

Section I – Items for Board of Directors Action

TO: Chair and Members of the Board of Directors
Meeting #9/18, Friday, November 30, 2018

FROM: Carolyn Woodland, Senior Director, Planning, Greenspace and Communications

RE: **TRANS CANADA TRAIL CONNECTION – EAST DUFFINS HEADWATERS TO ROUGE NATIONAL URBAN PARK IN UXBRIDGE**

KEY ISSUE

Approval of the Trans Canada Trail Connection – East Duffins Headwaters (EDH) to Rouge National Urban Park (RNUP) Final Report, which proposes designation of an existing trail to be part of a new Trans Canada Trail spur from the existing alignment within the EDH to RNUP.

RECOMMENDATION

WHEREAS The Goodwood Resource Management Tract (Goodwood RMT) Trail Plan process has been completed, including confirmation of a recommended trail network within the Goodwood RMT;

AND WHEREAS Trans Canada Trail (TCT) and Trans Canada Trail Ontario (TCTO) agreed to contribute \$35,000 towards confirming the new Trans Canada Trail route and the design of a bridge crossing;

THEREFORE, LET IT BE RESOLVED THAT the Trans Canada Trail Connection – EDH to RNUP Final Report be approved;

THAT the approved Final Report be circulated to Lake Simcoe Region Conservation Authority (LSRCA), who will bring the Final Report to the Regional Municipality of Durham for endorsement;

THAT the endorsed Final Report be circulated to TCT and TCTO for approval;

THAT the approved Final Report be circulated to the Township of Uxbridge, Parks Canada, Green Durham Association, the Oak Ridges Trail Association and the TRCA Regional Watershed Alliance for information;

THAT TRCA staff continue to work with Parks Canada to further the implementation of the Webb Road Crossing – detailed design and construction to be funded by Parks Canada;

AND FURTHER THAT Toronto and Region Conservation Authority (TRCA) staff actively work with its partners and community leaders to seek out and secure funds, grants, sponsors and donors that will contribute towards the implementation of this new Trans Canada Trail spur connection.

BACKGROUND

In 2017, approximately 2,100 hectares (5,200 acres) of land were added to RNUP, extending the Park north into the Township of Uxbridge and further into the Oak Ridges Moraine. These new lands now place RNUP in proximity to important interregional trail systems which showcase the beauty of the Oak Ridges Moraine, namely the Oak Ridges Trail system, the Greenbelt Cycling

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Route and the Trans Canada Trail. Recognizing this, TCT and TCTO expressed interest in connecting the Trans Canada Trail from its existing alignment in the East Duffins Headwaters to RNUP utilizing a portion of the existing Oak Ridges Trail through a conjoined trail spur. The Trans Canada Trail is the longest recreational trail in the world, crossing Canada from coast to coast to coast for over 24,000 kilometres (km). The Trans Canada Trail generally runs north-south through the Township of Uxbridge, entering the EDH complex of TRCA properties from the north at approximately Concession 7 and Houston Road (the Walker Woods property). It is within EDH that the Trans Canada Trail intersects with the Oak Ridges Trail system. The Trans Canada Trail then continues southwards from EDH through the City of Pickering and the Town of Ajax to meet Lake Ontario at the mouth of the Duffins Creek, where it joins the Waterfront Trail and continues west.

The Oak Ridges Trail network runs for over 300 km generally east-west across the length of the Oak Ridges Moraine, and includes trail connections both to the Trans Canada Trail and to the northernmost tip of RNUP. Within the Township of Uxbridge, the Oak Ridges Trail system crosses through some of TRCA's most pristine greenspaces. These conservation lands help protect the health of the Duffins Creek headwaters and preserve sensitive wildlife habitat in perpetuity. In addition, the TRCA properties also provide "anchors" of public enjoyment allowing people to explore and appreciate the natural beauty of the Oak Ridges Moraine year-round. The Trans Canada Trail Connection - EDH to RNUP will connect the existing Trans Canada Trail to RNUP by conjoining with a 15.32 km section of the existing Oak Ridges Trail, crossing through these high-quality TRCA greenspaces (see **Attachment 1**).

