

APPENDIX G

TRAIL RECOMMENDATIONS

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Midland's trail network is extensive. It includes the Rotary Trail that follows the Midland Bay Shoreline, as well as a number of inland trails including linkages to Penetanguishene and Tay and the Tiny loop.

Recommended enhancements to Midland's trail network are focused on improving connections/filling in gaps in the trail network, improvements to existing trail sections, and providing new trail heads for improved access.

The trails are to serve a variety of uses including but not limited to walking/hiking and cycling, as well as winter activities including cross country skiing, snowshoeing, and snowmobiling. The specifics regarding permitted uses should be determined in consultation with the community and to help establish the design criteria including surfacing, width, and associated construction details.

For discussion purposes, Midland's proposed trail network is organized into eight trails which are further divided into 42 individual sub-sections:

1. Rotary Waterfront Trail (14)
2. Little Lake Trails (4)
3. Mid-Pen Link (6)
4. Midland-Tiny Link (2)
5. North East-West (3)
6. Tiffin Links (8)
7. Central (2)
8. South East (3)

The following tables summarizes the recommended improvements for each trail. This is followed by detailed mapping and information on the location and amenities associated with trailheads.

Recommendation Summary: Trail Network

	Trail Section	Existing (E)/ Proposed (P)	Start	Finish	Length	Tread Material
1. ROTARY WATERFRONT TRAIL/TRANS CANADA TRAIL						
1.1	Gawley Park	E	Portage Park Lane	Bayport Boulevard (south end of Tom McCulloch Park)	619 m	asphalt
1.2	Bayport Village	E	Bayport Boulevard (south end of Tom McCulloch Park)	Harbourview Drive	1245 m	asphalt
1.3	Harbourview Drive	E	Harbourview Drive	Pete Pettersen Park	336 m	Granular and asphalt
1.4	Pete Pettersen Park	E	Pete Pettersen Park	Victoria Street	852 m	asphalt
1.5	Former Rail Line	E	Victoria Street	Town Docks (west end of Town Docks)	719 m	asphalt natural surface
1.6	Town Docks	E	Town Docks (west end of Town Docks)	David Onley Park	212 m	asphalt
1.7	David Onley Park	E	David Onley Park at King Street	Midland Avenue (Driveway to Central Marine)	113 m	asphalt
1.8	Harbourside Park	E	Midland Avenue (Driveway to Central Marine)	Manly Street	265 m	asphalt

Map Reference	Recommendations	Comments
A	– provide trailhead (TH1) at end of Gawley Dr.	– Currently provides a minor trailhead function with signage and portable toilet.
A, B	– provide trail sign at Bayport Boulevard identifying access to trail network	
B	– pave section from Harbourview Drive to Marina Park Ave – Formalize pedestrian crossing of Marina Park Drive for improved safety	
B	– develop Pete Pettersen Park into major trailhead (TH3)	
B	– develop Victoria Street as a minor trailhead (TH4) – realign trails at Victoria Street	
B	– develop minor trailhead (TH5)	– Currently the trail follows two alignments passes along the edge of the shoreline
B	– widen trail to 3 metres in future in conjunction with any improvements to Harbourside Park	
B, C	– widen trail to 3 metres in future in conjunction with any improvements to David Onley Park	

Table AG.1: Trails Recommendation Summary

Recommendation Summary: Trail Network

	Trail Section	Existing (E)/ Proposed (P)	Start	Finish	Length	Tread Material
1.9	Bayshore Drive	E	Manly Street	Midland Bay Landing Park/ William Street	735 m	
1.10	William/Aberdeen	E	Midland Bay Landing Park/ William Street	Veterans Waterfront Park	517 m	
1.11	Water's Edge Section	E	Veterans Waterfront Park	Riverwalk Place access	1980 m	concrete
1.12		E	Riverwalk Place access	Wye Valley Road	347 m	
1.13	North of Highway 12	E	Access trail from Pilsbury Drive	Bridge over Highway 12 (north side)	910 m	asphalt
1.14	South of Highway 12	E	Bridge over Highway 12 (north side)	Bridge over River to Saint Marie Among the Hurons (Township of Tay limit)	327 m	asphalt
2. LITTLE LAKE TRAILS						
2.1	Existing Park Trails	E	Yonge Street (south of Eight Street)	Lawn Bowling Club (McMurty Rd)	1725 m	varies
2.2	McMurtry and Lakeshore	E	McMurtry	Lakeshore Rd (West end)	674 m	existing
2.3	Hanson (Seasons) (south side)	P	Lakeshore Rd (West end)	Sumac Lane	935 m	varies

