



VÉLOROUTE VOYAGEUR CYCLING ROUTE Expansion Report and Implementation Plan

MATTAWA TO OTTAWA

JANUARY 2019

PREPARED BY: DISCOVERY ROUTES TRAILS ORGANIZATION



VÉLOROUTE
VOYAGEUR
CYCLING ROUTE

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Acknowledgements

The Voyageur Cycling Route Expansion Report and Implementation Plan has been made possible with funding support from the Ontario Trillium Foundation. The Ontario Trillium Foundation (OTF) is an agency of the Government of Ontario, and one of Canada's leading granting foundations. OTF awarded more than \$120 million to some 700 projects last year to build healthy and vibrant communities in Ontario.



Discovery Routes Trails Organization would like to express our appreciation to the numerous stakeholder organizations and individuals that provided input throughout the study.

City of Ottawa
Lanark County Tourism Association
Lanark County
Leeds Grenville and Lanark District Health Unit
Mattawa-Bonfield Economic Development Corporation
Ministry of Transportation
Mississippi Mills Active Transportation Committee
Municipality of Mississippi Mills
National Capital Commission
Ontario's Highlands Tourism Organization
Ottawa Tourism
Ottawa Valley Cycling and Active Transportation Alliance
Ottawa Valley Tourist Association
Prescott-Russell Economic Development Department
Renfrew County
Tay Valley Township Recreation Working Group
Town of Carleton Place
Town of Carleton Place Active Transportation Steering Committee
Town of Petawawa
Township of Papineau-Cameron

Special thanks to the volunteer members the Ottawa Valley Cycling and Active Transportation Alliance and Eastern Ontario Active Transportation partners for your tireless advocacy work. Expansion of the Voyageur Cycling Route into Eastern Ontario would not be possible without your support.



1.0 Introduction

In 2015, a feasibility study was undertaken for the Voyageur Cycling Route. The study identified a 380km mostly on-road cycling route crossing Northeastern Ontario with connections to provincially and nationally significant cycling routes including the Great Lakes Waterfront Trail, Trans Canada Trail's The Great Trail and Quebec's La Route verte. The concept was initiated to align with the vision outlined in Ontario's Cycling Strategy to establish the Province as a premier cycle tourism destination while creating healthier, active and prosperous communities across Ontario. Discovery Routes Trails Organization based in North Bay is the lead agency coordinating the implementation of the Voyageur Cycling Route, a project that encourages regional and provincial cooperation to grow rural and Northern Ontario economically as a tourism destination for cyclists.

Since the initial study, the Voyageur Cycling Route is now being implemented across Northeastern Ontario with road authority endorsement from all 12 municipal jurisdictions and the Ministry of Transportation. Wayfinding signage has been installed along 200km of the route and the first section was launched on June 3, 2018 with 191 cyclists riding 50 to 100km of the Voyageur Cycling Route's west end.

With funding support from the Ontario Trillium Foundation, Discovery Routes has partnered with the Ottawa Valley Cycling and Active Transportation Alliance and Eastern Ontario Active Transportation Network partners to expand the Voyageur Cycling Route an additional 250km through Eastern Ontario. The expansion will connect communities in a continuous cycling route through Renfrew and Lanark counties to the National Capital Region where a gap exists in the developing province-wide cycling network. It will also connect and overlap The Great Trail at either end creating a secondary, Eastern Ontario loop in the national trail system.

This report is intended as an extension of the original 2015 *Voyageur Cycling Route Feasibility Study and Implementation Plan* that details the cycling route selection methodology and outlines the community, social and economic benefits of the cycling route. The Feasibility Study is available for download on the Discovery Routes website at <http://discoveryroutes.ca/vcr>.

2.0 Ottawa Valley Recreational Trail

Reference is made frequently in the current report to the Ottawa Valley Recreational Trail as the preferred cycling route for approximately 195km. The Ottawa Valley Recreational Trail was once a prosperous railway operated by Canadian Pacific Railway Company (CP) since the late 1800's. In 2010, use of the rail line was discontinued and became available for purchase. In 2011, the County of Renfrew, County of Lanark and the Township of Papineau-Cameron formed a partnership to acquire 296km of the discontinued rail corridor to be developed into a multi-use recreation trail from outside the Town of Mattawa to the community of Smiths Falls. The partnership operating as the Ottawa Valley Recreational Trail Advisory Committee were successful in the acquisition and the corridor has been purchased in three parcels starting with the most easterly section in 2016. Each of the three municipal governments will acquire title to that part of the corridor within their respective boundaries and be responsible for trail construction, use and management of their respective sections.

In 2018, the Ottawa Valley Recreational Trail Advisory Committee developed a Management Plan to provide direction to achieve the goal and objectives of the Ottawa Valley Recreational Trail (OVRT). The Plan also provides direction for the route authorities to form partnerships and leverage resources that would allow for the development of the OVRT. The OVRT was given a significant boost in 2018 as a result of infrastructure funding through the now cancelled Ontario Municipal Commuter Cycling Program. Through Lanark County, the OVRT is completed with a stone dust surface suitable for cycling. Through Renfrew County, the Algonquin Trail as it is known has sections open in Arnprior, Pembroke, Petawawa

and Chalk River as well as a handful of communities off the preferred routing for the cycling route. The plan is to continue to upgrade and open sections in an outward direction from urban areas to close any gaps as funding becomes available over the coming years.

3.0 Voyageur Cycling Route Eastern Expansion

The proposal to expand the Voyageur Cycling Route beyond Northeastern Ontario was launched at the Eastern Ontario Active Transportation Summit in Carleton Place on June 1, 2017. During this initial meeting, stakeholders including route authorities, regional cycling advocacy organizations and local cyclists provided suggestions on both on-road and off-road route options for the expansion of the Voyageur Cycling Route into Eastern Ontario. Participating organizations included:

| | |
|---|--|
| Lanark County Tourism Association | Ontario’s Highlands Tourism Organization |
| Lanark County Trails | Ottawa Valley Cycling and Active Transportation Alliance |
| Leeds Grenville and Lanark District Health Unit | Ottawa Valley Tourist Association |
| Mattawa-Bonfield Economic Development | Renfrew County |
| Ministry of Transportation Ontario | Town of Carleton Place AT Steering Committee |
| Mississippi Mills Active Transportation Committee | Town of Carleton Place |
| Municipality of Mississippi Mills | Town of Petawawa |
| Ottawa Tourism | |

Several planning and strategy meetings followed throughout the project area. The result of the consultations was the identification of a variety of cycling route options, including both on-road and off-road alternatives linking the Voyageur Cycling Route from the Town of Mattawa through the east end of the Township of Papineau-Cameron, Renfrew County, Lanark County and connecting to the City of Ottawa and National Capital Region. The preferred cycling route was established using the Cycling Route Selection Tool used by the Ministry of Transportation to identify the Province-wide Cycling Network. The methodology is outlined in the 2015 *Voyageur Cycling Route Feasibility Study and Implementation Plan*. The tool provides an assessment of candidate routes based on a variety of criterion including; tourism and economic values, connectivity to communities and cycling amenities, active transportation corridors within and between communities, existing infrastructure suitable for long-distance cycling and current cycling use. The Cycling Route Selection Tool results for each section of the proposed cycling route are presented in Appendix A of the current report.

As with the northeast section of the Voyageur Cycling Route, the final route will connect a variety of different cycling facility types, from buffered paved shoulders on roadways to separated multi-use trails. The facility selection process and description of facility types is based on *Ontario Traffic Manual Book 18: Cycling Facilities* and described in detail in the 2015 Feasibility Study.

The cycling route spans multiple jurisdictions, each of which are at a different level of readiness to develop a cycling facility that will act as a showcase for the region’s bicycle tourism product. This report details the preferred cycling route by jurisdiction and outlines an implementation plan that will realize a fully connected cycling route by the year 2020. Figure 1 provides an overview map of the preferred route between Mattawa and Ottawa.

The following sections outline the preferred route by jurisdiction.