Project Process

During the spring of 2018, TCT and TCTO agreed to contribute \$35,000 for TRCA to confirm the route of the Trans Canada Trail Connection – EDH to RNUP and undertake studies for the alignment confirmation and design of a bridge crossing. The contribution agreement between TCT and TRCA was signed on July 17, 2018.

The proposed Trans Canada Trail Connection – EDH to RNUP route was planned in concert with the Goodwood Resource Management Tract (Goodwood RMT) Trail Plan's planning process, and the results of this public planning process provided critical input for the final alignment of the proposed Trans Canada Trail route. This public planning process determined the future Goodwood RMT trail network, which includes the final large greenspace section of the proposed Trans Canada Trail route, prior to confirming the remainder of the alignment along the Oak Ridges Trail to EDH. This process also included the site selection and preliminary design of a safe pedestrian crossing of Webb Road, which will directly link the proposed Trans Canada Trail route with the RNUP trail system. A suite of trail improvements, wayfinding elements, amenities, and feature areas were developed for the Goodwood RMT, and many of these elements are located along the proposed Trans Canada Trail route within the Goodwood RMT property. This suite of wayfinding elements and trail amenities were expanded along the proposed Trans Canada Trail route into Secord Forest and Wildlife Area. As a result of the Goodwood RMT Trail Plan process, it was determined that the proposed Trans Canada Trail route would not include a new bridge crossing. During the internal and external public stakeholder engagement that took place as part of the Goodwood RMT Trail Plan process and once alternatives had been vetted, the objective to designate a new Trans Canada Trail connection between the existing Trans Canada Trail and RNUP along the existing Oak Ridges Trail network was proposed to the public.

Outside of the Goodwood RMT Trail Plan process, multiple site walks were undertaken with various TRCA technical staff teams to validate the proposed Trans Canada Trail route and inventory the necessary trail infrastructure, wayfinding, and amenities improvements to create a

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safe, engaging, and more accessible trail experience along this route. These site walks took place on August 23, August 30, August 31, and September 10, 2018 and included each TRCA greenspace property and the LSRCA-managed, Regional Municipality of Durham-owned property along the proposed Trans Canada Trail alignment.

Based on the stages of work outlined above, a Final Report was compiled to detail the proposed Trans Canada Trail route and the inventory of trail infrastructure, wayfinding, and amenity improvements to implement the route (see **Attachment 2**). A phased implementation budget was also developed as part of this Final Report. Certain elements of the inventory, which support the implementation of both the Goodwood RMT Trail Plan and the proposed Trans Canada Trail, are included within the phased implementation budgets of both projects.

Description of the Proposed Route

The proposed Trans Canada Trail Connection - EDH to RNUP will be created through co-designating a 15.32 km section of the existing Oak Ridges Trail network, leading from the existing Trans Canada Trail route in the EDH to RNUP (see **Attachment 1**). The route will consist of both trail sections in greenspace and trail sections on rural roads.

TRCA Walker Woods Greenway Section

The section of the proposed Trans Canada Trail route within Walker Woods will follow along the existing Oak Ridges Trail and pass through a well-connected network of local trails presenting a great variety of trail loop alternatives. This large greenspace features mixed deciduous and coniferous forest on the rolling topography of the Oak Ridges Moraine landscape. Lush forest frames the trail corridor, with mature oaks and maples creating thick canopy above. Existing parking lots near the proposed Trans Canada Trail are located at Walker Woods near Concession 7 and Houston Road (approximately 15 vehicle spaces), and at Concession 6 and Albright Road (approximately 10 vehicle spaces). This section of the proposed Trans Canada Trail is 1.69 km long, and will be designed according to TRCA's trail design guidelines for hiking, cycling, horseback riding, cross-country skiing and snowshoeing use.

Concession 6 Roadway Section

This section of the proposed Trans Canada Trail route runs north-south along the road shoulder of Concession 6, within a Township of Uxbridge road right-of-way. This two-lane roadway has a highly rural character and is largely forested on both sides. A safe trail road crossing will be necessary along this paved roadway section. This section is 0.47 km long, and will be designed to accommodate hiking, cycling, and horseback riding. Cross-country skiing and snowshoeing are also permitted and will be weather dependent.