Map Reference	Recommendations	Comments
C	– develop minor trailhead (TH6) at Midland Bay Landing Park	
C		
C, D	– Minor trailhead (TH9) at municipal parking lot on Aberdeen north of Riverwalk Place	
D, E		
E	<ul style="list-style-type: none"> – upgrade existing seating note at light standard – Create minor trailhead (TH10) at Pilsbury Drive access point 	<ul style="list-style-type: none"> – Existing lighting along section of trail – Snowmobile access from Pilsbury Drive
E	<ul style="list-style-type: none"> – Major trailhead (TH11) welcoming users to Midland – Seating and signage at large snowmobile map – Directional signage to Kindred Road – Southbound signage should indicate proximity of both Wye Marsh and Saint Marie Among the Hurons 	
J	<ul style="list-style-type: none"> – major trailhead (TH19) – trail network and trailhead in Little Lake Park to be addressed through park design and master planning process for Little Lake Park 	
J	– New minor trailhead (TH20) at Lawn Bowling Club	
J, I	– Secure trail segments through the subdivision process	

Table AG.2: Trails Recommendation Summary (continued)

Recommendation Summary: Trail Network

	Trail Section	Existing (E)/ Proposed (P)	Start	Finish	Length	Tread Material
2.4	Future link (North + West)	P	Sumac Lane	Sarah Blvd	2,150 m	Varies
3. MID-PEN LINK						
3.1	Mid-Pen Link (Main Trail)	E	Harbourview Drive	Murray Road	1,672 m	asphalt
3.2	North Connector	P	id-Pen Link Main Trail	Hallen Place	174 m	asphalt
3.3	South Connector A	P	id-Pen Link Main Trail	Vindin Street	889 m	natural surface
3.4	South Connector B	E	Vindin Street	Penetanguishene Rd at Victoria St	390 m	natural surface
3.5	Penetanguishene Rd.	E	Penetanguishene Rd. at Victoria Street	Cook Drive	903 m	sidewalk

Map Reference	Recommendations	Comments
I	<ul style="list-style-type: none"> – address wet areas through the use of boardwalks and trail routing – new minor trailhead (TH18) at the end of Sumac Lane – new minor trailhead (TH17) at the end of Sarah Blvd near existing storm water management facility 	<ul style="list-style-type: none"> – Providing a trail which circles Little Lake should be a priority for future planning. While accommodating a linked trail may not be feasible due to challenges associated with current land ownership, it should be considered a goal of any future planning applications.
B, G	<ul style="list-style-type: none"> – provide major trailhead (TH2) at Harbourview Drive – provide major trailhead (TH15) at south end of Murray Rd – provide signage at Murray Road entrance regarding distance to Midland and attractions 	<ul style="list-style-type: none"> – this wide asphalt trail connection is newly constructed providing a clear connection between Midland and Penetanguishene. However signage is limited. Especially in regards to distance and slope users will encounter along the trail. More information needs to be provided.
G	<ul style="list-style-type: none"> – minor trail connection between Mid-Pen Link and Sunnyside community – minimum 2 metres wide – requires direction signage 	<ul style="list-style-type: none"> – accessible route likely not possible – may require stairs to address grades – consider paving trail as a second phase
G	<ul style="list-style-type: none"> – formal crossing of Vindin Street 	<ul style="list-style-type: none"> – has potential to be an important connection between Midland and Penetanguishene – may require boardwalk or bridges to navigate lower sections of trail which would be prone to seasonal flooding
G, H	<ul style="list-style-type: none"> – formalize existing trail connection between Penetanguishene Road and Vinden Street – minor trailhead at Penetanguishene Road and Victoria Street (TH16) 	<ul style="list-style-type: none"> – steep sections may require switchbacks to make trail accessible
H	<ul style="list-style-type: none"> – primarily sidewalk on west side of road – provide sidewalk where existing sidewalk ends to complete link 	

Table AG.3: Trails Recommendation Summary (continued)

Recommendation Summary: Trail Network

	Trail Section	Existing (E)/ Proposed (P)	Start	Finish	Length	Tread Material
3.6	Penetanguishene Rd.	P	Penetanguishene Rd. at Cook Drive	Yonge Street	200 m	asphalt

4. MIDLAND /TINY LINK

4.1	Balm Beach Road East	P	Yonge Street/ Balm Beach Road at Highway 93	Wilson Road (Midland Municipal Boundary)	2180 m	combination of on road and off road
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4.2	Balm Beach Road West	P	Balm Beach Road at Wilson Road	Balm Beach	6770 m	combination of on road and off road
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5. NORTH EAST-WEST

