



**Active Transportation  
Improvement Plan**

**The Corporation of  
the Township of Red Rock**

Appendix Documents under Separate  
Cover





**BURNSIDE**

# **Active Transportation Improvement Plan**

**The Corporation of  
the Township of Red Rock**

**R.J. Burnside & Associates Limited  
15 Townline  
Orangeville ON L9W 3R4**

**January 2024  
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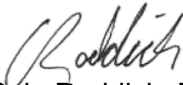
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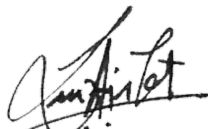
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## **Acknowledgements**

The views expressed in this document are the views of the Recipient and Consultant and do not necessarily reflect those of the Government of Canada.

The Township of Red Rock hereby acknowledges that we are on the traditional territory of the Robinson-Superior Treaty and that the land on which we gather is home to the Red Rock Indian Band, the Anishinabek, and the Metis people.

This Project is funded in part by the Government of Canada.

**Canada**

## Executive Summary

The Township of Red Rock's Active Transportation Improvement Plan (ATIP) embodies a transformative vision aimed at fostering a more vibrant, sustainable, and active community. The Plan's core vision is to create a culture where active transportation becomes the preferred choice for both residents and visitors of Red Rock, thereby fostering a sense of community, reducing carbon emissions, and enhancing overall quality of life. Through an in-depth scope of work and study limits, a comprehensive needs assessment was conducted, identifying key areas for improvement, replacement, and expansion within the active transportation network. By adhering to a set of guiding principles and best practices, and integrating community engagement and data-driven insights, the Plan was formulated to align with the Township's objectives and benefit the community's active transportation needs.

Based on the existing conditions assessment, the Plan recommends strategic improvements and developments to the active transportation infrastructure across various locations in the community. These recommendations include establishing a Marina loop trail with a shared active transportation / vehicular pathway, improving AODA compliance, and adding a shared multi-use pathway. Additionally, it is recommended that Baker Road be enhanced to improve its overall condition, a paved multi-use path be added, with additional lighting, and expanded parking. For Highway 628, suggestions include improving the paved shoulders and collaborating with the Ontario Ministry of Transportation (MTO) for increased pedestrian safety. The CN rail corridor could be further explored as an off-road trail pending discussions with CN. Furthermore, it is recommended to explore the extension of Escape Road / Red Rock Road 1, implementing trailhead and wayfinding signage, rest areas, and potentially paving to improve safety. Finally, in the community / residential / business district, recommendations were given to repair sidewalks – approximately 2.4 km, implement accessible crosswalks and new connections, and to prioritize paving.

Phased costing strategies have been proposed to ensure the efficient allocation of resources and budget appropriations for the implementation of the Plan. Quick Win / Short Term (1 – 3 years) implementation items have been estimated to cost \$2,154,880, Mid Term (3 – 5 years) has been estimated to cost \$1,579,760, and Long Term (5+ years) costs are estimated at \$1,136,800. The total cost for all implementation items is projected at \$4,871,440.

Moving forward, the Township is poised to execute the ATIP by staging the recommendations into manageable projects that fit within a financial plan, progressing design and development, and seeking government funding support on a priority basis. By prioritizing these critical steps, the Township is well positioned to enhance the overall accessibility, sustainability, and connectivity of the community, fostering a more vibrant and inclusive environment for all its residents.

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## **1.0 Introduction**

The development of an Active Transportation Improvement Plan (ATIP) showcases the Township of Red Rock's commitment to fostering a more vibrant, sustainable, and active community. This Plan represents a collective effort to enhance the existing active transportation infrastructure, promoting a shift towards environmentally conscious and healthier modes of commuting and recreation. Grounded in the belief that an integrated and secure active transportation network can significantly elevate community well-being, the ATIP embodies a transformative vision for the Township.

### **1.1 Active Transportation – What is it?**

Active transportation is any form of human-powered travel that encompasses physical activity in daily travel. It includes activities like walking, cycling, jogging, roller blading, use of mobility aids – including motorized wheelchairs and other power-assisted devices of alike speed, to name a few. Active transportation promotes physical fitness through exercise, contributing to improved health and overall well-being. Extending beyond personal benefits, there are also environmental advantages such as reducing carbon emissions and traffic congestion. Not only does active transportation improve individual fitness, it also offers a sustainable and community-oriented urban design, establishing the framework for healthier and more vibrant living communities.

### **1.2 Benefits of Active Transportation**

Active transportation presents several benefits for the Township of Red Rock. At a community level, embracing active transportation fosters a sense of camaraderie and social interaction, promoting a stronger sense of belonging among residents. It encourages a healthier and more active lifestyle, leading to reduced healthcare costs and a decrease in the prevalence of chronic diseases. Furthermore, the promotion of active transportation in the Township of Red Rock can enhance the local economy by stimulating the growth of small businesses catering to the needs of pedestrians and cyclists, thereby contributing to a vibrant and thriving community.

An established active transportation network in Red Rock also offers significant environmental benefits. By reducing the reliance on motorized vehicles, it can help mitigate air pollution and carbon emissions, thereby promoting cleaner air and contributing to a healthier environment. With a decreased demand for fossil fuels, the community can play a vital role in reducing the overall carbon footprint, thus contributing to the global efforts in combating climate change. The preservation of the natural beauty of the region and the protection of its rich biodiversity are further positive outcomes of promoting active transportation, as it minimizes the disturbances caused by vehicular traffic and encourages a more sustainable relationship between the community and its surrounding natural environment.



Individually, embracing active transportation as a means of getting from point A to point B offers numerous benefits. Residents can experience improved physical health and well-being through regular exercise, leading to increased stamina, reduced stress, and a lower risk of obesity and related health issues. Active transportation also provides an opportunity for individuals to enjoy the landscapes and natural beauty of Red Rock, fostering a deeper connection with nature and promoting mental well-being. Furthermore, it allows for a more cost-effective means of transportation, saving individuals money on fuel and transportation expenses while providing a reliable alternative for short distance commuting.

### **1.3 Vision, Intent, and Objectives**

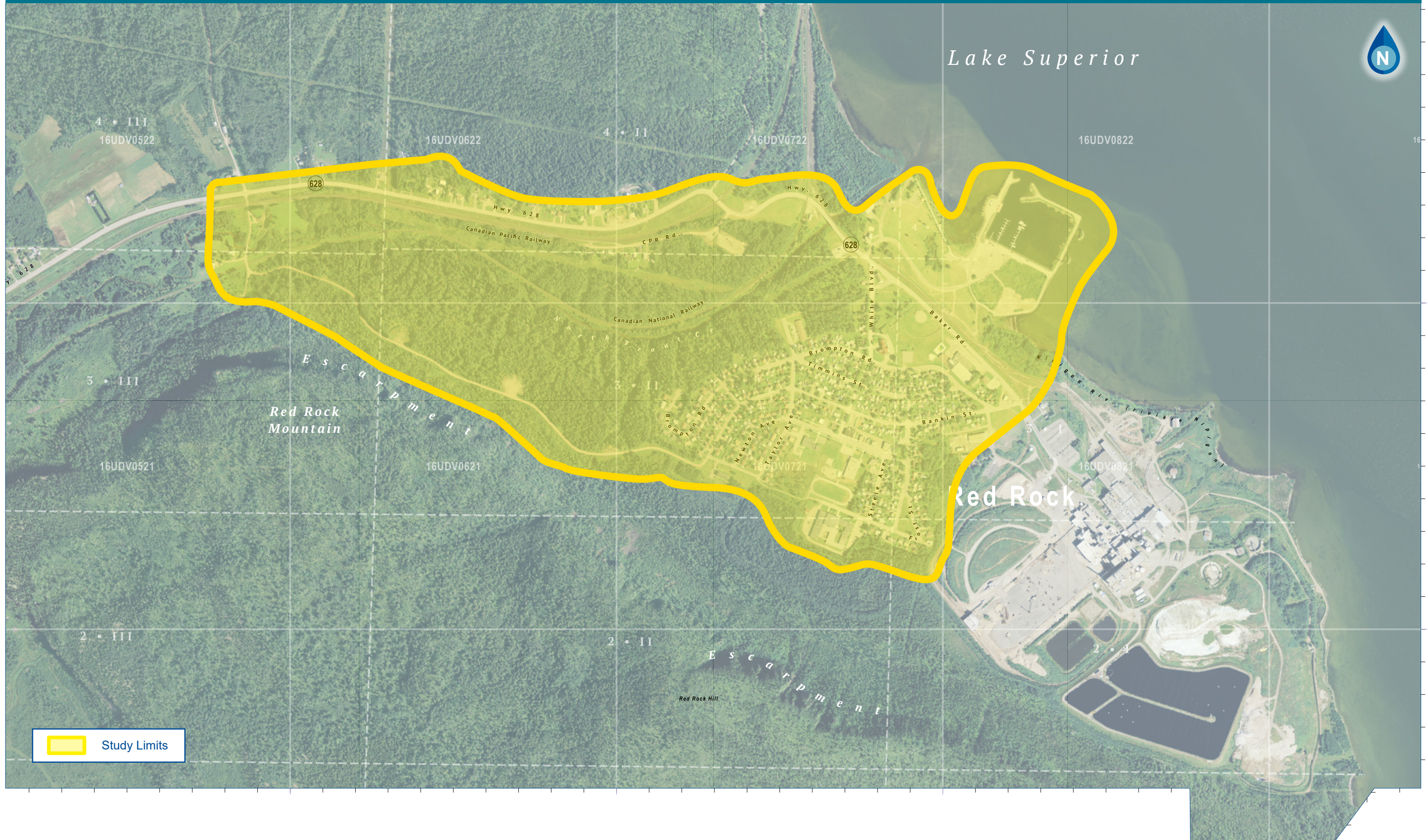
The core vision of the ATIP is to establish a culture where active transportation becomes the preferred choice for both residents and visitors of Red Rock. Through expansion and enhancement of the current infrastructure, the ATIP aims to foster a sense of community, reduce carbon emissions, and improve overall quality of life. It stands as a testament to the Township's commitment to sustainable living and a more interconnected, vibrant community.

A key outcome of the Plan is to position the Township for future capital funding requests for subsequent phases of design and construction. The design vision includes assessment of the existing Township infrastructure and identifying the shortcomings and challenges to generate recommendations to better meet the needs of its various user groups through ease of use, accessibility, and safety.

### **1.4 Scope of Work and Study Limits**

Our scope of work extends beyond a mere assessment of the existing conditions, incorporating a comprehensive analysis of the Township's active transportation infrastructure. From evaluating the strengths, weaknesses, and opportunities to engaging in a thorough Needs Assessment, we have identified key areas for improvement, replacement, and expansion within the active transportation network. While our efforts are centered on enhancing the Township's infrastructure, we acknowledge the importance of setting realistic boundaries and limitations, ensuring the feasibility and practicality of our recommendations within the given context. The following figure outlines the study limits of the ATIP.

Figure 1: Project Study Limits



## 1.5 Guiding Principles and Best Practices

Throughout the development of the ATIP, we have adhered to a set of guiding principles and best practices. Our approach integrates community engagement, data-driven insights, and a thorough understanding of the Township's requirements as outlined in the Request for Proposal (RFP). We have leveraged various visual aids, fieldwork, and a comprehensive data collection process to inform our recommendations. Furthermore, our commitment extends to delivering a final plan that not only meets the Township's objectives, but also aligns with the benefits of active transportation.

## 1.6 Trends in Active Transportation

Active transportation offers a multitude of benefits that extend far beyond just getting from point A to point B. Embracing active transportation is not just a choice; it is a gateway to healthier, more sustainable, and more vibrant communities.

General trends related to active transportation and its connection to personal fitness levels and health are identified below. Please note that certain data and trends are constantly evolving. Additionally, trends can vary by region, including within Northern Ontario.

### 1.6.1 General Trends in Active Transportation

**Increasing Interest in Active Commuting:** Active transportation modes, such as walking and cycling, have gained popularity as alternatives to motorized commuting. More people are recognizing the health and environmental benefits of walking or biking to work or school.

**Infrastructure Investment:** Many communities have been investing in active transportation infrastructure, including dedicated bike lanes, pedestrian-friendly sidewalks, and multi-use trails. This trend aims to create safer and more accessible routes for active transportation.

**E-Bikes and E-Scooters:** The rise of electric bikes (e-bikes) and electric scooters (e-scooters) has expanded the appeal of active transportation, making it easier for people to cover longer distances without excessive physical exertion.

**Micro-Mobility Sharing:** The emergence of micro-mobility services (e.g., bike-sharing and scooter-sharing programs) has provided convenient options for urban commuters, encouraging more people to adopt active transportation.

**Health Awareness:** Growing awareness of the importance of physical activity for overall health and well-being has led individuals to incorporate more walking and cycling into their daily routines.

**Pandemic Impact:** The COVID-19 pandemic has prompted more people to explore active transportation options to maintain physical distancing while staying active. Cities implemented temporary measures like expanded bike lanes in response to increased demand.

### 1.6.2 Trends in Ontario

**Provincial Initiatives:** Ontario has been making efforts to promote active transportation. The province's Cycling Strategy (#CycleON) and Road Safety Action Plan (Vision Zero Road Safety Plan) outline initiatives and goals to support walking and cycling.

**Municipal Strategies:** Many Ontario municipalities, ranging from large built-up urban areas like Toronto to smaller more isolated, rural communities, have been actively working on improving cycling infrastructure and pedestrian-friendly environments.

**Active School Transportation:** Initiatives to encourage active school transportation (walking and cycling to school) have been promoted in several Ontario communities as a means of improving children's physical activity levels.

### 1.6.3 Trends in Northern Ontario

**Unique Challenges:** Northern Ontario presents unique challenges for active transportation due to its vast geography, harsh winters, and lower population density. However, several communities such as Red Rock, have been taking steps to promote active transportation despite these challenges.

**Winter Active Transportation:** In some Northern Ontario cities, initiatives like winter cycling infrastructure and snowshoeing/skiing trails have been introduced to encourage active transportation even during the winter months.

**Trail Development:** Northern Ontario boasts beautiful natural landscapes, making it an ideal location for the development of recreational trails. These trails serve both locals and tourists for hiking, biking, and other outdoor activities.

**Community Engagement:** Northern Ontario communities have been actively engaging residents in discussions about improving active transportation options, tailoring strategies to their unique needs.

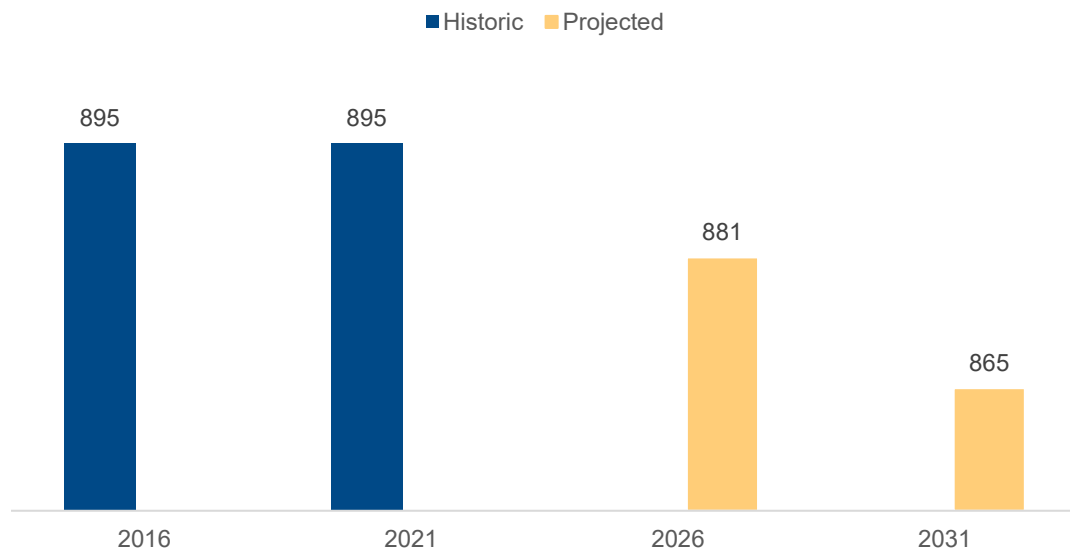
**Transportation Equity:** Addressing transportation equity is a key concern in Northern Ontario, where access to affordable and accessible active transportation options is crucial for remote and Indigenous communities.

## 2.0 The Community of Red Rock and Current Active Transportation

### 2.1 Demographics

Red Rock's population (and other following statistics), as reported by the 2021 Statistics Canada Census, remained stagnant at 895 residents from 2016. Projections indicate a continued decrease in population, with an estimated decline to 865 residents by 2031. Despite this downward trend, the importance of fortifying active transportation networks remains critical, underlining the necessity of accommodating the evolving needs of the community.