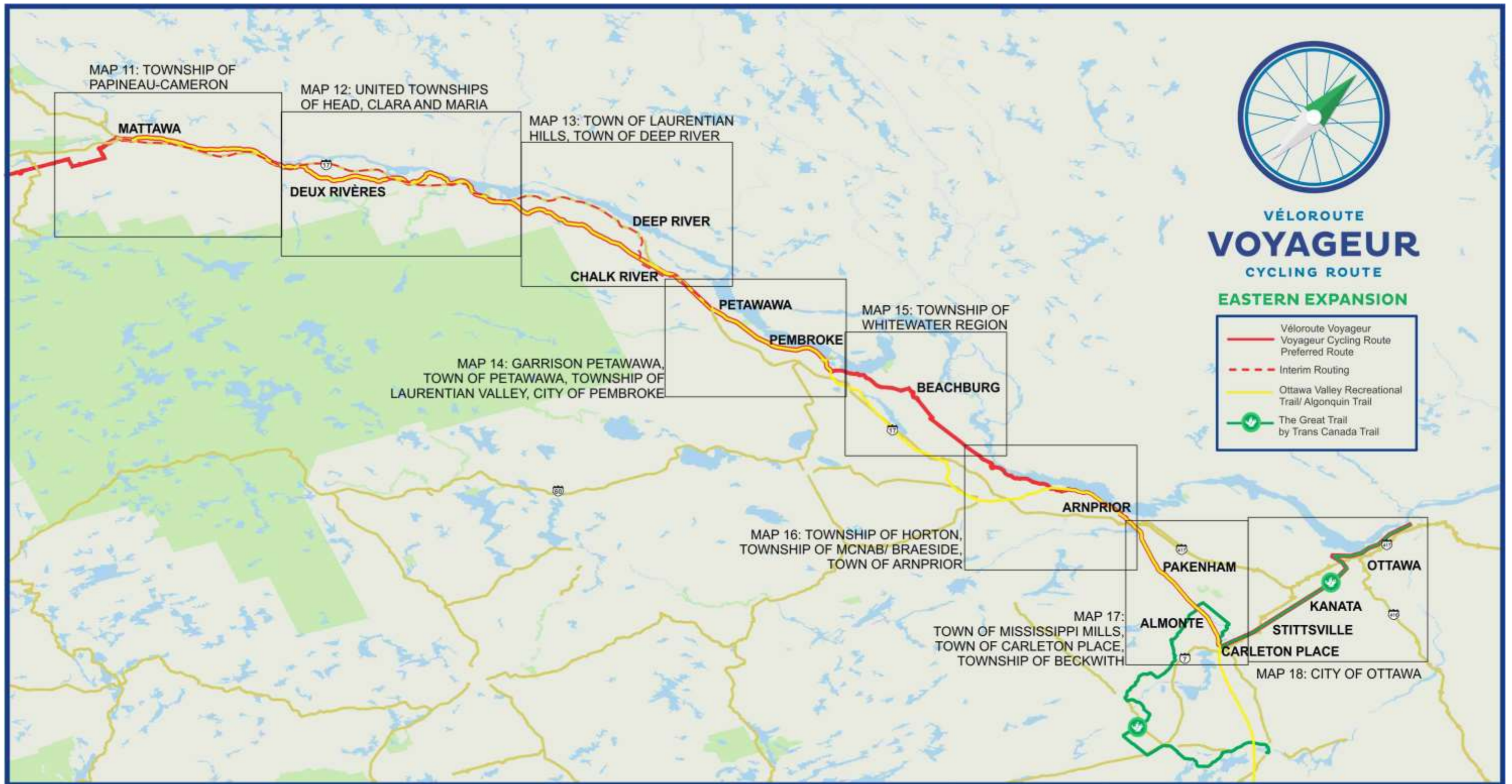


Figure 1: Overview of preferred routing for Voyageur Cycling Route between Mattawa and Ottawa

3.1 Section I: Township of Papineau-Cameron (Map 11)



Ottawa River, Twp Papineau-Cameron



Aumont Creek, Twp Papineau-Cameron



OVRT, Twp Papineau-Cameron

Route Jurisdiction: Township of Papineau-Cameron and Ministry of Transportation

Preferred Route and Amenities: The preferred cycling route is approximately 23km through the Township of Papineau-Cameron on the Ottawa Valley Recreational Trail (OVRT) once it is open as a recreational trail with surface and management practices for cyclists. At the time of this report, however, the timeframe for a completed trail is long-term and therefore Highway 17 must be considered as interim routing as no alternatives exist in the region. Highway 17 has high traffic volumes including trucks and commercial vehicles travelling at high speeds and currently lacks an appropriate facility for cyclists making this alignment less desirable. Amenities to meet the needs of cyclists including lodging and restaurants are available in the Town of Mattawa.

Cycling Experience: The heritage for which the Voyageur Cycling Route is named is no more evident than along this section of the proposed cycling route. The rail trail follows the shoreline of the Ottawa River, which historically was a major transportation and trading route of the Indigenous Nations and early French explorers. The Quebec side of the river is a vast wilderness area largely inaccessible by land due to the rugged Laurentian mountain range. The trail's proximity to the Ottawa River through this remote, wilderness terrain make this section of the Voyageur Cycling Route one of the most spectacular.

Roadway/ Trail Considerations: The area is remote and presents some considerable challenges for trail development. Late in 2018, the Township partnered with Discovery Routes to commission a study of the conditions of the decommissioned rail corridor to better understand these challenges and provide an estimate of the costs to develop the trail. The report outlines expenses in excess of \$2.08 million for bridge and water crossing repair and replacement, surface improvements and other trail-related expenses. Nearly half the estimated expense relates to improvements to two bridge structures.

Another consideration is the 1.5km section of the former CP rail corridor at the west end of the trail that was not part of the overall property transfer agreement. The current terminus is at private property in the middle of a wooded area with no access to Highway 17 or any other public road. Klocks Road, approximately 15km east of Mattawa is the only public access point to the OVRT within the Township of Papineau-Cameron at this time. The OVRT partnership has requested that the MTO remove the rail bridge over Highway 17 located at the east end of the Town of Mattawa to provide an alternative access point to the OVRT.

It is also important to note that MTO has initiated a long-term route planning and preliminary design for Highway 17 east of North Bay to the Nipissing/ Renfrew boundary. The Planning Study recommends the alignment of a new multi-lane Highway 17 parallel to the current Highway 17 from Mattawa east to Klocks Road. The new Highway 17 corridor will be limited access and not permit cycling. Highway improvements are also recommended on the current Highway 17 from Klocks Road east to the Nipissing/ Renfrew boundary. The new Highway 17 corridor is expected to be constructed in the long-term (20 to 30 years). During this time the current Highway 17 corridor will require roadway improvements (eg resurfacing).

3.2 Section 2: United Townships of Head, Clara and Maria (Map 12)



Ottawa River, Deux Rivières



Algonquin Trail bridge at Bissett Creek



Rest area at Mackey Creek

Route Jurisdiction: County of Renfrew and Ministry of Transportation

Preferred Route and Amenities: Through the United Townships of Head, Clara and Maria, the preferred cycling route continues along the OVRT known within Renfrew County as the Algonquin Trail. The Trail through this section is under the jurisdiction of the County of Renfrew and will be developed in accordance to the Ottawa Valley Recreational Trail Management Plan. Driftwood Provincial Park is located along this section and there are a small number of lodge-style accommodations, campgrounds and private rentals along the Ottawa River. The availability of provisions such as food and potable water for cyclists tackling this remote 67km stretch of the route will need to be addressed before the cycling route can be considered market-ready.

Cycling Experience: As through the Township of Papineau-Cameron, the Algonquin Trail through the United Townships of Head, Clara and Maria will offer a backcountry experience that caters to the adventurous cyclist. There is a niche market of cyclist, known as bikepackers that seek off-the-beaten path experiences to reconnect with nature and disconnect from the daily grind.

Roadway/ Trail Considerations: As of 2018, the Algonquin Trail through the United Townships of Head, Clara and Maria has not been improved. Similar to the situation in the Township of Papineau-Cameron, the rail corridor travels through sparsely populated wilderness countryside with no trail upgrades scheduled in the foreseeable future due to funding constraints. It will be important to continue to keep lines of communication open with the Ministry of Transportation to include cycling facilities on Highway 17 as rehabilitation work is scheduled since Highway 17 is the only alternative for cyclists between Deep River and Mattawa. These two parallel corridors are also a connection in the Province-wide Cycling Network as identified in the Province's 2018 Province-wide Cycling Network Report.

It should be noted that the rail bridge over Highway 17 at Bissett Creek is in poor condition. The Ministry of Transportation has committed to making a short term investment to stabilize the bridge until other measures such as removal may occur.