5.1	Harbourview Drive (west)	E	Mid-Pen Link	Vindin Street	570 m	asphalt & granular
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5.2	Vindin Street (east)	P	Harbourview Drive	Proposed Mid-Pen South Connector A and B	1557 m	asphalt
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5.3	Vindin Street (west)	P	Proposed Mid-Pen South Connector A and B	Highway 93/ Golf Link Road	885 m	asphalt
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5.4	Vindin Street Sidewalk (south side)	P	Harbourview Drive	Ludlow Street	500 m	Concrete
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Map Reference	Recommendations	Comments
H, K	<ul style="list-style-type: none"> – provide minor trailhead (TH21) at Ingram Park as part of future park improvements 	<ul style="list-style-type: none"> – provides link to Balm Beach Road with future potential link to Tiny – provides link to on road bike lanes on Yonge Street to Downtown
K	<ul style="list-style-type: none"> – work with Township of Tiny to establish connection between Midland and Tiny along Balm Beach Road – establish Major Kiosk (TH22) at intersection of Highway 93 and Balm Beach Road to support the creation of a gateway to area with connections to the municipalities of Tiny, Penetanguishene, and Midland 	<ul style="list-style-type: none"> – the concept of a connection between Midland and Tiny is also identified in Tiny's 2015 Trails Master Plan – some land access/permission will be required where the trail is to be off road
K	<ul style="list-style-type: none"> – work with Township of Tiny to establish connection between Midland and Tiny along Balm Beach Road 	<ul style="list-style-type: none"> – the concept of a connection between Midland and Tiny is also identified in Tiny's 2015 Trails Master Plan – some land access/permission will be required where the trail is to be off road
B	<ul style="list-style-type: none"> – formalize connection on west shoulder of Harbourview Drive – trail developed within the existing right of way 	
B, H	<ul style="list-style-type: none"> – off road trail on north side of Vindin Street – trail developed within the existing right of way – two way traffic 	<ul style="list-style-type: none"> – helps creates a closed loop with Mid-Pen Link
H	<ul style="list-style-type: none"> – off road trail on north side of Vindin Street – trail developed within the existing right of way – two way traffic 	<ul style="list-style-type: none"> – provides an off-road trail connection in Midland to link with the Tiny Beaches Loop
B, H	<ul style="list-style-type: none"> – Sidewalk on south side of Vindin Street 	<ul style="list-style-type: none"> – Improves pedestrian safety on south side of the street

Table AG.4: Trails Recommendation Summary (continued)

Recommendation Summary: Trail Network

	Trail Section	Existing (E)/ Proposed (P)	Start	Finish	Length	Tread Material
6. TIFFIN LINKS						
6.1	Galloway Park Link	P	Galloway Park	William Street	753 m	asphalt
6.2	Trillium Woods Trail	P	Galloway Park	St Theresa's Catholic School	205 m	granular
6.3	Birchwood Drive Trail	P	William Street	Wilson Parkway	863 m	granular
6.4	Pillsbury Drive	P	Pillsbury Drive	Wilson Parkway	490 m	granular
6.5	Tiffin Park South	P	Wilson Parkway	Scott St	670 m	granular
6.6	Tiffin Park East	E	Scott St	William St, north of Jeanne St	780 m	asphalt
6.7	Tiffin Park West	E	Scott St entrance	Yonge St	850 m	asphalt
6.8	Georgian View Trail	P	Georgian View Park	Aberdeen Boulevard	550 m	granular

Map Reference	Recommendations	Comments
F	<ul style="list-style-type: none"> – establish trail through future subdivision process – establish pedestrian crossing of William Street at Bowling Green Estate – minor trailhead (TH12) to be developed in conjunction with redevelopment of Galloway Park 	<ul style="list-style-type: none"> – a safe location for a crossing of William Street would need to be considered in the planning of this trail route.
F	<ul style="list-style-type: none"> – formalize existing trail connection – trail to be developed in conjunction with Trillium Woods Park 	<ul style="list-style-type: none"> – a safe location for a crossing of William Street would need to be considered in the planning of this trail route.
	<ul style="list-style-type: none"> – undeveloped parcels 1 and 2 (Plan 1508 LOT 34 and PLAN 51M825 BLK 17) to be developed to provide link around Birchwood Drive 	
D	<ul style="list-style-type: none"> – formalize existing roadway – minor trailhead (TH9) at municipal parking lot on Aberdeen. North of Riverwalk Place 	
D		
D	<ul style="list-style-type: none"> – major trailhead (TH8) at Tiffin Park 	<ul style="list-style-type: none"> – develop in conjunction with park redevelopment
D		
C	<ul style="list-style-type: none"> – undeveloped parcel for trailhead (TH7) on Aberdeen – opportunity for connection to Rotary Waterfront Trail 	<ul style="list-style-type: none"> – formalize existing trail

Table AG.5: Trails Recommendation Summary (continued)

	Trail Section	Existing (E)/ Proposed (P)	Start	Finish	Length	Tread Material
7. CENTRAL						
7.1	East-West Connector	P	Penetanguishene Rd at Cook Drive	Hartman Drive	537 m	granular
7.2	North-south Connector	P	Simcoe Boulevard	Hugel Avenue	157 m	granular
8. SOUTH EAST						
8.1	East King Heritage	E	King Street (south terminus)	Industrial Park Bypass	690 m	
8.2	West King Heritage	P	Industrial Park Bypass	Heritage Dr	440 m	
8.3	Industrial Park Bypass	P	East-west connector	Rotary Trail	1370 m	Granular

