additionally, data regarding trail, road and transit networks, including mobility hubs, must be shared and analyzed comprehensively to understand the relationships and connection opportunities within our larger transportation system. We must continue to invest in and expand this program, as well as complementary GIS resources and capacity, to monitor, assess and report on current trail conditions and to facilitate strategic

planning and adaptive management. Developing a standardized methodology among regional transportation partners will improve effective use of trail data.

**Actions:**

- A. Expand TRCA's Trail Monitoring & Assessment program and explore integration with TRCA's Terrestrial Monitoring program.
- B. Develop a standardized system of data collection, administration and analysis for TRCA and regional trail partners to collect and communicate trail and terrestrial data.
- C. Study broader usage trends and connections between local and regional trail, road and transit systems to design a comprehensive and resilient regional trail network that supports complete communities.
- D. Provide the Greater Toronto Region Trail Network Concept Plan in the TRCA Data Viewer as a reference to inform and assist TRCA staff as trail planning initiatives arise. Refresh on a regular basis with updates.

**Initiative 4.2: Partner with domain experts and educational institutions to better understand trails.**

New and exciting ways in which people are using trails has made it necessary to rethink how trails are planned, developed and managed. In order to be resilient and capitalize on the opportunities presented by these changes, innovative research is needed to ensure that trail managers can more effectively guide trail development and facilitate maintenance. The success of our trail system depends on our ability to understand environmental, economic and social impacts of trails and to adaptively manage our trail network.

Additionally, there is a need to research the impact of recreation on the biodiversity of natural areas. Sound data and a better understanding of how trails impact the complex systems through which they pass will help us access our natural spaces in a more sustainable way. Possible collaborative research areas could include how design factors (including trail width, trail configuration, trail density and user numbers) affect measures of biodiversity, user experience and the economics of trails. Further research could investigate different trail management techniques to optimize trail design and operation within natural areas. To accomplish this, partnerships should be established to share resources and capitalize on investigations that improve the development and management of trails as it relates to supporting biodiversity.

**Actions:**

- A. Undertake a targeted Trail Ecology Study to help inform the balance between trail use and ecological health over time.
- B. Map future growth projections against the proposed Greater Toronto Trail network to identify potential development opportunities and carrying capacity hot spots.
- C. Continue to implement sustainable trail planning, design, construction and management best practices.
- D. Explore partnerships with educational institutions to assist in trails research.

**Strategic Objective #5: Balance enjoyment and protection of our heritage.**

We must seek a balance between enjoyment and protection of our natural and cultural heritage through trail siting, design, construction, programming and operations that prioritizes ecological integrity. The Living City Policies outlines TRCA's environmental planning objectives, goals and policies for non-motorized trails in Section 7.4.5: Recreational Use and Section 8.10: Recreational Use Policies. Existing and proposed trails within TRCA-owned and regulated areas should be planned, developed and maintained in a manner consistent with TRCA's The Living City Policies. Maintaining this balance also requires growing our natural system in tandem with the projected urban growth of our region.

**Initiative 5.1: Protect, restore and enhance habitats through sustainable trail development.**

Trail design should prioritize ecosystem health. TRCA Planning Ecology staff should be engaged throughout the trail project lifecycle to provide input on ecological protection and enhancement of surrounding habitat. Siting, design and operation of trails should avoid, mitigate and/or compensate for impacts to the natural system. Trails should be routed to avoid critically sensitive habitat, as well as natural features and areas where flooding or soil conditions prohibit sustainable trail design. In addition, this Strategy recommends identifying and protecting critical habitat reserves where sensitive species can retreat to avoid disturbance from trail use. Trail planning, development and management projects should integrate habitat restoration and environmental enhancement initiatives. Trail construction should be undertaken in a way that minimizes environmental impact and maximizes long-term sustainability. Proper site planning, scoped environmental studies and the incorporation of best management practices for site construction and future maintenance can generally minimize impacts of trails to negligible levels.

Sustainable trail development is also dependent upon sound technical design standards. The TRCA Trail Planning and Design Guidelines (1992) have been an invaluable resource to facilitate responsible trail building in our region. Since the release of the Guidelines, the trail landscape has changed significantly and our understanding of sustainable trail development has evolved. In response, an update to the Guidelines, which will henceforth be known as the TRCA Trail Handbook, will include current best practices, address new user groups and trail types, incorporate newly recognized industry standards for trail design, construction and classifications, reflect new provincial accessibility legislation that impacts trail design and standardize design practices relating to trail development at TRCA.

**Actions:**

- A. Plan, develop and maintain existing and proposed trails within TRCA-owned and regulated areas in a manner consistent with TRCA's The Living City Policies.
- B. Identify "no-go" zones for critically-sensitive ecological areas based on the Trail Ecology Study.
- C. Develop the TRCA Trail Handbook.

**Initiative 5.2: Secure more greenspace to grow our natural system, accommodate growth and provide trails.**

TRCA will be developing a Greenspace Strategy to guide the acquisition, planning, development and management of greenspace in the current landscape of urban intensification. The Greenspace Strategy will address ways to secure more greenspace to grow our natural system, accommodate growth and provide trails. This Strategy recommends employing the future TRCA Greenspace Strategy to secure additional greenspace and provide proposed trail corridors identified in the TRCA Trail Strategy, where property acquisition and subsequent ecological enhancement would be beneficial to the natural system. Employing this Strategy to identify and support beneficial land acquisition opportunities through the Greenlands Acquisition Project for 2016-2020 (GAP) (TRCA, 2015) will also support the growth of our natural system. Where possible, TRCA and partners should seek to expand and enhance the natural system in conjunction with trail planning, design, implementation and maintenance activities.

**Actions:**

- A. Employ the TRCA Trail Strategy to identify and support land acquisition opportunities through TRCA's Greenlands Acquisition Project, where feasible.
- B. Employ the future TRCA Greenspace Strategy to secure additional greenspace and provide proposed trail corridors identified in the TRCA Trail Strategy, where feasible.
- C. Incorporate expansion and enhancement of the natural system into all trail projects, where possible.

### **Initiative 5.3: Identify opportunities for trail-based cultural heritage programming.**

The origins of the Greater Toronto Region Trail Network trace back to early Indigenous people who established the Carrying Place Trail, joining Lake Ontario to the upper Great Lakes, attracting European explorers to the region and setting the stage for the development of the Greater Toronto Area. In recognition of its significance to Canada's Indigenous and settler history, the Humber River is now designated a Canadian Heritage River by the Federal government. Trails connect us to our rich Indigenous and settler history. They present opportunities for reflection and self-awareness. This awareness can help foster relations and greater acceptance of diverse cultural origins. Celebrating the vibrant cultural heritage in our region will engage and educate trail users about our past, present and future.

#### **Actions:**

- A. Invest in cultural heritage interpretation of the Humber River as a Canadian Heritage River and its connection to the Carrying Place Trail (The Humber Trail).
- B. Collaborate with Indigenous communities to develop cultural heritage programs that respect and share traditional Indigenous ways and beliefs.
- C. Support event programming, storytelling and educational opportunities to engage all communities in celebration of our rich Indigenous and settler history.

### **Strategic Objective #6: Promote meaningful community engagement.**

Indigenous peoples, volunteers and grassroots organizations are key partners in creating and managing our regional trail network. Working in partnership, meaningful places within our regional trail network can be created to respect and celebrate Indigenous ways and beliefs, improving the quality of life, for present and future generations. We must support all community members as leaders in trail and greenspace stewardship. The Community Engagement Strategy (CES) (TRCA, 2017) outlines TRCA's civic engagement objectives, goals and policies for facilitating community and partner engagement. All engagement initiatives proposed in this Strategy should be developed and refined in a manner consistent with the CES and the future TRCA Consultation Office.