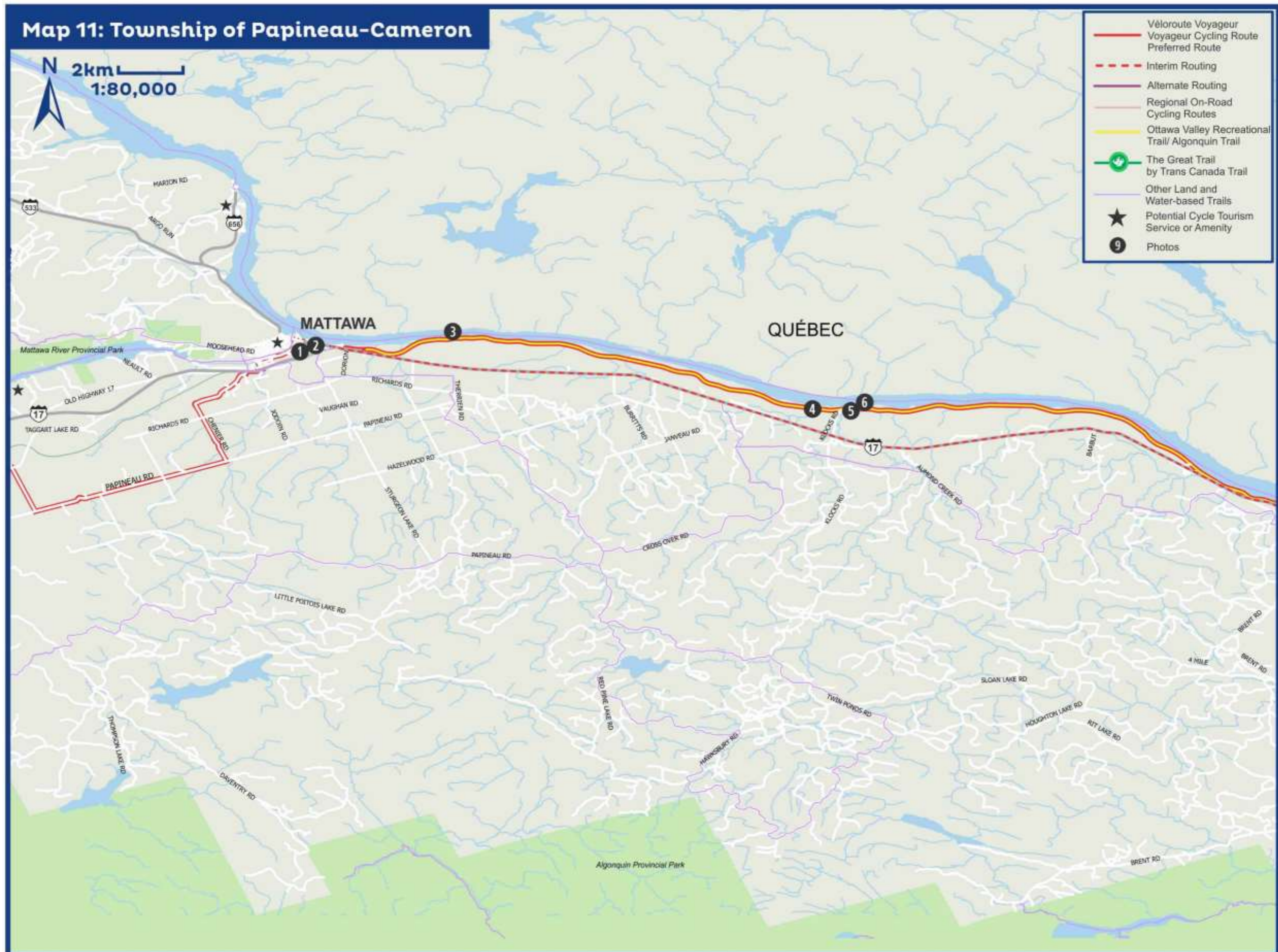


Figure 2: Map 11 Township of Papineau-Cameron

Map 12: United Townships of Head, Clara and Maria



Figure 3: Map 12 United Townships of Head, Clara and Maria

3.3 Section 3: Town of Laurentian Hills/ Town of Deep River (Map 13)



Access to Ottawa River at Mackey Creek



Wylie Road, Deep River



Algonquin Trail, Chalk River

Route Jurisdiction: County of Renfrew and Ministry of Transportation

Preferred Route and Amenities: The preferred cycling route continues on the Algonquin Trail for 23km through the Town of Laurentian Hills. Access to the community of Deep River is straightforward by way of Wylie Road. The Algonquin Trail runs through the small community of Chalk River with stone dust surface applied in 2018 along a 2km stretch of the trail north. Interim routing until the trail is officially open is available on roadways including Wylie Road, Forestry Road and Clouthier Road to the border with Garrison Petawawa. Deep River has all the amenities needed to cater to cycle tourists. The community of Rapides-des-Joachims has a number of amenities for tourists including accommodation, restaurants and canoe and boat rentals. It is located on the Quebec side of the Ottawa River and can be accessed by crossing a roadway bridge at Rolphton. The ride into Rolphton from the Algonquin Trail is approximately 2km along Moore Lake Road and an additional 3km to the Quebec community.

Cycling Experience: The Algonquin Trail passes through a wilderness landscape on this section with few access points. Cyclists will have a backcountry experience similar to that of Algonquin Park only a few kilometres to the west. Although the trail will be shared with motorized trail users, it is not anticipated that the volume of trail traffic will be significant enough to interfere with the experience of this remote trail section. The Algonquin Trail avoids some hilly sections on Highway 17.

Roadway/ Trail Considerations: Concern has been expressed that the rail bed north of Deep River has few access points for emergencies and safety of cyclists and other trail users. At its farthest point, the corridor veers 8km from the nearest access point. As an interim measure, route authorities should continue to involve the Ministry of Transportation and seek improved cycling facilities along Highway 17.

3.4 Section 4: Garrison Petawawa and Town of Petawawa (Map 14)



Clouthier Road near Chalk River



Near Algonquin Trail, Petawawa



Algonquin Trail, Petawawa

Route Jurisdiction: Department of National Defense and County of Renfrew

Preferred Route and Amenities: North of the Town of Petawawa through Garrison Petawawa, the preferred cycling route follows Snowmobile Top Trail A maintained by Keetna Snowmobile Club in Snow Country Snowmobile Region (OFSC District 6). The preferred cycling route will connect back onto the

Algonquin Trail at Paquette Road. As of 2018, the Algonquin Trail has not been improved along the former rail corridor from Paquette Road south over the Petawawa River to Portage Road, however there is a parallel paved pathway that crosses the river. The Algonquin Trail between Portage Road and Murphy Road has received a test surface of crushed and compacted pit run. The surface treatment from Murphy Road into Pembroke is compacted stonedust. As of 2018 some curb removal is still required as well as the installation of gates at intersections with roadways. In 2018, the Town of Petawawa developed an Active Transportation Plan for the community. As stated in the plan, the Town of Petawawa intends to “twin” the Algonquin Trail through the Town to separate motorized and non-motorized users within the corridor. This is consistent with the County of Renfrew’s Active Transportation Strategy that encourages communities to develop paved trailways and/or twinned trailways where and when appropriate and funding allows. The Algonquin Trail is one of the Town of Petawawa’s spine routes in their Active Transportation Plan and will therefore be a priority for the Town to twin the route. Full amenities for cycle tourists are available in Petawawa including a bike shop with rentals and repairs.

Cycling Experience: The Town of Petawawa’s motto is Dynamic by Nature. The community’s embrace of an outdoor lifestyle with opportunities for paddling, hiking and other outdoor activities on and along the Petawawa and Ottawa rivers make the community an appealing destination for many cyclists. The trail bridge over the Petawawa River provides a stunning view where paddlers can sometimes be seen challenging the rushing waters. Once completed, the upgraded snowmobile trail will offer an experience that differs from the rest of the Algonquin Trail where the trail will more closely follow the contours of the land.

Roadway/ Trail Considerations: The CP rail corridor was not transferred to Renfrew County through Garrison Petawawa. However there is a snowmobile trail on the east side of Highway 17 running through the military installation that would be a suitable alternative for summer use if upgrades were to occur. The County of Renfrew is currently negotiating the terms of a long-term lease with Garrison Petawawa to be able to use the trail and make appropriate upgrades for a four-season trail. Due to the uncertainty in timing to complete the all-season trail, interim routing for the Voyageur Cycling Route will follow Highway 17 between Clouthier Road and Paquette Road, and Paquette Road to the Algonquin Trail. Highway 17 has high volumes of truck and commercial traffic with only narrow shoulders and a rumble strip. Paquette Road has narrow paved shoulders however as an access point to Garrison Petawawa and posted speed limit of 80km/hr, it would be beneficial to widen the shoulders.

Map 13: Town of Laurentian Hills and Town of Deep River



Figure 4: Map 13 Town of Laurentian Hills and Town of Deep River

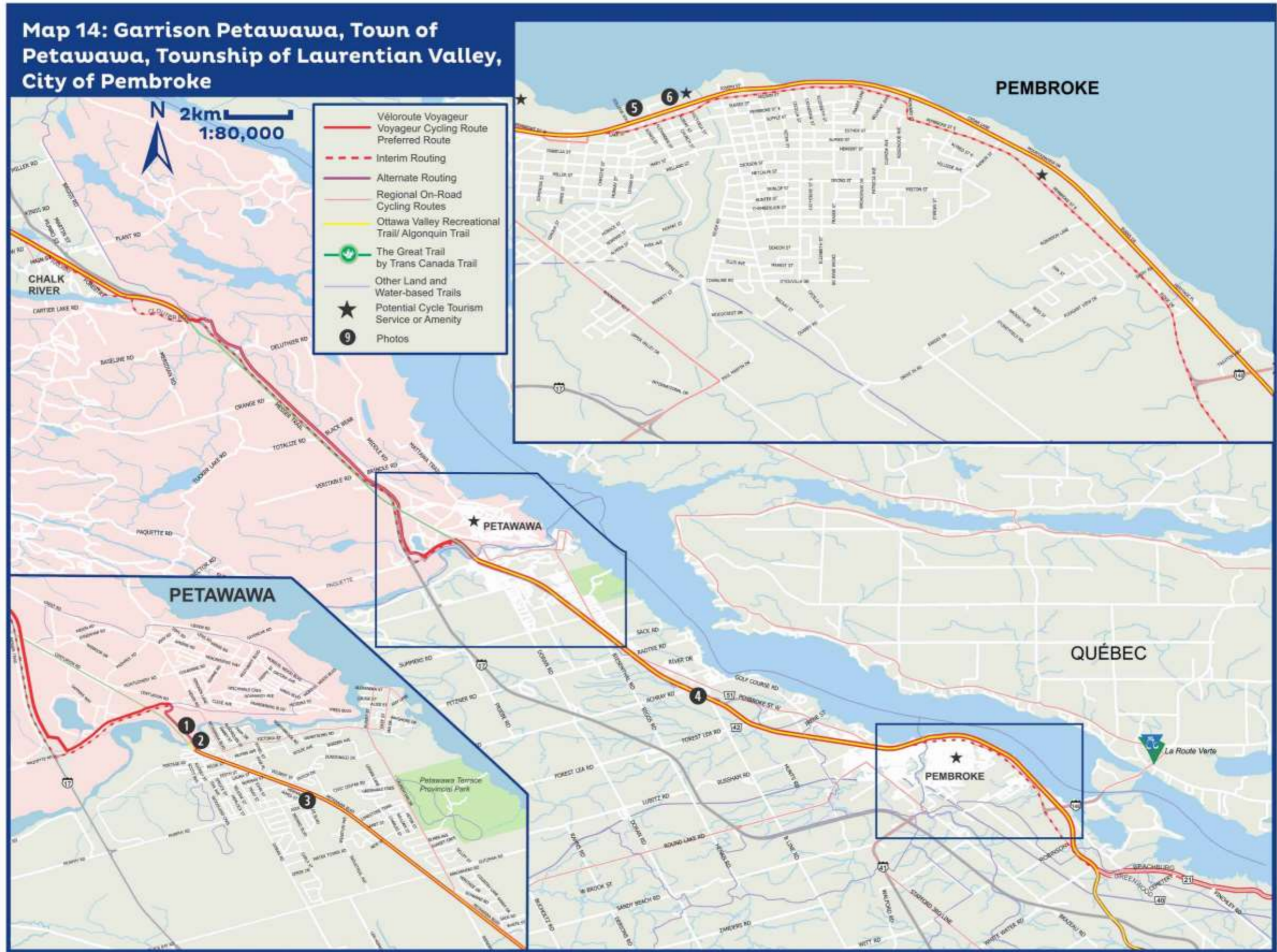


Figure 5: Map 14 Town of Petawawa, Township of Laurentian Valley, City of Pembroke and Garrison Petawawa

3.5 Section 5: Township of Laurentian Valley/ City of Pembroke (Map 14)



Algonquin Trail, Laurentian Valley



Ottawa River, Pembroke Waterfront Park



Greenwood Road, Laurentian Valley

Route Jurisdiction: County of Renfrew

Preferred Route and Amenities: The preferred cycling route continues on the Algonquin Trail through the Township of Laurentian Valley to the City of Pembroke for approximately 18km. This section of the trail is ready to use with a crushed limestone surface to Pembroke Street West. The Voyageur Cycling Route will eventually follow the Algonquin Trail to Greenwood Road (County 40) once upgrades to the surface are completed through the City of Pembroke. As an interim route, the cycling route will follow local roads at College Way along Lake Street to Nelson to Howard to Pembroke Street East and Greenwood Road. Touring cyclists have access to a full range of amenities in the City of Pembroke including a unique trail-side bike shop.