Map Reference	Recommendations	Comments
H	<ul style="list-style-type: none"> – formalize pathway between residential backyards – potential for major trail head at end of Hartman Drive 	<ul style="list-style-type: none"> – significant garbage cleanup required in wooded area south of Georgian Bay District Secondary School
H	<ul style="list-style-type: none"> – formalize pathway adjacent to Georgian Bay District Secondary School 	
F	<ul style="list-style-type: none"> – minor trailhead (TH14) at King St – Mid point access to Cranston Crescent 	<ul style="list-style-type: none"> – Currently a double track trail accessible by motorized vehicles for west section
F	<ul style="list-style-type: none"> – minor trailhead (TH13) at Heritage Drive 	
E, F	<ul style="list-style-type: none"> – provide trail access around south end of existing industrial park along Midland Municipal Boundary – provide links to William Street and Kindred Road 	<ul style="list-style-type: none"> – Allows for uninterrupted off road trail access from the Rotary Trail to King Street

Table AG.6: Trails Recommendation Summary (continued)

TRAILHEADS

Trailheads are the primary starting points to the trail network. Through signage they should inform the public about safe trail use, provide a map of the network, and a trail etiquette message should be posted. Other suitable regulatory and wayfinding signage should also be provided. Trailheads are designated as either primary or secondary depending on space available and anticipated level of use. Primary trailheads should include:

- parking
- garbage and recycling receptacles;
- seating
- portable toilets
- signage and mapping

Seven (7) primary trailheads are proposed:

- Pete Pettersen Park
- Town Docks
- Tiffin Park
- South of Highway 12
- South end of Murray Street
- Little Lake Park
- Highway 93 at Yonge St

Secondary trailheads may also contain these features but will be smaller due to an anticipated reduced level of use. Secondary trailheads may be provided at locations where trail users might join the trail from another connecting trail. Fifteen (15) secondary trailheads are recommended:

- Gawley Park (end of Gawley Drive)
- Harbourview Drive at Bayport Blvd
- Victoria Street
- Midland bay Landing
- Georgian View Park
- Aberdeen (south of Davenport St)
- south of Pillsbury Drive
- Galloway Park
- Heritage Drive
- south end of King Street
- Penetanguishene Rd at Victoria Street
- Shewfelt Cres SWM Facility (Little Lake)
- Sumac Lane (Little Lake)
- Lawn Bowling Club (Little Lake)
- Ingram Park

The locations for primary and secondary trailheads may evolve as other opportunities arise. These are summarized in the table of the following pages and located on maps A to K provided in this appendix.

#	Scale	Location	Comments	Map
TH1	Minor	end of Gawley Drive	implement in conjunction with Gawley Park improvements	A
TH2	Minor	Harbourview Drive at Bayport Blvd (Midland/Pentang Trail)	existing gravel parking lot	B
TH3	Major	Pete Pettersen Park	existing facilities to support trailhead including parking and washrooms	B
TH4	Minor	Victoria Street (at Fourth Street)	implement in conjunction with Pete Pettersen Park improvements	B
TH5	Major	Town Docks	existing facilities to support trailhead including parking and washrooms	B
TH6	Minor	Midland Bay Landing	implement in conjunction with park improvements	C
TH7	Minor	Georgian View Park	implement in conjunction with park improvements	C
TH8	Major	Tiffin Park at Scott Street	implement in conjunction with park improvements	D
TH9	Minor	Aberdeen (south of Davenport Street)		D
TH10	Minor	south of Pillsbury Drive		E
TH11	Major	south of Highway 12	Major Gateway from South, between bridges Snowmobile staging area during winter	E
TH12	Minor	Galloway Park	implement in conjunction with improvements to Galloway Park	F

Table AG.7: Trailheads

#	Scale	Location	Comments	Map
TH13	Minor	Heritage Drive (at William Street)		F
TH14	Minor	South end of King Street	potential space for parking	F
TH15	Major	South end of Murray Street	Gateway to/from Penetanguishene	G
TH16	Minor	Penetanguishene Rd at Victoria Street	Secondary access to Mid-Pen Trail	H
TH17	Minor	Sarah Blvd SWM Facility (Little Lake)	To be located in conjunction with the determination of the future trail alignment	I
TH18	Minor	Sumac Lane (Little Lake)	To be located in conjunction with the determination of the future trail alignment	I
TH19	Major	Little Lake Park	Provide mapping for both park and wider trail system	J
TH20	Minor	Lawn Bowling Club (Little Lake)	South end of parking lot near McMurtry Road	J
TH21	Minor	Ingram Park	Intersection of various trails including Midland-Tiny Loop	K
TH22	Major	Highway 93 at Yonge St/ Balm Beach Rd	major gateway to region for trail users to/from Midland, Tiny and Penetanguishene exact location TBD	K

Table AG.8: Trailheads (continued)

PARKING

At the primary trailheads, parking should be provided to accommodate trail users. In addition to vehicular parking, designated space for bike parking should be provided.

seasonally from May to October and removed during the winter.