### **Initiative 6.1: Develop and support trail community stewardship programs to support trail building, monitoring and maintenance.**

Volunteers make key contributions to trail planning, construction, maintenance, oversight and promotion. We must continue to foster relationships with our robust network of volunteers to support trail stewardship in local communities. This Strategy proposes that TRCA support volunteer associations in the development of a Trail Ambassador Program to coordinate volunteer activities relating to trail monitoring and maintenance.

#### **Actions:**

- A. Work with existing volunteer organizations to develop the Trail Ambassador Program.
- B. Offer trail monitoring and maintenance programs to volunteers to grow our network of trail stewards.

### **Initiative 6.2: Design community engagement programs that enhance the trail experience.**

Engaging in activities on trails gets people outdoors, experiencing the beauty of the natural environment and connecting with community members in new ways. Trails set the stage for land-based education while facilitating healthy recreational pursuits. Using trails as venues for activities and programs that promote community health, cultural appreciation and togetherness positively animates our natural public realm.

Encouraging community groups to take advantage of trail networks for their activities and programs cements the recognition of trails as key infrastructure assets, fostering broad-based community appreciation for trails.

Facilitating environmentally-responsible ways for people to engage with our streams, rivers and lakes will also enable a wider range of people to enjoy outdoor water-based activities. The establishment of waterfront recreational nodes at significant City of Toronto waterfront parks has already improved how people access Lake Ontario and take part in various water-based recreational activities, such as fishing, kayaking, canoeing and paddle boarding. These nodes incorporate launches appropriate for small vessels and allow the public to safely explore the waterfront, while discouraging shoreline trampling, allowing for significant shoreline regeneration. TRCA will continue to work with the City of Toronto to support waterfront recreational nodes at waterfront parks and work to expand the program in collaboration with our government partners and community partners. TRCA will also work with our waterfront municipal partners to establish conceptual safe paddling routes between recreational nodes that will link our lakes, rivers and shorelines together.

**Actions:**

- A. Collaborate with Indigenous communities to develop community engagement programs that celebrate and promote Indigenous ways and beliefs.
- B. Partner with community organizations in developing trail-based engagement programs that support active living and social inclusion.
- C. Invest in the study, expansion and programming of the Blue Trail network.

**Strategic Objective 7: Support complete communities.**

In order to support complete communities, our region needs a trail network capable of providing convenient access to both recreational experiences and active transportation travel options.

**Initiative 7.1: Better integrate land use and trails planning.**

Complete communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, transit, local services, local food centres, a full range of housing and community infrastructure, including affordable housing, schools, recreation and open space for their residents. Trails link people to recreational experiences, as well as to schools, workplaces and other destinations. Trail planning is as essential as traffic planning to building complete communities and requires a similar level of priority in municipal planning. Integrating trail development into community land use planning will help build local and neighbourhood connections into the regional trail network. Studying broader usage patterns across our regional transportation network, including the association between trail, road and transit systems, will support more integrated land use planning in support of complete communities. This Strategy recommends representing and incorporating the proposed Greater Toronto Region Trail Network into Regional Transportation Plans, Municipal Official Plans, Transportation Master Plans and Recreational Trail Master Plans to align land use and planning efforts and capitalize on development opportunities in support of trails. In addition, this Strategy recommends connecting the Greater Toronto Region Trail Network with Metrolinx's proposed mobility hubs. Metrolinx defines these mobility hubs as places of connectivity between regional and rapid transit services, where different modes of transportation come together seamlessly. They have (or are planning to have) an attractive, intensive concentration of employment, living, shopping and enjoyment activities around a major transit station. There are two types of mobility hubs identified in The Big Move: Anchor Hubs and Gateway Hubs. Anchor Hubs are major transit station areas associated with an urban growth centre (as defined in the Province's Growth Plan for the Greater Golden Horseshoe). Gateway Hubs are major transit station areas located at the interchange of two or more current or planned regional rapid transit

lines with anticipated high levels of ridership. As some of these mobility hubs exist in areas of environmental sensitivity, we must strive to mitigate their impact to the natural system through the environmental assessment (EA) planning process.

**Actions:**

- A. Work with regional trail partners to implement the proposed Greater Toronto Region Trail Network through Regional Transportation Plans, Municipal Official Plans, Transportation Master Plans and Recreational Trail Master Plans.
- B. Connect the Greater Toronto Region Trail Network with proposed Mobility Hubs. Strive to mitigate impacts to the natural system through the environmental assessment (EA) planning process.
- C. Co-locate trails with infrastructure design through the planning and development approvals process.
- D. Work with approval agencies to ensure that permitting and development approvals support the realization of the Greater Toronto Region Trail Network.
- E. Regularly review and adaptively update Implementation Plans to reflect current land use conditions, including property acquisition updates to identify potential connection opportunities early in the planning and development process.

**Initiative 7.2: Promote the top 10 destinations in the Greater Toronto Region Trail Network.**

The top 10 destination areas in the Greater Toronto Region Trail network offer distinctive experiences with our natural and cultural environments and provide the amenities critical to a successful trail system. The establishment of these destinations provide exposure for communities, promoting visitor and local activity and catalyzing development that further supports complete communities. Destinations could be further enhanced through the establishment of Trail Centres. A Trail Centre is a regional trails convergence point that offers a well-serviced, actively-managed trail amenity area with dedicated trail user and visitor services. Within our existing trail network, several locations have organically become Trail Centres. This Strategy recommends a Trail Centre be identified and promoted within each of the top 10 destination areas.

**Actions:**

- A. Partner with interested municipalities, communities, tourism agencies, private businesses and trail organizations to promote destinations.
- B. Establish and invest in Trail Centres within destination areas.

**Strategic Objective 8: Secure adequate and sustainable investment.**

Trails are essential recreational and active transportation green infrastructure assets. They require sustainable and regular investment to guarantee their future. Regional trail projects are funded from a variety of sources, as outlined in Table 7.1.a.: Funding for Regional Trail Projects. At TRCA, these sources include TRCA revenues and occasional donations and/or government grants. Of these sources, capital funding is sourced from all three channels, yet operating funding is sourced solely from TRCA revenues. Financial resilience will require a greater range of eligible funding sources and leveraging the revenue-generating potential of trails and related facilities. In addition to these sources, TRCA will continue to engage with regional trail partners to capitalize on future development opportunities that maximize budgets, time and resources.

**Table 7.1.a Funding for Regional Trail Projects**

| <b>Trail Partner</b>               | <b>Source of Funds</b>            | <b>Description</b>   |
|------------------------------------|-----------------------------------|--|
| <b>TRCA</b>                        | Donations*                        | Funds received through The Living City Foundation and funds from donation boxes at select trailheads |
|                                    | Government Grants*                | Municipal, provincial or federal funding   |
|                                    | TRCA Revenues                     | Municipal levies, capital, special projects and other  |
| <b>Municipalities</b>              | Development Charges (DCs)         | Development fees   |
|                                    | Federal Gas Tax Fund (GTF)        | Local infrastructure priority funding  |
|                                    | Government Grants                 | Municipal, provincial or federal funding   |
|                                    | Municipal Taxes                   | Municipal operating and/or capital budgets   |
| <b>Trail Groups and Volunteers</b> | Donations                         | Donated funds, time, labour and materials  |
|                                    | Government Grants                 | Municipal, provincial or federal funding   |
| <b>Future Funding Sources</b>      | Public-Private Partnerships (PPP) | Co-operative funding arrangements  |
|                                    | Pay-Per-Use                       | Trail user fees (parking fees, membership fees)  |
|                                    | Road Tolls                        | Road toll funds  |

\*Funding typically awarded for special capital development projects or cultural heritage programs.