Cycling Experience: Through the Township of Laurentian Valley, this stretch of the Algonquin Trail is only occasionally interrupted by roadway. Once it becomes more established, this linear parkway will be a popular trail for recreation and transportation anchored by two urban centers. In Pembroke, the Algonquin Trail passes Algonquin College, Pembroke's destination Waterfront Park, the downtown core and Farmer's Market. The Park is animated with the City's history including its close connection to the Ottawa River and is a social gathering place for the community. There is a direct connection to Quebec's La Route verte at Highway 148 at the south end of Pembroke. Quebec has a very developed culture of cycling putting the City of Pembroke in a very unique position to attract cyclists over the border. The local cycling community is robust with a high number of cycling clubs across the region offering all types of group riding opportunities, a welcoming opportunity for visiting cyclists.

A small anecdote that could be built into a greater trail story is the Champlain Trail Museum in Pembroke has a replica of Samuel de Champlain's astrolabe alleged to be lost by Champlain in the Cobden area.

Roadway/ Trail Considerations:

The Algonquin Trail crossing at Pembroke Street West needs attention. High traffic volume and poor sight lines contribute to a situation that is a safety concern for trail users. Trail authorities may consider directing trail users to cross at the existing signalized crossing at Miramichi Lodge.

It is worth noting that the Ministry of Transportation is improving cycling facilities on Highway 148 to accommodate the connection to Quebec's 5000 km cycling network La Route verte.

There is no access to the Algonquin Trail at Forest Lea Road. Trail authorities may consider the merits of creating an access point to the trail to facilitate trail user access to businesses and services if there is a demand.

Trail authorities should work with local economic development and tourism agencies to create a plan to make the Algonquin Trail more accessible to the Waterfront Park and downtown businesses in Pembroke. When the rail line was in operation, CP would have maintained barriers to prevent people from accessing the tracks, however now within a recreational and economic framework, the trail should be opened to

encourage touring cyclists and other trail users to stop and explore Pembroke. This can be accomplished by creating access points or gateways with signage that indicates services and amenities available in the community. This is discussed further in Section 5.2.

The Algonquin Trail is managed as a multi-use trail with motorised and non-motorised trail users sharing the corridor. As the trail becomes more established and all modes of trail use increase, trail authorities will need to monitor and evaluate use to ensure that all users are respectful and enjoy the trail in a safe and responsible manner. A trail ambassador program can assist. Local clubs and advocacy organizations have networks of volunteers that can participate in a program. The County of Renfrew's Trails Strategy suggests the creation of a trail association. A trail ambassador program could fall under the association's mandate.

3.6 Section 6: Township of Whitewater Region (Map 15)



Route Jurisdiction: County of Renfrew

Preferred Route and Amenities: From the City of Pembroke, the preferred route for the Voyageur Cycling Route diverts off the Algonquin Trail onto a series of County roads, a section approximately 36km in length through the Township of Whitewater Region. After a short stretch on Greenwood Road (County 40), the cycling route will follow Beachburg Road (County 21) to the community of Beachburg. From there, the cycling route continues along Beachburg Road for a distance before a short jog onto Foresters Fall Road (County 7) and continuing on Queens Line (County 4) to Chenaux Road. Chenaux Road (County 653) provides cyclists with another connection to Quebec and La Route verte. There are a number of tourism businesses built around the world-class whitewater industry on the Ottawa River. Although not necessarily directly on the proposed Voyageur Cycling Route, as a general rule cyclists will easily travel at least 5km off a cycling route for a service or attraction.

Cycling Experience: This section of the proposed cycling route is characterized by quiet country backroads through an agricultural landscape. Most of the roadways have at least a 1m paved shoulder making for a comfortable ride for most touring cyclists. The proximity of the cycling route to the whitewater action on the mighty Ottawa River adds to its attraction as a destination with adventure. An interesting side story that captures the spirit of the Voyageur Cycling Route is that the indigenous people would use the Little Lakes area and Muskrat Lake to bypass the untamed waters of the Ottawa River in these parts.¹

Roadway/ Trail Considerations: As part of the County of Renfrew's Active Transportation Strategy, the County has implemented a program to add a minimum of one metre to the paved road surface width on County roads, in conjunction with its annual road rehabilitation program. The roads identified as part of the Voyageur Cycling Route will receive the appropriate cycling facility in the rehabilitation cycle.

¹ Fur Trade Canoe Routes of Canada/ Then and Now, Eric W. Morse. 1968.

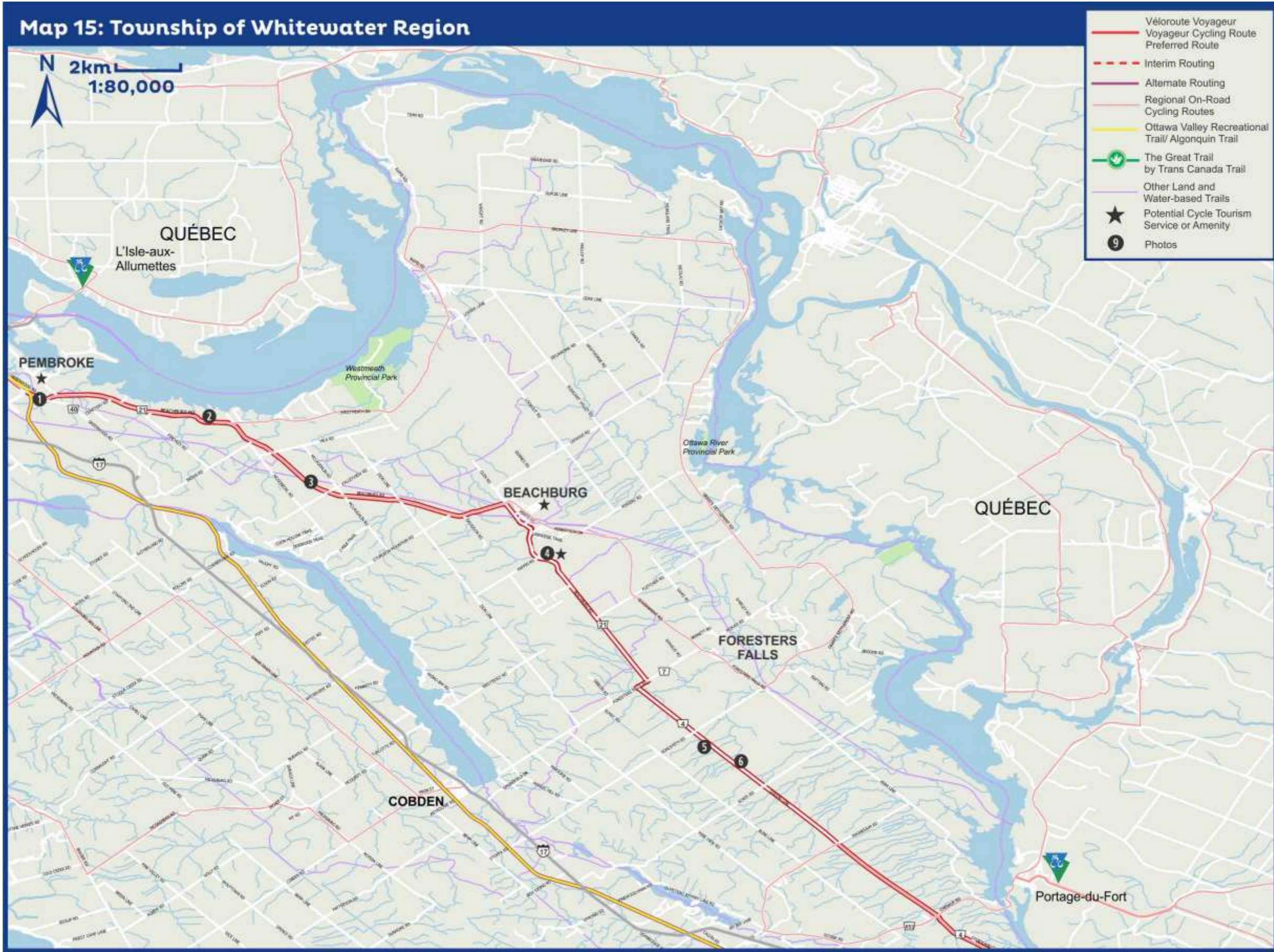
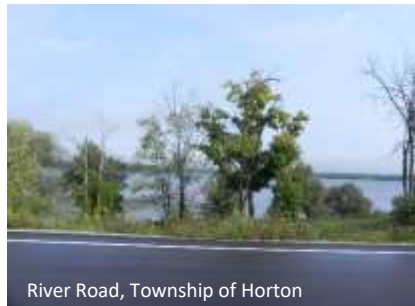


Figure 6: Map 15 Township of Whitewater Region

3.7 Section 7: Township of Horton/ Township of McNab/ Braeside (Map 16)



River Road, Township of Horton



River Road, Twp McNab/ Braeside



Usborne Str, Braeside

Route Jurisdiction: County of Renfrew

Preferred Route and Amenities: An additional 37km of roadways connect the preferred cycling route through the Township of Horton and McNab/ Braeside. The first 4km of the preferred route follows Storyland Road (County 4). Cyclists will then ride along River Road (County 1) to Division Street in Arnprior. Alternatively, cyclists will be able to regain access to the Algonquin Trail at the intersection of River Road and the trail west of Sand Point. This is also the point at which cyclists are able to choose to loop back along the Algonquin Trail to the community of Renfrew. There are a number of stops that may be of interest to cyclists along this stretch including a campground on River Road as well as restaurants and shops in Braeside.

