

Red Lake Trails Engineering Study  
Municipality of Red Lake  
**Summary of Comments Received**

|   | Name | Address | PM #1 (May 12, 2015) Comment  | How comment was considered during Preliminary Design  |
|---|------|---------|---|---|
| 1 |      |         | <p>I am a pedal biker and walker. Biking on the highway is difficult as I get older (63 years) and trails would be used by me. The trails would not need to be paved.</p> <p>I see this project as a long term project with a certain amount done each year.</p> <p>I would be willing to put volunteer labour into this project.</p>   | <ul style="list-style-type: none"> <li>• Surface treatment selection</li> <li>• User characteristics</li> </ul>   |
| 2 |      |         | <p>Trails would be a valuable contribution to the health and well-being of our community. The trails could be used for a number of activities including running, walking, biking and cross country skiing.</p> <p>I am a runner and frequently run along the side of the highway. I would not use the trail if it is in the bush line for fear of wild animals and even human predators. Even as running along the highway, I have witnessed numerous wild animals during my runs.</p> <p>I would rather see any available public funds be used towards a centre that can be utilized by the entire community and by a variety of user groups (including seniors, those with restricted mobility, children). This centre could also have a walking/running trail in a climate controlled setting, which is accessible for all. With respect to cross country skiing, there are currently trails at Centennial Park as well as on McKenzie Island. (This is often the only time the Island sees visitors!). With respect to cyclists, would it be more cost effective to widen the roads for this purpose, (where possible).</p> <p>What about ATVs and snowmachines riding on the trails? What about horses? Will these uses be permitted? Will we need to regulate the use of the trail and would the municipality require additional staff to monitor and/or maintain this trail system?</p> <p>Garbage disposals along the trial would be important, particularly for animal feces (an additional burden on staffing resources).</p> | <ul style="list-style-type: none"> <li>• User characteristics</li> <li>• Horizontal alignment</li> <li>• User groups</li> <li>• Rest areas/stops</li> <li>• Trail type selection</li> </ul> |

Red Lake Trails Engineering Study  
Municipality of Red Lake  
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| 3 |  |  | <p>I see the trails main purpose as a tool to separate motorized vehicle traffic from recreational foot traffic. This would make walking, running and biking in the Red Lake area much safer for all modes of transportation. Safety of its users is paramount. I would use it to bike primarily but also to walk. I would use it less in the winter.</p> <p>- several stopping points are important – perhaps sponsored by local groups/businesses, (ie golf course).<br/> - good job of stopping points important<br/> - mine waste is my preferred surface with asphalt nearer the towns<br/> - funding community approach (Indian Friendship Centre, healthy living groups, green groups, businesses, recreation groups, groups/businesses will compete to have recognition along the trail<br/> - 2 year olds and 65 year olds need benches and viewing areas close to town<br/> - not too many departures from MTO ROW</p> | <ul style="list-style-type: none"> <li>• User characteristics</li> <li>• Rest areas/stops</li> <li>• Surface treatment selection</li> <li>• Funding avenues</li> <li>• Horizontal alignment</li> </ul> |
| 4 |  |  | <p>Type of user: walking, biking and cross-country skiing for my entire family. We are members of the ski-club and participate in local running events.</p> <p>We live in the Chunkuni subdivision and look forward to access between all communities. Having access to schools, rec centre and arena are all important since we have two boys (7 &amp; 12) that would like to bike to school and sporting activities.</p> <p>Safety – I often walk/bike/ski alone and want to feel safe. Lighting and proximity to highway would be important.</p>  | <ul style="list-style-type: none"> <li>• User characteristics</li> <li>• Illumination</li> </ul>   |
| 5 |  |  | <p>A recreational trail linking all the communities would be a huge asset to our community. This is why:</p> <ol style="list-style-type: none"> <li>1. Provide an excellent place for runners, mothers with strollers, roller skiers, roller bladers and, as there is nowhere nice to bring dogs, a dog walking trail.</li> <li>2. A potential half marathon route for event to increase tourism, that would run through all the communities.</li> <li>3. Get bikers and runners off the highways – too narrow.</li> </ol>   | <ul style="list-style-type: none"> <li>• User characteristics</li> <li>• Horizontal alignment</li> <li>• Rest areas/stops</li> </ul>   |