TRCA North Walker Woods Greenway Section

The proposed Trans Canada Trail route within North Walker Woods crosses through a similar landscape to Walker Woods, featuring lush mixed deciduous and coniferous forest with relatively open understory showcasing the rolling topography of the Oak Ridges Moraine. Dappled sunlight comes through the trees, illuminating parts of the forest floor below. Cool vernal ponds create secluded havens for wetland wildlife and allow rare plant species to thrive. The sloping topography of the Oak Ridges Moraine causes the trail to wind through peaceful green hollows and along internal ridges. Loops of local trails criss-cross the site, with a small pull-off parking area (accommodating approximately one to two vehicles) servicing the proposed Trans Canada Trail route from the Concession 6 trail access. This section of the proposed route follows the Oak Ridges Trail, is 2.72 km long, and will be designed according to TRCA's hiking and horseback riding trail design guidelines. Cycling, cross-country skiing and snowshoeing are also permitted.

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Brock Road Roadway Section

Brock Road is a fast-moving and heavily trafficked two-lane Regional Municipality of Durham Road. This Regional Road has a large right-of-way, including wide road shoulders and mowed grassy strips on both sides of the road. Within this section of the proposed Trans Canada Trail route, the trail runs north-south along a mowed area spatially separated from the road by a grassy buffer. The road lies within a rural environment surrounded by largely open fields, farms, and forests. A safe trail road crossing is necessary along this roadway section. This section of the proposed Trans Canada Trail will follow the Oak Ridges Trail, is 0.75 km long, and will be designed for hiking and horseback riding. Cycling, cross-country skiing and snowshoeing are also permitted.

Durham Forest (Norton Tract)

This section of the proposed Trans Canada Trail route within the Durham Forest (Norton Tract) passes through an area completely covered by thick forest, mainly mixed pine plantation. This area was once a demonstration site for plantation management. The trail is characterized by a generous clearing width, located mainly along an old forestry road. A small pull-off parking area from Brock Road (accommodating approximately two to three vehicles) serves the proposed Trans Canada Trail route, and there could be opportunity to expand this parking lot to approximately six vehicles. A local trail connection from Norton Drive provides an additional linkage to the proposed Trans Canada Trail route. This section of the proposed Trans Canada Trail follows the Oak Ridges Trail, is 1.11 km long, and will be designed for hiking and horseback riding. Cycling, cross-country skiing and snowshoeing are also permitted.

TRCA Clubine Tract

Within Clubine Tract the proposed Trans Canada Trail route continues from rows of pine plantation through thick mixed coniferous/deciduous forest. While existing parking is limited to the Concession 4 road shoulder, there could be opportunity to construct a small pull-off parking area (accommodating approximately two to four vehicles) at the trail access from Concession 4. This section of the proposed Trans Canada Trail follows the Oak Ridges Trail, is 1.12 km long, and will be designed according to TRCA's hiking and horseback riding trail design guidelines. Cycling, cross-country skiing and snowshoeing are also permitted.

Concession 4 Roadway

This section of the proposed Trans Canada Trail route runs north-south along the road shoulder of Concession 4, a Township of Uxbridge right-of-way. This two-lane roadway has a highly rural character and is largely surrounded by farms, fields, and forests. A safe trail road crossing will be necessary along this roadway section. This section of the proposed Trans Canada Trail route will follow the existing Oak Ridges Trail, is 1.46 km long, and will be designed for hiking and horseback riding. Cycling, cross-country skiing and snowshoeing are also permitted.

TRCA Secord Forest and Wildlife Area

Within Secord Forest and Wildlife Area the proposed Trans Canada Trail route runs through highly varied environments, including mixed forest, plantation forest, open meadows, and a number of wetland areas characterized by birch and cedar trees along with other hardwoods and conifers. Headwater springs and streams spill through the property and pool into vernal ponds, which are surrounded by lush vegetation and forested cedar marshes. A number of boardwalks support the trail system, though this infrastructure is aging and should be replaced. Secord Pond, a large dammed lake, is the central feature of this property and is seen to full advantage from the trail. An existing parking lot near the centre of the site (accommodating approximately 15 vehicles) could serve the proposed Trans Canada Trail route in this area with the necessary wayfinding improvements to direct people from the proposed Trans Canada Trail route to the

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parking lot. This section of the proposed Trans Canada Trail follows the main Oak Ridges Trail, is 2.93 km long, and will be designed according to TRCA's hiking trail design guideline. Cycling, cross-country skiing, horseback riding and snowshoeing are also permitted.