Cycling Experience: The cycling route winds back to the Ottawa River through this section with the occasional view of the river. Access to the Ottawa River and Bonnechere River is possible through this section including at least one public beach off Usborne Street in Braeside. The proximity to the Ottawa River result in this section being more built up than the previous section with higher vehicular traffic, although posted speed limits drop to 50km/hr through the communities of Sand Point and Braeside.

Roadway/ Trail Considerations: The 4km stretch along Storyland Road has not been resurfaced in some time and currently has no paved shoulders. The first 5km of River Road does not currently have shoulders and it is not in great shape. While paved shoulders are present on most of the on-road sections of the cycling route, the width is not consistent or consistently present. These roadways could benefit from the addition of paved shoulders, though this is not essential for initial implementation as many experienced touring cyclists will feel comfortable travelling along these roadways in their current condition. A minimum of one metre should be added to the paved road surface width on County roads in conjunction with the road rehabilitation program as outlined in the County of Renfrew's Active Transportation Strategy. New pavement and one metre shoulders were added to sections of River Road recently as a result of the program. It is reasonable to assume that Storyland Road and the remainder of River Road will receive hardened shoulders during the next rehabilitation cycle.

3.8 Section 8: Town of Arnprior (Map 16)



Algonquin Trail signage, Arnprior



Algonquin Trail over Madawaska River, Arnprior



Algonquin Trail under Hwy 17, Arnprior

Route Jurisdiction: County of Renfrew, Lanark County

Preferred Route and Amenities: The preferred cycling route through Arnprior follows the recently completed Algonquin Trail from Division Street into the Town for approximately 10km. A one kilometre section through central Arnprior has been surfaced with repurposed asphalt ballast as a pilot project. The rest of the trail through Arnprior has the finer, compacted stonedust surface. Full amenities are available in the Town of Arnprior. The Algonquin Trail reverts back to be known as the Ottawa Valley Recreational Trail as it crosses into the Ottawa countryside and Lanark County.

Cycling Experience: The trail officially opened for use in 2018 creating a fully separated facility through the heart of Arnprior. The Algonquin Trail allows for recreational travel across two major barriers; the Madawaska River and Highway 417. The trail bridge over the Madawaska River has a spectacular view of Arnprior and the waterway coursing below. The trail passes under the four-lanes of Highway 417 by way of an impressive underpass then continues through the Ottawa countryside into Lanark County. The OVRT passes close to Lake Madawaska past the Arnprior Generating Station south of the freeway and offers some great views of the water and rural landscape.

Roadway/ Trail Considerations:

The Ottawa Valley Recreational Trail has a short section approximately 5km in length that falls geographically within the City of Ottawa. The County of Lanark owns and has assumed responsibility over this section of the trail.

As mentioned in previous sections, the OVRT is managed as a multi-use trail with motorised and non-motorised trail users sharing the corridor. As the trail becomes more established and all modes of trail use increase, trail authorities will need to monitor and evaluate use to ensure that all users are respectful and enjoy the trail in a safe and responsible manner. A trail ambassador program can assist recruiting volunteers from local trail clubs and advocacy organizations in Renfrew and Lanark County.

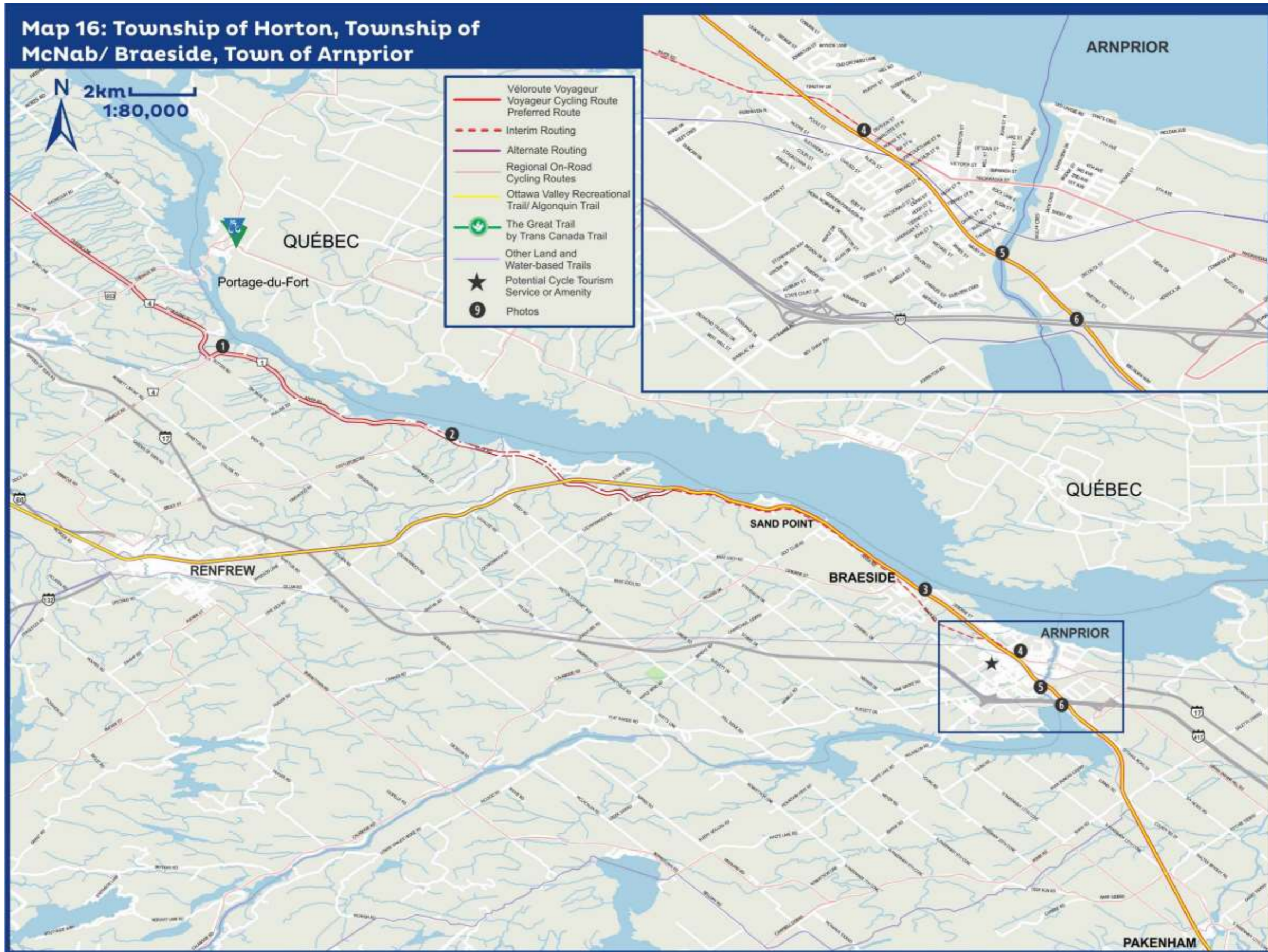


Figure 7: Map 16 Township of Horton, Township of McNab/ Braeside, Town of Arnprior

3.9 Section 9: Town of Mississippi Mills (Map 17)



Ottawa Valley Recreational Trail over Mississippi River at Pakenham



Ottawa Valley Recreational Trail between Pakenham and Almonte



Ottawa Valley Recreational Trail over Mississippi River in Almonte

Route Jurisdiction: Lanark County

Preferred Route and Amenities: The preferred cycling route continues on the Ottawa Valley Recreational Trail through the communities of Pakenham and Almonte in the Town of Mississippi Mills. The OVRT was officially opened on October 5, 2018 through Lanark County celebrating a fully connected and completed crushed limestone trail along its approximately 35km to Carleton Place. Although the OVRT continues south to Smiths Falls, the Voyageur Cycling Route will turn east to connect to the Ottawa-Carleton Trailway at Carleton Place. A full range of amenities serving cycle tourists are available throughout the Town of Mississippi Mills including a bike shop and a number of bicycle-friendly businesses.

Cycling Experience: It is an easy ride on the OVRT through the quiet countryside along the Mississippi River. The fertile agricultural lands in the river valley make for a scenic backdrop to the ride where a field of sunflowers in full bloom is an attraction onto itself. The trail crosses the Mississippi River three times along this section providing impressive views of the waterway that has shaped the region. Cyclists will want to take time to explore the communities of Mississippi Mills to discover this past and present. Pakenham is known for its tasty treats that can be savoured on the shores of the Mississippi River next to a historic stone bridge. Almonte is a charming community that celebrates its local heritage. Murals and statues commemorate the community's rich history with some surprising characters hailing from the community. Having embraced the local cycling culture with services such as a bike share program and friendly cycling challenges, the community welcomes cyclists with open arms.