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|   |  |  | <p>4. Increase physical activity in the community, currently activity has barriers as there is nowhere great to walk.</p> <p>5. A recreational trail like this would be a big boost to all recreational users not comfortable using wilderness areas.</p> <p>I would use the trail for running, roller skiing and winter kick sledding and classic and skate skiing club should be permitted to groom the trail or a section in the winter.</p> <p>I would use the trail to hike with my dogs – no nice or safe places for dogs due to extensive trapping on all hiking trails in winter/spring within the municipality and no parks allow dogs.</p> <p>For the portion between Balmertown and Cochenour a proper Memorial with a rest area for the crash site of the Bearskin flight. We need this trail or no trail.</p> |  |
| 6 |  |  | <p>As a triathlete, half marathon and marathon runner, I am utilizing the current highway for training. It is simply not practical to run or bike within the town streets. I need a path that will allow me to run/bike/walk up to 10 miles/16 km in distance.</p> <p>As a mother I would love to see these trails so my children and I can go for walks/bike rides safely.</p> <p>In addition, local drivers strongly dislike people running and biking on the highway. They would be very happy to see fitness enthusiasts on a path instead of the highway.</p> <p>PS. We don't even have safe continuous sidewalks in Red Lake.</p>  | <ul style="list-style-type: none"> <li>• User characteristics</li> <li>• Horizontal alignment</li> </ul>   |
| 7 |  |  | <p>Thank you to the Municipality for moving this forward. I am an active runner and would use this trail system a lot. I don't cycle as much due to the busy highways, but I would with a trail system. The most important sections are Red Lake to Balmertown and Balmertown to Rahill Beach. Please keep ATVs and motor bikes off this system. Also, no snowmobiles. Running events</p>  | <ul style="list-style-type: none"> <li>• User characteristics</li> <li>• Trail implementation – Phases</li> <li>• Rest areas/stops, landmarks</li> </ul> |

Red Lake Trails Engineering Study  
Municipality of Red Lake  
**Summary of Comments Received**

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|    |  |  | (marathons/ultra-marathons) could be done with this trail system.  |  |
| 8  |  |  | <p>I think the trails would be a great addition to our community. It will promote a safer way for our runners and walkers to get around. It will provide a safe place for our cyclists and maybe promote more people to bike around.</p> <p>It is a great way to link all three communities. It would also boost tourism, as well as the schools in our area could use the trails as well.</p>   | <ul style="list-style-type: none"> <li>• User characteristics</li> </ul>   |
| 9  |  |  | <p>You may wish to think about doing a cultural assessment in the area. You'll have to investigate the municipalities regulations for rezoning land.</p> <p>Dayle Elder and Horizon Archaeology have done work in northwestern Ontario in the past. Identify proper avenues as far as elders go will be important.</p>   | <ul style="list-style-type: none"> <li>• First Nation consultations</li> <li>• Environmental requirements</li> </ul>   |
| 10 |  |  | <ol style="list-style-type: none"> <li>1. Would love if these trails could be biked in summer and skied in winter</li> <li>2. Trail system could partner with cross country ski club for grooming</li> <li>3. Trail system would increase the health of community members, would increase the sense of community, would be an attraction to professionals thinking of moving to the area.</li> <li>4. I hope the trail system doesn't just follow the highway. Would be great if it diverted to quieter areas.</li> <li>5. If thinking of priorities I think it would be good to consider:</li> <li>6. A short trail (hardtopped) so that families and seniors can bike (central area ~10km); plan to add 5 km to each end each successive year till all connected.</li> </ol> | <ul style="list-style-type: none"> <li>• User characteristics</li> <li>• Trail implementation – Phases</li> <li>• Horizontal alignment</li> <li>• Surface treatment selection</li> </ul> |
| 11 |  |  | <p>I think the trail will help by getting more tourism, getting more people to bike, run or walk, promoting exercise, it would be more safe to run on the trail instead of the side of the road, and it would be fun to go sight seeing and also walk through the woods. P.S. the trail would also be great to walk your dog.</p>  | <ul style="list-style-type: none"> <li>• Interpretive signage</li> </ul>   |
| 12 |  |  | <p>Great idea first of all!</p> <p>Would it be possible to put signs on points of interest? (Ex. When passing by McNeely Bay there could be a sign saying why it's called McNeely Bay, etc.)</p>   | <ul style="list-style-type: none"> <li>• Interpretive signage</li> </ul>   |