**Figure 2: Historical and Projected Population by Census Year, Township of Red Rock (2016 to 2031)**



Age demographics play a pivotal role in shaping the contours of an effective active transportation network. Traditionally, the appeal of such networks has been more pronounced among younger ages. However, a transformative shift is underway, with a growing desire among older populations to embrace active transportation as a viable means of commuting from point A to point B. In the context of Red Rock, where the current median age stands at 47.6 years (Statistics Canada, 2021), it becomes increasingly crucial to adapt transportation infrastructure to accommodate the specific needs of an aging population. Projections forecasting an increase in both younger adults (aged 18-34) and seniors (over 70 years old) further accentuate the imperative for a fully accessible active transportation network. Recognizing and addressing the diverse mobility needs of different age groups is not only a matter of equity but also a strategic

approach to fostering community-wide well-being and sustainable transportation practices.

With a staggering 89.4% reliance on personal vehicles for transportation (Statistics Canada, 2021), the Township presents a considerable opening for active transportation alternatives. No existing public transit services in Red Rock, alongside a notable percentage of residents opting for walking and biking further underscores the necessity for robust active transportation infrastructure. Enhancing the existing network will encourage more residents to opt for sustainable transportation modes, reducing dependency on personal vehicles and fostering a healthier and more environmentally conscious community.

## 2.2 Supporting Documents

In shaping the policy direction for the ATIP, a review of key foundational documents was conducted, incorporating the following:

- Township of Red Rock's Official Plan (2011)
- RV Park & Campground Market Focused Business Case (2022)
- RV Park & Campground Market & Location Analysis (2022)
- RV Park & Campground Marketing Plan and SCOAR Analysis (2022)
- Community Profile (2022)
- Situational Analysis (2022)
- 10-Year Community Development Strategic Plan (2022)

This examination aimed to identify relevant insights and strategic priorities that will pave the way for a dynamic and inclusive active transportation framework, aligning with the Township's overall vision for sustainable growth and enhanced community well-being. By synthesizing these documents, a purposeful course can be outlined towards fostering a connected and vibrant community, where active transportation serves as a cornerstone for progress and prosperity.

Appendix A provides a more detailed overview of the supporting materials consulted during this process, where summaries of the pertinent documents can be found.

## 2.3 Existing Conditions Summary

The Existing Conditions Assessment for the Township of Red Rock focused on evaluating the current state of active transportation infrastructure. The assessment began with data collection, site verification, and engagement with stakeholders. It emphasized the significance of understanding the existing infrastructure and formulating recommendations for its improvement.

The assessment began with the assembly of preliminary data, including GIS data, asset management data, and information provided by the Township. The site visit conducted in Spring 2023 further verified the existing features. The assessment was divided into two main sections: review of existing active transportation infrastructure – Residential / Business District, and Marina Boardwalk and Trails, and potential locations for new active transportation infrastructure.

The Residential / Business District section highlighted the state of sidewalks on various streets, identifying areas that require immediate attention and investment. A full breakdown of infrastructure conditions can be found in Appendix C. Similarly, the Marina Boardwalk and Trails section stressed the need for accessibility improvements to meet AODA standards. It also suggested paving the gravel trails for enhanced safety and convenience.

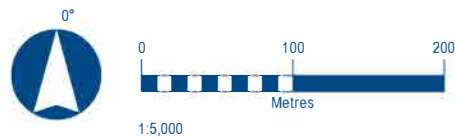
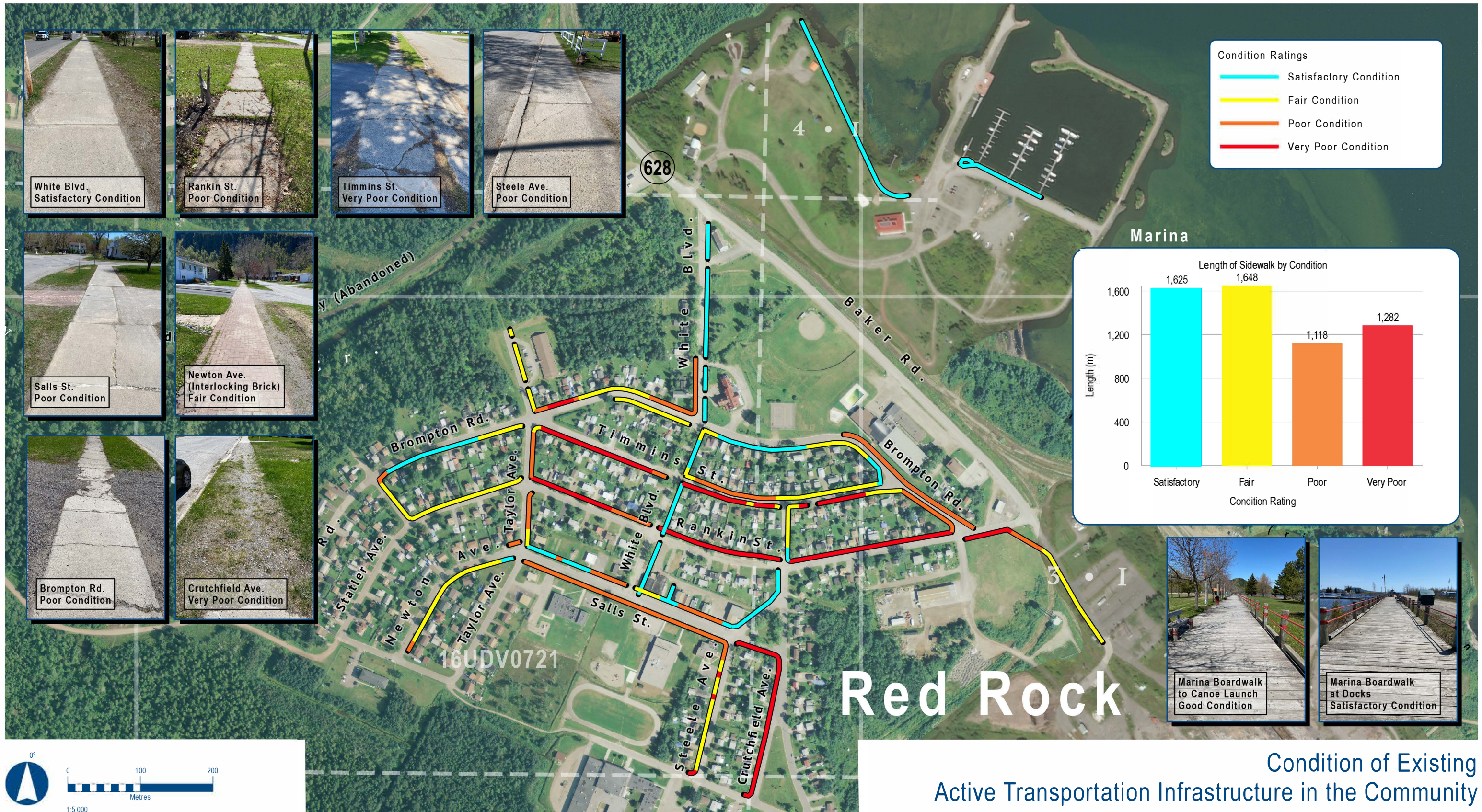
The section on potential locations for new active transportation infrastructure identified specific areas with untapped potential for active transportation development. It suggested various improvements such as adding cycling lanes, signage, benches, and sidewalks in areas like the highway, Marina, and specific streets.

Through the review of existing active transportation infrastructure, average condition rating was determined based on the type of infrastructure, and quantities of each type of infrastructure was established. The following table provides a summary of infrastructure conditions and quantities within Red Rock’s existing active transportation network.

**Table 1: Existing Active Transportation Infrastructure Summary**

<b>Feature Type</b>	<b>Material</b>	<b>Average Condition Rating</b>	<b>Total Length (m)</b>
Boardwalk	Wood	4 – Satisfactory	447.62
Sidewalk	Asphalt	3 – Fair	255.93
Sidewalk	Concrete	2 – Poor	3,594.09
Sidewalk	Interlocking Brick	3 – Fair	1,353.09
<b>Total</b>			<b>5,650.73</b>

Overall, the assessment provided a detailed overview of the existing conditions, underscoring the need for strategic investment and improvements in infrastructure, particularly in terms of accessibility, safety, and multi-modal connectivity. Figure 3 below provides a summary of the Existing Conditions Assessment completed in the community. The full Existing Conditions Assessment has been included in Appendix D.



Condition of Existing  
Active Transportation Infrastructure in the Community



## 2.4 Planning and Design Criteria

At a high level, planning criteria that were utilized as a baseline for compatibility, budgeting, and planning purposes of the project are outlined in the following table.

**Table 2: Planning Design and Criteria**

<b>Planning and Design</b>	<b>Criteria</b>
<b>Feasibility and Sustainability</b>	<ul style="list-style-type: none"> <li>• Cost (i.e., financial planning and budgeting)</li> <li>• Preparation and construction requirements</li> <li>• Longevity and durability of materials</li> <li>• Maintenance requirements</li> <li>• Consideration of potential constraints and limitations</li> <li>• Requirements with presence of railway (i.e., ROWs)</li> <li>• Property ownership</li> <li>• Projected timelines</li> <li>• Identification of priority projects</li> </ul>
<b>Design</b>	<ul style="list-style-type: none"> <li>• Design criteria and following appropriate standards and specifications</li> <li>• Complexity and limitations (i.e., needs vs. wants)</li> <li>• Alignment elements</li> <li>• Cross-section</li> <li>• Soil conditions and geotechnical</li> <li>• Material types</li> <li>• Drainage</li> <li>• Intersections and traffic control</li> <li>• Illumination</li> <li>• Compliance with AODA standards</li> </ul>
<b>Health and Safety</b>	<ul style="list-style-type: none"> <li>• Promote public health, community wellness and fitness</li> <li>• Create an age-friendly environment</li> <li>• Universal accessibility</li> <li>• Indication of route type (e.g., pedestrian / cycling / automotive)</li> <li>• Consideration of pedestrian crossings, rail crossings, etc.</li> <li>• Lighting and visibility</li> </ul>

<b>Planning and Design</b>	<b>Criteria</b>
<b>Connectivity and Navigation</b>	<ul style="list-style-type: none"> <li>• Establishment of multi-use boardwalk trail</li> <li>• Identify existing gaps in the active transportation network</li> <li>• Physical barriers / constraints / limitations (e.g., rail line, topography, etc.)</li> <li>• Navigation and wayfinding signage</li> <li>• Connections to existing active transportation networks and parks / greenspace</li> <li>• Balanced transportation network</li> <li>• Integrate land use and mobility</li> </ul>
<b>Ecological / Environmental Integrity</b>	<ul style="list-style-type: none"> <li>• Identify ecologically sensitive areas</li> <li>• Enhance habitat and ecological corridors</li> <li>• Preserve natural character</li> <li>• Reduce impact to trees and associated nesting species (avoid tree removal during trail construction)</li> <li>• Promote green infrastructure</li> <li>• Reduce greenhouse gas emissions through active transportation</li> </ul>
<b>Recreation and Amenities</b>	<ul style="list-style-type: none"> <li>• Parks (greenspace with park-like amenities – play structures, benches, lighting, etc.)</li> <li>• Meeting places</li> <li>• Shade / picnic structures</li> <li>• Recreational fields (e.g., soccer, baseball, etc.)</li> <li>• Washroom facilities</li> <li>• Vehicle parking areas and bike racks</li> <li>• Year-round use of trails</li> </ul>
<b>Identity</b>	<ul style="list-style-type: none"> <li>• Define and enhance character of adjacent neighbourhoods</li> <li>• Preserve and / or identify heritage and cultural features within the active transportation system</li> <li>• Stakeholder identification</li> <li>• Public art</li> <li>• Educational and learning opportunities</li> <li>• Connection to the waterfront</li> <li>• The “experience” (e.g., connection to surroundings, etc.)</li> </ul>

## 2.5 Accessibility Design Considerations

Based on the following discussions and suggestions identified in the coming sections of this report, the following are high-level accessible design considerations for planning the next steps to this Active Transportation Implementation Plan.

Accessibility is a main consideration when establishing an active transportation network as there are many individuals living with a disability that limits them in their daily lives. Focusing on accessibility in terms of infrastructure considerations allows for everyone to participate in active transportation.

Seven principles of universal design are depicted below and should be considered when planning or designing any active transportation elements.

1. **Equitable Use** – design is useful and marketable to individuals with diverse abilities.
2. **Flexibility in Use** – design accommodates a wide range of individual preferences and abilities.
3. **Simple and Intuitive Use** – design is easy to understand and use, despite user experience, knowledge, language skills or current concentration level.
4. **Perceptible Information** – design communicates necessary information effectively to the user, regardless of ambient conditions or the user’s sensory abilities.
5. **Tolerance for Error** – design minimizes hazards and the adverse consequences of accidental or unintended actions.
6. **Low Physical Effort** – design can be used efficiently, comfortably, and with minimal fatigue.
7. **Size and Space for Approach and Use** – Appropriate size and space is provided for approach, reach, manipulation, and use, regardless of user’s body size, posture, or mobility.

## 3.0 Public Consultation

### 3.1 The Process

The success of the ATIP hinges on the active involvement of the very heartbeat of this community—its residents and stakeholders. In the endeavor to create a more vibrant, accessible, and sustainable transportation landscape, the indispensable role of consultation in understanding the unique needs, challenges, and aspirations of Red Rock is recognized. The consultation process extends its reach to three key groups:

1. The dedicated Township staff who work tirelessly to serve this community,
2. The invaluable external stakeholder groups committed to active transportation, and, most importantly,
3. The residents of Red Rock who breathe life into this beautiful place they call home.

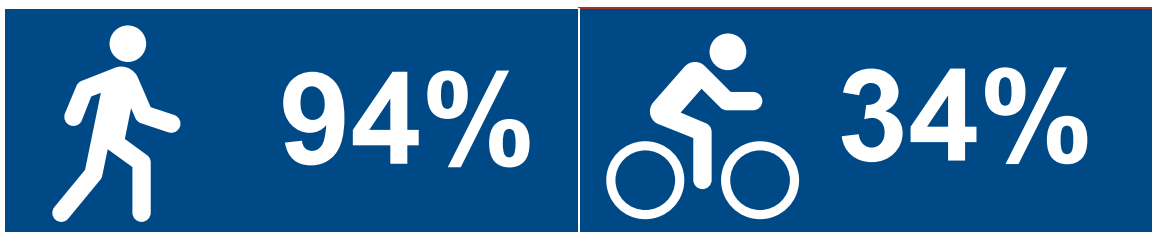
Throughout the course of the ATIP, consultation took the form of an online survey, a Public Open House (POH), and internal discussions and site tours with Township staff. Results from these consultation efforts are highlighted below.

### 3.2 Results and Feedback

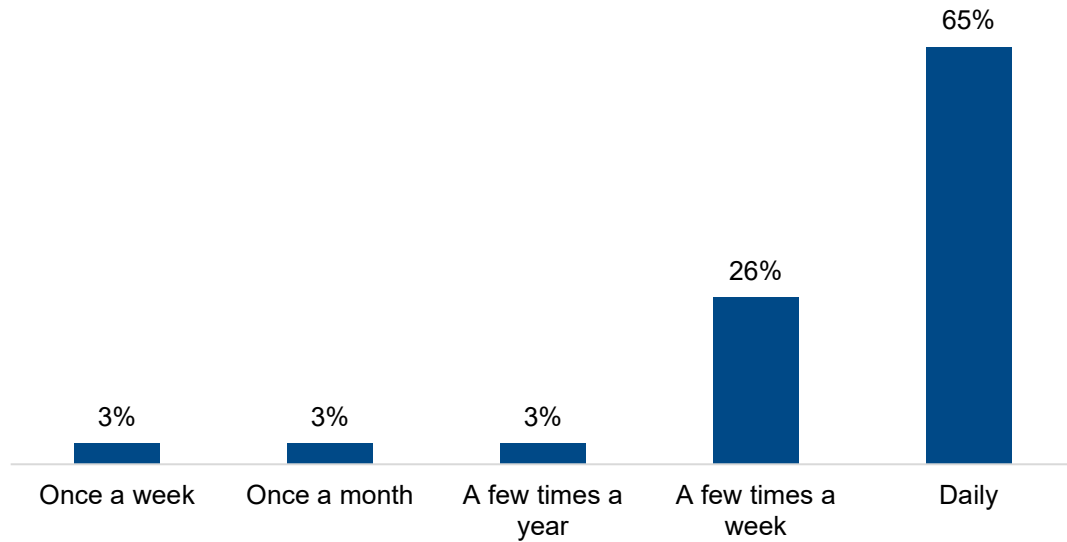
#### 3.2.1 Community Survey

An online survey was conducted (with physical copies being available to the public if needed). The community survey was designed to inform the development of the Plan. The survey gathered 32 responses, offering valuable insights into the priorities and perceptions of Red Rock residents. The survey took roughly nine to ten minutes on average to complete, depending on the level of detail provided within the answers.

In terms of active transportation participation, a significant 65% of respondents engage daily, with 94% indicating they walk at least a few times a week and 34% cycling at least a few times a week. The survey uncovered a reliance on personal vehicles for specific destinations, revealing opportunities to promote active transportation alternatives.