Roadway/ Trail Considerations: Having only recently acquired the rail corridor, Lanark County has made significant progress in a relatively short amount of time with a recreational trail open to a variety of trail users. An important next step in the effort will be for trail authorities to work with local economic development and tourism agencies to create a plan to make the OVRT more accessible to the business centers of Almonte and Pakenham. When the rail line was in operation, CP maintained barriers to prevent people from accessing the tracks. Now however within a recreational and economic framework, the trail should be opened and better integrated with the communities to encourage touring cyclists and other trail users to explore the trail-side towns staying longer and spending more. This can be accomplished by creating access points or gateways with signage that indicates services and amenities available in the community. This action is consistent with the County's Transportation Master Plan that calls for the installation of signage and parking facilities for cyclists where cycling paths are constructed.

A further recommendation is for authorities to develop trail linkages from the OVRT to destinations of interest to touring cyclists. The Transportation Master Plan recommends paved shoulders be constructed on roads being rehabilitated, to delineate bike lanes in urban areas and to implement operational measures that support cycling at intersections. These policies support the development of the region as a destination for cycle tourism. As discussed in further detail in Section 6.0 of this report, touring cyclists are attracted to looped routes or cycling itineraries that present options to return via different routes. Using the OVRT/ Voyageur Cycling Route as the spine route, itineraries should be developed to encourage regional exploration.

As in Renfrew County, the OVRT is managed as a multi-use trail with motorised and non-motorised trail users sharing the corridor through Lanark County. As the trail becomes more established and all modes of trail use increase, trail authorities will need to monitor and evaluate use to ensure that all users are respectful and enjoy the trail in a safe and responsible manner. A trail ambassador program can assist, implemented on a county-wide level or in partnership with the other two trail authorities involved in the management of the OVRT. Local clubs and advocacy organizations have networks of volunteers that can champion the program.

The current alignment of the Trans Canada Trail/ The Great Trail follows Appleton Side Road between Almonte and Carleton Place. It is recommended that trail authorities approach the Trans Canada Trail requesting the Trail be realigned to the OVRT.

3.10 Section 10: Town of Carleton Place and Township of Beckwith (Map 17)



Ottawa Valley Recreational Trail, Carleton Place



OVRT bridge over Mississippi River, Carleton Place



Coleman St, junction of OVRT and Ottawa-Carleton Trailway, Carleton Place

Route Jurisdiction: Lanark County, Town of Carleton Place, Township of Beckwith

Preferred Route and Amenities: The preferred route through the Town of Carleton Place is along the Ottawa Valley Recreational Trail where the trail has been twinned to separate non-motorized trail users on a paved pathway and motorized trail users on a gravel trail. In Fall 2018, Lanark County officially opened the OVRT through the County while the Town of Carleton Place celebrated a new connection along Coleman Street to the Ottawa-Carleton Trailway. It is within Carleton Place that the Trans Canada Trail shares alignment on its course towards the City of Ottawa. Full amenities for touring cyclists are available in the Town of Carleton Place.

Cycling Experience: The Town of Carleton Place features a beautiful new trail bridge over the Mississippi River complete with viewing platforms. The OVRT connects through the heart of Carleton Place providing easy access to the many shops, restaurants and other services a touring cyclist would need. With the addition of a few wayfinding signs, the new infrastructure on Coleman Street will make a seamless transition for cyclists to the Ottawa-Carleton Trailway.

Roadway/ Trail Considerations:

The current alignment of the Trans Canada Trail also known as The Great Trail enters Carleton Place on County Road 29 then follows parts of the Mississippi River Walk Trail before connecting local streets to the Ottawa-Carleton Trailway. The Town in partnership with Mississippi Mills and the County should consider approaching the Trans Canada Trail requesting the Trail be realigned at least in part to the OVRT. As noted earlier, wayfinding signage is required along the Coleman Street pathway to direct trail users to the Ottawa-Carleton Trailway.

See the previous section for trail considerations relating to the management of the trail for both motorised and non-motorised trail uses.

Map 17: Town of Mississippi Mills, Town of Carleton Place, Beckwith Township

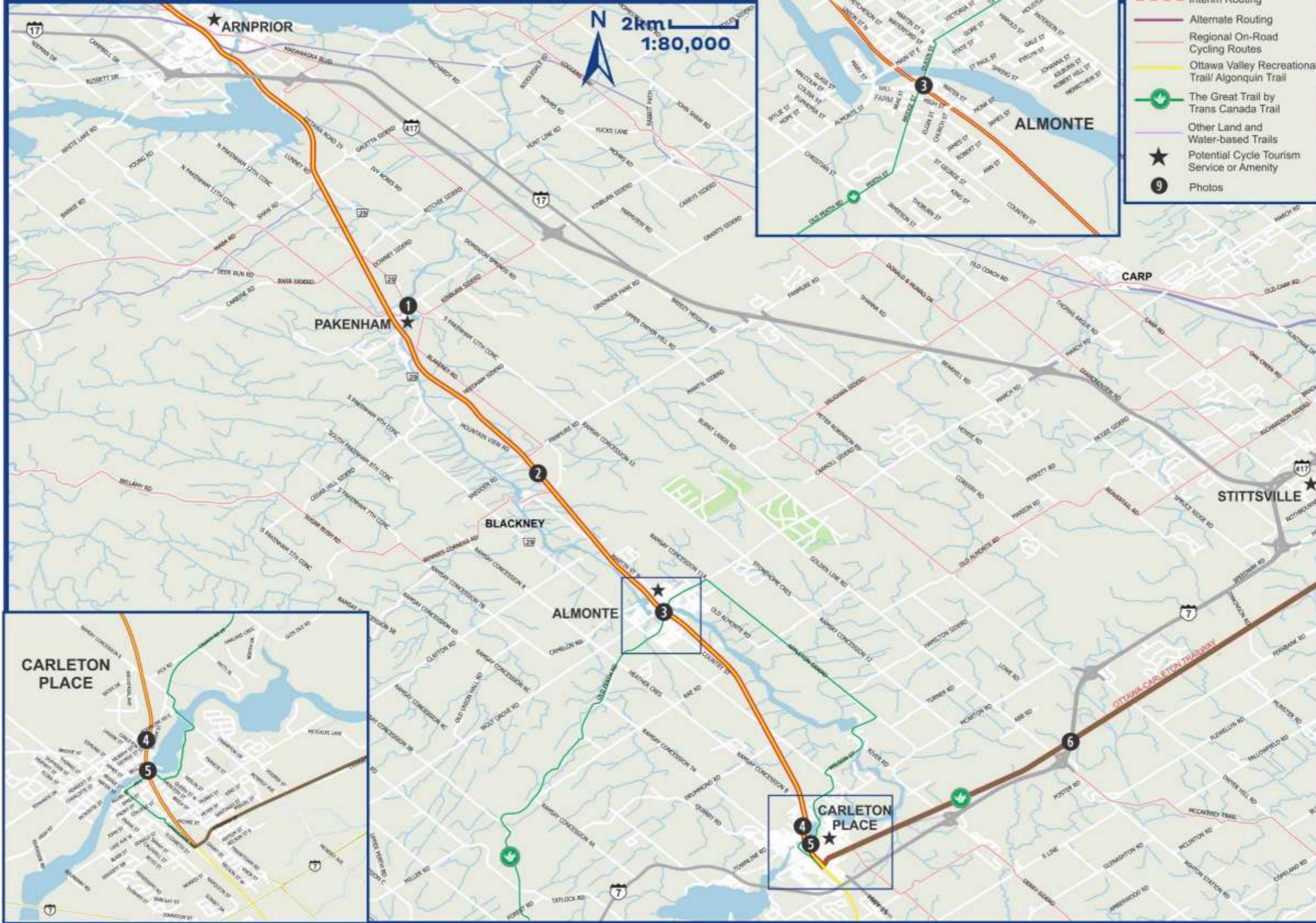


Figure 8: Map 17 Town of Mississippi Mills, Town of Carleton Place, Beckwith Township

3.11 Section 11: City of Ottawa (Map 18)



Ottawa-Carleton Trailway near Stittsville



Watts Creek Pathway, Ottawa



Ottawa River Pathway, Ottawa

Route Jurisdiction: City of Ottawa and National Capital Commission (NCC)

Preferred Route and Amenities: Leaving Carleton Place, the preferred cycling route follows the Ottawa-Carleton Trailway for approximately 30km. The Trailway is a popular, rail trail with a compacted stonedust surface that makes it an easy ride passing through the Ottawa countryside and suburban communities of Stittsville and Kanata. Following the same path as the Trans Canada Trail or The Great Trail, the preferred cycling route continues onto a series of the NCC's pathways for approximately 23km. The Greenbelt Pathway has a compacted stonedust surface and winds through agricultural lands and a managed forest area. The Watts Creek Pathway is paved and brings cyclists to the urban center of Ottawa. The Ottawa River Pathway, also paved, winds along the Ottawa River to Nepean Point, the beginning of the Voyageur Cycling Route. Points of interest and services for cyclists are plentiful in Ottawa and can be easily accessed from the cycling route.

Cycling Experience: The Voyageur Cycling Route launches from Nepean Point where a statue of Samuel de Champlain stands tall against a panoramic view of the Ottawa River. The quality and connectivity of the pathways through the City invite cyclists to explore and experience the heritage and culture celebrated by the cycling route. The Ottawa-Carleton Trailway takes cyclists beyond the City's core through suburban neighbourhoods and Ottawa's countryside. As a series of trails that are completely separate from motorized vehicular traffic, the cycling route caters to every cycling ability. The connection to Gatineau, Quebec is a feature that provides tremendous opportunity for the developing Voyageur Cycling Route.