Concession 3 Roadway

This section of the proposed Trans Canada Trail route runs north-south along the road shoulder of Concession 3, a Township of Uxbridge right-of-way. This two-lane roadway has a highly rural character and is largely surrounded by farms, fields, and forests. A safe trail road crossing will be necessary along this roadway section. This section of the proposed Trans Canada Trail follows the Oak Ridges Trail, is 0.13 km long, and will be designed for hiking and horseback riding. Cycling, cross-country skiing, and snowshoeing are also permitted.

TRCA Goodwood Resource Management Tract

The section of the proposed Trans Canada Trail route within the Goodwood RMT will run through historic conifer plantation, mixed forest and wetland patches. This property will essentially become the gateway between RNUP and the key interregional trails that cross the Oak Ridges Moraine, namely the Trans Canada Trail and the Oak Ridges Trail. Recognizing this important gateway role, feature areas are planned at specific points along the trail system highlighting the natural and cultural heritage of the site and surrounding landscape through amenities, wayfinding, and interpretive elements. The majority of these feature areas are either along or close by the proposed Trans Canada Trail route. A small pull-off parking area (accommodating approximately one to two vehicles) serves the proposed Trans Canada Trail route from the Concession 3 trail access. Parking for the Goodwood RMT could also be accommodated with the parking lot at Secord Forest and Wildlife Area. This section of the proposed Trans Canada Trail follows a small portion of the main and a large section of a side section of the Oak Ridges Trail, is 2.77 km long, and will be designed according to TRCA's hiking trail design guideline. Cycling, horseback riding, cross-country skiing, and snowshoeing are also permitted.

Webb Road Roadway Section

This section of the proposed Trans Canada Trail route will provide the final connection to the RNUP. This trail section is relatively short, running along the road shoulder of this Township of Uxbridge two-lane road right-of-way. This roadway is surrounded by rural landscape, characterized by active agricultural lands and open meadows. A trail crossing engineering study for Webb Road was completed by Dillon Consulting Limited in partnership with Parks Canada, providing the location and detailed design for a safe pedestrian road crossing to facilitate a trail connection to RNUP. Construction of the crossing still needs to be completed. The Goodwood RMT Trail Plan includes a recommendation for a minor trail re-route to better align the existing trail access to Webb Road with the location of the safe pedestrian crossing of Webb Road. This section of the proposed Trans Canada Trail will follow the secondary section of the Oak Ridges Trail, is 0.17 km long, and will be designed for hiking and horseback riding. Cycling, cross-country skiing, and snowshoeing are also permitted.

Proposed Trail Route Implementation

A detailed inventory and phased implementation budget for the trail improvements, wayfinding elements, and amenities to support the establishment of the proposed Trans Canada Trail route are provided within **Appendix 2**. The sections below summarize these improvements, wayfinding elements, and amenities.

Trail Improvements

Along the proposed Trans Canada Trail route there are certain areas where the trail would benefit from repair, modification, or additional supportive infrastructure. These improvements will

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improve trail sustainability, safety, and/or functionality for various users along the proposed route. These improvements include repair or replacement of the trail surface infrastructure, the installation of new or replacement culverts, trail width modifications, design and construction of safe pedestrian road crossings, parking expansions, and both major and minor trail re-alignments.

Wayfinding

In order for trail users to be aware that they are on the Trans Canada Trail and to orient themselves while along this route, a robust regime of wayfinding signage should be installed. Adequate wayfinding is essential for trail user safety and emergency response, but also improves visitor experience. The design of elements on TRCA properties not constructed previously by TRCA will be confirmed through structural engineering review.

