



**Minutes 5-2007
Greater Niagara Circle Route Committee**

**Regional Municipal Building
Committee Room 4**

Wednesday, September 26, 2007 – 5:00 p.m.

* *Recommendations Included for Committee Approval*
Ref: Pages 3, 4 and 6

Present

Robert Gabriel (Acting Chair)	-	Vice Chair, Regional Councillor, City of Thorold
Nick Andreychuk	-	Councillor, Town of Grimsby
Jim Diodati	-	Councillor, City of Niagara Falls
Leo Van Vliet	-	Councillor, City of Welland
John Durley	-	Councillor, Town of Pelham
Bill Philips	-	Councillor, City of St. Catharines
Peter Randall	-	Councillor, Town of Lincoln
Marjorie Hotte	-	Upper Canada Equestrian Association
John Bedard	-	Welland Canals Foundation
Barb Skelton	-	Niagara Bruce Trail Club
Dennis Paris	-	Niagara Timberline Riders Motorcycle Club

Regrets

Ron Kramer	-	Councillor, Township of Wainfleet
Robert Ritchie	-	Niagara Parks Commission
Stephen Wilson	-	Niagara Timberline Riders Motorcycle Club

Guests

Vince De Luca	-	St. Catharines Resident (part-time attendance)
Eamon Grant	-	St. Catharines Resident
John Gregoire	-	Niagara Timberline Riders Motorcycle Club
Russ Vanplew	-	Upper Canada Equestrian Association
Tom Whitelaw	-	Canadian Canals Society

Staff

Eric Flora	-	Regional Niagara Public Works Department (part-time attendance)
George Nicholson	-	Regional Niagara Planning Department

In the absence of Regional Councillor D. Bruce Timms, who is on a leave of absence from his Regional position, and the unavailability of Stephen Wilson, the Vice-Chair, the meeting was chaired by Regional Councillor Robert Gabriel.

1. Minutes of July 4, 2006 meeting

A typo had been noted in Item 1 referring to May 23, 2006 when it should have been 2007. With that minor correction, it was:

Moved by Leo Van Vliet
Seconded by Dennis Paris

That the minutes of the July 4, 2007, meeting be approved as circulated, with the above correction to Item 1.

Carried

2. The Seaway Haulage Road Through St. Catharines

Eric Flora from the Regional Public Works Department reported that a study has been undertaken on the Seaway Haulage Road along the East Side of the Canal in St. Catharines. That report reviewed the status of the road and whether or not it should continue as a Regional Road.

George Nicholson provided a brief overview of the status of the East Side Trail, particularly the difficulty of continuing it north of Allanburg where it must cross Thorold Stone Road. Dennis Paris reported that he and Regional staff had reviewed the possibility of continuing the East Side Trail through St. Catharines about four years ago and the difficulties were all identified at that time. The question that needed to be addressed at this meeting was whether or not the possible future extension of the East Side Trail northwards justified the Region continuing to maintain its ownership of the Seaway Haulage Road with the possibility that at some time it might become the route of the East Side Trail.

Discussion of this issue focused on the benefits of continued Regional ownership pending some future decision regarding the status and route of a continuation of the existing East Side Trail north from Allanburg through St. Catharines. It was recognized that if the road was disposed of at this point, that future option for the East Side Trail would be eliminated. Based on the discussion, it was:

Moved by Bill Phillips
Seconded by Marjorie Hotte

That this Committee recommend to Regional Council:

That Regional Niagara maintain ownership of the Seaway Haulage Road from Lakeshore Road to Thorold Stone Road (Regional Road 55) until such time as a decision has been made regarding its possible use as a route for the East Side Trail.

Carried

*
For
Approval

3. Signage Around the Greater Niagara Circle Route

This Committee has discussed the issue of uniform signage around the Greater Niagara Circle Route in response to some concerns that it was difficult to follow in several areas. Recently a St. Catharines resident, Mr. Vince De Luca, had contacted staff suggesting that some uniform signage would be beneficial and Mr. De Luca attended this meeting to give the Committee members his ideas on what would be most appropriate.

Mr. De Luca suggested that some pavement markings should be installed to indicate distances. This could be modeled after the Trail around Hamilton Harbour, where this method has been used to good effect. Mr. De Luca indicated that signage and distance markers would be beneficial in providing locations in the event of emergencies, the distances could be used for competitive events, and would provide clear directions for both local and visiting users. The issue of a starting point was discussed and Ansell Park had been proposed. However, the Committee thought that Lock III in St. Catharines would be a better starting point given its high profile as a visiting area and the availability of washrooms and other services. The Committee suggested that every 500 metres would be an appropriate distance between the pavement markers.

George Nicholson also presented an example of a sign that might be installed at key points. This is attached as Appendix 1. The Committee thought that some combination of pavement markings and signs would be a good approach to clearly identifying the route.

As a result of the above discussion, it was:

Moved by Nick Andreychuk
Seconded by Leo Van Vliet

That this Committee recommend to Regional Council:

That Regional staff be directed to explore a combination of pavement markings and directional signage with appropriate local municipal representatives as an approach to providing clear directional and distance information around the Greater Niagara Circle Route Trails system and that Lock III in St. Catharines be considered as the starting point for the distance markers.