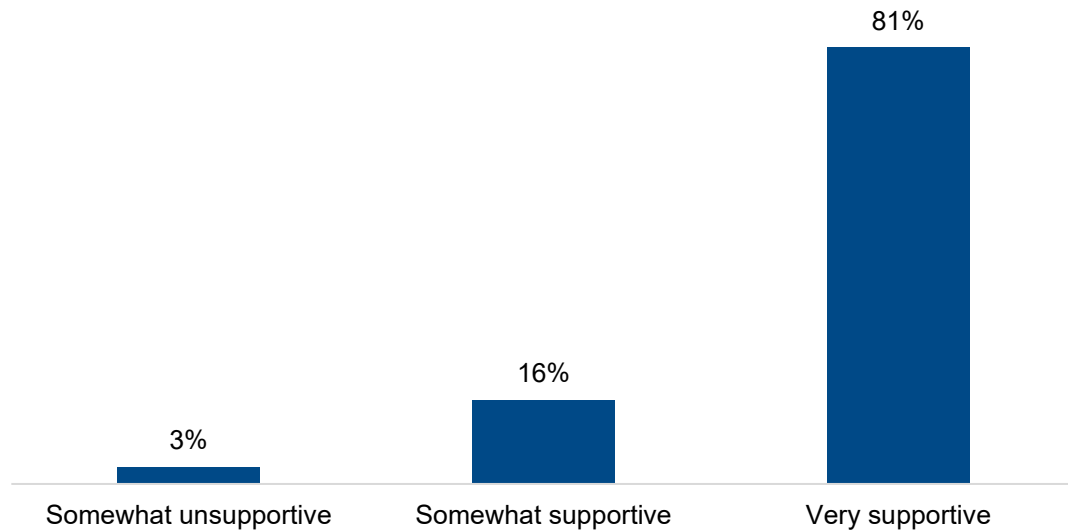
**Figure 4: Active Transportation Participation**



Barriers to active transportation were identified, with poor sidewalk conditions and inadequate winter maintenance ranking high. To enhance participation, respondents suggested building sidewalks alongside Highway 628 and improving existing infrastructure.

Overwhelmingly, 81% expressed strong support for developing better-connected active transportation infrastructure, with safety concerns addressed. Satisfaction levels varied across community destinations, signaling areas for improvement. The survey also highlighted desired locations for infrastructure development, including the Brompton area, Marina, old railway track, and trails.

**Figure 5: Support for Improving Active Transportation Infrastructure**



In conclusion, Red Rock residents demonstrated a keen interest in enhancing active transportation, presenting an opportunity for targeted improvements in infrastructure, safety measures, and community-wide satisfaction. A full summary of survey responses can be found in Appendix E.

**3.2.2 Public Open House (POH)**

A POH was held on September 26, 2023, in Red Rock and was open to the public to attend. Residents were encouraged to share their feedback and thoughts through posting notes on the POH boards in applicable locations.



Active Transportation Improvement Plan  
January 2024

The following points summarize feedback heard from residents / visitors that attended the POH:

- Central Red Rock improvements could include the installation of lockers for residents to store miscellaneous items, the addition of the Duke's Trail, and the replacement of sidewalks on Steele Avenue – prioritizing safety and convenience for pedestrians.
- Marina improvements could focus on fostering a safe and vibrant atmosphere through the implementation of a safe pedestrian crossing at Baker Road and the rail corridor, installation of lighting around the marina, improved and safe access points for swimmers, and expanding the boardwalk for winter use.
- Escape Road could explore the strategic placement of garbage bins and outhouses at trail entry and exit points, as well as rest stops.
- Highway improvements can focus on establishing a paved bike trail and exploring the potential of a new trail leading to the old beach area. Additionally, a strategic location for a garbage area at the Nipigon River Trail entrance is desired.
- Comments regarding existing infrastructure indicated that there is desire for sidewalks in the Stadler Avenue area, sidewalk replacements on Steele and Crutchfield, and the removal and replacement of all interlocking brick sidewalks.



A full breakdown of comments and their applicable locations from the POH can be seen in Figure 6 below.

Figure 6: Community Feedback





### 3.2.3 Input / Feedback from Township

Finally, the last key consultation component that helped to inform the planning process was input and feedback with Township staff through several valuable discussions. Key priorities were identified, including pedestrian access improvements, enhancing nature walk areas, and addressing drainage concerns. Additionally, discussions explained that collaborative partnerships for trail systems, rehabilitation projects, and connectivity enhancements have been and should continue to be explored.

Furthermore, some areas for consideration for investment were identified – the old CN line could be utilized, the resort and Mill site should be redevelopment priorities, and limitations were flagged like winter maintenance of infrastructure and lighting requirements.

### 3.3 Summary of Key Outcomes

The following points summarize crucial insights into the community's preferences, participation, barriers, and suggestions for improvements or enhancements for the active transportation network within Red Rock and highlight other key results and feedback obtained from consultation efforts.

- The online survey gathered 32 responses, providing valuable data on community members' active transportation habits, preferences, and challenges. It revealed that a significant portion of respondents, particularly the older population, actively engage in walking as their preferred mode of travel within the Township. However, the survey also highlighted concerns regarding the condition of sidewalks and the need for improved infrastructure, such as cycling lanes and trails, to encourage more active transportation participation.
- The survey indicated strong community support (97%) for developing and enhancing active transportation infrastructure within Red Rock. While satisfaction levels with existing transportation options were generally high, specific destinations such as Quebec Lodge and the tennis courts received relatively lower satisfaction ratings. However, the majority of respondents (81%) felt safe participating in active transportation within the Township, emphasizing the importance of prioritizing safety in the development of infrastructure projects.
- Respondents provided valuable insights regarding the desired locations for improvements or additions to the active transportation network. Notable areas of interest included the Brompton area, the Marina, the old railway track, various trails, and Lloyd's Lookout. These locations were identified as key areas where the community seeks enhanced connectivity and accessibility for active transportation initiatives.

- Feedback from the Public Open House (POH) further emphasized the community's priorities and preferences for specific improvements in the central Red Rock area, the Marina, Escape Road, and Highway 628. Concerns and suggestions were voiced regarding pedestrian safety, infrastructure maintenance, and strategic placement of facilities to facilitate active transportation, aligning with the community's vision for a safer and more vibrant active transportation landscape.
- Discussions and feedback from Township staff highlighted key priorities, including pedestrian access improvements, nature walk enhancements, and addressing drainage concerns. Additionally, the importance of collaborative partnerships for trail systems, rehabilitation projects, and connectivity enhancements was underscored. Identified areas for potential investment included the old CN line, the resort and Mill site redevelopment, and considerations for addressing winter maintenance and lighting requirements. These insights from Township staff played a crucial role in shaping the priorities and focus areas for the Active Transportation Improvement Plan.

## 4.0 Key Findings and Opportunities

To identify key findings and opportunities, the Township was divided into five main sections – Community / Residential / Business District, Marina Boardwalk and Trails, Red Rock Road 1 / Escape Road, Baker Road, and the Highway – based on the composition of each area regarding land use and existing infrastructure to develop a better understanding of existing conditions, physical characteristics, and potential opportunities for each unique area. The following subsections and figures represent potential opportunity areas throughout Red Rock.

### 4.1 Community / Residential / Business District

#### 4.1.1 Opportunity 1: Sidewalk Rehabilitation

**Value / Vision:** Removing and replacing sidewalks (approximately 2.5 km) in “very poor” or “poor” condition would enhance the safety and accessibility for pedestrians, particularly in the densely populated areas of Red Rock. This initiative would ensure that residents can navigate the Township without fear of accidents or inconvenience due to deteriorating infrastructure.

**Limitations / Challenges:** The primary challenge would be the allocation of funds and resources for the replacement project. This could involve potential disruptions for residents during the construction period. Additionally, ensuring minimal inconvenience to the community during the repair work would be crucial.

#### Sidewalk Rehabilitation Photos

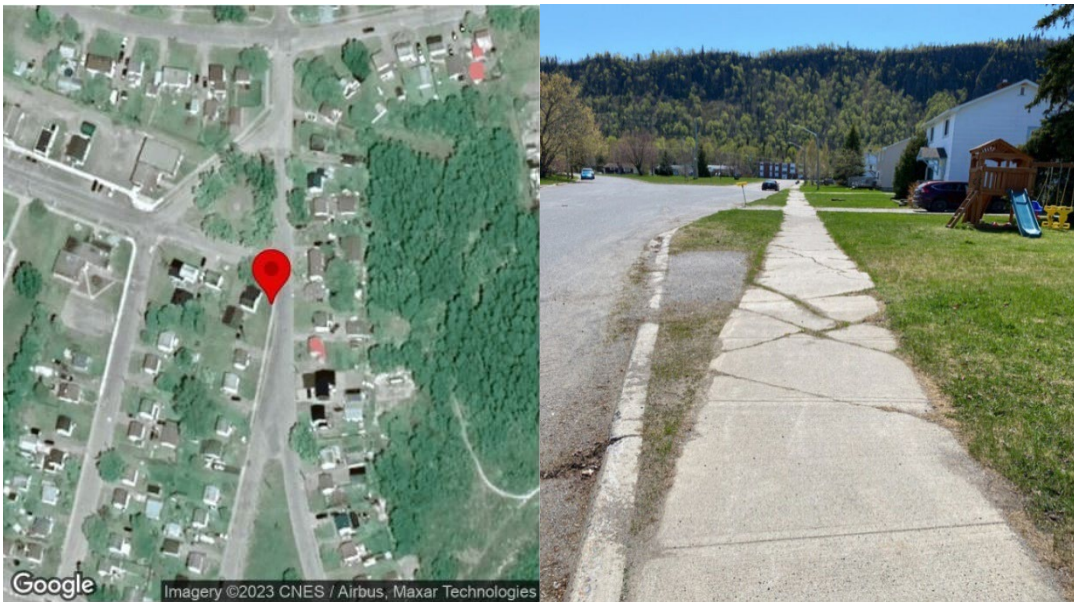
##### Taylor Avenue



### Crutchfield Avenue



### Salls Street



**Rankin Street**



**Brompton Road**



**Timmins Street**



**White Boulevard**



## Steele Avenue



### 4.1.2 Opportunity 2: Sidewalk Addition on Taylor Avenue

**Value / Vision:** Adding a sidewalk (approximately 200 m) on Taylor Avenue would improve the connectivity and accessibility for residents and businesses along this stretch. It would promote safer pedestrian movement, encouraging a more active lifestyle and reducing the reliance on vehicles for short trips within the community.

**Limitations / Challenges:** Potential challenges could include obtaining the necessary rights-of-way, dealing with any existing utilities, and ensuring minimal disruption to the daily activities of the residents and businesses on Taylor Avenue. Additionally, ensuring proper drainage and considering any environmental impacts during construction would be crucial.

**Taylor Avenue Sidewalk Addition Photos**



**4.1.3 Opportunity 3: Upgrading the Frost Street Trail**

**Value / Vision:** Upgrading the Frost Street Trail to meet AODA standards would ensure that it becomes more inclusive and accessible for people with disabilities. This would promote a more equitable and inclusive environment, encouraging greater participation in outdoor activities for all residents of Red Rock. Additionally, this trail is well utilized by students due to it providing a walking connection from neighbourhoods in the western side of the community.



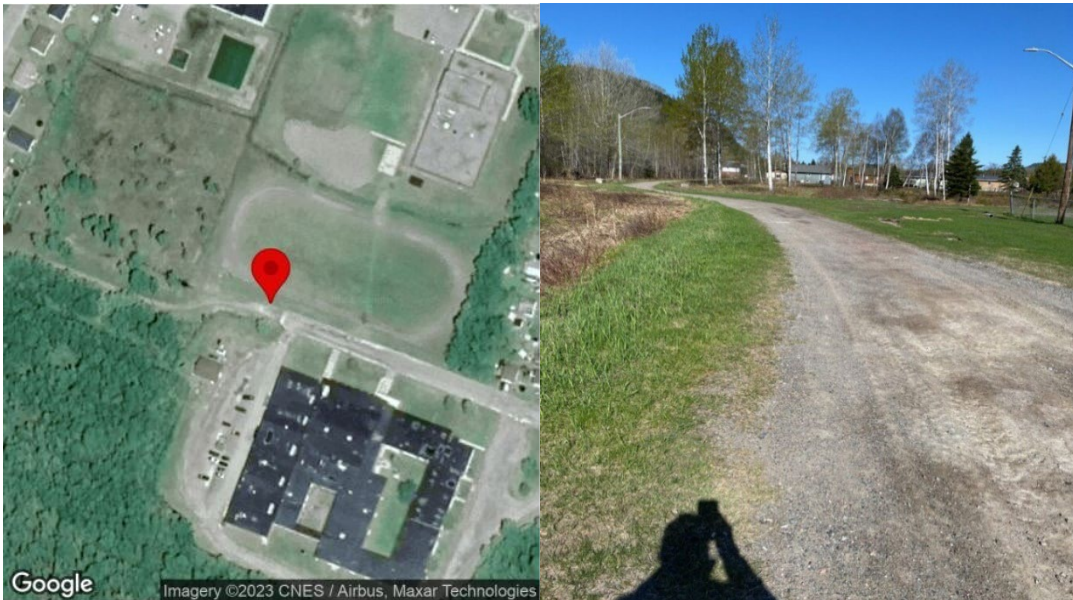
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**Limitations / Challenges:** The main challenge here would be ensuring compliance with AODA standards, which might require significant adjustments to the trail's design and infrastructure. Obtaining the necessary permits and approvals, as well as managing the associated costs and potential community disruptions during the upgrading process, would also be key considerations.

**Illumination Criteria:** One of the design criteria would be to account for Dark Sky approved programs to minimize glare, light trespass and not to pollute the night sky. Several technical solutions include downward facing luminaires with appropriate cut-off baffles and a flat lens. The luminaire types may be in the form of bollards or pedestrian height pole mounted fixtures that are up to 6 m tall. A photometric model and analysis would be required to attain an optimum illumination solution for this location. Other criteria for designing LED light fixtures would be the colour rendition measured in Kelvin (K). A 3000K LED (warm white) would be appropriate for this location.

### Frost Street Trail Photos



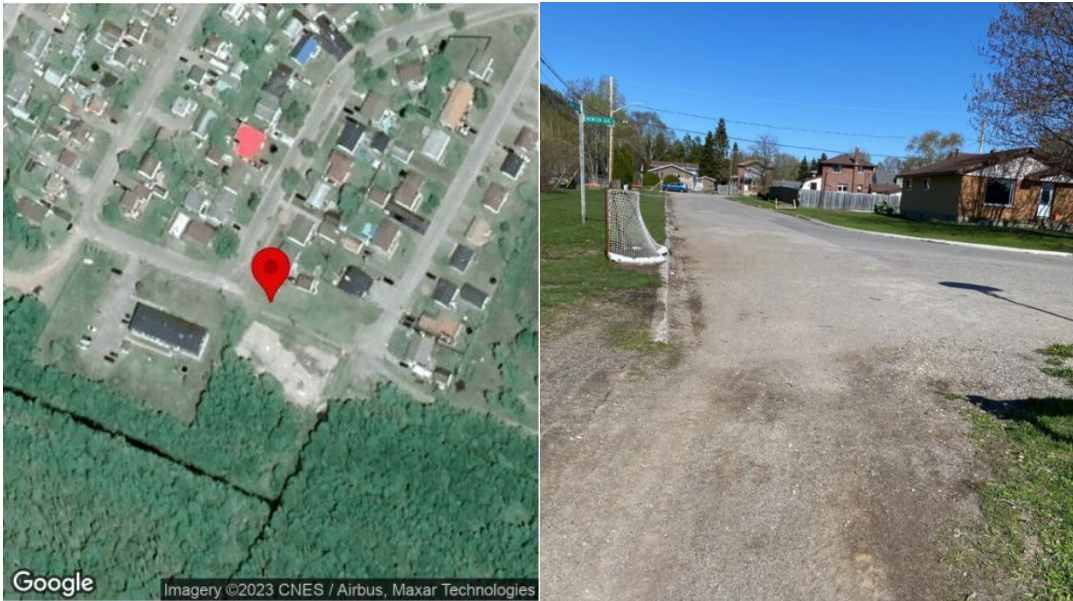


#### 4.1.4 Opportunity 4: Sidewalk Addition on Frost Street West

**Value / Vision:** Adding a sidewalk (approximately 150 m) on Frost Street West would improve pedestrian safety and provide residents with a safer and more convenient route for walking and commuting. This addition would enhance the overall connectivity within the community, promoting a more walkable and accessible neighbourhood.

**Limitations / Challenges:** Similar to the challenges associated with the other sidewalk additions, securing the necessary funding and navigating potential conflicts with existing infrastructure or property owners along Frost Street West would be essential. It would also be crucial to ensure that the design of the new sidewalk aligns with the existing streetscape and community aesthetics.