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Municipality of Red Lake  
**Summary of Comments Received**

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|    |  |  | Promotes physical health, family time and outdoor activities.  |   |
| 13 |  |  | I'm an elderly (79) and am not comfortable biking the highway, but I would use this proposed trail. Since it may take a long time to complete this project – could we have a km or two for each community for a start so we could benefit sooner?  | <ul style="list-style-type: none"> <li>• User characteristics</li> <li>• Trail implementation – Phases</li> </ul>   |
| 14 |  |  | <p>Such a great invention whoever proposed or thought of this trail, congratulations.</p> <p>Placards, videos, comment sheets, print sheets, very expensive. Very expensive meetings and study.</p> <p>From PM #2:<br/>To save costs, can trails be on some parts of existing ski-do and ATV between towns be used?</p>  | <ul style="list-style-type: none"> <li>• User characteristics</li> <li>• Horizontal alignment</li> </ul>  |
| 15 |  |  | <ol style="list-style-type: none"> <li>1. It would be nice to see trail network connect to existing recreational facilities such as skate park, Kinsmen Beach, Rahill Beach, Red Lake Recreational Centre.</li> <li>2. Walking/biking trails would be great. I forecast potential issues regarding the extensive use of ATVs and snowmobiles in town and their impact on non-motorized users.</li> <li>3. Would be nice to have additional trails for runners.</li> <li>4. Incorporate local volunteer groups Kinsmen/Scouts/Girl Guides</li> <li>5. Seek MNRF advice and GIS data for land use/ownership</li> <li>6. Trail committee formed in 2007 – they ran into a series of road blocks. Please ensure you are in contact with details regarding previous road blocks.</li> </ol> | <ul style="list-style-type: none"> <li>• Landmarks, rest areas/stops</li> <li>• Mitigation measures</li> <li>• Trail type selection</li> <li>• Existing conditions</li> </ul> |
| 16 |  |  | I'm new to the area (so I don't know much about what the community wants), but I would really appreciate a safe walking trail – even if it was just a little trail. One that connects all of the communities would be awesome, but if that was not feasible, I would be happy with just 5 km of safe walking/running space. Jogging along the highway is just not safe.  | <ul style="list-style-type: none"> <li>• User characteristics</li> <li>• Trail type selection</li> </ul>  |
| 17 |  |  | A trail system is important to join communities together. A route that will  | <ul style="list-style-type: none"> <li>• User characteristics</li> </ul>  |

Red Lake Trails Engineering Study  
Municipality of Red Lake  
**Summary of Comments Received**

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|    |  | <p>serve as a bike and walking adventure trail. This needs to be created over time when funds are available. There are trails existing in area that need to be upgraded and added to the Trail Network.</p> <p>The trial needs to be wide enough so bikers tourism have their designation. Walkers/hikers have their safe area to roam around.</p> <p>Throughout the trails need rest areas with benches/bathroom interpretation system/centre. Points of interest along the trial needs to be marked (eg. History of industries in area, names of type of flowers/vegetation, rivers-creeks named type of fish in them named, etc.).</p> <p>Would like to see this trail begin in Red Lake Young St. where sidewalk ends, to Hughes Cres. People now are walking down highway shoulders with babies in carriages. Very unsafe for walkers and drivers, this section of highway.</p> | <ul style="list-style-type: none"> <li>• Geometry</li> <li>• Trail implementation – Phases</li> <li>• Rest area/stops, landmarks</li> <li>• Interpretive signage</li> <li>• Horizontal alignment</li> </ul> |
| 18 |  | <p>Is it expected that the public meeting in July will provide alternatives/options identified?</p> <p>Is it expected that the only option for the study is to connect all communities, or will other alternative (ie. Portions/segments) be considered in conceptual design?</p> <p>Would like to be informed of future public comment opportunities. Thanks!</p>   | <ul style="list-style-type: none"> <li>• Trail implementation – Phases</li> </ul>   |
| 19 |  | <p>Very supportive of this venture. Issues surrounding keeping ATVs, etc. off the trail. Charging stations for mobility scooters would be a plus.</p>  | <ul style="list-style-type: none"> <li>• User characteristics</li> <li>• Accessibility constraints</li> </ul>   |
| 20 |  | <p>It seems unnecessary to build a road all the way to Madsen. I think the bulk of the community could be serviced from Red Lake to Balmertown. Along the highway seems good – it’s cheaper.</p> <p>Kinsmen to Rahill would be cool. Could have a lot of kids going in between.</p>  | <ul style="list-style-type: none"> <li>• Trail implementation – Phases</li> </ul>   |
| 21 |  | <p>Incorporate Rahill Beach and Kinsmen.</p> <p>Maybe not paved but crushed rock that will pack.</p>   | <ul style="list-style-type: none"> <li>• Rest area/stops</li> <li>• Surface type selection</li> <li>• Horizontal alignment</li> </ul>   |