Carried

*
For
Approval

4. Trillium Grant Application

Staff had been asked at a previous meeting to consider the possibility of developing some signage information that could be installed at appropriate locations around the Greater Niagara Circle Route Trails system as a means of informing users about interesting sites that they could see as they moved along the Trail. As a follow-up, contact had been made with the Canadian Canals Society regarding the possibility of that group sponsoring an application to the Trillium Foundation requesting a grant for the necessary resources to produce and install such signage. Mr. Tom Whitelaw, President of that organization, attended the meeting to explore the possibility of the Canadian Canals Society sponsoring a Trillium Grant application to develop the signage identified above. A list of 25 sites, included as Appendix II, has been developed as a means of developing interesting information on sites along the Welland Canals section of the Circle Route.

The Committee responded favourably to the idea of the Canadian Canals Society sponsoring the signage application noted above, based on which it was:

Moved by Jim Diodati
Seconded by Bill Phillips

That this Committee recommend to Regional Council:

That the idea of the Canadian Canals Society sponsoring a signage program for the Welland Canals section of the Greater Niagara Circle Route Trails System be supported in principle, subject to further discussions with the four area municipalities through which that section of Trail passes and with affected agencies.

X
FOR
Approval

Carried

5. Trail Extension Along the East Side Spit of the Welland Canal in St. Catharines

The original Master Plan, approved in 1996, provided guidance for the Greater Niagara Circle Route Trails System. That Master Plan included an extension North from Lakeshore Road in St. Catharines along the East Side Spit to the shore of Lake Ontario similar to the portion from Seaway Park in Port Colborne to the shore of Lake Erie. The original intent was to have a continuous trail between the shores of Lakes Ontario and Erie. That connection has all been completed except for the short portion from Ansell Park in St. Catharines North along the spit. To assist with that and with the Erie Beach portion in Fort Erie, Regional Council has approved the initiation of \$750,000.

City of St. Catharines staff has identified a route for the Trail along the Spit and has obtained approval from the St. Lawrence Seaway Management Corporation regarding the route. City staff has also identified preliminary design standards for

the Trail which will not be paved in this area but will have a fine, hard-packed stone dust surface that can be used by cyclists and walkers.

To assist with this portion of Trail, this Committee had passed the following Motion at its April 11, 2007 meeting:

*Moved by Tony Vandermaas
Seconded by Barbara Skelton*

*That this Committee recommends to Regional Council:
That the design and extension of the trails along the East Side Spit in St. Catharines, as included in the original Master Plan, be supported in principle, subject to a matching funds arrangement with the City.*

Carried

That Motion was approved by Regional Council on May 3, 2007.

Subsequent to that, it was indicated by City staff that no money was available in this year's St. Catharines' budget for this portion of Trail and that it would be delayed indefinitely unless Regional Niagara could make the financial resources available for its creation. City Council, through its approval of the report included in Appendix III, requested that Regional Niagara contribute \$350,000.00 which was the estimated total cost, on the basis of matching funds for the complete Trail sections through St. Catharines. The key aspects of the report in Appendix III are highlighted. The City's position was that there had been an agreement with most local municipalities that the cost of building a "Basic Safe Trail" would be shared between the local and Regional municipalities based on the cost of the portion of the Trail that passed through each local municipality. The cost of the various parties to date for the section of Trail through St. Catharines was not available at the meeting but Committee members asked that it be included in the Minutes particularly for the information of Regional Council.

The shared costs for St. Catharines are as follows, with the City's contribution being the updated amount provided in the City staff report included as Appendix III.

Federal/ Provincial	\$ 420,667.00
Regional	\$ 243,171.00
Local Municipal	\$ 650,000.00
TOTAL	\$1,313,838.00

The City's contribution included one third of the original Trail construction project, the development of Ansell Park, realignment of part of the escarpment crossing area, improvement to a portion of Trail south of Glendale Avenue, and specialized asphalt resurfacing of the Trail in the unstable areas of the canal dyke. Most of those expenditures were focused on the creation of a "Basic Safe Trail".

Based upon the shared costs aspect, Regional staff was proposing that Regional Niagara approve up to \$350,000 towards the creation of this Trail. The basis for this position was that there had already been some diversion from the shared cost arrangement for the Beaverdams Road to Welland Boundary section of the Trail through Thorold where it had been agreed that the Region, in association with contributions from the Federal/Provincial Canada Ontario Infrastructure Program (COIP), would pay the costs of that section. Also as an operational principle, efforts have been made through the Greater Niagara Circle Route Trails project to implement those sections on which municipalities were prepared to move.

There was much discussion about the proposal to fund this portion of Trail. Some members of the Committee recognized that it was an opportunity to realize a significant component of the system that had been identified in the Master Plan, and that this opportunity should be taken advantage of. Councillor Andreychuk, however, strongly disagreed that Regional Niagara should pay for this portion as proposed, on the grounds that the request was coming in after the Shared Costs Agreement had been developed and that Agreement should apply to all sections of the Trail and not just to the total costs of developing a Trail in a local municipality.