GARBAGE AND RECYCLING RECEPTACLES

Garbage and recycling containers should be provided at trailheads to help minimize littering on the trail and inappropriate garbage disposal. Receptacles should be animal-proof with the location and size based on the anticipated level of use.

Receptacles should not be provided along the trails to encourage people to pack out their garbage and to make collection easier. Where dogs are permitted, poop and scoop signage along with waste baggy dispensers should be provided to encourage dog owners to carry out waste.

SEATING

Opportunities for seating will help improve the trail user's experience. Seating is particularly important at trailheads, but should also be considered at the top of short climbs, at trail intersections / decision nodes, and at proposed scenic viewing areas.

PORTABLE TOILETS

Where existing washroom facilities are not available, portable toilets should be provided at primary trailheads. These can be provided

SIGNAGE & MAPPING

An overall strategy for trail signage is required to help enhance the trail user's experience. This includes:

- Trailhead Panel (Primary);
 - Trailhead Panel (Secondary);
 - Trail Maps;
 - Trail Information Signs;
 - Trail Markers;
 - Interpretive Panels; and,
 - Road and Highway Directional Signs.
- Accessibility for Ontarians with Disabilities Act (AODA) compliance (i.e. serif vs. non serif and contrast level);
 - Graffiti resistance
 - Integration of text and graphics in a bold, clear arrangement;
 - Text written in short, simple sentence at a grade 3 reading level;
 - Consistency in text, graphics and layout across the entire system.

Where established trails have their own signage and wayfinding systems, they should remain in place and not be replaced by new signage. Instead, the proposed system of trail information, including maps, and interpretive panels should compliment the existing system. However, this system should work with overall trail network to inform users of the larger regional trail system highlighting connections to other neighbouring municipalities of Penetanguishene, Tiny, Tay and other locations throughout Simcoe County. The signage should also tie into the Trans Canada network and its signage.

Some key considerations in the design of the signs include:

- Use of vandal and fade resistance materials;
- Easy replacement to accommodate changes to the overall trail network as new trails are constructed;

A graphic design professional should be retained to develop the sign strategy, templates and mapping for the Town as one of the first implementation tasks. The following provides an overview of the recommended sign types along with general sign guidelines.

Trailheads (Primary and Secondary)

At the trailheads / entrances to all trails in Midland, information regarding trail safety and user etiquette is required to help enhance the trail user's experience. Key features of these information signs should include:

- Trail context and larger trail network map
- Trail route map;
- Location information in case the user needs emergency assistance;
- Information regarding trail difficulty and distances to key destinations;
- Permitted trail uses;
- Information on applicable bylaws;
- Information regarding trail safety;
- Trail etiquette; and,
- Contact information to report trail management and maintenance concerns.

Trailhead signs should indicate:

- “No Smoking, No Fires, No Fireworks”;
- “In Case of Emergency Call 9-1-1”; and,
- Trail head location/coordinates should be indicated on the sign.

Trail Maps

A simplified version of the trailhead signage is required at key locations along the trail network. Clear and accurate maps will improve user experience and improve safety. At a minimum trail maps should include the following:

- Trail context and larger trail network map;
- Trail route map; and,
- Information regarding trail difficulty and distances to key destinations.

Trail Information

Trail information signs should be provided at key trail intersections and decision nodes to help direct users. Space permitting they may also provide information regarding permitted uses.

Signs indicating closed trails, private property, restoration efforts for example should also be clearly indicated along the trail route. The facing page provides a number of examples.

These signs will typically be fabricated of aluminum with vinyl.

Trail Markers

Directional/wayfinding signage is needed throughout the trail network to identify entrances, demarcate the trail to help keep users on trail, and to provide information regarding routes, destinations and distances to key locations. Signage should be standardized throughout the trail network and build upon the system employed elsewhere in Midland and Simcoe County to provide consistency across the network.

Where Midland's trail connects to another trail network, such as the Tans Canada Trail or the Simcoe County Trail network, Midland's signage should defer to these other networks and avoid duplication to minimize confusion.

Interpretation

Interpretive / educational panels located throughout the trail network will enhance the trail user experience and educate visitors about the special features found along the trail. Possible interpretive themes which could be addressed include:

- Wildlife Habitat;
- Forest ecology and restoration;
- Invasive species;
- Cultural History; and,
- Natural History.

These signs will typically be constructed from high pressure laminate.