**Initiative 8.1: Source sustained funding for the Greater Toronto Region Trail Network.**

Trails require sustained investment from both public operating and capital budgets to address planning, design, construction, operation, monitoring, maintenance, programming and promotional costs. In order to maintain their recreational and active transportation functions, trails require ongoing funding to be maintained in a state of good repair and to achieve their desired level of service. We must strive to adopt the principles of asset management in accounting for the full lifecycle of the natural heritage monitoring, planning, design, implementation and maintenance of trails. This Strategy recommends developing a Trail Lifecycle Costing Tool to fully account for these activities in order to improve trail cost analysis. In addition, the creation of a Trail Maintenance Reserve Fund for ongoing trail operations and maintenance expenditures would improve our ability to adequately maintain our existing and proposed trail assets in a state of good repair. In addition to capital funding for trail infrastructure, implementation of this Strategy requires ongoing operating funding to execute the Initiatives and Actions outlined.

**Actions:**

- A. Develop a Trail Lifecycle Costing Tool to improve trail full-cost analysis.
- B. Create a TRCA Trail Maintenance Reserve Fund for ongoing trail operations and maintenance costs.
- C. Continue to pursue existing funding sources and explore future funding sources to establish and maintain sustained investment in the Greater Toronto Region Trail Network (see Table 7.1.a: Funding for Regional Trail Projects).

**Initiative 8.2: Capitalize from investment in new communities in support of trails and greenways.**

Many of the proposed trail and greenway connections in the Greater Toronto Region Trail Network require partnerships with municipal partners, NGOs and the development industry. Leveraging the development process to secure trail project funding and implementation opportunities provides a mechanism for execution. The inclusion, siting and design of trails should be considered at the initiation of the development process. With proper planning from project outset, trails can be situated in the most appropriate location for a particular development area.

As Secondary Plans and Master Environmental Servicing Plans (MESPs) are developed, TRCA and partner municipalities should be looking at opportunities to implement the Greater Toronto Region Trail Network plans to ensure that new neighbourhoods are well connected to municipal parks and our greenspace system. Negotiations through the development process would also include acquisition of major land holdings to facilitate inter-regional trails and community connections. Municipalities should work with trail partners to ensure that short-term trail routes and restoration opportunities are implemented with development funding, including Development Charges (DCs) and Section 37 Agreements. Long-term trail connections should be planned through the Draft Plan subdivision process and through infrastructure environmental assessments (EAs). Negotiations for trail funding and trail maintenance reserves should also be part of the growth area planning for these local and regional trails and greenways.

In existing neighbourhoods, or in areas that do not have upcoming development opportunities, trail partners should leverage existing budgets and new funding opportunities through federal, provincial and municipal funding programs that support active transportation, climate change adaptation and the creation of green infrastructure. Current applicable provincial funding programs include: Climate Change Action Plan (CCAP), the Ontario Municipal Commuter Cycling Program (OMCC), the Ontario Sport and Recreation Communities Fund (OSRCF), Ontario Trillium Foundation grants and Greenbelt Foundation grants. Current applicable municipal funding programs include: York Region Pedestrian and Cycling Municipal Partnership Program (YRMPP).

**Actions:**

- A. Through the development process, look to Development Charges (DCs), Section 37 Agreements, as well as the Draft Plan subdivision process and infrastructure environmental assessments (EAs), to obtain funding and implementation opportunities in support of trails and greenways.
- B. Investigate federal, provincial and municipal infrastructure funding programs in support of trails and greenways.
- C. Negotiate trail maintenance reserves as part of growth area planning for new communities.

**8. IMPLEMENTATION**

**8.1. Investment Criteria**

Our regional trail network is the spine that supports complete communities with active living in nature. This Strategy uses the following draft Trail Gap and Destination Investment Criteria frameworks to identify priority areas for investment in the Greater Toronto Region Trail Network (see Table 8.1.a: Trail Gap Investment Criteria and Table 8.1.b: Destination Investment Criteria). Each proposed trail gap and destination area is evaluated against these frameworks and assigned a low, medium or high implementation priority. This Strategy recommends that the Trail Working Group validate these criteria.

**Table 8.1.a: Trail Gap Investment Criteria**

| Theme      | Criteria   |
|------------|--|
| Greenspace | Where there is an opportunity to connect to and/or acquire greenspace  |
| Population | Where there is an opportunity to connect to neighbourhoods, growth areas and/or employment lands, particularly those that are under-served |

|         |   |
|---------|---|
| Transit | Where there is an opportunity to connect to the regional transportation network |
| Trails  | Where there is an opportunity to connect to the existing regional trail network |

**Table 8.1.b: Destination Investment Criteria**

| Theme       | Criteria  |
|-------------|---|
| Amenities   | Where additional amenities are needed to provide a positive recreational experience |
| Management  | Where increased management is needed to support sustainable recreational use        |
| Partnership | Where partnership would provide investment to support destination enhancement       |
| Programming | Where programming would connect people with nature and to each other                |

## 8.2. Capital Projects

To complete the Greater Toronto Region Trail Network, this Strategy includes a draft candidate list of prioritized trail gap and destination area capital projects (see Workbook: Section I - Trail Capital Projects: Candidate List, and Section II - Destination Area Capital Projects: Candidate List) to inform capital planning efforts by TRCA and municipal trail partners. Each candidate capital project has been assigned a project stage based on current status (see Table 8.2.a: Project Stage Definitions). This Strategy recommends that the Trail Working Group finalize these capital projects lists. The capital projects are illustrated in the proposed implementation plans to complete the Greater Toronto Region Trail Network (see Workbook: Section III - Implementation Plans).

**Table 8.2.a: Project Stage Definitions**

| Project Stage     | Definition   |
|-------------------|--|
| Planning          | Project inception, master planning, feasibility study, environmental assessments |
| Conceptual Design | Concept design, permitting, agreements   |
| Detailed Design   | Design development, construction drawings, tendering                             |
| Construction      | Implementation and close out   |
| Management        | Ongoing maintenance, operations and programming                                  |

## 9. MAKING IT HAPPEN

Our future decisions related to the Greater Toronto Region Trail Network will be based on this Strategy. It is our goal to empower the regional trail community with a vision to catalyze implementation. The Trail and Destination Capital Projects and the Action Plan (see Workbook: Section IV - Action Plan) provide a roadmap to complete the Greater Toronto Region Trail Network. These plans provide key direction and rationale for regional trail partners to advance trail building objectives during the planning and development process.

### 9.1. Organizing for Success

The TRCA Trail Strategy will only be accomplished through collective effort to achieve collective impact. All divisions within TRCA and members of the regional trail community have a role to play in implementing the Strategy. The Trail Working Group and Trail Leaders Round Table will serve to coordinate these roles and execute the Action Plan. **Figure 9.1.a: Organizational Structure: Trails** illustrates this relationship.