After the above discussion, it was:

Moved by Peter Randall
Seconded by Jim Diodati

That this Committee recommend to Regional Council:
That Regional Niagara agree to support the creation of a section of Trail north of the Port Weller Bridge and continuing along the East Side Spit through a contribution of up to \$350,000 towards that project.

X
For
Approve
Carried

6. Ease Side Trail Inspections

Staff had been asked to add this item to the Agenda by the East Side User Groups who were concerned that the regular maintenance reports which they were preparing and submitting to the local municipalities were not resulting in action to improve the deficiencies that they noted. The representatives were also concerned that the Trail was being damaged by ATV users with some sections having deep ruts that had to be avoided by equestrians. The most recent report and several related photos are attached as Appendix IV.

The Committee directed staff to contact local municipal representatives to identify the concerns of the User Groups and to request action in responding to the Trail deficiencies identified. It was proposed that initial contacts should be made with staff but if the responses did not appear to be productive, the Mayors and Councillors of the three local municipalities involved – Thorold, Welland and Port Colborne - should be contacted. It was recognized that the City of Welland had

not yet endorsed the East Side Trail through their municipality and had not yet signed the Memorandum of Understanding regarding it.

7. Other Business

The following four items were discussed:

a) Equestrian Staging Area on the East Side Trail

Russ Vamplew reported that the Upper Canada Equestrian Club was interested in proceeding towards the creation of a Staging Area near Port Robinson. Mr. Vamplew wanted to determine ownership of the area in which they were interested and it was agreed that he would meet with Regional staff to identify that.

b) Next Stages in the Development of Niagara Trails Network

There was some discussion that additional trails were needed in the west end of the Region and that efforts should be made to identify and realize opportunities. Staff reported that efforts had been made to develop a Trail along the abandoned Dunnville Spur Rail line but that had not succeeded due to landowner opposition. The Steve Bauer Trail in Pelham is also being improved and could be connected into the Greater Niagara Circle Route Trail. The question that was raised was whether or not there are additional Trail development projects that could complement the Greater Niagara Circle Route Trails system and if so, what funding arrangements could be identified to make these happen. It was suggested that future trails development might be a topic for a future agenda.

c) Keys for Locks Along the Trails

The issue was raised as to who would have keys for the locks on the gates or barriers that have been installed at various places along the Trail. The answer was that the Seaway management staff would have the keys and probably the Parks staff of the local municipalities who are responsible for Trail maintenance.

The question was raised as to how these locks could be opened if there was an emergency that required ambulance access. One answer was that the ambulances would have bolt cutters which would allow them access. However, because of the varied jurisdictions involved, there did not appear to be a single answer to the question.

d) Notice of Meetings

Two local municipal Councillors reported that they had not received adequate notice of the meeting. Staff stated that it had been sent out as usual but indicated

that they would attempt to send future notices out earlier and let the members know by email that the agenda and items were en route.

8. Adjournment

The meeting adjourned at about 7.15 p.m. The next meeting will be on November 7, 2007 in Committee Room 4.

Prepared by

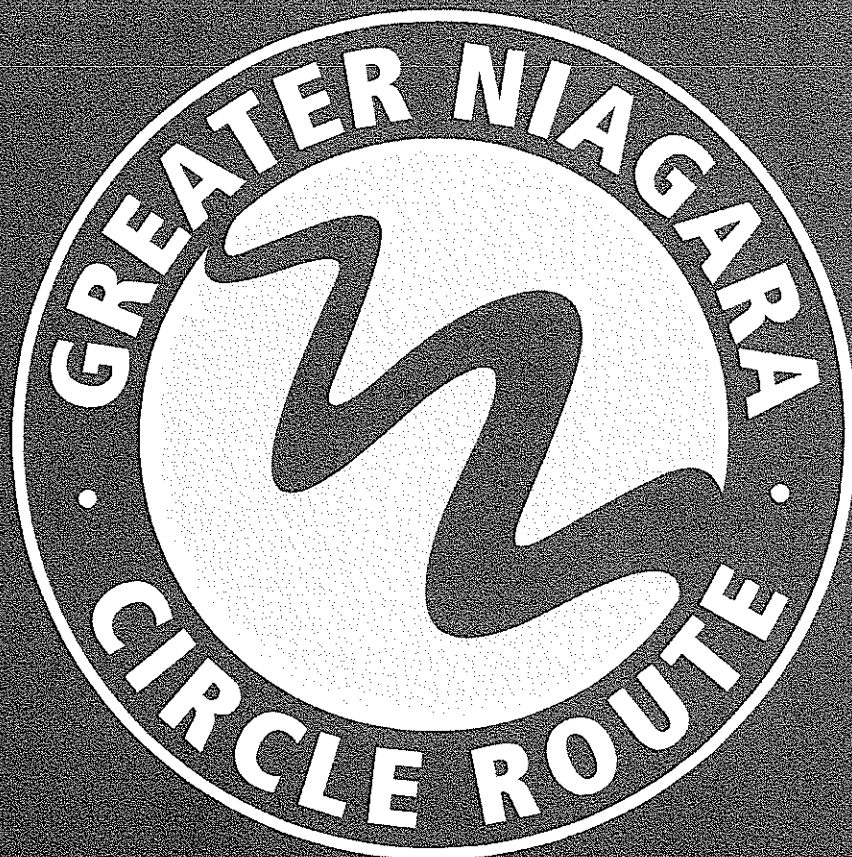


George Nicholson
Senior Policy Coordination Planner

APPENDICES

APPENDIX I	Copy of draft signage	Page 9
APPENDIX II	List of 25 information sites	Page 10
APPENDIX III	City of St. Catharines Report Requesting Funds	Page 11
APPENDIX IV	User Group Report on East Side Trail Conditions	Page 16