Along the proposed Trans Canada Trail route, new and replacement postmarkers are recommended in three styles based on their location – the standard EDH postmarkers are proposed within or nearby to the TRCA's EDH properties complex (Walker Woods, North Walker Woods, and Clubine Tract), LSRCA's Durham Forest style postmarkers are recommended within the Durham Forest (Norton Tract) and the postmarker style recommended by the Goodwood RMT Trail Plan is proposed within the Goodwood RMT and Secord Forest and Wildlife Area. New and replacement primary trailhead kiosks are also recommended in the standard TRCA style, Durham Forest style, and Goodwood RMT Trail Plan style based on the property differentiation above. At secondary trail access points, new or replacement secondary trailhead maps are recommended. Property name signs are recommended at trailheads to increase visibility and identification of these entrances from the roadway. At the Goodwood RMT and Secord Forest and Wildlife Area, main entry signs are proposed to announce the main entrance to these greenspaces, bringing a higher profile and visibility to these properties.

The scheme of wayfinding signage proposed incorporates the 2018 Trans Canada Trail Signage Guidelines. These signage guidelines outline requirements for standard Trans Canada Trail-branded signage to be incorporated along the proposed Trans Canada Trail route in a number of different sizes and locations. Within greenspace sections of the proposed Trans Canada Trail route, this signage will be mounted on postmarkers. Along the roadway sections, this signage will be mounted on metal u-bars within the road right-of-ways. Oak Ridges Trail wayfinding signage already exists along this entire route and where possible and appropriate, wayfinding signs for both the Trans Canada Trail and the Oak Ridges Trail will be combined.

Amenities and Feature Areas

Trail amenities improve visitor comfort, accessibility, and engagement with the surrounding environment. A suite of trail amenities will be incorporated along the proposed Trans Canada Trail route with a particular focus on the Goodwood RMT. The Goodwood RMT Trail Plan recommends an elevated program of trail design enhancements in specific areas of the site that highlight unique features of the property, improve visitor experience, and tell a story about the natural and cultural significance of the site. These amenities and design features were developed as part of the Goodwood RMT Trail Plan planning process. Many of these feature areas are located on or near the proposed Trans Canada Trail route, and they have the potential to add value and interest to the route. Further details on these feature areas can be found in the Goodwood RMT Trail Plan, or within Section 5.4 of the Trans Canada Trail Connection – EDH to RNUP Final Report (see **Attachment 2**). More broadly along the proposed Trans Canada Trail route, wood benches are recommended at scenic locations within greenspace sections of the trail to improve visitor comfort and accessibility.

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Accessibility

TRCA is committed to improving accessibility for persons with disabilities, and efforts will be made to improve accessibility along the proposed Trans Canada Trail route. TRCA will undertake accessibility audits of all the relevant trails to be included on the signs at primary and secondary trail heads, to ensure that these signs will fulfill the relevant accessibility standards for recreational trails set out by Regulation 191/11: Integrated Accessibility Standards, under the Accessibility for Ontarians with Disabilities Act (AODA) (2005). This information will be posted online on the TRCA website and in other communications materials, along with trail mapping, permitted uses, etiquette, and amenities locations.

Looking beyond these accessibility standards, the Goodwood RMT Trail Plan recommends design enhancements to the Goodwood RMT trail system to improve accessibility for persons with visual impairments. These design enhancements are either along or connected to the proposed Trans Canada Trail route. A rope line feature is proposed along one side of the trail from Concession 3 to the West Duffins Creek, to guide users along the path. At the Concession 3 entrance, an interpretive 3D topographical model is proposed so that visitors can feel the undulating moraine landscape of the site. Further details on these features are described within Section 5.5 of the Trans Canada Trail Connection – EDH to RNUP Final Report (see **Attachment 2**) and within Section 5.7 of the Goodwood RMT Trail Plan. While the proposed Trans Canada Trail route will be designated on existing trails and therefore many of the AODA standards do not apply, these enhanced accessibility features will help to fulfill the spirit of the AODA, support TRCA's commitment to improving accessibility for persons with disabilities, and provide engaging trail experiences to a wider variety of abilities.

Trail Management

The existing trails intended for co-designation as Trans Canada Trail are currently part of the Oak Ridges Trail system and are managed and maintained by the Oak Ridges Trail Association (ORTA). ORTA is a volunteer group with a mandate to build and maintain a public hiking trail on the Oak Ridges Moraine, in greenspace wherever possible. ORTA conducts regular outreach and programming to promote and support their trail network through their various local chapters, and currently have a membership of over 700 volunteers. ORTA have formally expressed their support for the proposed Trans Canada Trail connection, and their organization will continue to operate these trails once the route is implemented. The Oak Ridges Trail network crosses numerous individual properties owned both publicly and privately, and ORTA obtains legal permission to manage and maintain the trail from individual landowners. TRCA will continue to support ORTA to secure the necessary formal property agreements to implement the proposed Trans Canada Trail route and maintain the existing designated trails under management agreement.