## 9.2. Performance

Performance speaks to how well something is being accomplished. As we move forward with the Action Plan, we should measure how effectively we are achieving our vision:

*A complete regional trail network in greenspace that connects our growing communities to nature and to each other, supporting active living and enhancing our conservation legacy.*

Based on our vision, this Strategy suggests that the Trail Working Group explore the following themes to establish Key Performance Indicators (KPIs):

- Network connectivity (for example, total percentage network connectivity achieved)
- Trails that grow, enhance and protect greenspace (for example, percentage increase of greenspace)
- Engagement with nature (for example, level of user satisfaction, and/or percentage of repeat users)

These KPIs should also be aligned with The Living City Report Card to facilitate consistent reporting across corporate strategic initiatives. Once KPIs are established, this Strategy further recommends that the Trail Working Group employ practices and tools to communicate these performance indicators at regular intervals and to make informed decisions to adaptively achieve our vision and strategic objectives.

## 9.3. Action Plan

The TRCA Trail Strategy is a call to action to implement our vision for a fully-connected regional trail network. The Action Plan organizes the eight Strategic Objectives and the associated Initiatives and Actions into an implementation timeframe to be phased across immediate, short, medium and long-term time horizons. Metrics have been generated to measure key outputs as the Action Plan is implemented (see Workbook: Section IV – Action Plan).



**F I G U R E S**

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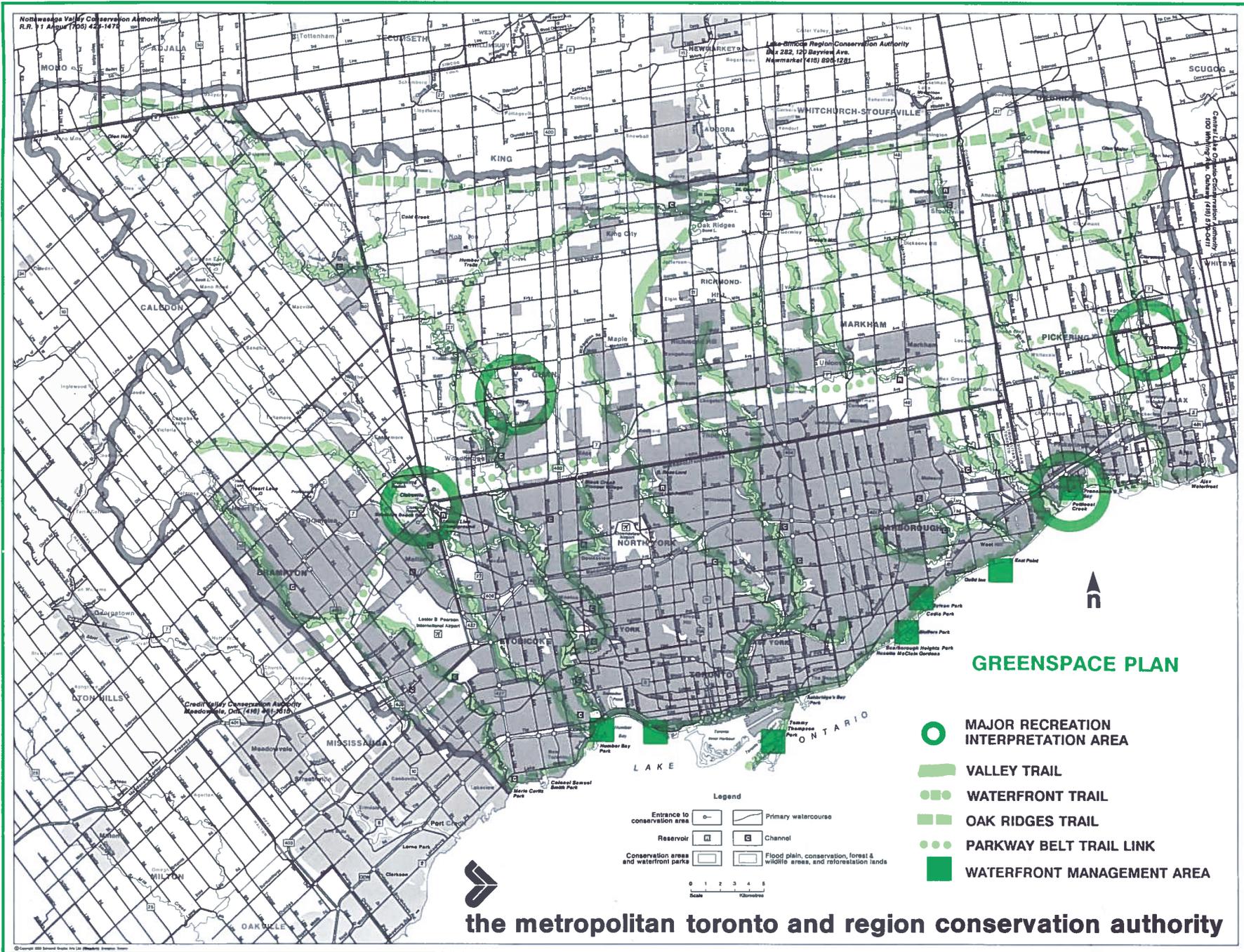