### Frost Street West Sidewalk Addition Photos



#### 4.1.5 Summary of Community / Residential / Business District Opportunity Plan

Figure 7 below provides an overall illustration of the recommended opportunities and improvements within the community / residential / business district and where they are projected to take place.

Figure 7: Community / Residential / Business District Opportunities



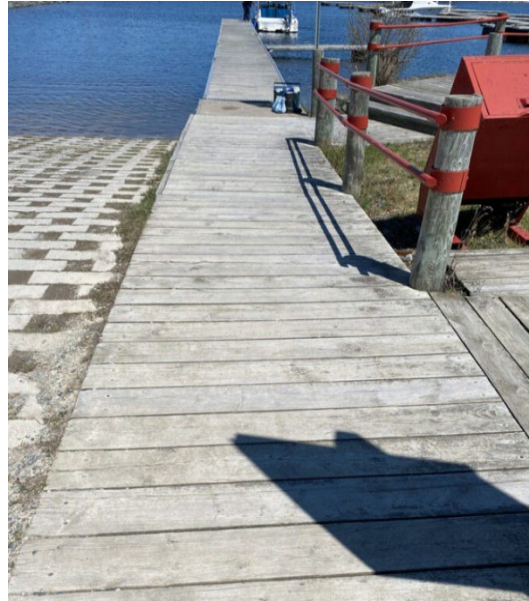
## 4.2 Marina Boardwalk and Trails

### 4.2.1 Opportunity 1: Add Accessibility Ramps to Meet AODA Standards

**Value / Vision:** Adding accessibility ramps to upgrade the boardwalk to meet AODA standards would ensure accessibility for individuals with disabilities, promoting inclusivity and providing equal access to the waterfront experience. This enhancement would demonstrate the community's commitment to accessibility and create a more welcoming and accommodating environment for all residents and visitors.

**Limitations / Challenges:** The main challenge would involve balancing the design changes required to meet AODA standards with the preservation of the boardwalk's natural aesthetic and waterfront experience. Additionally, ensuring compliance with AODA regulations and addressing any potential budgetary constraints would be crucial for the successful execution of this opportunity.

#### Accessibility Ramp Locations Boardwalk to AODA Standards Photos





#### 4.2.2 Opportunity 2: Create a Separate Multi-Use Trail Beside Park Road

**Value / Vision:** Creating a 3 m wide separate multi-use trail beside Park Road would provide residents with a safe and convenient route for walking, cycling, and other modes of active transportation, promoting a more active and healthier lifestyle. This initiative would enhance connectivity within the community and encourage residents to explore the natural surroundings and along Park Road.

**Limitations / Challenges:** The primary challenge would involve potential conflicts with existing utilities or infrastructure along Park Road, including the old rail line. It would also be important to consider the impact of any proposed trail construction on the natural environment and to implement appropriate measures for environmental preservation and conservation.

**Multi-Use Trail Beside Park Road Photos****4.2.3 Opportunity 3: Connect the Boardwalk to the Future Park Road Multi-Use Trail**

**Value / Vision:** Connecting the boardwalk to the future Park Road multi-use trail and the marina would create a seamless and integrated recreational network, providing residents with enhanced access to the waterfront and surrounding greenspaces. This connection would promote a more cohesive and accessible community environment, encouraging greater engagement with outdoor activities and promoting a sense of community connectivity.

**Limitations / Challenges:** The main challenge would be coordinating the design and construction of the connecting pathways to ensure a smooth and uninterrupted transition between the boardwalk, Park Road trail, and the marina area. This would involve careful planning to address any potential topographical or environmental challenges and to ensure the safety and accessibility of the pathways for all users.

**4.2.4 Opportunity 4: Add Additional Lighting Throughout Marina Boardwalk**

**Value / Vision:** Adding additional lighting throughout the marina trail and boardwalk system would enhance safety and security for residents and visitors, extending the usability of the boardwalk into the evening hours. This improvement would create a more inviting and secure environment, promoting nighttime recreational activities and fostering a greater sense of community well-being and connectivity.

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**Limitations / Challenges:** The main challenge would involve implementing a lighting system that is both functional and aesthetically compatible with the natural surroundings of the marina. Addressing any potential concerns related to light pollution and minimizing the environmental impact of the lighting installation would also be important considerations.

**Illumination Criteria:** One of the design criteria would be to account for Dark Sky approved programs to minimize glare, light trespass and not to pollute the night sky. Several technical solutions include downward facing luminaires with appropriate cut-off baffles and a flat lens. The luminaire types may be in the form of bollards or pedestrian height pole mounted fixtures that are up to 6 m tall. A photometric model and analysis would be required to attain an optimum illumination solution for this location. Other criteria for designing LED light fixtures would be the colour rendition measured in Kelvin (K). A 3000K LED (warm white) would be appropriate for this location.

### Marina Lighting Photos







**4.2.5 Opportunity 5: Create a Trailhead with Wayfinding Signage at the Marina**

**Value / Vision:** Establishing a trailhead with wayfinding signage at the marina would provide residents and visitors with clear guidance and information about the various trails and points of interest within the marina area. This initiative would promote a more user-friendly and accessible recreational experience, encouraging community engagement and exploration of the marina’s natural beauty and amenities.

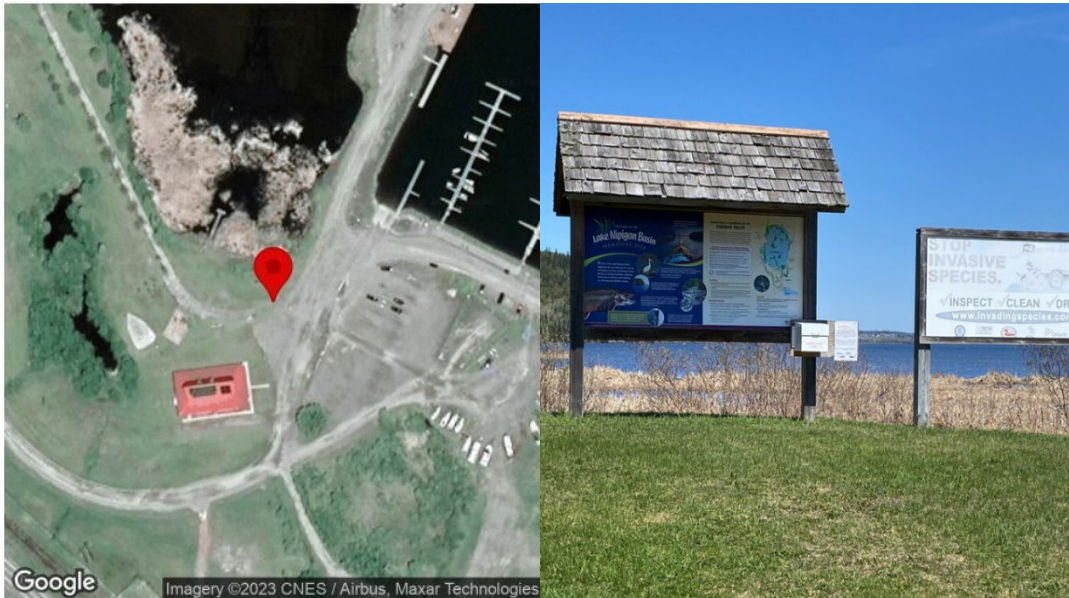
**Limitations / Challenges:** The primary challenge would involve designing and implementing a comprehensive wayfinding system that effectively guides users throughout the marina area while complementing the natural aesthetics of the surroundings. Ensuring the durability and weather resistance of the signage and considering any potential visual obstructions would also be considerations for the successful implementation of this opportunity.

**Marina Trailhead and Wayfinding Signage Photos**



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#### 4.2.6 Opportunity 6: Address Drainage Issues in the Central Greenspace of the Marina

**Value / Vision:** Addressing drainage issues in the central greenspace of the marina would ensure the preservation of the natural ecosystem and promote the sustainable maintenance of the greenspace for community enjoyment and recreational activities. This initiative would contribute to the long-term environmental sustainability and resilience of the marina area, fostering a healthy and vibrant natural environment for residents and visitors to appreciate.

**Limitations / Challenges:** The main challenge would involve conducting a comprehensive assessment of the existing drainage system and implementing effective drainage solutions that mitigate any potential flooding or erosion risks in the central greenspace. This would require careful consideration of the natural hydrology of the area and the implementation of environmentally friendly drainage practices to minimize any negative impacts on the local ecosystem.

#### 4.2.7 Opportunity 7: Create a Safe Pedestrian Crossing of Baker Road and the Rail Corridor in Two Different Access Points to the Marina Boardwalk

**Value / Vision:** Establishing safe pedestrian crossings of Baker Road and the rail corridor in two different access points to the marina boardwalk would enhance the overall safety and accessibility for residents and visitors traveling to and from the marina area. This initiative would promote a more pedestrian-friendly and inclusive environment, encouraging active transportation and fostering a greater sense of community connectivity and well-being.

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**Limitations / Challenges:** The primary challenge would involve coordinating with local authorities and transportation agencies to implement safe pedestrian crossings that comply with traffic regulations and ensure the safety of both pedestrians and motorists. Addressing any potential conflicts with existing infrastructure and considering the impact on traffic flow along Baker Road would be crucial for the successful implementation of this opportunity.

**Safe Pedestrian Crossing of Baker Road and Rail Corridor for Access Points to Marina Boardwalk Photos**





#### 4.2.8 Opportunity 8: Create a Shared Vehicle / Active Transportation Path, Considering the Use of the Trail as a Secondary Emergency Park Exit for Vehicular Traffic

**Value / Vision:** Establishing a 3 m wide shared vehicle / active transportation path (roughly 300 m) would provide residents and emergency vehicles with a reliable and accessible route for entering and exiting the marina area, ensuring efficient access during emergency situations. This initiative would promote the overall safety and resilience of the community, providing a secondary emergency exit point and facilitating smoother traffic flow for both vehicles and pedestrians within the marina vicinity.

**Limitations / Challenges:** The main challenge would involve designing a shared path that accommodates both vehicular and active transportation needs while ensuring the safety and well-being of all users. This would require careful planning to minimize any potential conflicts between vehicles and pedestrians / cyclists and to ensure the effective management of traffic flow during both regular and emergency situations. Addressing any potential environmental impacts and ensuring the compatibility of the shared path with the natural surroundings of the marina would also be essential for the successful execution of this opportunity.

### Shared Vehicle / Active Transportation Path Photos



#### 4.2.9 Summary of Marina Boardwalk and Trails Opportunity Plan

Figure 8 below captures all recommendations for the Marina Boardwalk and Trails area and identifies the locations of the opportunities.

Figure 8: Marina Boardwalk and Trails Opportunities





### 4.3 Red Rock Road 1 / Escape Road

#### 4.3.1 Opportunity 1: Create a Formal Trailhead with Parking and Wayfinding Signage

**Value / Vision:** Establishing a formal trailhead with parking and wayfinding signage would provide residents and visitors with clear access points and guidance for exploring the natural beauty and recreational opportunities along Red Rock Road 1. This initiative would promote the area as a designated recreational destination, encouraging community engagement and facilitating greater accessibility for individuals interested in outdoor activities and nature exploration.

**Limitations / Challenges:** The primary challenge would involve ensuring that the trailhead and parking facilities are designed and constructed in a manner that complements the natural aesthetics of the surrounding forested area. Additionally, addressing any potential environmental impacts associated with increased visitor traffic and implementing effective waste management practices would be crucial for the successful implementation of this opportunity.

#### Formal Trailhead with Parking and Wayfinding Signage Photos – Existing Conditions



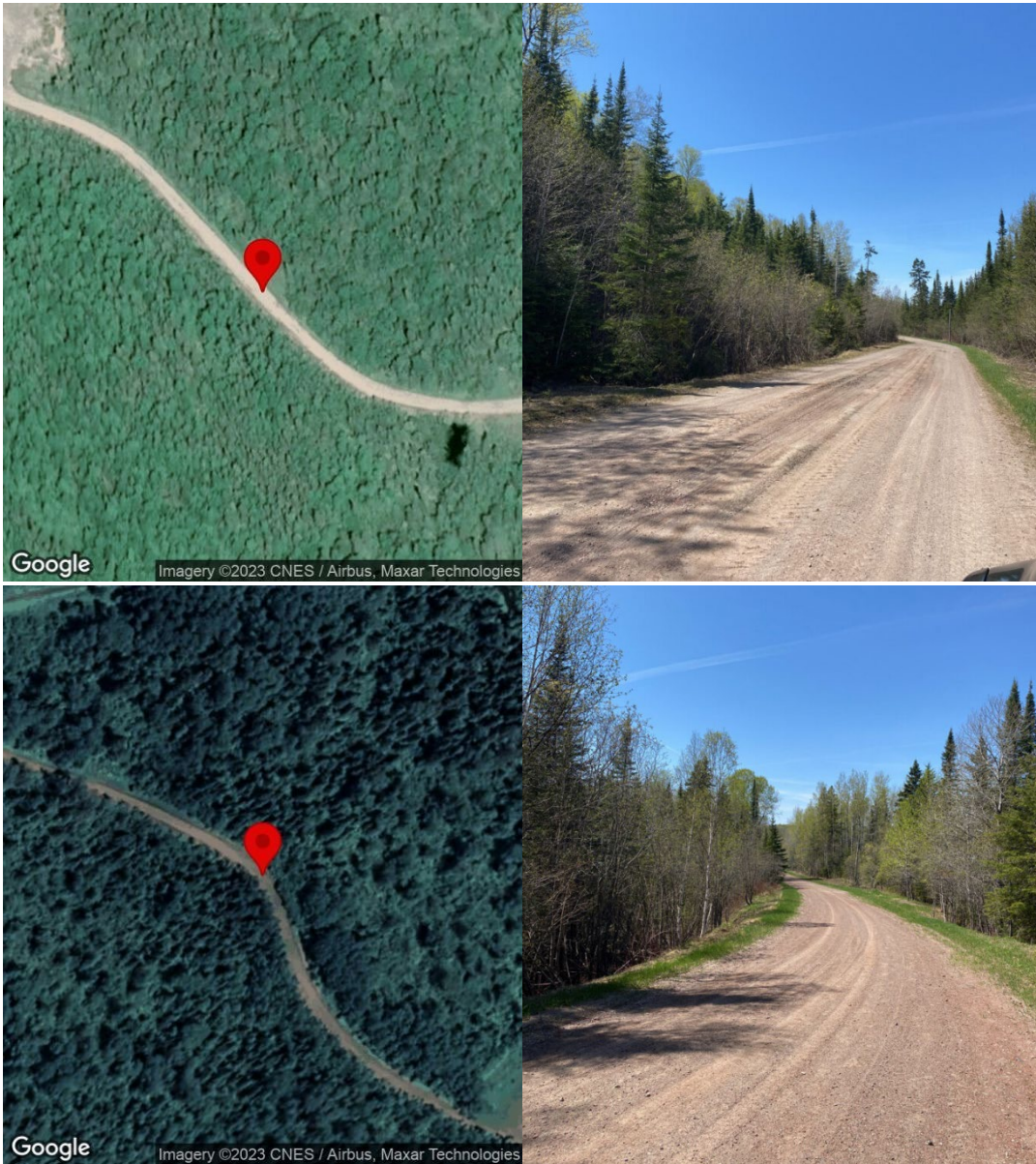


#### 4.3.2 Opportunity 2: Create Rest Areas

**Value / Vision:** Establishing rest areas along Red Rock Road 1 would provide residents and visitors with convenient locations to rest, relax, and appreciate the natural surroundings during their journey along the trail. This initiative would promote a more enjoyable and comfortable recreational experience, encouraging individuals to spend more time exploring and appreciating the scenic beauty and tranquility of the forested area.

**Limitations / Challenges:** The main challenge would be ensuring that the rest areas are strategically located at appropriate intervals along the trail to accommodate the needs of trail users. Providing amenities that are durable and environmentally sustainable, such as benches and waste receptacles, would be essential to maintain the cleanliness and natural integrity of the forested area.

**Potential Rest Area Photos – Existing Conditions**





#### 4.3.3 Opportunity 3: Explore the Implementation of Lighting, Consider Paving the Road with Paved Shoulders for Cycling or Leave Gravel Surface with Trail Markings and “Share the Road” Signage

**Value / Vision:** Paving Red Rock Road 1 (roughly 2 km) with paved shoulders for cycling would promote a safer and more enjoyable cycling experience, encouraging residents and visitors to engage in active transportation and outdoor recreational activities. Alternatively, leaving the road surface as gravel and adding trail markings and “share the road” signage would encourage the coexistence of vehicles and cyclists, promoting a more inclusive and accessible environment for all road users.

**Limitations / Challenges:** The primary challenge would involve determining the most suitable approach based on the specific needs and usage patterns of the road. Addressing any potential environmental impacts associated with road construction or modification and ensuring the compatibility of the chosen surface material with the natural surroundings of the forested area would be crucial for the successful implementation of this opportunity. Additionally, this area is heavily shaded and experiences delayed thawing as a result, furthermore, the existing conditions of this area present their own unique challenges in terms of paving. The soils here are mostly clay and would require extensive excavation and fill with suitable soils before paving could take place. These environmental factors would have an impact should the road be considered for paving.