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Municipality of Red Lake  
**Summary of Comments Received**

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|    |  |  | <p>Have one initial trail going from point A to point B with trails branching off.</p> <p>Skate park in Red Lake.</p> <p>Good luck!! Can't wait for the end product.</p>   |   |
| 22 |  |  | <p>Utilize areas that people like to use; Rahill Beach and Kinsmen Beach in Red Lake and create trails off of main road to beaches, (Balmertown to Rahill Beach). Branch off of existing trails in Red Lake, (Red Lake to Forestry Point). Utilize the dirt path trails that run closely along the Highway 125 from Red Lake to Balmertown and pick a few spots to create a "loop" around a lake (ex. Minnow Lake, Jackfish Lake, Florin Lake).</p> <p>It would be efficient to utilize the trails that already exist along the road sides (Balmertown to Cochenour) and consider paving them and widening the Chukuni Bridge to add a pedestrian bypass, and if still feasibility leftover – create trail systems to main beaches and around a few lakes / using some existing trails and openings) for recreational activity.</p>  | <ul style="list-style-type: none"> <li>• Rest area/stops</li> <li>• Horizontal alignment</li> <li>• Surface type selection</li> </ul>   |
| 23 |  |  | <p>Comments received via email on May 13, 2015</p> <p>Business owner, hiker, snowshoer. Would like to see trail system start in Red Lake and connect to current recreational facilities (including future site of Event Center/Arena, plus businesses (Tim Horton's/Super 8). Would like to see fairly accessible trails close to town for disabled people/elderly which would include parking and lighting. Points of interest along the way would be nice, but mostly just a trail that is safe is what we need. Connections to the beaches, parks and playgrounds. Concerns are conflicts with other user groups – keeping snow mobiles off the trails for example. Also, First Nations should be consulted early on for their input. A "walkable" trail would be a huge asset to us as a business for recruitment and retention. First priority should be a Red Lake – Balmertown connection. Second priority should be Balmertown – Cochenour. A washroom halfway should also be provided in order to keep the trail clean.</p> | <ul style="list-style-type: none"> <li>• User characteristics</li> <li>• Rest area/stops</li> <li>• Accessibility constraints</li> <li>• Illumination</li> <li>• User groups</li> <li>• First Nation consultation</li> <li>• Trail implementation – Phases</li> <li>• Trail facilities</li> </ul> |