FIGURE 1.a GREENSPACE PLAN

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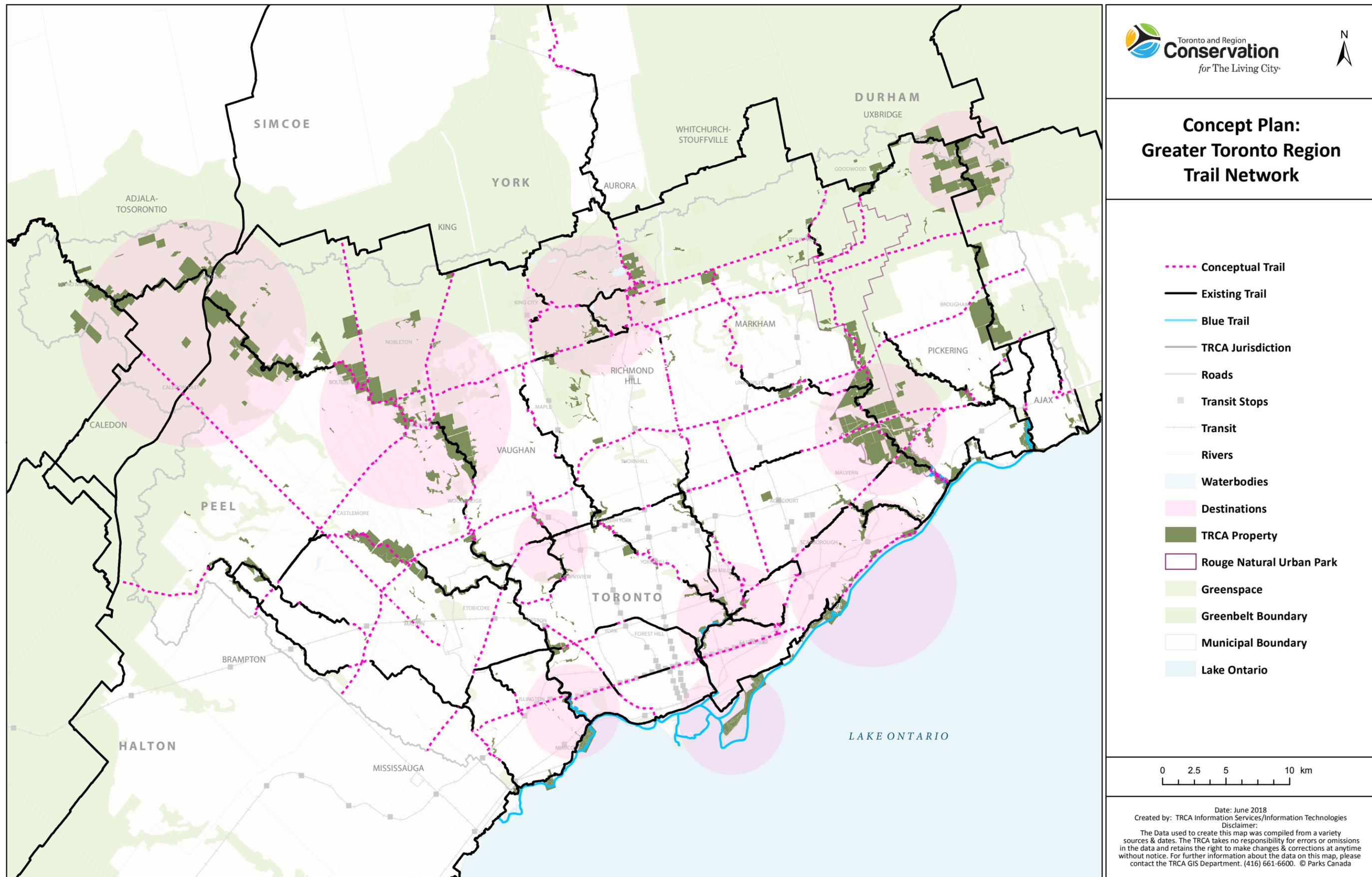
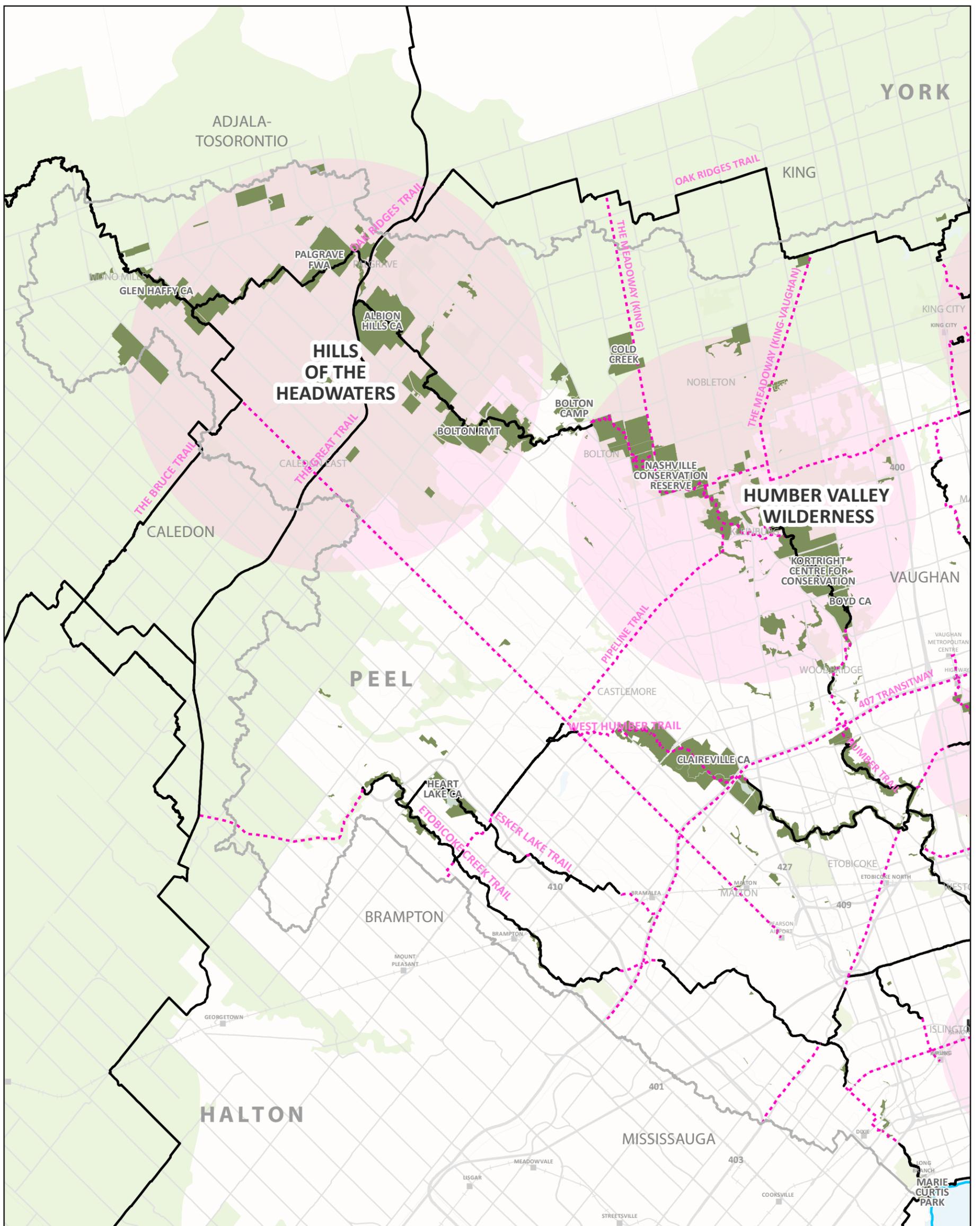


FIGURE 4.a: CONCEPT PLAN - GREATER TORONTO REGION TRAIL NETWORK

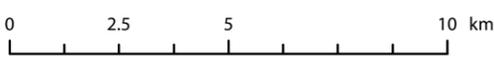




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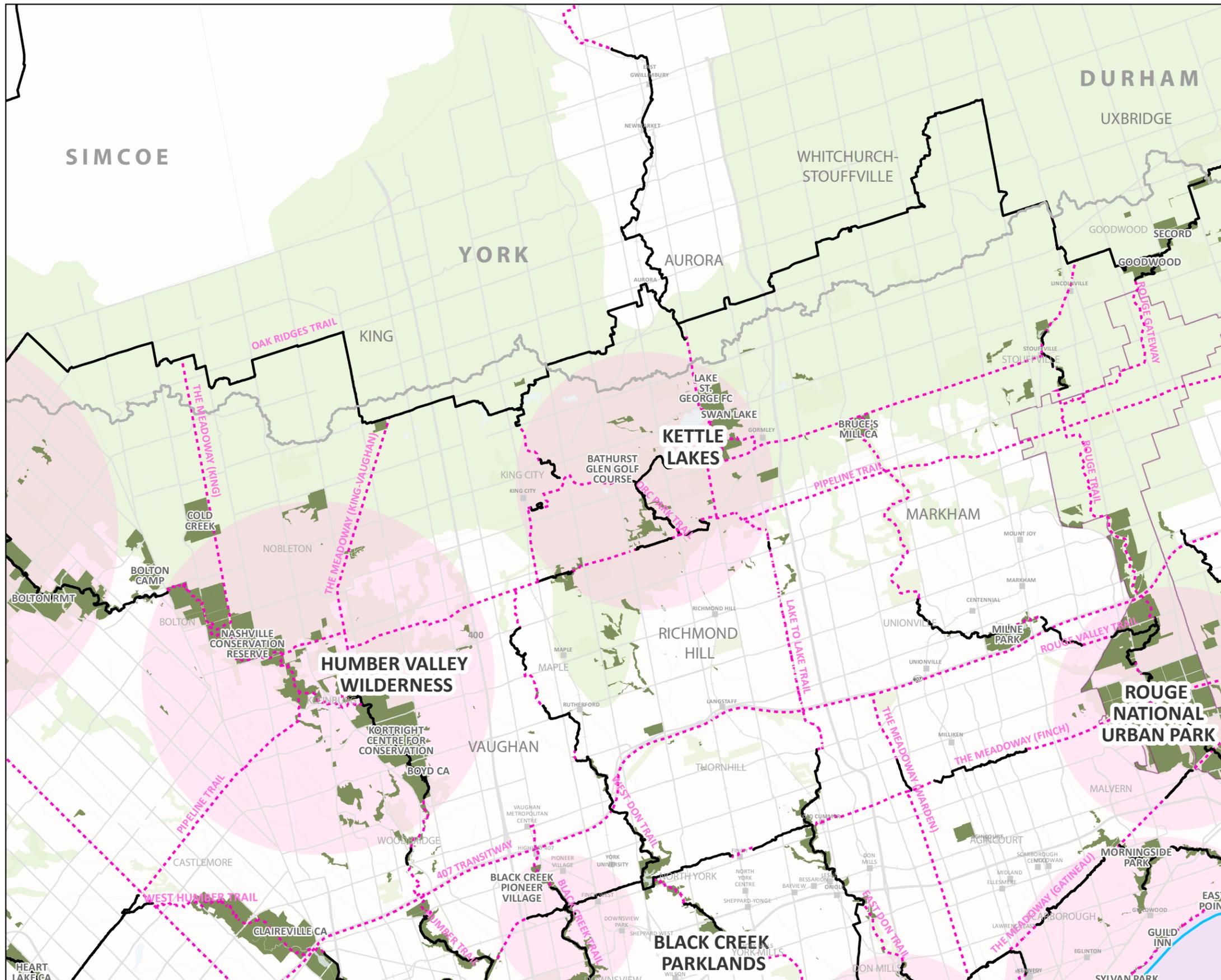
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## Concept Plan: Peel Region