**Illumination Criteria:** One of the design criteria would be to account for Dark Sky approved programs to minimize glare, light trespass and not to pollute the night sky. Several technical solutions include downward facing luminaires with appropriate cut-off baffles and a flat lens. The luminaire types may be in the form of pole mounted fixtures up to 10 m tall. A photometric model and analysis would be required to attain an optimum illumination solution for this location. Other criteria for designing LED light fixtures would be the colour rendition measured in Kelvin (K). A 3000K to 4000K LED (warm white) would be appropriate for this location.

**Pave Road on Red Rock Road 1 / Escape Road Photos – Existing Conditions**





#### 4.3.4 Opportunity 4: Formalize the Side Trail and Create a Trailhead

**Value / Vision:** Formalizing the side trail along Red Rock Road 1 and creating a dedicated trailhead would provide residents and visitors with an additional recreational route for exploring the surrounding natural landscapes and enjoying outdoor activities. This initiative would promote a more diverse and integrated trail network, encouraging individuals to discover and appreciate the unique features and biodiversity of the forested area.

**Limitations / Challenges:** The main challenge would involve conducting a comprehensive assessment of the existing side trail and implementing necessary improvements to ensure its safety and accessibility for trail users. Coordinating with local authorities and stakeholders to establish a designated trailhead and ensuring the integration of appropriate wayfinding signage would also be essential for the successful execution of this opportunity.

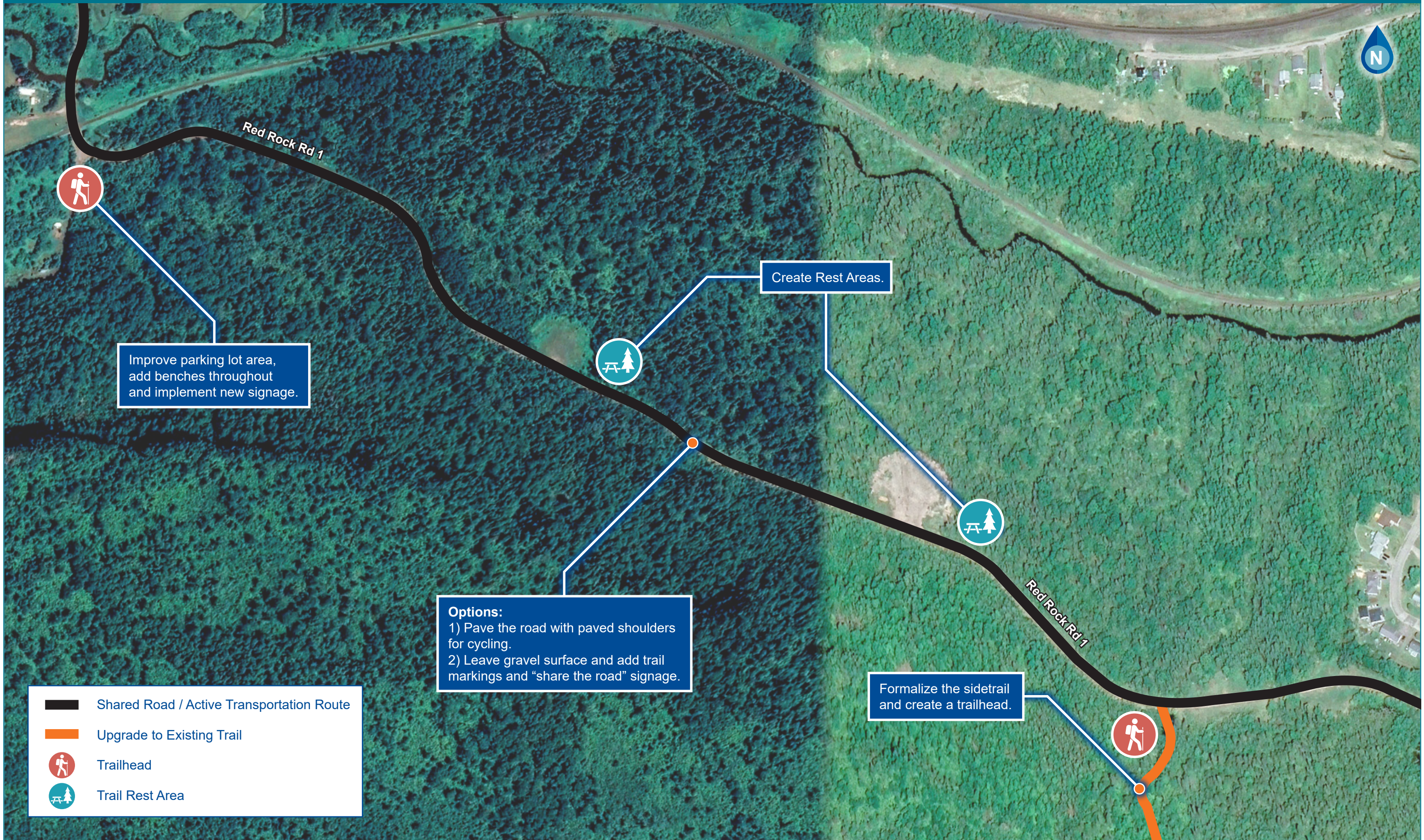
### Side Trail on Red Rock Road 1 / Escape Road Photos – Existing Conditions



#### 4.3.5 Summary of Red Rock Road 1 / Escape Road Opportunity Plan

Figure 9 provides a summary of the opportunities recommended for Red Rock Road 1 / Escape Road and their applicable locations.

Figure 9: Red Rock Road 1 / Escape Road Opportunities





## 4.4 Baker Road

### 4.4.1 Opportunity 1: Add Two Formal Rail and Road Crossings

**Value / Vision:** Adding two formal rail and road crossings would enhance the overall safety and accessibility for residents and visitors traveling along Baker Road, providing a secure and efficient means of crossing the former rail line. Even with the removal of the former rail line, adding two formal rail crossings would ensure that there are safe active transportation crossings if another rail line were implemented. This initiative would promote a more pedestrian-friendly and inclusive environment, ensuring the seamless and convenient movement of pedestrians and vehicles while minimizing the risk of accidents or delays at the rail crossings.

**Limitations / Challenges:** The main challenge would involve coordinating with relevant transportation authorities to implement formal rail and road crossings in compliance with all necessary safety regulations and standards. Addressing any potential traffic disruptions during the construction process and ensuring the effective management of pedestrian and vehicular flow at the crossings would be crucial for the successful implementation of this opportunity.

### 4.4.2 Opportunity 2: Reduce Informal Roadside Parking

**Value / Vision:** Reducing informal roadside parking would improve the overall traffic flow and safety along Baker Road, creating a more organized and efficient transportation corridor for residents and visitors. This initiative would enhance the aesthetic appeal and functionality of the road, promoting a safer and more pedestrian-friendly environment that encourages active transportation and community engagement.

**Limitations / Challenges:** The primary challenge would involve communicating and implementing the necessary parking regulations and enforcement measures to discourage informal roadside parking. Addressing any potential resistance from local stakeholders or businesses accustomed to utilizing the roadside for parking would require effective community engagement and the establishment of alternative parking solutions to accommodate the needs of road users and visitors.

**Roadside Parking Options Photos – Existing Conditions**



**4.4.3 Opportunity 3: Formalize and Expand Parking at the Community Centre along Baker Road**

**Value / Vision:** Formalizing and expanding parking at the Community Centre along Baker Road would provide residents and visitors with sufficient parking spaces to accommodate the needs of individuals accessing the community facilities and participating in various events and activities. This initiative would promote the accessibility and inclusivity of the Community Centre, encouraging greater community engagement and participation in recreational and social programs.

**Limitations / Challenges:** The main challenge would involve conducting a comprehensive assessment of the existing parking facilities and determining the most suitable expansion strategies to accommodate the growing demand for parking spaces. Addressing any potential land use conflicts and ensuring that the expansion plans align with the overall aesthetic and functional requirements of the Community Centre would be critical for this opportunity.

#### 4.4.4 Opportunity 4: Add a Three-Metre-Wide Sidewalk / Multi-Use Path Along Baker Road While Maintaining Roadside Parking

**Value / Vision:** Adding a 3 m wide sidewalk or multi-use path (approximately 650 m) along Baker Road, while maintaining roadside parking, would promote a safer and more accessible pedestrian and cyclist environment, encouraging active transportation and promoting healthier mobility options for residents and visitors. This initiative would enhance the overall connectivity and walkability of Baker Road, fostering a more pedestrian-friendly and inclusive community environment.

**Limitations / Challenges:** The primary challenge would involve designing a sidewalk or multi-use path that effectively accommodates the existing roadside parking spaces while ensuring the safety and comfort of pedestrians and cyclists. Coordinating with local authorities and stakeholders to address any potential conflicts between road users and parked vehicles and ensuring that the design of the path aligns with the overall streetscape and community aesthetics would be essential for the successful implementation of this opportunity.

#### Baker Road Potential Sidewalk / Multi-Use Path Photos – Existing Conditions



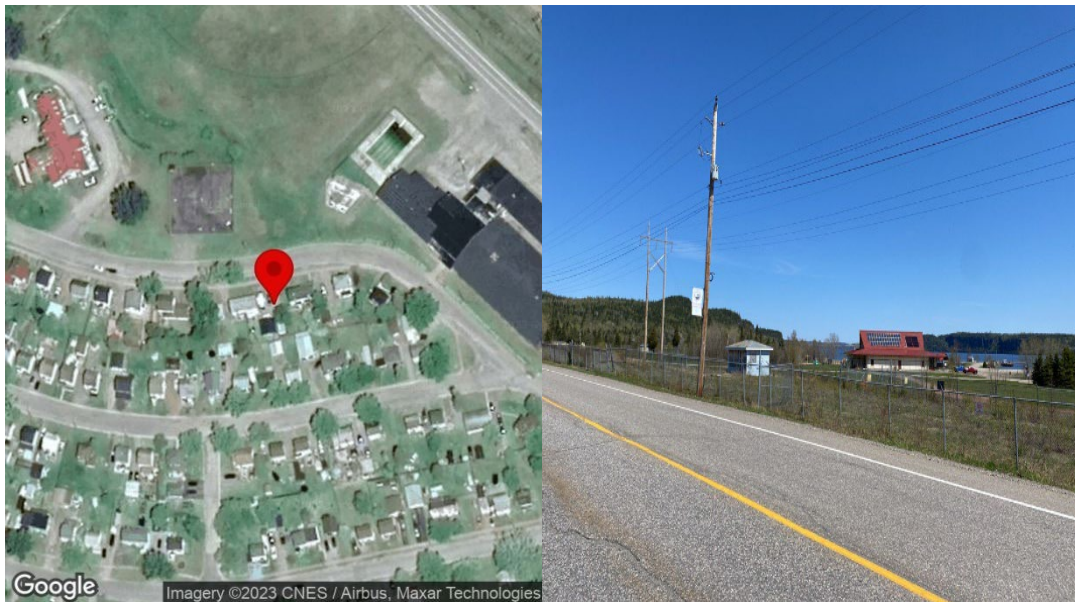


#### 4.4.5 Opportunity 5: Add a Three-Metre-Wide Sidewalk / Multi-Use Path Along Brompton Road from the Community Centre to White Boulevard

**Value / Vision:** Adding a sidewalk or multi-use path (approximately 300 m) along Brompton Road from the Community Centre to White Boulevard would enhance the pedestrian and cyclist connectivity between key community destinations, promoting a more integrated and accessible transportation network for residents and visitors. This initiative would encourage a more active and sustainable lifestyle, fostering community engagement and promoting the use of active transportation modes for short distance travel within the neighbourhood.

**Limitations / Challenges:** The main challenge would involve obtaining the necessary rights of way and addressing any potential conflicts with existing utilities or infrastructure along Brompton Road. Ensuring the seamless integration of the sidewalk or multi-use path with the surrounding streetscape and built environment and considering the impact of any proposed construction on the natural environment and local ecosystems would be crucial for the successful execution of this opportunity.

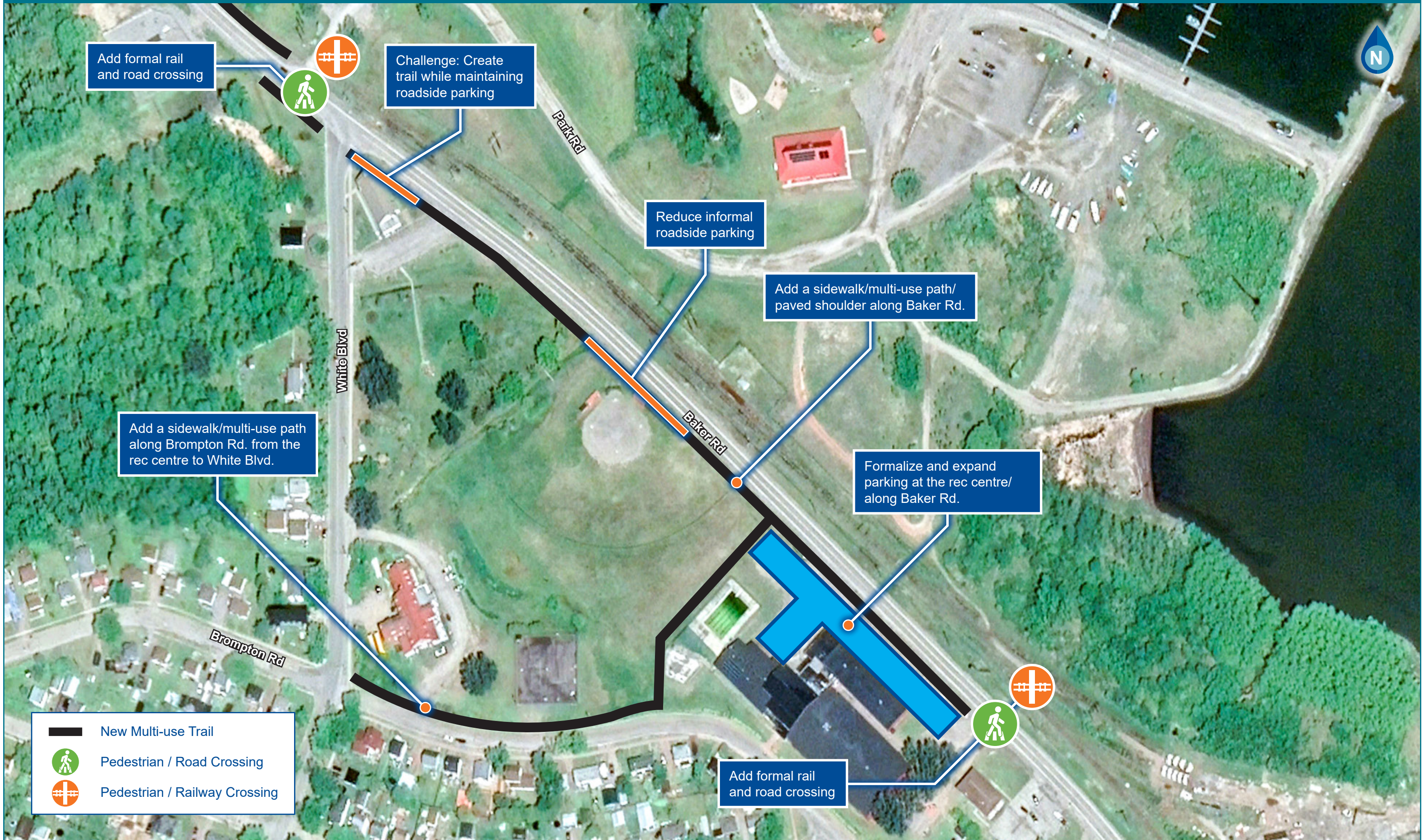
### Brompton Road Potential Sidewalk / Multi-Use Path Photos – Existing Conditions



#### 4.4.6 Summary of Baker Road Opportunity Plan

Figure 10 below takes all recommendations provided for Baker Road and outlines them on a map of the area.