Road and Highway Directional Signs

Signs should be strategically located throughout the Town to direct drivers to the various primary trailheads in Midland. This includes:

- Highway 93
- Highway 12
- Yonge Street
- King Street
- Bayshore Drive
- William Street
- Midland Point Drive
- Harbourview Drive
- Vindin Street
- Fourth Street

Temporary Signs

In situations where a sign is only needed for a short period of time (maximum 3 years), a temporary sign may be used to minimize costs. Key considerations include:

- Digitally printed graphics on vinyl applique. Inks must be UV resistant and rated for exterior use.
- Ink should exhibit no visible fading or degradation for a minimum of 3 years.
- Printed graphics should be applied to a suitable substrate such as painted aluminum or factory finished aluminum composite panel.
- All printed vinyl is to have a UV-resistant, anti-graffiti clear over laminate applied to the face.

Dual Sided Trail Markers

Trail markers should be provided along all trails. These markers should:

- Dual sided.
- Placed at regular intervals (approximately every 200 metres) and at key decision nodes.
- Include a direction arrow decal and information regarding trail use.
- Colour coded to reflect trail loop (either post or decal).
- Decals should be U.V., vandal and weather resistant.

Graphic Design

Sign graphics should include the following:

- Colours, fonts and style of signs should follow a consistent family of styles to read as a cohesive set.
- Mapping produced should be consistent throughout the entire sign family and be developed for a wide range of print and online media at varying sizes including large scale outdoor signs, printed maps and digital (web site).
- Mapping should use simple graphics consistent with the overall signage strategy and follow AODA requirements for maximum legibility (refer to AODA guidelines below).

Sign Mounting

Directional and information signs should consider the following in regards to materials and installation:

- On hiking trails signs should be placed within half a metre (500 mm) of the trail.
- On trails designated for snowmobiling signs should be placed far enough back to not interfere with grooming operations
- Trail markers should be placed approximately every 200 metres and located to ensure they will not be obstructed from a season of tree or understory growth
- Taller markers should be used where grasses and perennials may cover the marker.
- Each sign's installation detail should require minimal tools and equipment to execute.
- Tamper proof galvanized hardware should be used where applicable.
- Installation detail should allow for sign replacement without full replacement of supporting / post structure.

Accessibility for Ontarians with Disabilities (AODA)

The following guidelines provide direction on helping to make trail signs AODA compliant which will ensure the signs can be effective to a wide audience:

- Avoid complicated, decorative and handwriting fonts. Sans-Serif fonts such as Helvetica, Aerial should be used.
- Use a minimum font size of 12 point. Most fonts should be 18 point or larger.
- Use bold text for emphasis.
- Use a combination of upper case and lower case. Avoid sentences in all upper case. All upper case may be appropriate for titles.
- Avoid justified text as it creates uneven spacing making the text more difficult to read.
- Use a minimum 4.5:1 colour contrast ratio between background and foreground.
- Use bullet point summaries rather than dense text.

Standard Information at Trailheads

All trailhead signs should include the following information:

- Trail context and larger trail network map with a “you are here” indicator.
- Trail route map.
- Information regarding trail difficulty and distances to key destinations.
- Permitted trail uses.
- Information regarding trail safety.
- Trail etiquette.
- Contact information to report trail management and maintenance concerns.
- Location information including coordinates to provide to Fire, Ambulance and Police in case of emergency.
- Notice: “No Smoking, No Fires, No Fireworks”; and,
- “In Case of Emergency Call 9-1-1”.
- All signs should include the municipal logo as well as all trail partners (i.e. land owner or trail management group or agency).
- QR Code linking to the municipality’s trail website to provide updated information on the trail.

Effective Interpretive Sign Design and Placement

The planning and placement of interpretive signs should consider the following:

- Provide an introductory panel at the trailhead to set the theme of the trail.
- Use a provocative title, graphics and simple text to capture the audience.
- Place signs at key destinations / places of interest.
- Mount panels 35-45 degree angle to the ground to minimize visual intrusion.
- Place in landscape to avoid impacting pristine or scenic views.