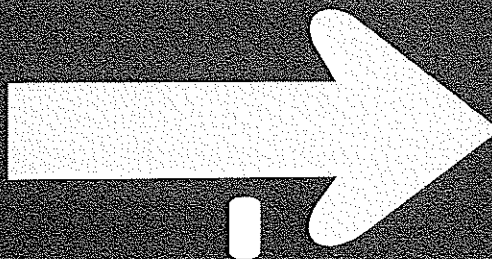
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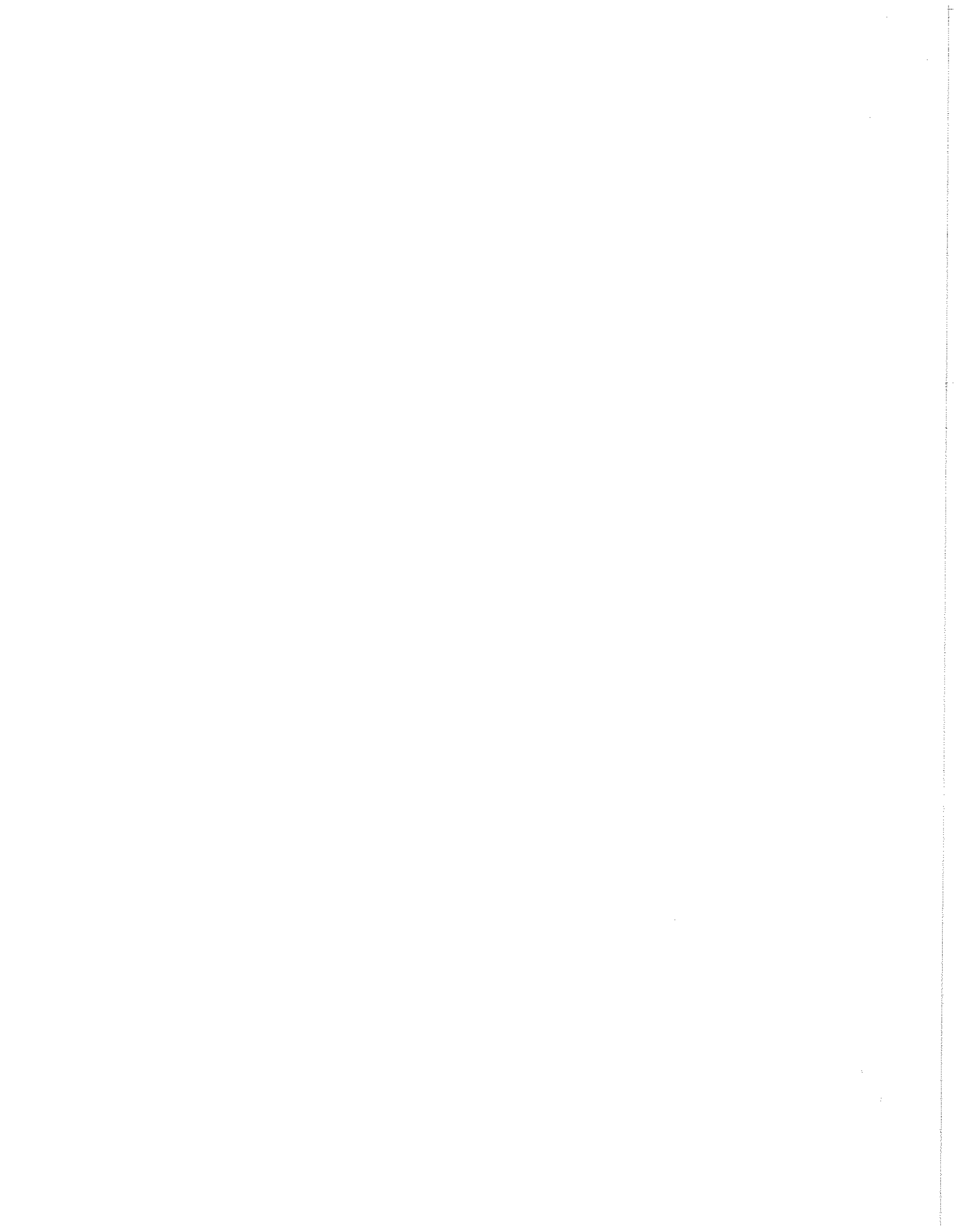