Roadway/ Trail Considerations: The National Capital Commission is currently undertaking a consultation process to develop an updated Pathways Strategic Plan. A request has been made through these consultations to recognize the Voyageur Cycling Route as part of a connected network of trails. It will be important to keep in touch with the National Capital Commission to ensure designation can occur.

Similarly, the City of Ottawa is currently undertaking a wayfinding and signage project with Envirocentre. Since signage is central to building awareness of the Voyageur Cycling Route, it is important that the City of Ottawa consider the addition of cycling route signage in their planning process.

Nepean Point, Ottawa; photo from: www.canada.ca



Map 18: City of Ottawa

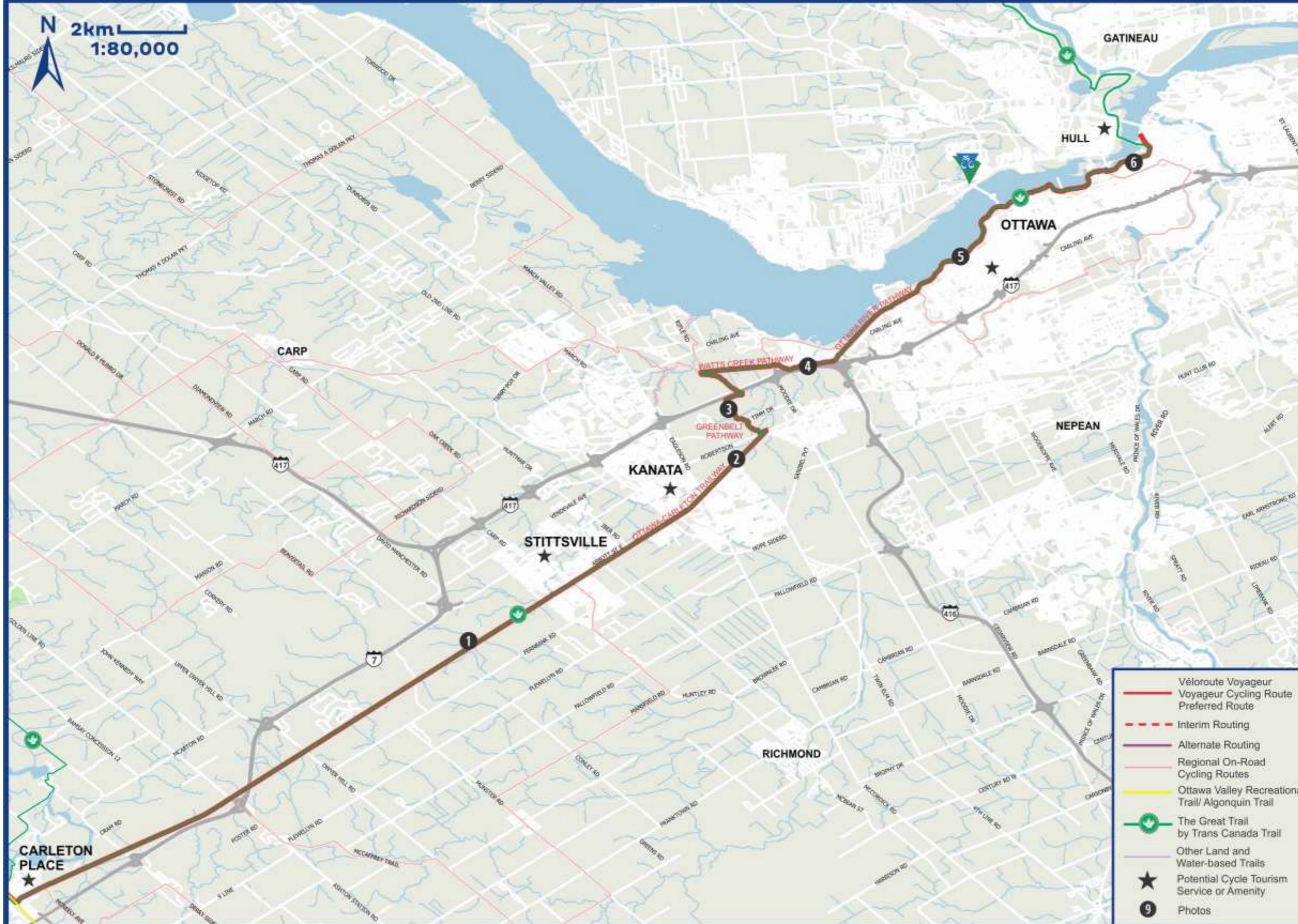


Figure 9: Map 18 City of Ottawa

4.0 Summary of Existing Conditions

The total length of the expanded Voyageur Cycling Route through Eastern Ontario is 351km. When combined with the cycling route through Northeastern Ontario, the full length of the Voyageur Cycling Route from Sudbury to Ottawa will be 645km making the route a significant contribution to the province-wide cycling network with connections to the Great Lakes Waterfront Trail, The Great Trail and Quebec's La Route verte among other local and regional cycling routes.

Approximately 192km of the expanded cycling route in Eastern Ontario has an appropriate cycling facility and could be implemented immediately through the addition of wayfinding signage. This includes the trails in Ottawa, Lanark County and identified sections in Renfrew County as well as the on-road sections south of the City of Pembroke in the Whitewater Region, Township of Horton and Township of McNab/Braeside. Interim on-road routing has been suggested for an additional 35km of the route where trail improvements are planned but will not be completed in the short-term due to changes in funding commitments at the provincial level. These interim route sections in the City of Pembroke and the Town of Laurentian Hills would benefit from interim signage in addition to the designation.

The 12km section of the OVRT through Garrison Petawawa that will make use of the existing snowmobile trail is a medium-term project and therefore as an interim measure the cycling route will follow Highway 17. Highway 17 has high volumes of truck and commercial traffic with only narrow paved shoulders in a few locations and a rumble strip along this section and will require further attention if the adjacent trail will not be available for use by cyclists in the foreseeable future. Similarly, Deep River north for 123km to the Town of Mattawa has only two options; the Ottawa Valley Recreational Trail and Highway 17. The preferred route is the OVRT, however there are a number of significant challenges to overcome before the trail will be available to cyclists. It is recommended that road and trail authorities continue to work with the Ministry of Transportation considering this region has been identified as part of the province-wide cycling network.

Table 1 summarizes the implementation timeline by route section and jurisdiction identifying the authority responsible for the cycling facility.

Table 1: Implementation Timeline

| Route Section | | Preferred Route Type | Road/ Trail | Jurisdiction | km | Ready | mid-term | long-term |
|-------------------|---------------------------------|----------------------|------------------------------|---------------------|------------|------------|----------|-----------|
| 1 | Papineau-Cameron | On-road - interim | Hwy 17 | MTO | 23 | 0 | 23 | |
| | | Off-road - preferred | OVRT | Township of PC | | 0 | | 23 |
| 2 | Head, Clara and Maria | On-road - interim | Hwy 17 | MTO | 67 | 0 | 67 | |
| | | Off-road - preferred | Algonquin Trail | Renfrew County | | 0 | | 67 |
| 3 | Laurentian Hills and Deep River | On-road - interim | County roads | Renfrew County | 45 | 23 | | |
| | | Off-road - preferred | Algonquin Trail | Renfrew County | | | 23 | 22 |
| 4 | Garrison, Petawawa | On-road - interim | Hwy 17 | MTO | 21 | 0 | 12 | |
| | | Off-road - preferred | Algonquin Trail | Renfrew County | | 9 | | 12 |
| 5 | Laurentian Valley Pembroke | On-Road - interim | City and County roads | Renfrew County | 19 | 12 | | |
| | | Off-road - preferred | Algonquin Trail | Renfrew County | | 7 | 12 | |
| 6 | Whitewater Region | On-road - preferred | County roads | Renfrew County | 37 | 37 | | |
| 7 | Horton, McNab/ Braeside | On-road - preferred | County roads | Renfrew County | 37 | 37 | | |
| 8 | Arnprior, Ottawa Countryside | Off-road - preferred | Algonquin Trail | Renfrew County | 10 | 10 | | |
| 9 | Mississippi Mills | Off-road - preferred | OVRT | Lanark County | 35 | 35 | | |
| 10 | Carleton Place, Beckwith | Off-road - preferred | OVRT and OC Trailway | Lanark County | 12 | 12 | | |
| 11 | Ottawa | Off-road - preferred | OC Trailway and NCC pathways | City of Ottawa, NCC | 45 | 45 | | |
| Total (km) | | | | | 351 | 227 | | |

5.0 Implementation Plan for Expansion

Implementation of the Voyageur Cycling Route across Northeastern Ontario began in 2016 following the completion of the Feasibility Study. As of 2018, over 200km of the route under municipal jurisdiction has been signed and a commitment has been received from the Ministry of Transportation (MTO) to install directional signage along secondary highways in Northeastern Ontario. Discovery Routes Trails Organization continues to actively engage with the MTO in partnership with municipalities and tourism stakeholders to advocate for improved cycling facilities on Highway 17 where no alternative routing exists.

Implementation of the eastern expansion of the Voyageur Cycling Route should take a similar approach as the route through Northeastern Ontario. The following outlines by route authority the short, medium and long-term phases of implementation that could realize a fully connected cycling route by the Year 2020.

5.1 Route Authority: Township of Papineau-Cameron

Short-term (Early 2019)

- **Endorse the OVRT** as part of the Voyageur Cycling Route.
- Bring together a **working group of trail stakeholders** including user groups like the Mattawa and Area Snowmobile Club, Voyageur Multi-use Trails System (VMUTS) and Discovery Routes to develop a work plan for the development of the OVRT. The working group should include involvement from the Town of Mattawa to ensure that connectivity into the Town is achieved. A top priority of the stakeholder group should be to investigate options for interim routing around significant barriers such as the Aumond Creek

bridge. These local and regional groups may have a trail network that could be used as interim for connectivity or relationships with landowners that may allow temporary access. The stakeholder group can also be used to help secure funding to build and maintain the trail.