Figure 10: Baker Road Opportunities



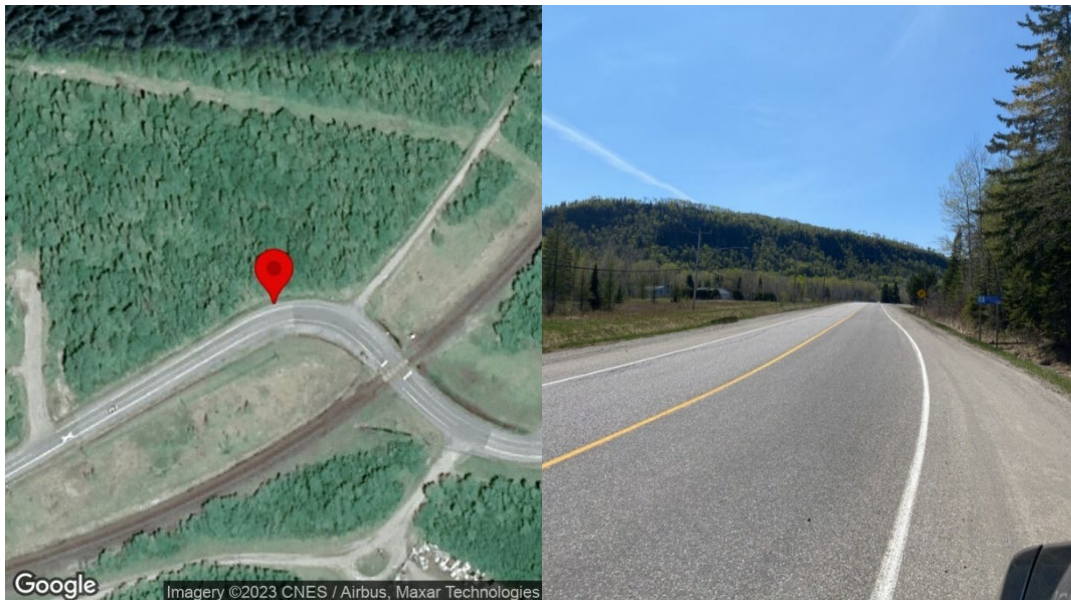
## 4.5 Highway 628

### 4.5.1 Opportunity 1: Add a Pedestrian Highway Crossing

**Value / Vision:** Adding a pedestrian highway crossing would enhance the safety and accessibility for pedestrians, allowing for secure passage across Highway 628. This initiative would promote a more pedestrian-friendly and inclusive environment, enabling residents and visitors to access the facilities and amenities on both sides of the highway safely and conveniently.

**Limitations / Challenges:** The main challenge would involve conducting a comprehensive assessment of the existing traffic flow and patterns along Highway 628 to determine the most suitable location for the pedestrian crossing. Coordinating with the Ministry of Transportation Ontario (MTO) to ensure the implementation of effective traffic control measures and safety protocols at the crossing points would be crucial for the successful execution of this opportunity. Consultation with the MTO to identify the need for an upgraded/widened paved shoulder is critical prior to future highway rehabilitation activities.

#### Potential Pedestrian Highway Crossing Photos – Existing Conditions





#### **4.5.2 Opportunity 2: Work with CN to Assess the Feasibility of Constructing an Unpaved Multi-Use Trail on the Former Rail Bed and Establish Rest Areas Along the Former Rail Line if a Trail is Developed**

**Value / Vision:** Collaborating with CN to assess the feasibility of constructing an unpaved multi-use path on the former rail bed (approximately 2.5 km) would provide residents and visitors with an additional recreational route for walking, cycling, and other modes of active transportation. This initiative would promote the utilization of the existing rail infrastructure for community development and enhance the overall accessibility and connectivity of the area. Establishing rest areas along the former rail line, if a trail is developed, would provide residents and visitors with convenient locations to rest, relax, and appreciate the natural surroundings during their journey along the trail. This initiative would promote a more enjoyable and comfortable active transportation experience, encouraging individuals to spend more time exploring and appreciating the scenic beauty and tranquility of the forested areas surrounding the former rail line.

**Limitations / Challenges:** The primary challenge would involve negotiating with CN to secure the necessary rights-of-way and approvals for the construction of the unpaved multi-use path on the former rail bed. Conducting a thorough environmental impact assessment and addressing any potential land use conflicts or ecological concerns associated with the development of the path would be essential for the successful implementation of this opportunity. The challenge with establishing rest areas would be to identify suitable locations for the rest areas that align with the overall trail design and user accessibility. Providing amenities that are durable, environmentally sustainable, and compatible with the natural landscape would be essential to maintain the cleanliness and integrity of the trail and surrounding natural environment.



**Potential Former CN Rail Bed Multi-Use Trail Photos – Existing Conditions****4.5.3 Opportunity 3: Work with MTO on Options to Enhance Pedestrian and Cyclist Safety**

**Value / Vision:** Collaborating with the MTO on options to enhance pedestrian and cyclist safety along Highway 628 through the addition of 2 m wide paved shoulders (approximately 2.5 km in length) would promote a more inclusive and accessible transportation corridor, encouraging the utilization of active transportation modes for residents and visitors. This initiative would foster a safer and more sustainable travel environment, promoting the well-being and mobility of all road users.

**Limitations / Challenges:** The main challenge would involve conducting a comprehensive assessment of the existing infrastructure and traffic conditions along Highway 628 to determine the most suitable options for paving 2 m wide shoulders along the highway, enhancing pedestrian and cyclist safety. Coordinating with the MTO to implement effective design solutions, such as sidewalks, paved shoulders, or separated multi-use paths, while ensuring the compatibility of these options with the existing highway infrastructure and surrounding natural environment, would be crucial for the successful execution of this opportunity.

#### 4.5.4 Opportunity 4: Upgrade the Bridge Coming into Red Rock to Include a Multi-Use Path

**Value / Vision:** Upgrading the bridge coming into Red Rock to include a multi-use path would enhance the connectivity and accessibility for pedestrians and cyclists entering the community, promoting a more integrated and inclusive active transportation network. This initiative would foster a safer and more convenient travel experience, encouraging the use of active transportation modes and promoting healthier mobility options for residents and visitors. It is understood that the bridge rehabilitation project is under review by another consultant assignment; therefore, is not included in our program in further detail.

**Limitations / Challenges:** The main challenge would involve conducting a comprehensive structural assessment of the existing bridge to determine the feasibility of integrating a multi-use path within the bridge design. Coordinating with relevant authorities and stakeholders to ensure the seamless integration of the multi-use path with the bridge structure and roadway would be critical for the successful implementation of this opportunity.

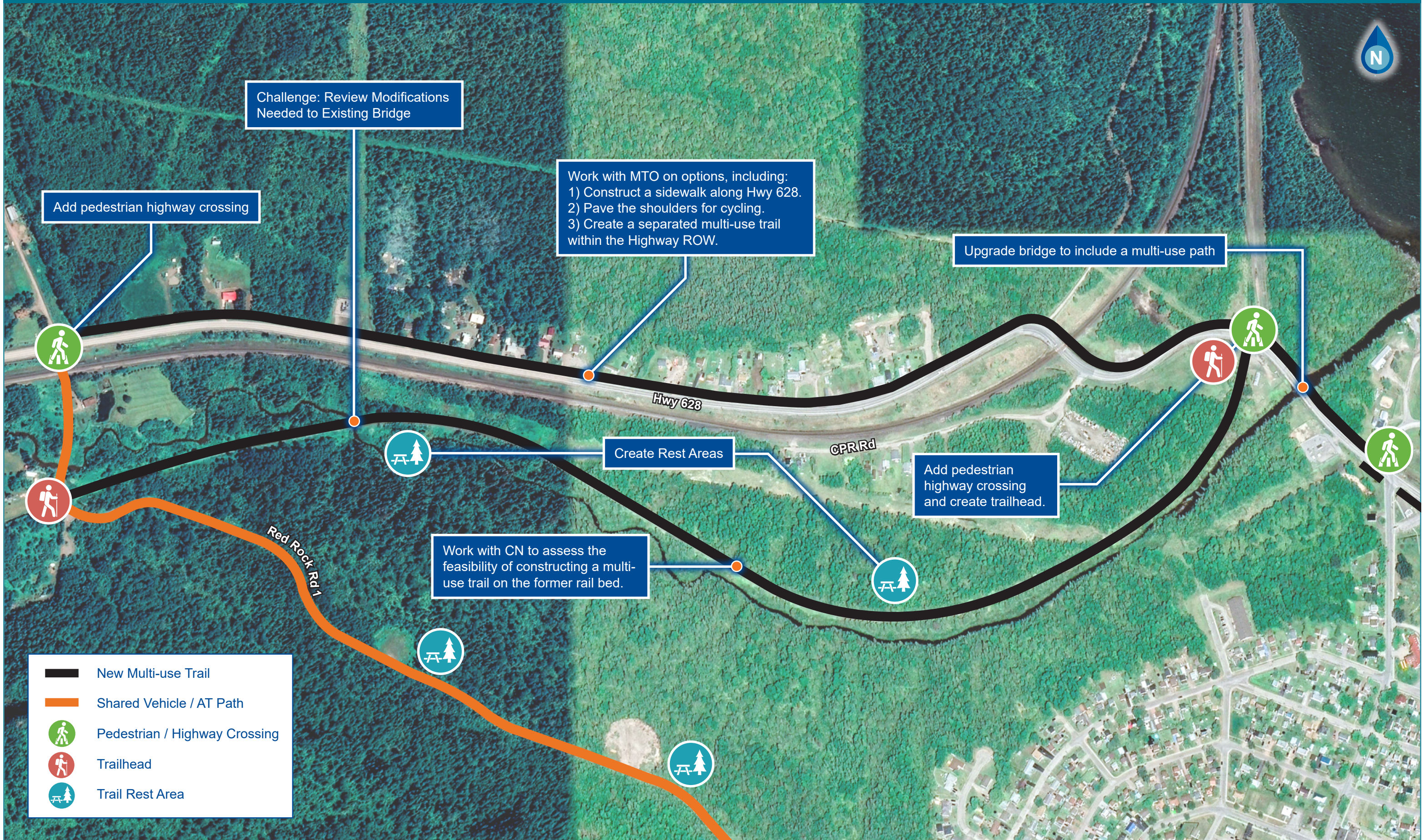
#### Potential Bridge Multi-Use Path Photos – Existing Conditions



#### 4.5.5 Summary of Highway 628 Opportunity Plan

Figure 11 below provides an illustration of the opportunities identified for Highway 628.

Figure 11: Highway 628 Opportunities



## 4.6 Rights-of-Way (ROW)

In addition to the specific preceding opportunities, there are other unique opportunities that exist within the community, specifically in terms of various municipal rights-of-way, where existing space allocations have been outlined. Table 3: Existing Municipal ROW summarizes the existing ROW for the business district, residential neighbourhoods, provincial roads, and rural areas, and offers a high-level understanding of the spatial context available to work with and prioritize for implementation. Note that the existing municipal ROW varies across all corridors. The summary below captured the approximation and “mean values” per GIS air photo analysis.

**Table 3: Existing Municipal ROW**

Road Name	Boulevard / Shoulder (m)	Lane (m)	Boulevard / Shoulder (m)	Total Row (m)
Highway 628 (MTO owned)	19	3.5	19	45
Baker Road	8	3.5	8	23
Red Rock Road 1	6	4	6	20
White Boulevard	6	4.25	6	20.5
Salls Street	6.5	8.5 (with Parking)	6.5	30
Taylor Avenue	6	4	6	20
Brompton Road	5.5	4.5	5.5	20
Rankin Street	5.5	4.5	5.5	20

Table 4: Opportunities within Existing Municipal ROW stems from the analysis of existing ROW space allocation data. The following table provides a snapshot of available ROW space within Red Rock, highlighting areas with surplus space for potential active transportation initiatives. While these allocations are preliminary, detailed design is essential to ensure feasibility and compatibility when integrating these opportunities into the transportation network.

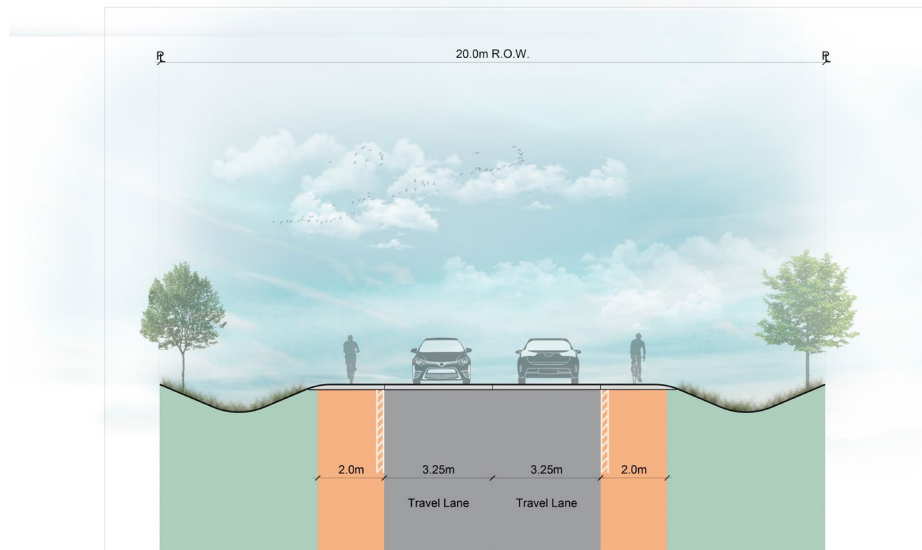
The examination of available boulevard spaces has revealed promising opportunities for development. This includes implementing the initial phases of active transportation infrastructure, such as sidewalks or multi-use paths (MUP), to establish a seamless active transportation network. As depicted in the following table, there are identified opportunities to accommodate sidewalks or multi-use paths (MUP) within existing grassed boulevards to improve connectivity within the Town. The designs for these solutions can take advantage of the existing topography with adjustments to accommodate AODA requirements with designed ramps and crosswalks in accordance with the Ontario Provincial Standards.

**Table 4: Opportunities within Existing Municipal ROW**

Road Name	Sidewalk / MUP (m) Existing Blvd.	Existing Blvd. / Shoulder (m)	Lane (m)	Existing Blvd. / Shoulder (m)	Sidewalk / MUP (m) Existing Blvd.	Total Row (m)
Baker Road	2	6	3.5	6	2	23
Highway 628	3	16	3.5	16	3	45
Red Rock Road 1	3	3	4	3	3	20
White Boulevard	2	4	4.25	4	2	20.5
Salls Street	2	4.5	8.5 (with parking)	4.5	2	30
Taylor Avenue	2	4	4	4	2	20
Brompton Road	2	3.5	4.5	3.5	2	20
Rankin Street	2	3.5	4.5	3.5	2	20

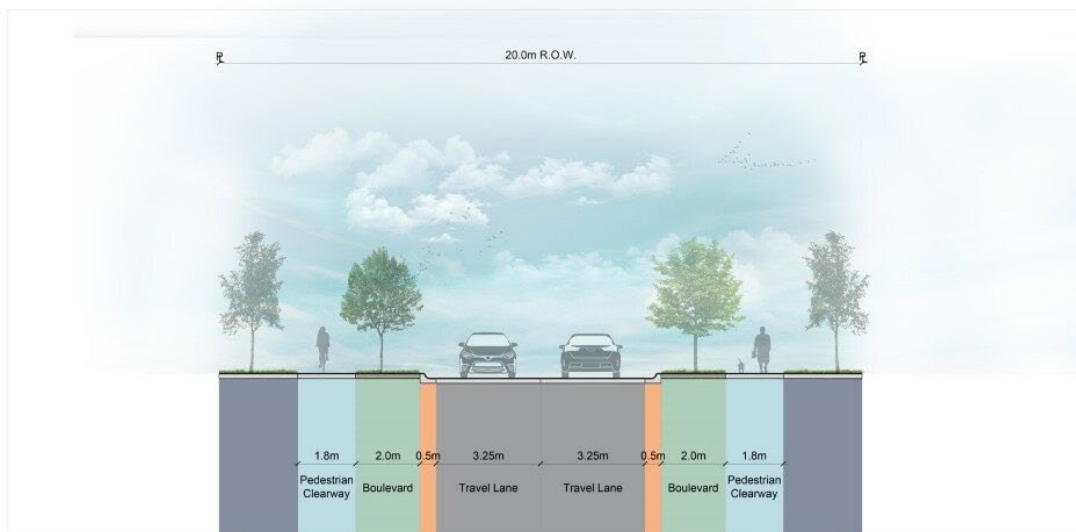
The following figures represent examples of potential roadway configurations to incorporate active transportation.

**Figure 12: Widened Highway Trail**

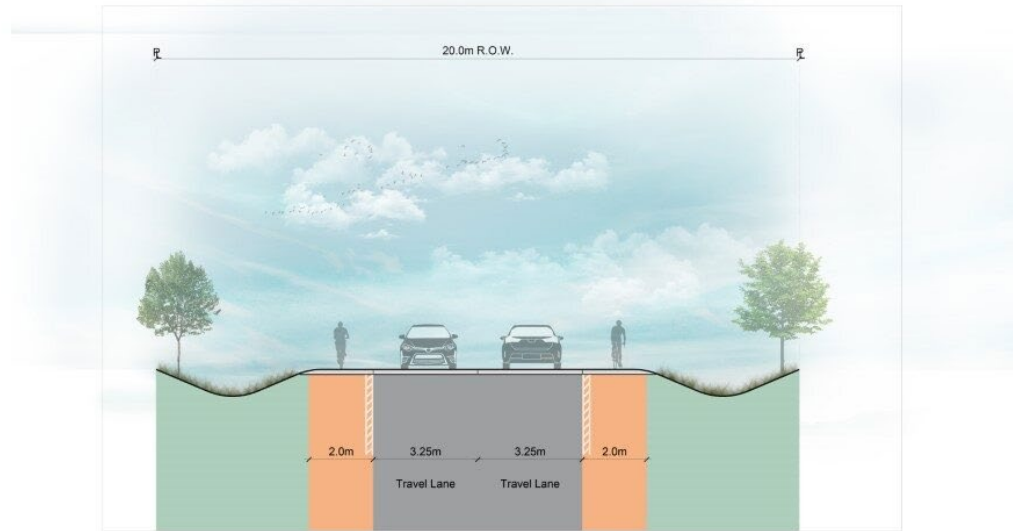


The Widened Highway Trail cross-section figure epitomizes a progressive approach to enhancing accessibility and safety for both pedestrians and motorists. Incorporating a 2.0 m widened trail alongside Highway 628, the design prioritizes the convenience and comfort of individuals using diverse modes of active transportation. Safeguarding pedestrians from vehicular traffic, a delineated trail serves as a protective visual barrier, ensuring a secure pathway. By emphasizing the coexistence of pedestrians and vehicles, this cross-section figure symbolizes the Township's commitment to fostering a sustainable and inclusive community, where mobility and safety are paramount considerations.