**MAIN ST. & MELLANBY AVE.
PORT COLBORNE**

N: 43 53.698 W: 79 24.643

**CLOCKWISE FROM
ANSELL PARK ST. CATHARINES 94.6KM**





Proposed Interpretive Signage Along the Welland Canal Trail

1. Ansell Park
2. Lock II
3. Lock III
4. Entrance to Thorold
(Thorold History)
5. Bottom of Flight Locks (Story /history of Flight locks)
6. Niagara Escarpment (explanation of the escarpment)
7. Peter Street Tourism Interpretation Centre
(History of the building)
8. Kissing Rock (the story behind it)
9. Abitibi Paper
10. At the crossing of Third Canal. ... (History of Third Canal)
11. At Regional Road 20 (Information on lift bridge)
12. History of Allanburg
13. Weir immediately South of Regional Road 20
14. Port Robinson (History of the community)
15. Port Robinson (Story of the bridge and ferry)
16. Entrance of Welland
17. Welland Murals
18. Story of the Welland Canals memorial at Welland Club
19. South Niagara Rowing Club (Formation/Information)
20. Entrance to Port Colborne
21. Mud Lake Conservation Area
22. Lock VIII Visitors Centre
23. Seaway Park
24. West Street
25. South End Marina

REPORT FOR GENERAL COMMITTEE (August 27, 2007)

**Report from the Recreation and Community
Services Department, Dated August 22, 2007
Re: Greater Niagara Circle Route Trails
East Port Weller St. Lawrence Seaway Spit Trail Extension
File: Site Specific**

The Niagara Regional Planning and Public Works Committee have identified three sections of the Greater Niagara Circle Route that require improvements. These improvements include bike lanes in Niagara-On-The-Lake along Lakeshore Road, a portion of the Friendship Trail in Fort Erie, and a new trail section along the East Port Weller Spit in St. Catharines.

The 2007 Regional Capital Budget has matching funds up to five hundred thousand dollars (\$500,000.00) to be spent in St. Catharines to extend the Welland Canals Multi-Use Trail as part of the Greater Niagara Circle Route. The City of St. Catharines 2007 Trails budget has been designated to develop and improve key existing trails within the Parks System, and is not available to be put towards this project. If matching funding for this project is required, it will have to be accommodated in the municipality's 2008 budget.

To date, the City of St. Catharines has spent approximately six hundred, fifty thousand dollars (\$650,000.00) on trail development along the Welland Canal Parkway, as part of the Greater Niagara Circle Route. This includes the initial nine hundred thousand dollar (\$900,000.00) Infrastructure Project in 1994, of which the municipality paid 1/3 of the cost, the development of Ansel Park, improvements to the escarpment section of the trail at Glendale Avenue, and the specialized asphalt re-surfacing of the trail in the unstable areas of the canal dyke.

Background:

The Region's Welland Canal Parkway and Trails Master Plan (Appendix) has identified the East Port Weller Spit as an appropriate extension of the existing trail system. The St. Catharines Official Plan promotes trails and linear park development, and identifies the lands along the canal as a potential trail location. The Parks Policy Plan, adopted by Council in 2006, promotes the construction of new trails, and specifically identifies the Lake Ontario Shoreline and the Welland Canal along the St. Lawrence Seaway spits as the number one priority.

The proposed trail would provide a valued connection to the existing Lake Ontario Waterfront Trail, The Welland Canals Multi-Use Trail, and the Greater Niagara Circle Route. All of these trails promote a healthy lifestyle, and provide access to the City's unique water features, and strengthens the historical significance of the canal. The East Port Weller Spit Trail will offer scenic views across the lake to Toronto and Niagara-On-The-Lake, and offer a new perspective of the Welland Canal as ships enter and exit the channel from Lake Ontario.

In addition to the benefits local trail users will receive, trails in Niagara are becoming a tourist destination, particularly with the world-wide promotion of the Lake Ontario Waterfront Trail, Wine Tours, and connections to historical points of interest throughout Niagara.

- 2 -

St. Lawrence Seaway Authority Comments:

The Preferred Trail Route along the spit has been circulated to the St. Lawrence Seaway Authority (SSA), owners of the East Port Weller Spit and Port Weller East Park (currently leased to the municipality), for comment and approval.

The SSA engineers had a number of concerns that have been accommodated in the submitted Trail Route. The main issue was the conflict between trail users, and the current industrial operation of the spit. Dredging of the canal is an ongoing operation, with the fill being deposited within the low areas on its eastern edge. In order to eliminate conflict between large dump trucks and trail users, this area, including the entire Haulage Road, has been taken out of the trail development. Further, this area is also prone to erosion, requiring it be taken out of the trail development to ensure safety and reduce liability.

The area adjacent to Lock I and the Dock area abutting Port Weller East Park, has future development potential for SSA and has also been removed from the trail development. The existing sidewalk along Broadway Avenue will be used to by-pass these areas.

In addition, the SSA have concerns for the type of trail. Due to the instability of the spit and its susceptibility to erosion, the SSA engineers would recommend that the trail be constructed of stone, and not asphalt. Shifting in the landfill, winter erosion, and the occasional use by large SSA equipment, would continually crack asphalt, requiring specialized repairs, whereas, a stone trail can be restored during all times of the year by existing City crews more economically.