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| 24 |  | <p>Hydro One Real Estate Management<br/> <a href="mailto:Claire.zhang@hydroone.com">Claire.zhang@hydroone.com</a></p> | <p>Comments received via email on May 11, 2015.</p> <p>In our initial review, we have <u>confirmed</u> that Hydro One has high voltage transmission facilities within your study area. At this point in time we do not have enough information about your project to provide you with meaningful input with respect to the impacts that your project may have on our infrastructure. As such, this response does not constitute any sort of approval for your plans and is being sent to you as a courtesy to inform you that we must be consulted on your project.</p> <p>In addition to the existing infrastructure mentioned above, the affected transmission corridor may have provisions for future lines or already contain secondary land uses (i.e. pipelines, water mains, parking, etc). Please take this into consideration in your planning.</p> <p>Please allow the appropriate lead-time in your project schedule in the event that your proposed development impacts Hydro One infrastructure to the extent that it would require modifications to our infrastructure.</p> <p>In planning, please note that developments should not reduce line clearances or limit access to our facilities at any time in the study area of your Proposal. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.</p> <p>The integrity of the structure foundations must be maintained at all times, with no disturbance of the earth around the poles, guy wires and tower footings. There must not be any grading, excavating, filling or other civil work close to the structures.</p> <p>We reiterate that this message does not constitute any form of approval for your project. Once more details about your plans are known and it is established that your development will affect Hydro One facilities including the rights of way, please submit your plans to:</p> | <ul style="list-style-type: none"> <li>• Existing conditions and constraints, utilities</li> <li>• Clearances</li> <li>• Mitigation measures</li> </ul> |
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Red Lake Trails Engineering Study  
Municipality of Red Lake  
**Summary of Comments Received**

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|    |  |  | <p>Hydro One Real Estate Management<br/> 185 Clegg Road, Markham L6G 1B7<br/> Phone: (905) 946-6243<br/> <a href="mailto:Roman.Dorfman@HydroOne.com">Roman.Dorfman@HydroOne.com</a></p> <p>Please note that the proponent will be held responsible for all costs associated with modification or relocation of Hydro One facilities, as well as any added costs that may be incurred due to increase efforts to maintain our facilities.</p>   |   |
| 24 |  |  | <p>Comments received via email on May 19, 2015.</p> <p>I am in favour of a trails system in the Red Lake area. I think it will benefit residents of all ages and abilities. I am a runner and cyclist (road bike). I participate in half marathons and running groups. I often run between Balmertown and Red Lake and find it potentially dangerous at times, given the amount of traffic on Highway 125 and the types of traffic (logging/tandem trucks). Distracted driving is also a concern. I have often come across driver's who drive beyond the white shoulder line into my path. I used to bike alongside the highway to work, however, for those reasons I will not bike alongside the highway. It is too dangerous. There is not enough shoulder to bike safely alongside traffic.</p> <p>I would like to see a seasonal non-motorized trail – perhaps operational between April 1 to November 1 – so that the snow machines can continue to maintain their trails in the winter months on MTO right-of-way, yet be inaccessible to snow machines between April 1 – November 1. Proper signage and public education will be paramount to achieve this safety initiative. I would like to see a trail that is visible from the highway in order to avoid human-wildlife conflicts. The best solution so as to prevent the intermingling of non-motorized and motorized traffic would be a <u>full season trail</u> where there is no risk of intermeshing of motorized and non-motorized traffic. This will all depend on what the engineering study brings as to which</p> | <ul style="list-style-type: none"> <li>• User characteristics</li> <li>• Horizontal alignment</li> <li>• Mitigation measures</li> <li>• Signage – Warning, Interpretive, etc.</li> <li>• User groups</li> <li>• Pavement markings</li> <li>• Rest area/stops</li> <li>• Surface type selection</li> <li>• Illumination</li> <li>• Accessibility constraints</li> <li>• Trail implementation – Phases</li> <li>• Trail type selection</li> </ul> |

Red Lake Trails Engineering Study  
Municipality of Red Lake  
**Summary of Comments Received**