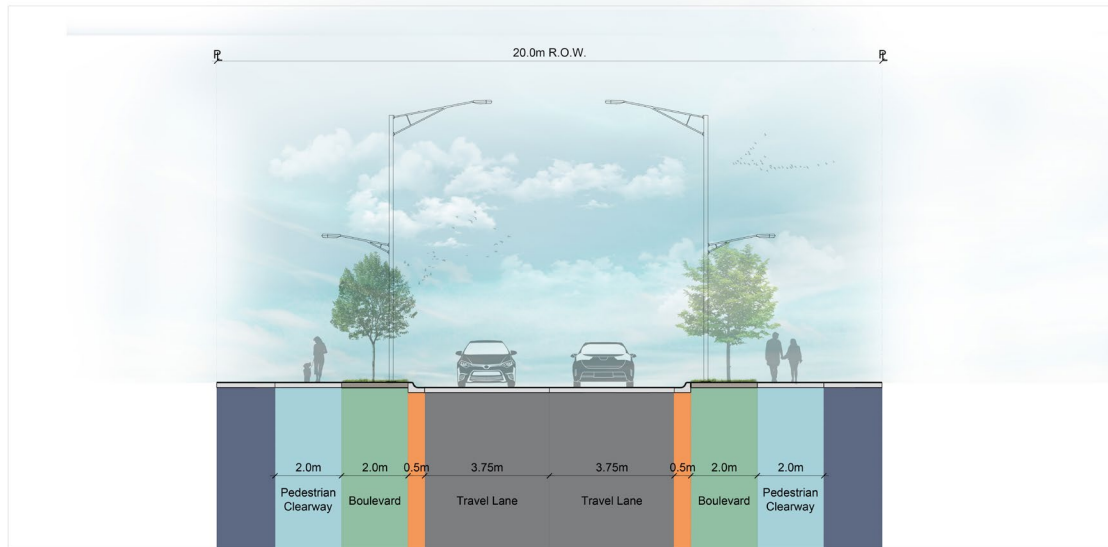
**Figure 13: Neighbourhood Sidewalk**



The Neighbourhood Sidewalk cross-section represents a thoughtfully designed urban infrastructure catering to the dynamic needs of the community. Embracing a pedestrian-friendly approach, the cross-section highlights a spacious 1.8 m pedestrian clearway, providing ample space for residents to engage in various forms of active transportation. Emphasizing safety and convenience, the clearway is demarcated from the adjacent vehicular traffic by a curb, serving as a protective barrier. Moreover, a well-tended boulevard complements the pedestrian walkway, adding a touch of greenery and enhancing the aesthetic appeal of the neighbourhood. With its meticulous attention to detail and focus on creating a harmonious coexistence of pedestrian and vehicular traffic, this cross-section figure embodies the commitment of the Township of Red Rock to fostering a vibrant, accessible, and sustainable community environment.

**Figure 14: On-Road Highway Trail**

The On-Road Trail cross-section figure encompasses a seamless integration of nature and modern infrastructure, fostering a welcoming environment for outdoor enthusiasts and active commuters alike. Encompassing a 2.0 m on-road trail adjacent to the roadway, the design prioritizes safety and accessibility, encouraging residents to partake in a variety of physical activities. To ensure clear demarcation and enhance visual distinction, a carefully painted visual buffer separates the off-road trail from the bustling roadway, establishing a clear boundary and fostering a sense of security for trail users. This innovative design approach underscores the Township of Red Rock's dedication to promoting a healthy and active lifestyle, where individuals can revel in the beauty of the natural surroundings while experiencing the convenience of a well-structured and secure off-road trail network.

**Figure 15: Sidewalk Trail in an Urban Setting**

The Sidewalk Trail in an Urban Setting cross-section figure reflects dedication to fostering a vibrant and pedestrian-friendly environment. This thoughtfully designed infrastructure highlights a 2 m pedestrian clearway, providing ample space for residents to engage in diverse modes of active transportation. Ensuring safety and separation from the adjacent roadway, a curb and a 2 m boulevard act as effective buffers, offering a protective barrier while adding a touch of greenery to the urban landscape. This cross-section figure exemplifies the Township's commitment to creating a harmonious coexistence between pedestrians and vehicular traffic, prioritizing the safety and convenience of its residents. With its meticulous attention to detail and focus on promoting a sustainable and accessible urban environment.

In addition to the functional and safety aspects of a Sidewalk Trail in an Urban Setting, winter snow removal is a vital municipal service to maintain year-round connectivity for community use. A 2 m wide paved pedestrian clearway would accommodate a plow-blade mounted pickup truck to clear any accumulated snow to the side boulevard areas without damaging the grass areas. Additionally, this solution would accommodate existing winter maintenance equipment. In the future, Red Rock may wish to budget for new sidewalk snow equipment such as a trackless vehicle with blade or blower attachments.



## **5.0 Active Transportation Improvement Plan**

### **5.1 Key Recommendations**

The key recommendations outlined for the ATIP encompass a comprehensive strategy aimed at fostering a more vibrant and accessible transportation network. Designed to cater to the diverse needs of the community, these recommendations highlight the significance of infrastructure development, safety enhancements, and community engagement. By prioritizing the integration of active transportation modes and addressing critical gaps in existing infrastructure, the recommendations seek to promote sustainable mobility practices and contribute to the overall well-being and resilience of Red Rock's residents. The following points summarize high-level recommendations.

#### **1. Marina Boardwalk and Trails**

- a) Create a Marina Loop trail with a shared active transportation / vehicular pathway to connect the campground with boating operations.
- b) Establish safe pedestrian crossings across Baker Road and the rail corridor.
- c) Improve boardwalk access ramps to comply with AODA standards.
- d) Install a multi-use path along Park Road to Baker Road.
- e) Identify and create a trailhead with proper signage, wayfinding, and rest areas.
- f) Improve drainage for the green space area.
- g) Enhance lighting throughout the Marina area along the entire trail.

#### **2. Baker Road**

- a) Enhance the overall condition of Baker Road, including the addition of safe crosswalks, and maintaining roadside parking, particularly focusing on the gateway arterial section transitioning from Highway 628.
- b) Construct a paved multi-use path or pave the shoulders of Baker Road from the rail bridge to Rankin Street.
- c) Reduce informal roadside parking along Baker Road.
- d) Expand the parking at the Community Centre and add a sidewalk or paved multi-use path along Brompton Road to improve connectivity.

### 3. Highway 628

- a) Improve the paved shoulders on the Highway 628 bridge in coordination with potential bridge upgrades.
- b) Enhance the walking path with a 2.0 m paved shoulders along Highway 628 from Red Rock Road 1 to the bridge in collaboration with the MTO.
- c) Explore the addition of a pedestrian highway crossing.
- d) Collaborate with the MTO to incorporate a designated cross walk on Highway 628 for pedestrian safety.

### 4. CN Rail Corridor

- a) Explore the feasibility of constructing an off-road trail corridor adjacent to the existing rail lines for a safer active transportation option parallel to Highway 628.
- b) Review the safety and stability of the old rail bridge along the proposed trail route and engage in discussions with CN for implementation. This is a long-term opportunity that may require land acquisition.

### 5. Escape Road / Red Rock Road 1

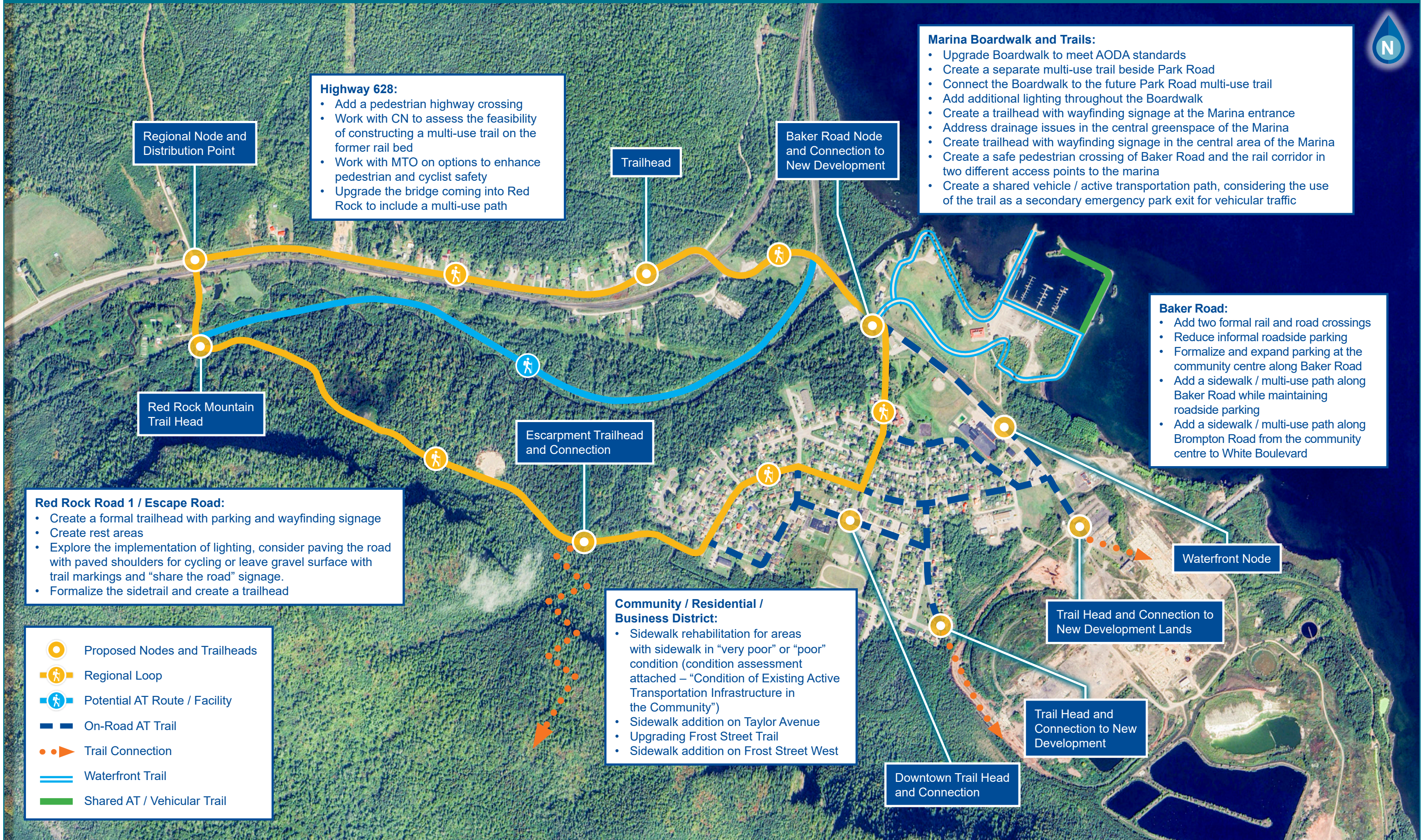
- a) Establish a trailhead with parking at Escape Road / Red Rock Road 1 for easy access to the trail network. This will require clearing access road improvements and construction of a gravel parking lot. Lighting should be considered as a safety feature.
- b) Formalize the side trail from Escape Road / Red Rock Road 1 to the Red Rock Mountain trailhead.
- c) Add a trailhead along Escape Road / Red Rock Road 1 at the new side trail and incorporate appropriate signage to promote shared road usage.
- d) Consider paving Escape Road / Red Rock Road 1 or adding paved shoulders to enhance safety and accessibility for cyclists, roller skates, scooters, and pedestrians.

## **6. Community / Residential / Business District**

- a) Undertake repairs to the existing sidewalk systems to ensure safe pedestrian movement.
- b) Implement accessible crosswalks and ramps at intersections and corners to adhere to AODA standards.
- c) Plan and construct new sidewalk connections to foster a comprehensive and integrated active transportation network.
- d) Prioritize the paving of the Frost Street Trail and the installation of a new sidewalk on Frost Street West and Taylor Avenue.
- e) Establish a new sidewalk or trail from the Community Centre to the tennis courts to improve accessibility and connectivity within the community.

Figure 16 below encompasses all preceding opportunities and identifies areas where opportunities are located.

Figure 16: Condition of Existing Active Transportation Infrastructure in the Community



**Highway 628:**

- Add a pedestrian highway crossing
- Work with CN to assess the feasibility of constructing a multi-use trail on the former rail bed
- Work with MTO on options to enhance pedestrian and cyclist safety
- Upgrade the bridge coming into Red Rock to include a multi-use path

**Marina Boardwalk and Trails:**

- Upgrade Boardwalk to meet AODA standards
- Create a separate multi-use trail beside Park Road
- Connect the Boardwalk to the future Park Road multi-use trail
- Add additional lighting throughout the Boardwalk
- Create a trailhead with wayfinding signage at the Marina entrance
- Address drainage issues in the central greenspace of the Marina
- Create trailhead with wayfinding signage in the central area of the Marina
- Create a safe pedestrian crossing of Baker Road and the rail corridor in two different access points to the marina
- Create a shared vehicle / active transportation path, considering the use of the trail as a secondary emergency park exit for vehicular traffic

**Baker Road:**

- Add two formal rail and road crossings
- Reduce informal roadside parking
- Formalize and expand parking at the community centre along Baker Road
- Add a sidewalk / multi-use path along Baker Road while maintaining roadside parking
- Add a sidewalk / multi-use path along Brompton Road from the community centre to White Boulevard

**Red Rock Road 1 / Escape Road:**

- Create a formal trailhead with parking and wayfinding signage
- Create rest areas
- Explore the implementation of lighting, consider paving the road with paved shoulders for cycling or leave gravel surface with trail markings and "share the road" signage.
- Formalize the sidetrail and create a trailhead

**Community / Residential / Business District:**

- Sidewalk rehabilitation for areas with sidewalk in "very poor" or "poor" condition (condition assessment attached – "Condition of Existing Active Transportation Infrastructure in the Community")
- Sidewalk addition on Taylor Avenue
- Upgrading Frost Street Trail
- Sidewalk addition on Frost Street West

- Proposed Nodes and Trailheads
- Regional Loop
- Potential AT Route / Facility
- On-Road AT Trail
- Trail Connection
- Waterfront Trail
- Shared AT / Vehicular Trail

## 5.2 Implementation Plan

An Implementation Plan should be established by the Township as a staged approach to planning, design and development, and financial management. Further to the Key Findings and Opportunities, the following section describes strategies for the next steps towards the planning and implementation of this Active Transportation program.

## 5.3 Project Staging / Phasing

Recognizing the overall project feasibility and understanding of additional planning and approval initiatives that will be fundamental to realizing the full potential of Red Rock's active transportation network, a staged approach to development is considered a realistic and economically effective strategy.

Three staging / phasing categories are identified as follows:

1. Quick Wins / Short term
2. Mid term
3. Long term

While challenges and limitations have been identified for proposed phasing, the following staging strategy has been prepared to clearly summarize the opportunities, define feasibility, and forecast the estimated financial implications to proceed. These general categories have been recommended to allow for various stages of development to support the continuous improvement and expansion of the overall active transportation network towards the final vision of the system. The improvement items identified in this section are envisioned to ultimately feed into the Town's budget planning and appropriation process to identify funding through development charges, tax rates and external funding applications.

The following are examples of action items divided into the three identified staging concepts.

- In the "Quick Wins / Short Term", the focus is on creating a trail identity through wayfinding signage, ensuring a safe active transportation environment, and upgrading infrastructure with particular attention to areas rated as "very poor" or "poor", bringing them up to AODA standards.
- "Mid Term" goals involve enhancing and expanding the active transportation network by adding sidewalks to areas lacking them, exploring connections within the trail system, and paving the Frost Street Trail.

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- Looking ahead to “Long Term”, the Plan involves further enhancement and expansion of the active transportation network, considering opportunities such as converting the old CN rail line into a trail. Furthermore, continuing to ensure all infrastructure meets AODA standards, identifying connections to communities and subdivisions, exploring potential links to the former mill site, and developing the waterfront and marina.