Through discussions with SSA, any new construction and uses could be incorporated into the existing agreement between the City and SSA, currently allowing the City and the public to use the Welland Canals Parkway Trail.

Location and Design of the Trail:

The proposed route (Appendix) would start at Ansel Park at Lock I of the Welland Canal. This would form one of the staging areas with parking. The trail would initially follow the Waterfront Trail across the Lock I bridge, and travel down the existing sidewalk adjacent to Broadway Avenue. The new trail section would start at Port Weller East Park, and meander through the treed section. A connection to Jones Beach would represent a second staging area with parking.

From Port Weller East Park, the trail would cut through the heavily treed area 30 metres south of the St. Catharines Marina fence line. In this section, the under-storey vegetation would be removed to improve sight lines, while larger mature trees, would remain. At the Seaway Haulage Road, the trail would turn north, and then cross the road north of the SSA Security Gate, which is considered a safe location to pass over. From this point, the trail would move north again adjacent to the Welland Canal maintaining a safe distance (6-10 metres) from the edge of water, but allowing for views down the canal. A 4-metre wide clearing of vegetation, will be required throughout this corridor. At the northern terminus of the canal, the trail will turn eastward and follow the break-wall to the end. This turn-around area will contain a scenic lookout and seating area made from durable armour stone. Due to the harsh winter weather conditions, standard park benches and interpretive signs, are not recommended for this location. Signage will be used in other areas to direct users. As part of the proposed trail is located on St. Lawrence Seaway Authority lands, the required license/lease will have to be negotiated.

Costs:

Regional Niagara has provided sufficient funds to develop the trail. The initial estimated construction cost will be approximately three hundred, fifty thousand dollars (\$350,000.00), provided the trail is built to the City=s standard stone trail design. This would provide 2,700 metres of new 2.5-metre wide trail and signage, no improvements to existing parking lots, staging areas, or lighting, has been included in this estimate.

It is estimated the annual cost to operate the trail by City crews would be minimal. The majority of the area will be left in a natural state, and only a 2 to 3-metre cut on either side of the trail to provide safe sight lines, would be arranged. Additional garbage pickup would be required, and would be added to the existing contract.

RECOMMENDATION:

That the report from the Recreation and Community Services Department, dated August 22, 2007, be approved;

and that Council authorize Staff to enter into negotiations with Regional Niagara to consider the previous municipal expenditures along the Welland Canal Parkway Trail of six hundred, fifty thousand dollars (\$650,000.00) as matching funds to the Region=s new funding opportunity, requesting the project be funded entirely by Regional Niagara;

and that, in the event negotiations are not successful, the municipal share of the project, be included in the City=s 2008 budget;

and that Council authorize Staff to negotiate a license/lease with the St. Lawrence Seaway Authority for public use of the trail area.

PREPARED BY:

RECOMMENDED BY:

S. Green, O.A.L.A.
Landscape Architect

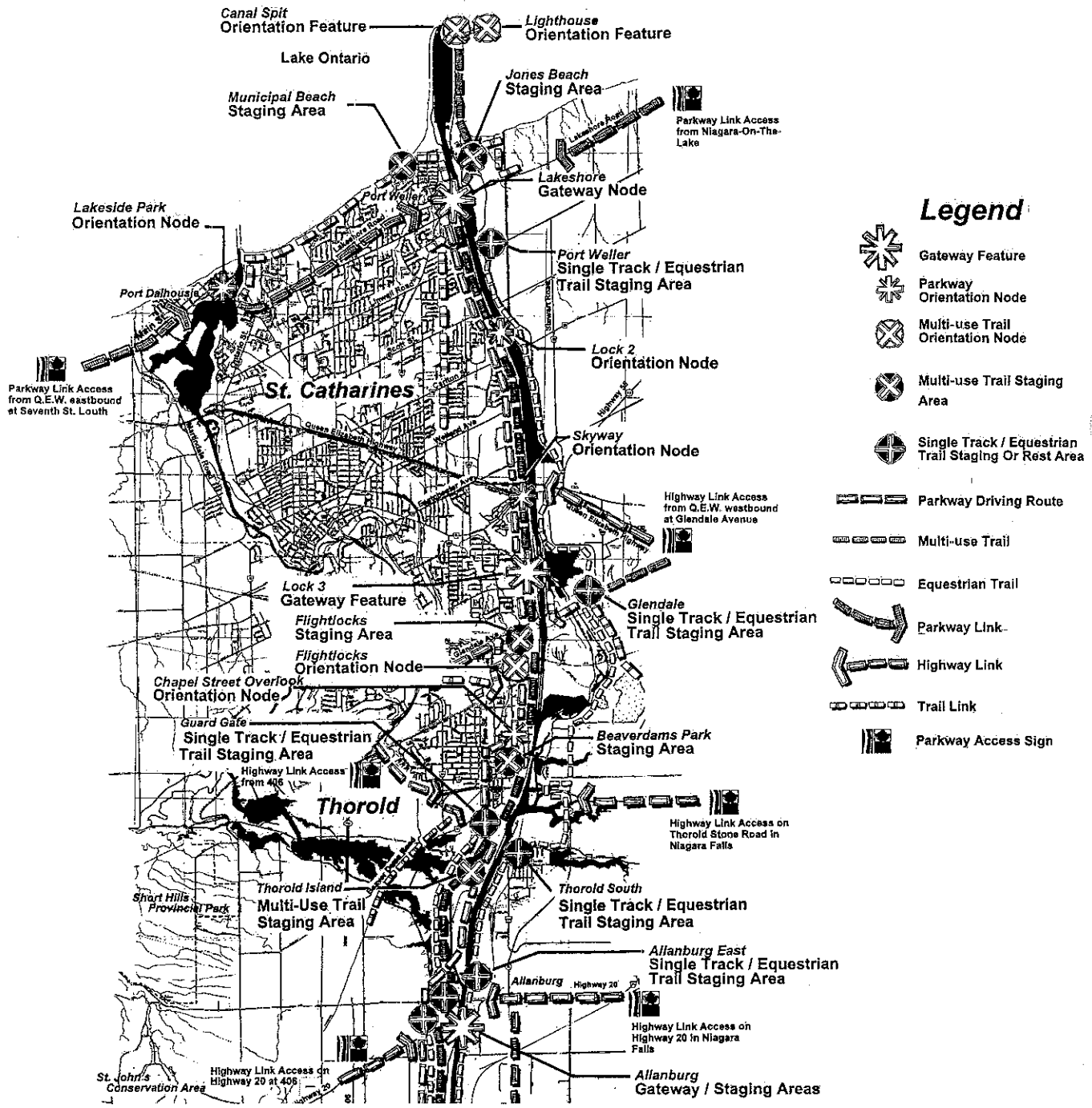
J. Benson
Acting Director
Recreation and Community Services