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|    |  |  | <p>side of the highway the trail should be located based on terrain etc.; I'm just not sure how that would work unless we choose a side of the highway in which the snow machine club has no MTO permits for using MTO right-a-way.</p> <p>I think the trail should be all on one side. There should be no crisscrossing the highway to get to sections of the trail as this would be dangerous. Although expensive, I think the trail should be paved or at the very least hard topped. The trails should also have a yellow painted line like the highways so that there is two directional traffic flow. I would like to see a trail for walking, running, biking, rollerblading, etc. There should be garbage receptacles, benches for resting along the way, signs for points of interest. There should be lighting in <u>key sections</u> of the trail where safety is an issue – ie. between Red Lake and Tim Hortons. The trails should also be wheelchair accessible. The trail should be constructed in phases and the phases should be determined based on traffic counts, existing highway pedestrian activity, population, terrain, access to recreational, cultural, historical features etc. I also think that if we are going to do it, we do it right – even if it means only one section gets done at a time. I think all of the communities should be linked. We all have the right of access to a trail system and the right to a safe alternative mode of transportation. We are unique in that we are connected only by highway. We need to have a secondary connection.</p> |  |
| 25 |  |  | <p>Comments received via email on June 3, 2015.</p> <p>Background:</p> <ul style="list-style-type: none"> <li>- I live in Cochenour</li> <li>- I have a beautiful wife and two young lads</li> <li>- we are an active family</li> <li>- All I would need is a smooth surface that allows for bicycles and strollers promotes the active lifestyle, with a caveat...(see two points below)</li> <li>- the highway/shoulder is the only smooth surface in the municipality of reasonable length</li> <li>- every time a vehicle passes on the highway while I am alone or with family members, I pray to the Almighty.</li> <li>- build this trail</li> </ul>  | <ul style="list-style-type: none"> <li>• User characteristics</li> <li>• Trail type selection</li> <li>• Surface type selection</li> <li>• Drainage</li> </ul> |

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|  |  | <p>What I would (and wouldn't) use the trail for:</p> <ul style="list-style-type: none"> <li>- running, a lot of running (eg. marathon training)</li> <li>- I run by myself, with others, and pushing my kids in a fantastic stroller.</li> <li>- biking - this is getting into the weeds, but - I mostly "road bike" - commuting to work and training (eg. triathlon), so, to be honest, I will still be riding the highway for road biking. However! I will most definitely use the trail on off-road bikes (eg. mountain bikes) by myself and with my children.</li> </ul> <p>Thoughts on trail design:</p> <ul style="list-style-type: none"> <li>- pavement preferred - However, uncertain how pavement would last with our winters, the highway is falling apart and it was only recently paved</li> <li>- hard-packed crushed gravel (eg. "chips") would suffice</li> <li>- ensure you get the drainage right, I am not an engineer, but you can't go wrong by ensuring the water drains properly from the trail bed</li> </ul> <p>Thoughts on who should build it:</p> <ul style="list-style-type: none"> <li>- please ensure someone who has experience with trail construction on the Canadian Shield leads this project or provides strong advisement</li> <li>- Red Lake should not get short-changed and have a green summer engineering student from Queens work on this, unless this kid is strongly supported (see above)</li> </ul> <p>Other:</p> <ul style="list-style-type: none"> <li>- I don't mean to be harsh, it's simply frustrating, I hope you can understand that the idea and planning for establishment of some type of trail connecting (quickly or over time) the entire community has gone on far too long without "concrete" action.</li> <li>- I appreciate the time municipal representatives are devoting towards this</li> </ul> |  |
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Red Lake Trails Engineering Study  
Municipality of Red Lake  
**Summary of Comments Received**

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|                                      |  |  | <p>matter</p> <ul style="list-style-type: none"> <li>- also, I have nothing against engineers or other professionals... :)</li> <li>- please add me to an e-mail list or make me aware of how updates can become available regarding the status of the project.</li> </ul>  |  |
| <b>PM #2 (July 27, 2015) Comment</b> |  |  |   |  |
| 26                                   |  |  | <p>By putting the trail close to the road this will eliminate the use now and in the future of the trails during the winter months.</p> <p>Widening the shoulder as in the Madsen run seems like a more cost effective method than a standalone trail.</p>  | <ul style="list-style-type: none"> <li>• Trail type selection</li> </ul>   |
| 27                                   |  |  | <p>There was a comment made by one of the attendees of the audience with regards to who the interested persons were in having a trail system in the first place ...</p> <p>She spoke of 'short-term/transient' taxpayers. I think it is important to address the need that these types of amenities draw people to a community and keep them here.</p> <p>I would be more interested to see more loops into the woods as well – people just need to walk prepared, (bear spray, air horn, etc).</p> | <ul style="list-style-type: none"> <li>• Horizontal alignment</li> <li>• User characteristics</li> </ul>               |
| 28                                   |  |  | <p>Suggestion: solar panels along parts of the trail to assist in signage, lighting, etc.</p> <p>Suggest winter maintenance in the part of trail between Red Lake and Harry's Corner – opens up access to the businesses both ways. Always safer in winter.</p>   | <ul style="list-style-type: none"> <li>• Illumination</li> <li>• Maintenance</li> <li>• Mitigation measures</li> </ul> |
| 29                                   |  |  | <p>Would be wonderful to see the project followed through with. Funding will clearly be an issue.</p> <p>Other areas for grants may include organizations to promote healthy active living.</p> <p>Fundraising opportunities should be looked at starting soon while the survey has generated hype.</p> <p>Along the west coast trail in BC sections of trail can be dedicated to people for</p>  | <ul style="list-style-type: none"> <li>• Funding avenues</li> </ul>  |