On TRCA properties along the proposed Trans Canada Trail route, the Oak Ridges Trail System is managed and maintained by ORTA, through an agreement with TRCA. Additionally, a trail maintenance agreement was signed between TRCA and Green Durham Association (GDA) in May 2018. GDA is a local volunteer organization based in Uxbridge dedicated to protecting, preserving, and enhancing greenspace within the Regional Municipality of Durham. The agreement allows GDA volunteers to undertake trail maintenance activities along certain authorized trails on TRCA properties in the Regional Municipality of Durham until May 2019. These trails include the proposed Trans Canada Trail within Walker Woods, North Walker Woods, Secord Forest and Wildlife Area, and the Goodwood RMT.

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RATIONALE

Designating a section of the Oak Ridges Trail as part of the Trans Canada Trail network will capitalize on the new opportunity to connect the Trans Canada Trail to the northernmost reach of RNUP. By designating the trail along existing Oak Ridges Trail infrastructure, this alignment minimizes new environmental disturbance and keeps costs to a minimum. Local volunteer organizations such as ORTA and GDA have a long history of successful trail advocacy within the Regional Municipality of Durham, including securing funding for the continued expansion and improvement of these trails. TRCA enjoys longstanding partnerships with these local organizations, as well as with Parks Canada, LSRCA, and TCTO. TRCA can harness this robust partnership capacity to actively seek funding for the implementation of the proposed Trans Canada Trail route. The Trans Canada Trail Connection - EDH to RNUP opens up new trail and visitor experiences within the Township of Uxbridge, along the Trans Canada Trail, and within RNUP. Providing a direct Trans Canada Trail connection to the northern end of RNUP will encourage users to experience the recreational, educational, and natural value of the RNUP, as well as TRCA and other publicly-owned greenspaces which frame the route. This connection will create mutually supportive recreational linkages between RNUP and another one of Canada's vital outdoor assets: the longest recreational trail in the world, the Trans Canada Trail.

The Trans Canada Trail Connection – EDH to RNUP supports *Building the Living City*, TRCA's 2013-2022 Strategic Plan, including the Five-Year Update to this Plan. This trail route allows TRCA to **rethink greenspace to maximize its value** (Strategy #3), showcasing the beauty and recreational opportunities presented by TRCA's greenspaces within the Township of Uxbridge while concurrently fulfilling an important national trail gap. Also, by adopting a trail management approach that emphasizes local trail maintenance and stewardship by community organizations in Durham Region, the Trans Canada Trail Connection – EDH to RNUP **fosters sustainable citizenship** (Strategy #5). By establishing a route that crosses through a variety of landscapes and incorporates interpretive elements that speak to the natural and cultural heritage of the area, this newly co-designated trail can help **tell the story of the Toronto region** (Strategy #6).

TRCA Trail Strategy

The TRCA Trail Strategy provides a vision and direction for the planning, development, and management of a complete regional trail system across TRCA's jurisdiction. Within the Greater Toronto Region Trail Network, The Trans Canada Trail Connection – EDH to RNUP follows the existing Oak Ridges Trail and a completed part of the Rouge Gateway Trail. This proposed route connects two Destinations to each other, including the Forested Headwaters and RNUP.

The implementation of the Trans Canada Trail Connection – EDH to RNUP supports the implementation of the Trail Strategy, as this proposed route aligns with a number of Strategic Objectives, Initiatives, and Actions identified within the Trail Strategy Action Plan:

- *“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” (Action A of Initiative 5.1, Ongoing Priority)*
- *“Continue to pursue existing funding sources and explore future funding sources to establish and maintain sustained investment in the Greater Toronto Region Trail Network” (Action C of Initiative 8.1, Ongoing Priority)*
- *“Study and continue to implement sustainable trail planning, design, construction and management best practices” (Action C of Initiative 4.2, Short-Term Priority)*
- *“Support event programming, storytelling and educational opportunities to engage all communities in celebration of our rich Indigenous and settler history” (Action C of Initiative 5.3, Short-Term Priority) – these opportunities overlap with the Goodwood RMT Trail Plan*