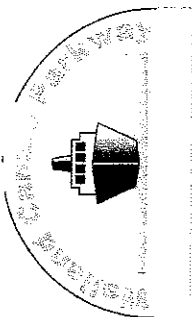
staff/NIAGARA CIRCLE ROUTE wpd

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Master Plan

WELLAND CANALS PARKWAY AND TRAILS





East Side Trail Monthly Maintenance Checklist

City of Thorold

* Note: Forms are to be completed by municipality and turned in to each municipal Works Yard inspected with a copy to the Regional Planning Department.

Item	Location	Description of work/maintenance to be done	Municipal Use Task complete, Staff Signature and Date
Gateway Panels Refer to Inventory Atlas for Sign Code Number (code # indicates type & location)	Allanburg _____ _____	Panels not yet installed No access to proposed staging area at Allanburg. _____ _____ Use back of form if necessary	Date: Sept.26/07
Trail Signs & Posts Refer to Inventory Atlas for Sign Code Number (code # indicates type & location)	Biggar Road Pt.Robinson Pump House North of Enis Steel Plant _____ _____	Equestrian/Merge signs missing Sign is missing. It is laying in the grass close to the wooded area at Mile 12. Sign missing on hill between Mile 12 and northern treed area. Use back of form if necessary	Date: Sept.26/07
Debris/Garbage Location and what type of equipment needed for clean up.	From Baron road south to end of treed area.	Some trees are down on trail and need to be removed. Use back of form if necessary	Date: Sept.26/07
"Wash Out Areas" Location and recommended maintenance required	None noted.	_____ Use back of form if necessary	Date:Sept26/07
Other Comments	_____ _____		

and Suggestions

We have combined our reports from April to September, as we have had some injuries to our inspectors combined with vacations. We also feel that the reports are becoming redundant as nothing is being done to curtail the illegal users who are doing a tremendous amount of damage to the trails. It seems we can report the same problems each month but no action is taken. Many of our riders are not comfortable with encountering these users openly using the trails especially 4X 4 trucks. We express our appreciation to the Niagara Timber-line riders for noting problems on the equestrian trail, as we cannot always get out safely to do inspections during periods of bad weather.

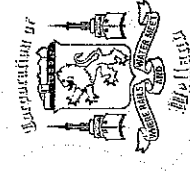
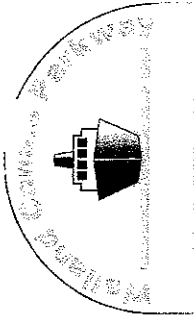
Use back of form if necessary

Inspection and form completed by: Marjorie Hotte, Vice-President Date: Sept. 26/07

User Groups Inspecting : **Upper Canada Equestrian Association**

East Side Trail Monthly Maintenance Checklist City of Welland

* Note: Forms are to be completed by municipality and turned in to each municipal Works Yard inspected with a copy to the Regional Planning Department.