Red Lake Trails Engineering Study  
Municipality of Red Lake  
**Summary of Comments Received**

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|    |                                |   | a price which could also generate some \$.  |   |
| 30 |                                |   | <p>I like the way the project was split into sections and costed.</p> <p>I consider these trails as a ‘nice to have’ not a necessity. As the route follows the highways, there is no real nature trail component. However, there is a clear benefit to the entire community if Highway 125 was widened by 3 metres to make room for pedestrians and bikers.</p> <p>Rather than a long trail from Cochenour to Starrett-Olsen, it may be worth considering Red Lake to the 105-125 junction, Balmertown to Rahill, Cochenour to Sandy Point, Red Lake to Kinsmen Beach. These shorter trails maybe better utilised by the public.</p> <p>In any case, before the town spends \$7.5m of taxpayers money on a ‘nice to have’ that will require a capital and operating component of cost, I would prefer to see the existing infrastructure – streets, sidewalks, sewer and water brought up to a reasonable standard.</p> <p>For this sort of money, perhaps the town should consider widening streets or installing sidewalks for multiple users. A wider street at Bennett &amp; McManus would be a benefit. The same applies to other streets.</p> | <ul style="list-style-type: none"> <li>• Trail implementation – Phases</li> <li>• User characteristics</li> </ul>   |
| 31 | Ministry of Aboriginal Affairs | 160 Bloor St. East, 9 <sup>th</sup> Flr Toronto, ON M7A 2E6 | A letter was received from the Ministry of Aboriginal Affairs (MAA) indicating Aboriginal Groups that should be contacted. The letter also stated that they no longer need to be kept informed of the study. A copy of the letter is included in Appendix D of the PM#2 Summary Report  | <ul style="list-style-type: none"> <li>• First Nation consultation</li> </ul>   |
| 32 |                                |   | <p>Dear Mr. Greenway:</p> <p>We are extremely supportive of establishing a trail network in Red Lake. Being relatively new to the area, it is challenging having very limited areas for walking, jogging, skiing and snowshoeing that are accessible and safe. It is immensely important for communities to have such areas in order to encourage a healthy and active lifestyle.</p>   | <ul style="list-style-type: none"> <li>• User characteristics</li> <li>• Surface type selection</li> <li>• Trail implementation – Phases</li> <li>• Trail type selection</li> </ul> |

Red Lake Trails Engineering Study  
Municipality of Red Lake  
**Summary of Comments Received**

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|    |  |  | <p>We do have a few concerns regarding the proposal, including the timeframe for commencing the project given the funding requirements, and the surface material proposed.</p> <p>It would be extremely beneficial to create some trails in the short term rather than having to wait for large amounts of funding. As proposed in the most recent report, Phase 1 requires substantial funding, with the pedestrian bridge being very expensive. It would be good to consider sub-phases in order to get some walkable areas established in the more immediate future. Harry's Corner to the bridge, or alternatively Balmertown to the bridge could be considered, and once further funding is obtained then the trail network could continue. It also would be good to assess whether the lighting proposed is really a necessity, given the high cost. In exploring funding options for the project, we hope that other municipal trail systems will be examined in Northern Ontario and also across the country such as communities in Western Canada (for example Canmore, Alberta has an extensive network and a similar cold climate).</p> <p>Additionally, we feel that a fully paved trail network should be considered or at least for larger sections of the trail. There are many benefits to concrete, including it being more accessible for older adults, people with disabilities and those with strollers. Gravel is more difficult to use in wet conditions and it is more challenging to maintain a consistent surface quality. While concrete is more expensive than gravel to install, we understand the ongoing maintenance costs can actually be much higher for gravel trails.</p> <p>Thank you for the opportunity to comment on this study.</p> |   |
| 33 |  |  | <p>This trails application by the municipality of Red Lake and the Chukuni Communities Development Corp is a joint effort with the Municipality being the lead. I enclose Cathy Quesnel-Loessl's business card, Manager of Chukuni for your information.</p>   | <ul style="list-style-type: none"> <li>• Trail implementation – Phases</li> <li>• Surface type selection</li> </ul> |