A full breakdown of recommendations and timelines is depicted in Table 5: Project Staging / Phasing.

**Table 5: Project Staging / Phasing Timeframes**

Active Transportation Infrastructure		Quick Wins / Short Term (1 to 3 Years)	Mid Term (3 to 5 Years)	Long Term (5+ Years)
Marina Boardwalk and Trails	Establish connections to the Community Centre across Baker Road.	Yellow		
	Improve boardwalk system to comply with AODA standards.			
	Identify and create a trailhead with proper signage, wayfinding, and rest areas.			
	Enhance lighting throughout the Marina area.			
	Install a multi-use walkway along Park Road to Baker Road.		Yellow	
	Improve drainage for the green space area.			
	Create Marina Loop trail connecting campground with boating operations. Including a shared active transportation / vehicular pathway.			Blue
Baker Road	Install lighting and rest areas along Baker Road.	Yellow		
	Expand Community Centre and add sidewalk or paved multi-use path along Brompton Road to improve connectivity.		Yellow	
	Enhance overall condition of Baker Road including the addition of safe crosswalks, and maintaining roadside parking, particularly focusing on gateway arterial section transitioning from Highway 628.		Yellow	
	Construct a paved multi-use path or pave the shoulders of Baker Road from the rail bridge to Rankin Street.			
Hwy 628	Improve the paved shoulders on the Highway 628 bridge in coordination with potential bridge upgrades.		Yellow	
	Collaborate with the MTO to incorporate a sidewalk or pathway along Highway 628 for pedestrian safety.			
	Evaluate the feasibility of paving the shoulders of Highway 628 from Red Rock Road 1 to the bridge in collaboration with the MTO.			
CN Rail Corridor	Review the safety and stability of the old rail bridge along the proposed trail route and engage in discussions with CN for implementation.		Yellow	
	Explore the feasibility of constructing an off-road trail corridor adjacent to the existing rail lines for a safer active transportation option parallel to Highway 628.			Blue
Escape Road / Red Rock Road 1	Establish a trailhead with parking at Escape Road / Red Rock Road 1 for easy access to the trail network.	Yellow		
	Add trailhead along Escape Road / Red Rock Road 1 at new side trail; incorporate appropriate signage to promote shared road usage.			
	Formalize the side trail from Escape Road / Red Rock Road 1 to the Red Rock Mountain trailhead.		Yellow	
	Explore implementing lighting along Escape Road / Red Rock Road 1.			Blue
	Consider paving Escape Road / Red Rock Road 1 or adding paved shoulders to enhance safety and accessibility.			Blue
Community / Residential / Business District	Undertake repairs to the existing sidewalk systems to ensure safe pedestrian movement.	Yellow		
	Implement accessible crosswalks and ramps at intersections and corners to adhere to AODA standards.			
	Plan and construct new sidewalk connections to foster a comprehensive and integrated active transportation network.		Yellow	
	Prioritize the paving of the Frost Street Trail and the installation of a new sidewalk on Frost Street West and Taylor Avenue.			
	Establish a new sidewalk or trail from the Community Centre to the tennis courts to improve accessibility and connectivity within the community.			

## 6.0 Costing

This section describes some of the key phasing strategy with high-level Class D capital budget to plan and anticipate funding appropriation for the Improvement Plan and items described in the previous section. “Class D” is an indicative estimate of opinion of probable costs for programs at the early stages of a project and based on an outline of potential solutions and / or program and can be refined as each project evolves into design and detailed design to manage budget expectations and projections. The values and unit estimates are tabled based on recent projects around northern Ontario and they will be subject to variation based on time, detailed design, and supply chain factors.

The following Opinion of Probable Costs, Table 6, reflects a comprehensive breakdown of proposed expenses categorized into three distinct groups: Quick Wins / Short Term, Mid Term, and Long Term. The Quick Wins / Short Term category embodies immediate, feasible endeavors that can be efficiently addressed in the near future. These initiatives are pivotal for the Township's immediate growth and development, aiming to swiftly enhance infrastructure and community facilities. It includes projects such as minor road repairs, line painting, trail signage / identity, safety enhancements, and parking expansion, fostering a tangible and visible impact on the community's well-being.

Moving into the Mid Term category, the projected costs represent a more intricate and strategic investment plan, demanding planning and considerations. These endeavors encompass critical improvements to the Township's sidewalk and trail network. These initiatives, while requiring more resources and meticulous planning, are essential for fostering a sustainable and vibrant future for Red Rock, addressing its growing needs and challenges in a systematic and well-thought-out manner.

The Long-Term grouping embodies visionary, high-level projects that necessitate extensive considerations and long-term strategic planning. These initiatives signify the Township of Red Rock's aspirations for substantial growth and development over an extended period. Examples within this category include larger scale active transportation infrastructure projects, exploring the feasibility of converting an old rail line to a trail, paving Red Rock Road 1 / Escape Road, and continuing to build out the active transportation network at the Boardwalk and Marina. While these projects may demand considerable financial resources and time, they represent the Township's commitment to achieving a transformative and sustainable future, fostering a thriving and resilient community for generations to come.



The following table breaks down costing by timeframe, as well as location. When reviewing Table 6, the following should be noted:

- The cost estimate for improving both paved shoulders (2 m wide) on Highway 628 in coordination with potential bridge upgrades would likely be a shared cost with MTO, but this would have to be determined with MTO.
- The cost estimate to convert the existing CN Rail bed to an unpaved multi-use trail would likely require property acquisition before construction. This cost has not been factored into the provided estimate.
- The cost estimate for undertaking removals, replacement, reparations, and additions to the existing sidewalk network within the community / residential / business district can be broken across all phases of implementation. Sidewalks in very poor condition should be addressed in the short term, sidewalks in poor condition addressed in the mid-term as well as applicable sidewalk additions, and further sidewalk repairs and additions in the long term.

The following opinion of probable costs, Table 6, identifies at a high-level an estimation of costs for key construction elements towards the phased improvements and connections to the active transportation network in Red Rock. The estimated values are focused on capital construction items and based on current market values. Further identification of soft costs such as permits, designs and contractor costs can be identified during the preliminary design stage for each program site to assist with the budget appropriation process that will contribute to the annual municipal budget program. As a suggestion, the overall annual budget should consider a multiplier to ensure that annual operating costs are included for any future lifecycle maintenance.

**Table 6: Implementation Plan, Class D - Opinion of Probable Costs<sup>1</sup>**

<b>Active Transportation Infrastructure</b>	<b>Quick Wins / Short Term (1 - 3 Years)</b>	<b>Mid Term (3 – 5 Years)</b>	<b>Long Term (5+ Years)</b>
<b>Marina Boardwalk and Trails</b>			
Establish two crosswalk connections across Baker Road (crosswalk line painting, signage, and minor asphalt work).	\$15,000		
Improve boardwalk access ramps to comply with AODA standards.	\$25,000		
Identify and create a trailhead with proper signage, wayfinding, and rest areas (benches, rocks, picnic tables, etc.).	\$35,000		
Enhance lighting throughout the Marina area.	\$100,000		
Install a multi-use walkway along Park Road to Baker Road.		\$120,000	
Improve drainage for the green space area.		\$15,000	
Create a Marina Loop trail to connect the campground with boating operations. Including a shared active transportation / vehicular pathway.			\$200,000
Engineering fees (15%)	\$26,250	\$20,250	\$30,000
Minor items and contingency (15%)	\$26,250	\$20,250	\$30,000
<b>Total Costs</b>	<b>\$227,500</b>	<b>\$175,500</b>	<b>\$260,000</b>
<b>Baker Road</b>			
Expand parking at the Community Centre and add a sidewalk or paved multi-use path along Brompton Road to improve connectivity.	\$250,000		
Construct a paved 3 m wide multi-use path or pave the shoulders of Baker Road from the rail bridge to Rankin Street.		\$260,000	
Engineering fees (15%)	\$37,500	\$39,000	
Minor items and contingency (15%)	\$37,500	\$39,000	
<b>Total Costs</b>	<b>\$325,000</b>	<b>\$338,000</b>	
<b>Highway 628</b>			
Improve both paved shoulders (2 metre wide) on Highway 628 in coordination with potential bridge upgrades. <sup>2</sup>		\$2,000,000	
Engineering fees (15%)		\$300,000	
Minor items and contingency (15%)		\$300,000	
<b>Total Costs</b>		<b>\$2,600,000</b>	
<b>CN Rail Corridor</b>			
Convert existing CN Rail bed to multi-use trail (unpaved - additional granular surfacing and grading). <sup>3</sup>			\$50,000
Engineering fees (15%)			\$7,500
Minor items and contingency (15%)			\$7,500
<b>Total Costs</b>			<b>\$65,000</b>

<sup>1</sup> Estimates are based on 2024 dollars, not adjusted for inflation.

<sup>2</sup> This cost would likely be a shared cost with MTO, to be determined. For this estimation, these costs are removed.

<sup>3</sup> Property acquisition is likely a requirement before any construction and has not been included in the cost estimate.

Active Transportation Infrastructure	Quick Wins / Short Term (1 - 3 Years)	Mid Term (3 – 5 Years)	Long Term (5+ Years)
<b>Escape Road / Red Rock Road 1</b>			
Establish a trailhead with parking at Escape Road / Red Rock Road 1 for easy access to the trail network.	\$75,000		
Add trailhead along Escape Road / Red Rock Road 1 at new side trail; incorporate appropriate signage to promote shared road usage.	\$30,000		
Formalize the side trail from Escape Road / Red Rock Road 1 to the Red Rock Mountain trailhead.		\$15,000	
Explore implementing lighting along Escape Road / Red Rock Road 1.			\$300,000
Consider paving Escape Road / Red Rock Road 1 <b>or</b> adding paved shoulders to enhance safety and accessibility. <sup>4</sup>			\$2,500,000 - \$4,500,000
Engineering fees (15%)	\$15,750	\$2,250	\$420,000
Minor items and contingency (15%)	\$15,750	\$2,250	\$420,000
<b>Total Costs</b>	<b>\$136,500</b>	<b>\$19,500</b>	<b>\$3,640,000- \$5,640,000</b>
<b>Community / Residential / Business District</b>			
Undertake removals, replacement, reparations, and additions to the existing sidewalk systems to ensure safe pedestrian movement, includes accessible crosswalks and ramps at intersections to adhere to AODA standards. <sup>5</sup>	\$950,000	\$500,000	\$300,000
Prioritize the paving of the Frost Street Trail and the installation of a new sidewalk on Frost Street West and Taylor Avenue.		\$175,000	
Engineering fees (15%)	\$142,500	\$101,250	\$45,000
Minor items and contingency (15%)	\$142,500	\$101,250	\$45,000
<b>Total Costs</b>	<b>\$1,235,000</b>	<b>\$877,500</b>	<b>\$390,000</b>
<b>Sub Total including Engineering Consulting Fees and Contingency / Minor Items</b>	<b>\$1,924,000</b>	<b>\$1,410,500</b>	<b>\$1,015,000</b>
12% Overhead Cost	\$230,880	\$169,260	\$121,800
<b>Estimated Total Capital Appropriation</b>	<b>\$2,154,880</b>	<b>\$1,579,760</b>	<b>\$1,136,800</b>
<b>Combined Phases Total</b>	<b>\$4,871,440</b>		

Note: An additional 12% overhead cost would be included on top of the estimated costs of recommendations. This overhead cost would cover mobilization and de-mobilization, accommodations, and expenses for out-of-Town contractors.

<sup>4</sup> Escape Road / Red Rock Road 1- Paving of the existing road costs would vary greatly depending on the soil conditions and reconstruction effort required to support long term performance of asphalt. Creating an independent trail or paved shoulder would reduce costs. Due to the large cost variance, this cost is not included in the total ATIP program total until further investigations are completed. An order of magnitude range is provided.

<sup>5</sup> Immediate reparations to be done on sidewalks in very poor to poor condition. Other sidewalks in moderate poor condition and sidewalk additions can be addressed over the mid to long term.

## 6.1 Funding Sources

There are many funding sources for municipalities to apply to support and augment their programs and projects in addition to annual capital allocations. Some of the sources to apply to include:

1. Canada Community Revitalization Fund - <https://ised-isde.canada.ca/site/ised/en/about-us/our-organization/canadas-regional-development-agencies/regional-relief-and-recovery-fund-rrrf/canada-community-revitalization-fund>
2. Rural Economic Development Program - <https://www.ontario.ca/page/rural-economic-development-program>
3. Downtown Revitalization Program - <https://www.ontario.ca/page/downtown-revitalization-program>
4. Federation of Canadian Municipalities - <https://fcm.ca/en/funding>
5. FCC AgriSpirit Fund – <https://www.fcc-fac.ca/en/community/apply-funding.html>
6. Community Foundations of Canada - <https://communityfoundations.ca/current-initiatives/>
7. Ontario Trillium Foundation - <https://www.otf.ca/our-grants/community-building-fund/community-building-fund-capital-stream>
8. Disaster Mitigation and Adaptation Fund - <https://www.infrastructure.gc.ca/dmaf-faac/index-eng.html>

## 6.2 Next Steps

Having completed the initial stages of the ATIP, including project initiation, extensive community consultation, a detailed needs assessment, as well as the formulation of key recommendations, an implementation plan, and associated costing, the Township of Red Rock is poised to enter the next phase of the project. The upcoming steps will be crucial in ensuring the successful execution and realization of the outlined strategies and initiatives. The following key actions have been identified to guide the Township in this critical phase:

1. **Refinement of Implementation Plan:** Building upon the established implementation plan, the Township can refine the strategy moving forward to ensure continued alignment with prioritized recommendations, timing, and costing. This process involves a detailed examination of the staged approach, ensuring that each

recommendation, such as establishing a Marina Loop trail, improving AODA compliance, adding multi-use pathways, and enhancing Baker Road, to name a few, are strategically phased for optimal impact and feasibility. Key considerations can include synchronizing the staged implementation with community needs and available resources to effectively realize the vision of the ATIP.

2. **Financial Planning and Budget Allocation:** Leveraging the staged costing plan, the Township can proceed to refine the financial planning and budget allocation. Specific attention could be given to the phased recommendations, allowing for realistic and sufficient budget appropriations for each project. The staged costing plan, which includes considerations for expanding parking at the Community Centre, constructing paved multi-use paths, and collaborating on Highway improvements, etc. could serve as a crucial tool in guiding resource allocation. The Township can explore opportunities for external funding and grants, through exploring potential partnerships with organizations such as CN, or MTO, to prioritize recommendations like exploring the CN Rail Corridor and extending Escape Road / Red Rock Road 1, to supplement the budget and maximize the impact of the ATIP.
3. **Community Engagement and Stakeholder Collaboration:** In tandem with the refined implementation plan, the Township can continue its commitment to active community engagement and stakeholder collaboration. This involves communicating the staged approach, including recommendations like enhancing lighting throughout the Marina area, and evaluating the feasibility of paving shoulders along Highway 628 to the community. The established implementation plan would be effectively communicated to ensure transparency and to address community concerns. On-going engagement plays a vital role in shaping the final execution of this Plan, aligning community expectations with the phased recommendations.
4. **Design and Development Planning:** With the dynamic implementation plan and phased costing strategy in place, the Township can progress to the design and development phase, utilizing the ATIP's staged approach as a guide. Recommendations like creating a Marina Loop trail with a shared active transportation / vehicular pathway, adding a multi-use walkway along Park Road to Baker Road, and exploring the CN Rail Corridor can be integrated into detailed design plans. Planners, architects, and engineering professionals will work collaboratively to ensure that each recommendation aligns with the designated stages, considering factors such as aesthetics, environmental impact, adherence to regulations, and fit within the active transportation network.
5. **Government Funding Advocacy:** Recognizing the importance of securing additional funding, the Township can actively advocate for government support based on the prioritized projects identified in the ATIP. The staged costing plan serves as a valuable tool in grant applications, emphasizing the phased approach and the strategic prioritization of recommendations. The Township could leverage

the implementation plan to highlight the systematic development of Red Rock's active transportation network, making a compelling case for funding that aligns with the ATIP. This proactive advocacy strengthens the Township's ability to supplement resources, ensuring the successful realization of the prioritized recommendations and the overall success of the Plan.

By prioritizing these critical steps, the Township is committed to ensuring the successful implementation of the Active Transportation Improvement Plan, thereby enhancing the overall accessibility, sustainability, and connectivity of the community for the benefit of its residents.

## 7.0 References

McSweeney & Associates. 2022. 10 Year Community Development Strategic Plan for the Township of Red Rock. [https://www.redrocktownship.com/wp-content/uploads/2022/09/Copy-of-Township-of-Red-Rock-10-Year-Community-Development-Strategic-Plan\\_Final-Report\\_June-1.pdf](https://www.redrocktownship.com/wp-content/uploads/2022/09/Copy-of-Township-of-Red-Rock-10-Year-Community-Development-Strategic-Plan_Final-Report_June-1.pdf) (accessed September 8, 2023).

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