Table AG.1: Trails Key Map

MAP A

- PROPOSED TRAIL
- EXISTING TRAILS
- PRIMARY TRAILHEAD
- DEVELOPED/UNDEVELOPED PARK SPACE
- SECONDARY TRAILHEAD



Table AG.2: Trails Map A

MAP B

- PROPOSED TRAIL
- EXISTING TRAILS
- PRIMARY TRAILHEAD
- DEVELOPED/UNDEVELOPED PARK SPACE
- SECONDARY TRAILHEAD

MAP A

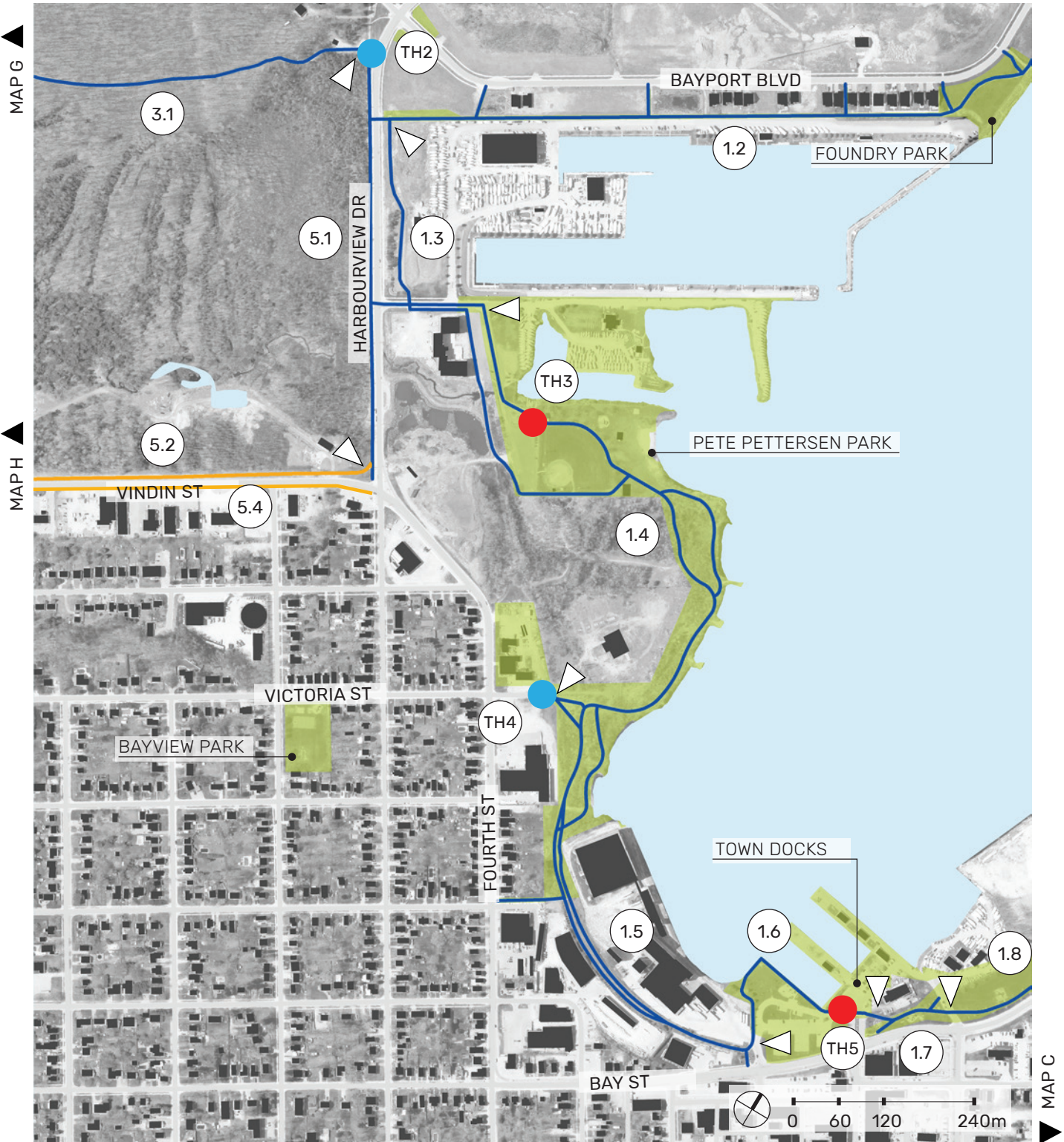


Table AG.3: Trails Map B

MAP C

- PROPOSED TRAIL
- EXISTING TRAILS
- PRIMARY TRAILHEAD
- DEVELOPED/UNDEVELOPED PARK SPACE
- SECONDARY TRAILHEAD



Table AG.4: Trails Map C

MAP D

- PROPOSED TRAIL
- EXISTING TRAILS
- PRIMARY TRAILHEAD
- DEVELOPED/UNDEVELOPED PARK SPACE
- SECONDARY TRAILHEAD

MAP C ▲



MAP E ▼

Table AG.5: Trails Map D

MAP E

- PROPOSED TRAIL
- EXISTING TRAILS
- PRIMARY TRAILHEAD
- DEVELOPED/UNDEVELOPED PARK SPACE
- SECONDARY TRAILHEAD

MAP D ▲