- - - - - Conceptual Trail
- Existing Trail
- Blue Trail
- TRCA Jurisdiction
- Roads
- Transit Stops
- Transit

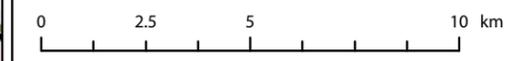
- Waterbodies
- Rivers
- Destinations
- TRCA Property
- Greenspace
- Greenbelt Boundary
- Municipal Boundary
- Lake Ontario

FIGURE 4.b: CONCEPT PLAN - PEEL REGION



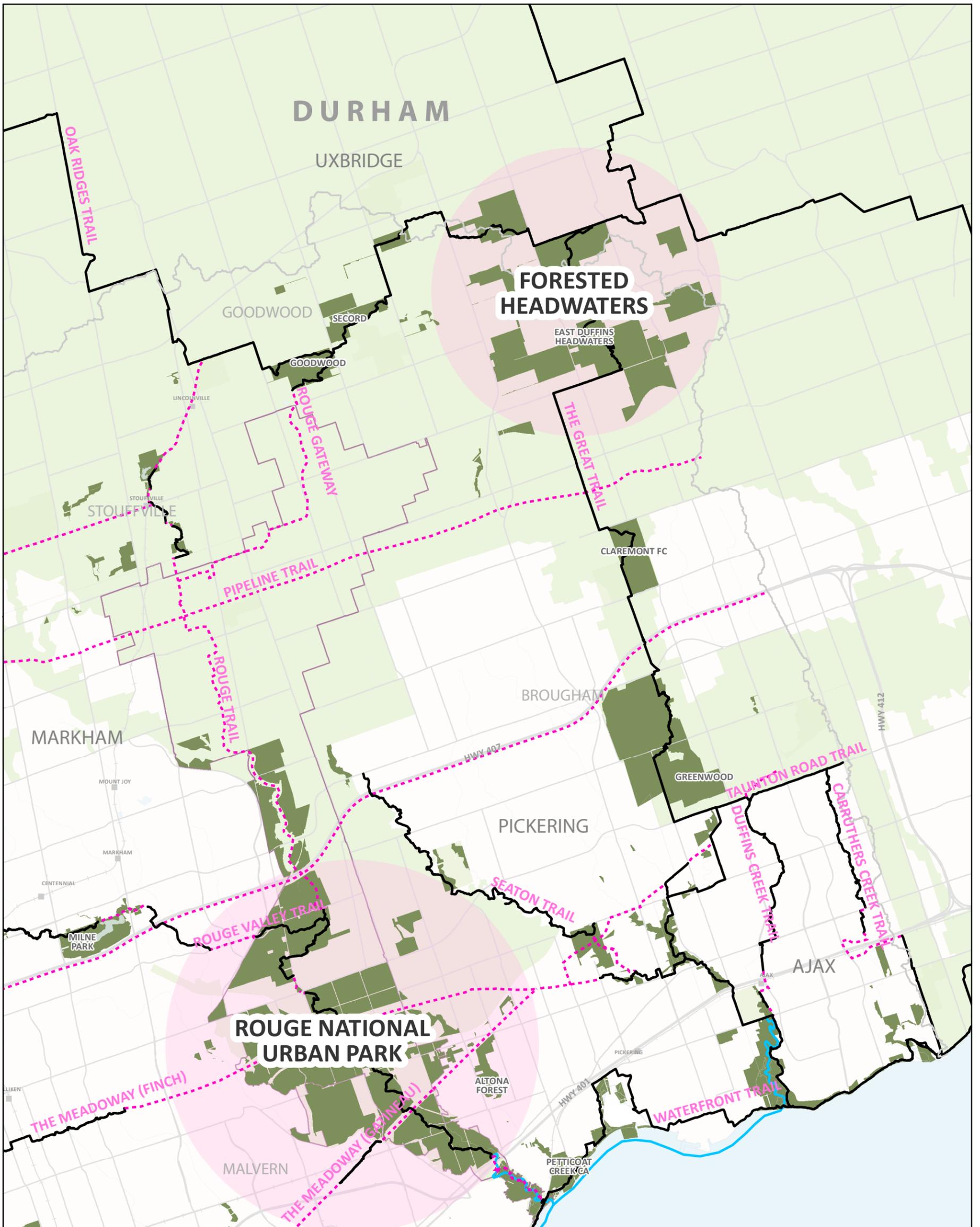
## Concept Plan: York Region

- - - Conceptual Trail
- Existing Trail
- Blue Trail
- TRCA Jurisdiction
- Roads
- Transit Stops
- Transit
- Waterbodies
- Rivers
- Destinations
- TRCA Property
- Rouge National Urban Park
- Greenspace
- Greenbelt Boundary
- Municipal Boundary
- Lake Ontario