Red Lake Trails Engineering Study  
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|    |  | <p>I would first like to comment on the progress being made by Mr. De Luca and his team, and thank them for their efforts. The cost estimates presented on July 27/15 were extremely high and obviously out of reach. For that reason, I would like to suggest we concentrate on two areas with the most usage.</p> <p>Area 'A' – with by far the highest usage would be Cochenour to Nungesser Road to Balmertown.</p> <p>Area 'B' – with some usage, but far less than Area 'A' would be the high school to Harry's Corner (intersection of Hwy's 105 &amp; 125).</p> <p>Area 'A' has some minor environmental issues and one smaller creek near Rahill Beach Road to cross.</p> <p>Area 'B' has a major creek just south of the high school to cross along with old mine tailings aalso just south of the high school – both major concerns.</p> <p>Pavement would be the surface of choice, but due to cost and eight foot (8 ft) wide gravel surface would be a start with minor pavement.</p> <p>A trail system is badly needed in our community, we can only hope to move forward with the Cochenour / Balmertown area before someone is hurt.</p> <p>Being very involved with this project as I sit on the Planning and Advisory Committee and the Chukuni Communities Development Board, this trails project has great support from our community.</p> <p>Note: Also attached to this comment sheet was a letter written to the Chukuni Communities Development Corporation dated May 20, 2013, (see below).</p> |   |
| 34 |  | <p><i>Letter written to the Chukuni Communities Development Corporation dated May 20, 2013.</i></p>   | <ul style="list-style-type: none"> <li>• User characteristics</li> <li>• Trail type selection</li> <li>• Trail implementation – Phases</li> </ul> |

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|  |  |  | <p>Dear Ms. Quesnel-Loessl,</p> <p>It is my understanding that a funding application is being prepared for submission in order to generate funds to create a walkable trail in the Red Lake District. First of all, I'd like to express my sincere happiness and appreciation for the efforts that you and your committee are putting forth in the application process. I believe this would be a valuable amenity for our community to promote health and wellness while helping to ensure the safety of those who would use it.</p> <p>I am a Group Fitness Instructor and run an Outdoor Training Class in Cochenour in both the Spring and Fall for up to 15 weeks each session. The class consists of various training components including strength or muscular conditioning, endurance drills, and hill training as well as a distance walking/running component for each class (5-7 kms). In addition, organized group walk/runs take place each Saturday during these sessions for a longer walk/run (10-21 kms) between Nungesser Road, Cochenour, and Balmertown with different planned routes each week. Up to 50 individuals participate regularly (Mondays or Saturdays or both) and we often find ourselves walking or running on the highway. Walking or running on the highway demands increased awareness of your foot placement and surroundings and shoulder monitoring. It also subjects you to close vehicular traffic and increased danger in poor visibility, should the driver be facing the sun, etc.</p> <p>It is my hope that you would consider starting with the construction of the trail between Cochenour and Balmertown. Not only would this increase the safety of those who partake in my classes, but it would also serve the many, many other individuals from the community who regularly walk or run between Cochenour and Balmertown or up to Nungesser Road by providing a more safe and more enjoyable place to exercise.</p> <p>On the next page, please find a list of individuals who echo my thoughts with respect to the support of both your application and the starting of the trail at the northmost point of Highway 125 (in Cochenour and moving toward</p> |  |
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|  |  |  | Balmertown).<br><br>If you have any question, please do not hesitate to contract me using the information at the top of the page. |  |
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