Item	Location	Description of work/maintenance to be done	Municipal Use Task complete, Staff Signature and Date
Gateway Panels Refer to Inventory Atlas for Sign Code Number (code # indicates type & location)	_____ _____ _____ Use back of form if necessary	_____ _____ _____ Use back of form if necessary	_____ _____ _____ Date: _____
Trail Signs & Posts Refer to Inventory Atlas for Sign Code Number (code # indicates type & location)	Silverthorn _____ North of Netherby _____ _____ _____	No Equestrian or merge signs at access points. No signs directing users to trails Approximately 6 signs missing and 1 merge sign. _____ Use back of form if necessary	_____ _____ _____ Date: Sept. 26/07
Debris/Garbage Location and what type of equipment needed for clean up.	Silverthorn _____ _____ _____	Some debris. What is the construction that is taking place where the optimist club park was?? _____ _____ Use back of form if necessary	_____ _____ _____ Date: Sept. 26/07
"Wash Out Areas" Location and recommended maintenance required	North of East Main tunnel. South of Silverthorn _____ _____ _____	The trail has been destroyed by 4 X 4 's and ATV's causing riders to detour off trail. _____ _____	_____ _____ _____ Date: Sept. 07

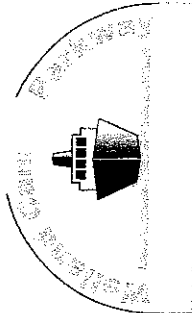
		Use back of form if necessary	
<p>Other Comments and Suggestions</p>	<p>South of Silverthorn & north of East Main tunnel—the deep ruts made by 4 wheel drive vehicles still have not been repaired- riders must detour around this. Nothing seems to be done about these users who are causing the damage and some riders are not comfortable about encountering them on the trail. They are openly using it as they wave when they pass us. We are becoming very discouraged with the inaction and feel that these reports are redundant as nothing is ever done about the damage and illegal users. Our reporting covers the period from April to September, as we have had injuries to some of our inspectors & vacations, so we have combined this period into one report.</p>		
<p>Inspection and form completed by: <u>Marjorie Hotte</u>, Vice-President Date: <u>Sept. 26/07</u></p> <p>User Groups Inspecting: Upper Canada Equestrian Association</p>			

Use back of form if necessary

Date: Sept. 26/07

Inspection and form completed by: Marjorie Hotte, Vice-President

User Groups Inspecting: Upper Canada Equestrian Association



East Side Trail Monthly Maintenance Checklist

City of Port Colborne



* Note: Forms are to be completed by municipality and turned in to each municipal Works Yard inspected with a copy to the Regional Planning Department.

Item	Location	Description of work/maintenance to be done	Municipal Use Task complete, Staff Signature and Date
<p>Gateway Panels Refer to Inventory Atlas for Sign Code Number (code # indicates type & location)</p>	<p>Gateway panel not yet installed.</p>	<p>Trail etiquette and rules need to be installed to inform users from out of town as well as locally. Jersey barrier at Ramey's bend gate needs to be moved over about 20-24 inches in order for horses to safely pass through. Parks supervisor will look into having this done when equipment can be brought to sight.</p>	<p>Date: Sept. 26/07</p>
<p>Trail Signs & Posts Refer to Inventory Atlas for Sign Code Number (code # indicates type & location)</p>	<p>Merge signs missing north of Forks road and at concession 3. Signs north of Forks road also missing.</p>	<p>Merge signs should be replaced in stated areas. Missing signs north of Forks road need to be replaced.</p>	<p>Date: Sept. 26/07</p>
<p>Debris/Garbage Location and what type of equipment needed for clean up.</p>	<p>On top of hill between Forks Road and concession 3.</p>	<p>Cleanup was done during the week of April 15-21/07 It was noticed that the heavy garbage that was gathered and placed on top of the hills is still to be removed. (car parts, household items, etc.) Use back of form if necessary</p>	<p>Date: Sept. 26/07</p>

<p>"Wash Out Areas" Location and recommended maintenance required</p>	<p>Between Forks Rd and Concession #3</p>	<p>Some deep ruts from 2005 & mud run still not repaired. Some very deep ruts seem to be caused by 4 wheel trucks. This is creating stagnant pools of water—great for mosquito growth during spring and summer.</p> <p style="text-align: right;">Date: Sept.26/07</p>
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Use back of form if necessary

<p>Other Comments and Suggestions</p>	<p>Some signs have been replaced, however, there are still some missing. The ruts still need to be repaired and the gateway signs are still not installed.</p> <p>This report has been combined for all the months April to September due to the fact that not much has been done with previous reports. We have suffered some injuries among out trail inspectors, therefore, the reports from May to August have not been submitted. There is a feeling that not much changes from one month to the next, and monthly reports are becoming redundant. We seem to be reporting the same problems all the time but not getting any results. The equestrian trail has been terribly misused by 4 x 4's and ATV's and is in such bad shape that riders must detour around many areas. Many of our riders are not comfortable with the constant encounters with ATV's and 4X4's and feel nothing is being done to curtail this activity. As noted at our meetings with the Region, the replacement of signs is becoming costly, so will not be done. We do not understand the delay with the gateway signs, as we have been told they are ready for installation.</p>
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Use back of form if necessary

Inspection and form completed by: Marjorie Hotte, Vice-President Date: Sept.26/07
 User Groups Inspecting: **Upper Canada Equestrian Association**

ALLANBURG STAGING
AREA FOR EAST
SIDE TRAIL



PORT ROBINSON FERRY
DOCK BLOCKADE