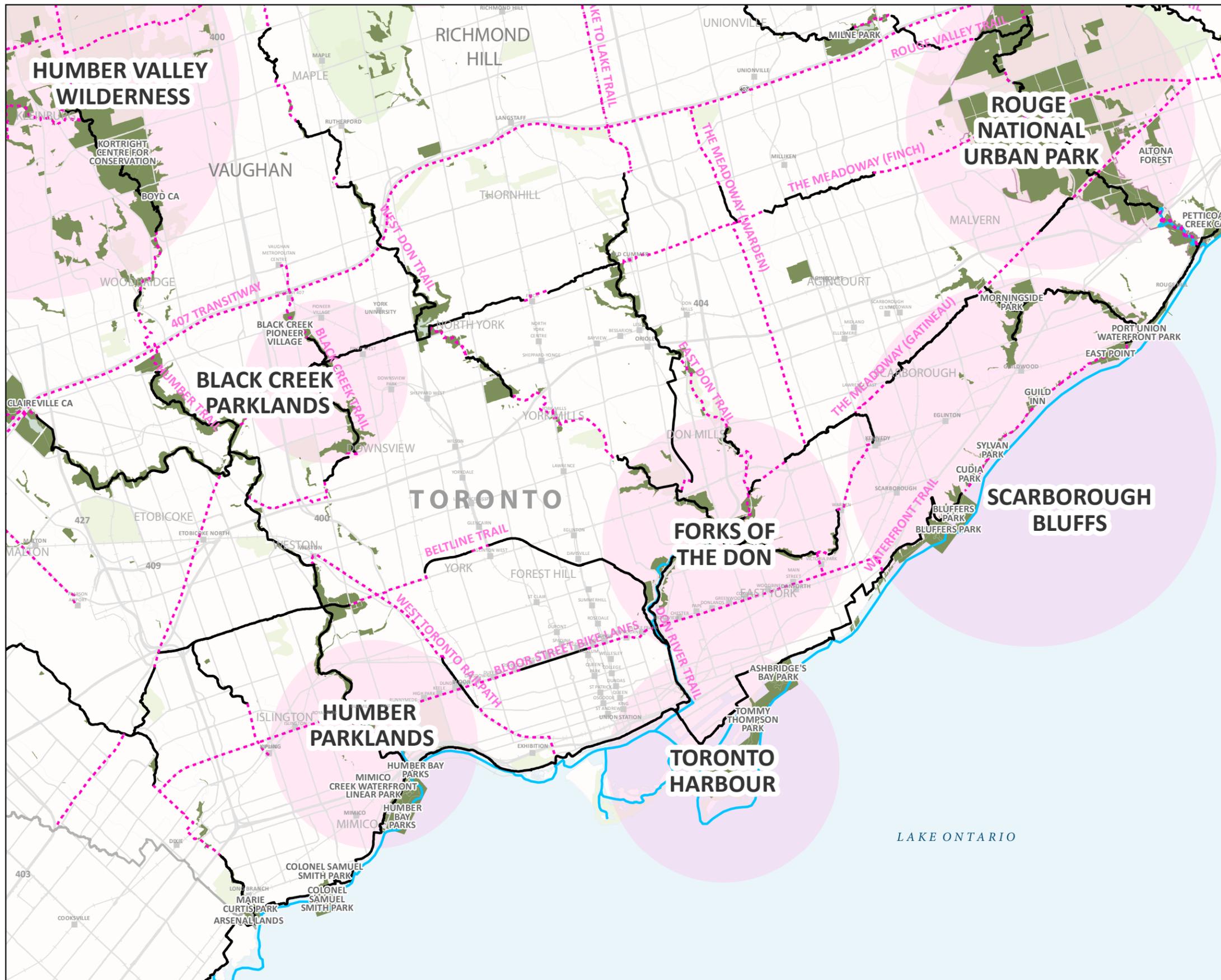
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FIGURE 4.c: CONCEPT PLAN - YORK REGION



|   |  |  |   |                        |             |                     |        |                 |              |                        |               |            |                           |                 |            |           |                    |  |                    |  |              |
|---|--|--|---|------------------------|-------------|---------------------|--------|-----------------|--------------|------------------------|---------------|------------|---------------------------|-----------------|------------|-----------|--------------------|--|--------------------|--|--------------|
|  <p style="text-align: right;">N<br/>↑</p>   | <h2>Concept Plan:<br/>Durham Region</h2> |  | <table border="0"> <tr> <td>----- Conceptual Trail</td> <td>Waterbodies</td> </tr> <tr> <td>———— Existing Trail</td> <td>Rivers</td> </tr> <tr> <td>———— Blue Trail</td> <td>Destinations</td> </tr> <tr> <td>———— TRCA Jurisdiction</td> <td>TRCA Property</td> </tr> <tr> <td>———— Roads</td> <td>Rouge National Urban Park</td> </tr> <tr> <td>■ Transit Stops</td> <td>Greenspace</td> </tr> <tr> <td>— Transit</td> <td>Greenbelt Boundary</td> </tr> <tr> <td></td> <td>Municipal Boundary</td> </tr> <tr> <td></td> <td>Lake Ontario</td> </tr> </table> | ----- Conceptual Trail | Waterbodies | ———— Existing Trail | Rivers | ———— Blue Trail | Destinations | ———— TRCA Jurisdiction | TRCA Property | ———— Roads | Rouge National Urban Park | ■ Transit Stops | Greenspace | — Transit | Greenbelt Boundary |  | Municipal Boundary |  | Lake Ontario |
| ----- Conceptual Trail  | Waterbodies                              |  |   |                        |             |                     |        |                 |              |                        |               |            |                           |                 |            |           |                    |  |                    |  |              |
| ———— Existing Trail   | Rivers                                   |  |   |                        |             |                     |        |                 |              |                        |               |            |                           |                 |            |           |                    |  |                    |  |              |
| ———— Blue Trail   | Destinations                             |  |   |                        |             |                     |        |                 |              |                        |               |            |                           |                 |            |           |                    |  |                    |  |              |
| ———— TRCA Jurisdiction  | TRCA Property                            |  |   |                        |             |                     |        |                 |              |                        |               |            |                           |                 |            |           |                    |  |                    |  |              |
| ———— Roads  | Rouge National Urban Park                |  |   |                        |             |                     |        |                 |              |                        |               |            |                           |                 |            |           |                    |  |                    |  |              |
| ■ Transit Stops   | Greenspace                               |  |   |                        |             |                     |        |                 |              |                        |               |            |                           |                 |            |           |                    |  |                    |  |              |
| — Transit   | Greenbelt Boundary                       |  |   |                        |             |                     |        |                 |              |                        |               |            |                           |                 |            |           |                    |  |                    |  |              |
|   | Municipal Boundary                       |  |   |                        |             |                     |        |                 |              |                        |               |            |                           |                 |            |           |                    |  |                    |  |              |
|   | Lake Ontario                             |  |   |                        |             |                     |        |                 |              |                        |               |            |                           |                 |            |           |                    |  |                    |  |              |
| <p>0      1.5      3      6 km</p>  |  |  |   |                        |             |                     |        |                 |              |                        |               |            |                           |                 |            |           |                    |  |                    |  |              |
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FIGURE 4.d: CONCEPT PLAN - DURHAM REGION

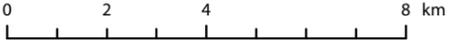



  
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## Concept Plan: City of Toronto

- ⋯ Conceptual Trail
- Existing Trail
- Blue Trail
- TRCA Jurisdiction
- Roads
- Transit Stops
- Transit
- Waterbodies
- Rivers
- Destinations
- TRCA Property
- Rouge National Urban Park
- Greenspace
- Greenbelt Boundary
- Municipal Boundary
- Lake Ontario



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FIGURE 4.e: CONCEPT PLAN - CITY OF TORONTO