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- *“Partner with interested municipalities, communities, tourism agencies, private businesses and trail organizations to promote destinations. (Action A of Initiative 7.2, Short-Term Priority)*
- *“Offer trail monitoring and maintenance programs to volunteers to grow our network of trail stewards” (Action B of Initiative 6.1, Medium-Term Priority)*

FINANCIAL DETAILS

The Trans Canada Trail Connection – EDH to RNUP Final Report identifies a number of potential funding sources including grants, sponsorships, municipal partners, and partnerships with local trail volunteer organizations. Staff will actively work with TCT and TCTO, Parks Canada, LSRCA, individual landowners, and local trail organizations to pursue funding opportunities and prioritize implementation work for the proposed Trans Canada Trail route. The total cost to implement the Trans Canada Trail Connection – EDH to RNUP is estimated at \$1,777,000 over 9 years (adjusted for inflation from 2018 \$CAD cost estimates). Implementation costs located on TRCA lands total \$1,623,000 over 9 years (adjusted for inflation from 2018 \$CAD cost estimates). Please note that \$913,000 of this estimate overlaps with the implementation budget for the Goodwood RMT Trail Plan. As the management and operation of the proposed Trans Canada Trail route will be undertaken by local trail volunteer organizations (ORTA, GDA), TRCA is not anticipated to incur additional yearly operating costs as a result of the new trail route. A phased implementation budget has been developed for the plan and is included within **Attachment 2**. All cost estimates are preliminary and will be refined through the results of technical study, structural review of design components, and evaluation of financial capacity. The implementation costs are beyond the scope of the existing TRCA budgets dedicated to trails in this area. Therefore, new funding sources are required for the implementation of this project.

Funding to implement this proposed Trans Canada Trail Connection is not currently within the allocation for trails management within TRCA’s budget from the Region of Durham. This includes both the \$913,000 that overlaps with the Goodwood RMT Trail Plan, and the remaining \$864,000. Therefore, the funding to implement the proposed Trans Canada Trail Connection will be included on TRCA’s Durham corporate long list of unmet needs for the 2020 budget cycle. While broadly the implementation of the Trans Canada Trail Connection – EDH to RNUP is identified as an ongoing priority by the TRCA Trail Strategy, certain elements of the proposed Trans Canada Trail are associated with the Trail Strategy’s short-term priority actions and may be identified as focus areas to support implementation of the Trail Strategy. These priorities for implementation will also be influenced by emerging or incidental grants and partnership opportunities.

DETAILS OF WORK TO BE DONE

The successful implementation of the Trans Canada Trail Connection – EDH to RNUP will require the efforts of TRCA and its partners.

Upon approval of this report, TRCA will take the following actions:

- Circulate the Trans Canada Trail Connection – EDH to RNUP Final Report with TRCA approval to LSRCA, who will bring the Final Report to their Board of Directors and the Regional Municipality of Durham for endorsement (Fall 2018);
- Circulate the Trans Canada Trail Connection – EDH to RNUP Final Report with TRCA, LSRCA and Regional Municipality of Durham endorsements to TCT and TCTO for approval (Fall 2018);
- Circulate the Trans Canada Trail Connection – EDH to RNUP Final Report to the Township of Uxbridge, Parks Canada, ORTA, GDA and the TRCA Regional Watershed Alliance for information (Fall 2018);

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- Initiate necessary property agreements and/or acquisitions to ensure a safe trail connection to Webb Road (Winter 2019);
- Work with Parks Canada to further the implementation of the Webb Road pedestrian crossing (ongoing 2019);
- Support ORTA in formalizing land permissions for the Oak Ridges Trail with individual landowners along the proposed Trans Canada Trail route (Township of Uxbridge, LSRCA, Regional Municipality of Durham) (Winter 2019);
- Continue to work with project partners to actively seek funding necessary to implement the trail plan as described in the phased implementation budget (see **Attachment 2**) (ongoing 2019).

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Date: November 30, 2018

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Attachment 2 - [Trans Canada Trail Connection East Duffins Headwaters to Rouge National Urban Park Final Report](#)