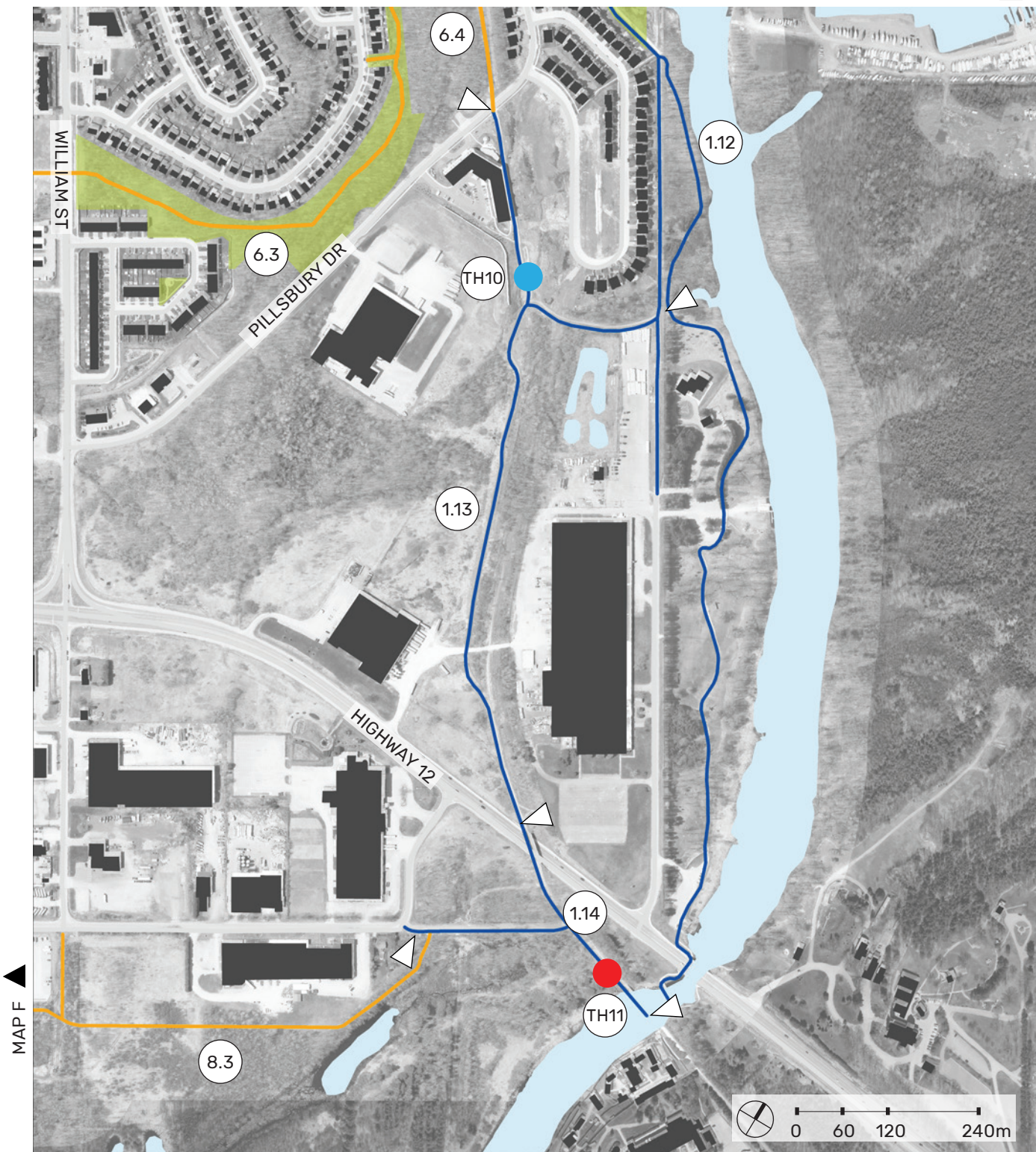


Table AG.6: Trails Map E

MAP F

- PROPOSED TRAIL
- EXISTING TRAILS
- PRIMARY TRAILHEAD
- DEVELOPED/UNDEVELOPED PARK SPACE
- SECONDARY TRAILHEAD



Table AG.7: Trails Map F

MAP G

- PROPOSED TRAIL
- EXISTING TRAILS
- PRIMARY TRAILHEAD
- DEVELOPED/UNDEVELOPED PARK SPACE
- SECONDARY TRAILHEAD



MAP H ▼

MAP B ▼

Table AG.8: Trails Map G

MAP H

- PROPOSED TRAIL
- EXISTING TRAILS
- PRIMARY TRAILHEAD
- DEVELOPED/UNDEVELOPED PARK SPACE
- SECONDARY TRAILHEAD



MAP K

Table AG.9: Trails Map H

MAP I

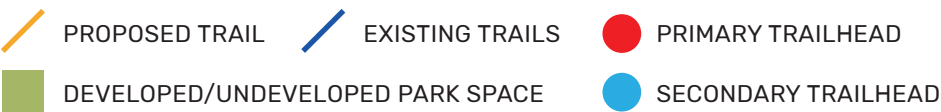


Table AG.10: Trails Map I

MAP J

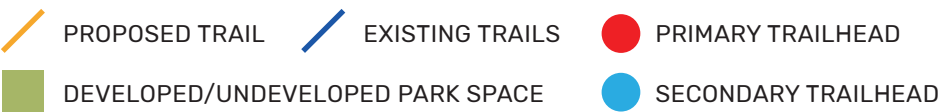


Table AG.11: Trails Map J

MAP K

- PROPOSED TRAIL
- EXISTING TRAILS
- PRIMARY TRAILHEAD
- DEVELOPED/UNDEVELOPED PARK SPACE
- SECONDARY TRAILHEAD



Table AG.12: Trails Map K