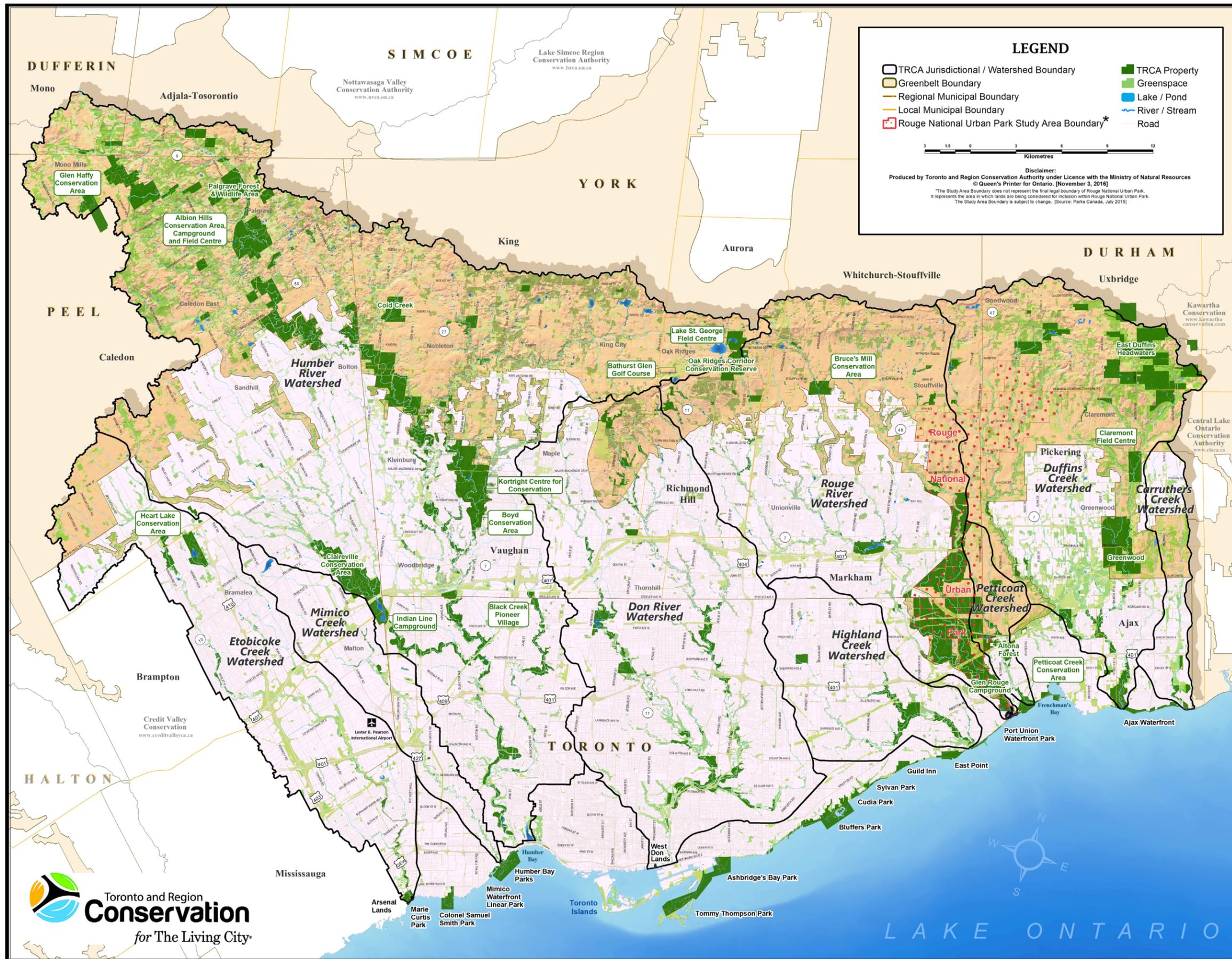


FIGURE 6.1.a: CONTEXT MAP - TRCA JURISDICTION WATERSHEDS

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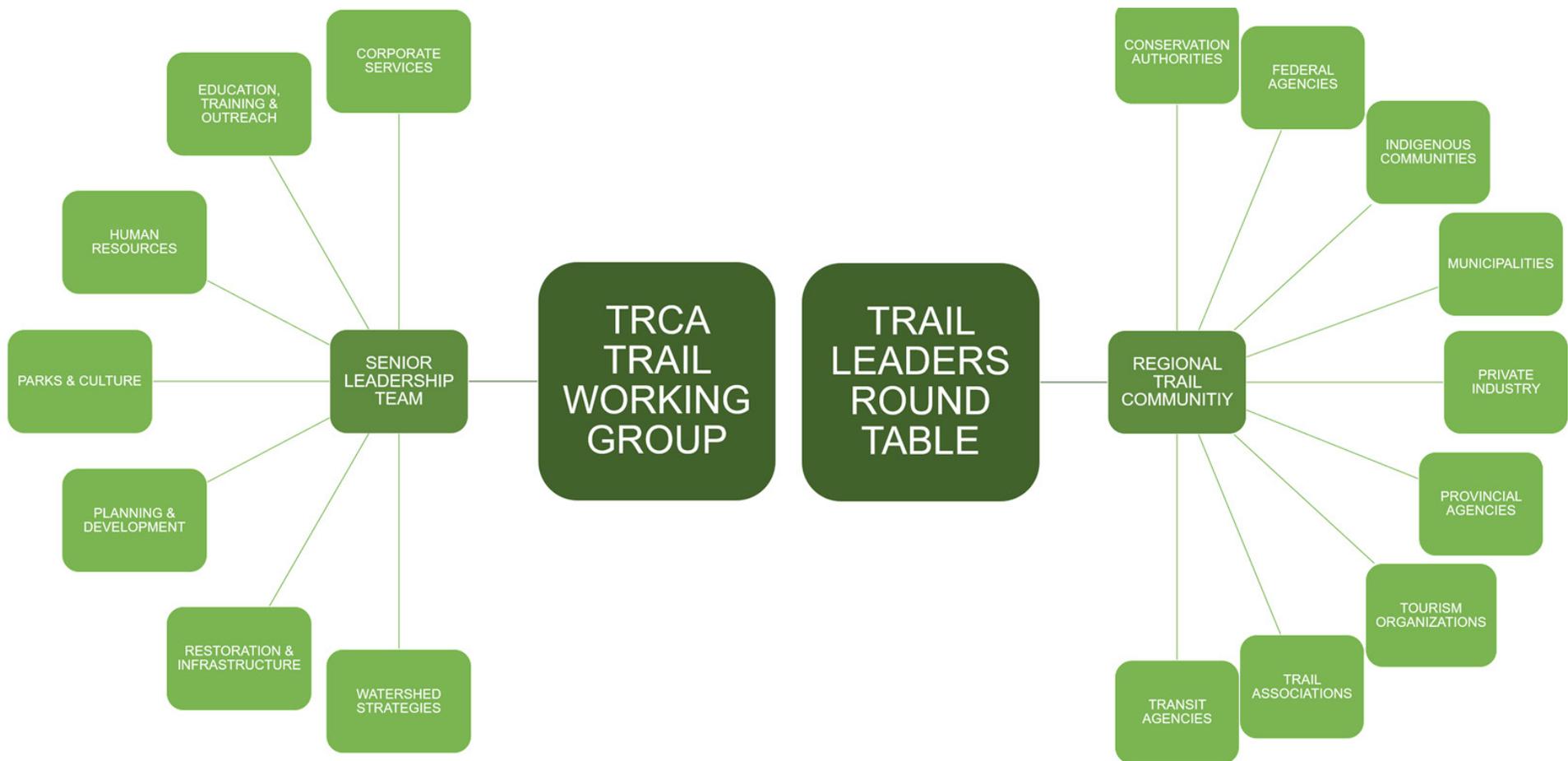


FIGURE 9.1.a ORGANIZATIONAL STRUCTURE - TRAILS