- Share the current report with the **Ministry of Transportation** to ensure that any future rehabilitation work on Highway 17 includes cycling infrastructure.

Medium-Term (2019-2020)

- Begin to **invest in infrastructure improvements** to the OVRT as resources become available.

- **Establish interim trail routing** around sections of the OVRT that cannot be open for trail use in the medium-term.

- Develop **access to the Town of Mattawa** and connectivity to the established sections of the Voyageur Cycling Route along Chenier Road.

- Follow-up with the MTO regarding the **removal of the rail bridge over Highway 17** located at the east end of the Town of Mattawa.

Long-Term (Beyond 2020)

- Continue to **invest in trail infrastructure improvements** to the OVRT.

- Continue to monitor MTO's **Northern Highways Program** to ensure that cycling facilities are considered on Highway 17 prioritizing sections that have been identified as interim or alternative trail routing.

- Keep regular correspondence with the MTO regarding progress along the OVRT and advocate for a program for **provincial investments to further support municipal implementation** of the province-wide cycling network.

- Continue to work with MTO on the long-term route plan and design of the **new multi-lane Highway 17** from Mattawa east to the Nipissing/ Renfrew boundary to ensure all modes of transportation are considered including cyclists.

- As sections of the OVRT become market-ready, begin **marketing efforts** in partnership with tourism agencies across the three Regional Tourism Organizations.

5.2 Route Authority: County of Renfrew

Short-term (Early 2019)

- **Endorse identified sections of the Algonquin Trail** as part of the Voyageur Cycling Route.

- **Endorse County roads** identified in the Township of Whitewater Region (Section 6) and the Township of Horton and Township of McNab/ Braeside (Section 7) as part of the Voyageur Cycling Route.

- Endorse County roads identified as **interim routing** for the Voyageur Cycling Route in the Town of Laurentian Hills (Section 3) and the City of Pembroke (Section 5) until such time as the preferred routing on the OVRT has the appropriate cycling facility.

- Make recommendation to the Town of Laurentian Hills and the City of Pembroke that the **municipal roads identified as interim routing** be endorsed as part of the Voyageur Cycling Route until such time as the Algonquin Trail is upgraded to a condition suitable for cyclists.

- Perform a **signage audit** to determine signage needs along implementation ready sections of the cycling route. County staff can perform the audit or engage volunteers from OVCATA and other local community organizations. Discovery Routes has prepared signage guidelines for the Voyageur Cycling Route roadway trails and trailhead kiosks (Appendix B). Early in 2019, Discovery Routes will complete signage guidelines for multi-use trails.

- Share the current report with MTO and ensure that any future rehabilitation work as identified in MTO's **Southern Highways Program** on Highway 17 includes cycling facilities.

Medium-Term (2019-2020)

- Install **Voyageur Cycling Route identifier signs** on implementation ready sections of the Voyageur Cycling Route south of Deep River to Arnprior. Discovery Routes has a limited supply of Voyageur Cycling Route identifier signs that are available to the County at no cost.

- Install **Share the Road signage** where appropriate along on-road sections of the Voyageur Cycling Route and continue to maintain roads designated as part of the Voyageur Cycling Route with cyclists in mind.

- While paved shoulders are present on most of the on-road sections of the cycling route, the application is not consistent. A minimum of one metre **paved shoulder** should be added to the road surface width on County roads in conjunction with the road rehabilitation program as outlined in the County of Renfrew's Active Transportation Strategy.

- Working with the economic development and tourism department, develop a plan for **trailheads and access points** that is consistent across the

OVRT. The aim is to open the corridor to encourage touring cyclists and other trail users to get off the trail and explore the community. The trailhead plan should go beyond signage indicating services and amenities available in the community to also identify routes to these nearby services. This action will help to develop communities along the trail as destinations. A good model worth referencing is the Trail Town Program developed for the Great Allegheny Passage; a 150-mile rail trail in Pennsylvania².

- Once the trailhead plan is complete, begin to **implement the program** as resources become available.

- Continue to make **investments in trail infrastructure** to move cycling route off interim routing.

- Since the Algonquin Trail is managed as a multi-use trail with motorised and non-motorised trail users sharing the corridor, a **trail ambassador program** should be developed in partnership with local trail clubs and advocacy organizations. As the trail becomes more established and all modes of trail use increase, volunteers can help monitor and evaluate use of the Algonquin Trail to ensure that all users are respectful and enjoy the trail in a safe and responsible manner. The County of Renfrew's Trails Strategy suggests the creation of a trail association. A trail ambassador program could fall under the association's mandate.

- Continue to monitor MTO's **Southern Highways Program** to ensure that cycling facilities are considered on Highway 17 prioritizing sections north of Deep River that have been identified as interim or alternative trail routing.

- Keep regular correspondence with the MTO regarding progress along the Algonquin Trail and advocate for a program for **provincial investments to further support municipal implementation** of the province-wide cycling network.

- In partnership with tourism agencies across the three Regional Tourism Organizations, begin **marketing efforts** on market-ready sections of the Voyageur Cycling Route as identified in Section 6 of the current report and the Voyageur Cycling Route Marketing Strategy.



Long-Term (Beyond 2020)

² The Trail Town Guide; revitalizing rural communities with bike trail tourism. The Progress Fund and Trail Town Program. 2015.

- Continue to make **investments in trail infrastructure** to move the Voyageur Cycling Route off interim on-road routing.
- Continue to work with MTO on the long-term route plan and design of the **new multi-lane Highway 17** through Renfrew County to ensure all modes of transportation are considered including cyclists.
- Continue **marketing** efforts as per the Voyageur Cycling Route Marketing Strategy.

5.3 Route Authority: Lanark County

Short-term (Early 2019)

- **Endorse identified sections of the OVRT** as part of the Voyageur Cycling Route.
- **Recommend that the Town of Carleton Place designate the connecting link between the OVRT and the Ottawa-Carleton Trailway** as part of the Voyageur Cycling Route.
- Perform a **signage audit** to determine signage needs along the OVRT and connecting trail to the Ottawa-Carleton Trailway. County staff can perform the audit or engage volunteers from the trails and active transportation community. Discovery Routes has prepared signage guidelines for the Voyageur Cycling Route roadway trails and trailhead kiosks (Appendix B). Early in 2019, Discovery Routes will complete signage guidelines for multi-use trails.

Medium-Term (2019-2020)

- **Install Voyageur Cycling Route identifier signs** on the OVRT. Discovery Routes has a limited supply of Voyageur Cycling Route identifier signs that are available to the County at no cost.
- Working with economic development and tourism agencies, **develop a plan for trailheads and access points** that is consistent across the OVRT. As noted earlier, when the rail line was in operation, CP maintained barriers to prevent people from accessing the tracks, now as a recreational trail the aim is open the corridor to encourage touring cyclists and other trail users to stay awhile and explore the local culture. The trailhead plan should go beyond signage that indicates services and amenities available in the community to also identify routes to these nearby services. This action will help to develop communities along the trail as destinations. A good model worth referencing is the Trail Town Program developed for the Great Allegheny Passage; a 150-mile rail trail in Pennsylvania³. Once the trailhead plan is complete, begin to implement the program as resources become available.
- Since the OVRT is managed as a multi-use trail with motorised and non-motorised trail users sharing the corridor, a **trail ambassador program** should be developed in partnership with local trail clubs and advocacy organizations. As the trail becomes more established and all modes of trail use increase, volunteers can help monitor and evaluate use of the trail to ensure that all users are respectful and enjoy the trail in a safe and responsible manner.
- In partnership with tourism agencies across the three Regional Tourism Organizations, begin **marketing efforts** on market-ready sections of the Voyageur Cycling Route as identified in Section 6 of the current report and the Voyageur Cycling Route Marketing Strategy. Marketing efforts should recognize the Voyageur Cycling Route is part of the province-wide cycling network, as well as its connection to a number of **cycling itineraries** currently under development in partnership with neighbouring regions.

Long-Term (Beyond 2020)

- Continue **marketing** efforts as per the Voyageur Cycling Route Marketing Strategy and other regional cycle tourism initiatives.

³ The Trail Town Guide; revitalizing rural communities with bike trail tourism. The Progress Fund and Trail Town Program. 2015.

5.4 Route Authority: City of Ottawa

Short-term (Early 2019)

- **Endorse identified sections of the Ottawa-Carleton Trailway** as part of the Voyageur Cycling Route.

Medium-Term (2019-2020)

- **Install Voyageur Cycling Route identifier signs** on the Ottawa-Carleton Trailway. Discovery Routes has a limited supply of Voyageur Cycling Route identifier signs that are available to the City at no cost.
- In partnership with tourism agencies across the three Regional Tourism Organizations, begin to **promote the Ottawa-Carleton Trailway** as part of the Voyageur Cycling Route and province-wide cycling network, as well as an important connection in a number of **cycling itineraries** currently under development in partnership with neighbouring regions. This action is discussed further in Section 6 of the current report and the Voyageur Cycling Route Marketing Strategy.

Long-Term (Beyond 2020)

- Continue **marketing** efforts as per the Voyageur Cycling Route Marketing Strategy and other regional cycle tourism initiatives.
- Explore potential **connections to southeastern Ontario** to expand the Voyageur Cycling Route beyond Nepean Point to connect to another part of the Great Lakes Waterfront Trail or other parts of the province-wide cycling network.

5.5 Route Authority: National Capital Commission

Short-term (Early 2019)

- **Endorse identified sections of the Greenbelt Pathway, Watts Creek Pathway and Ottawa River Pathway** as part of the Voyageur Cycling Route.

Medium-Term (2019-2020) and Beyond

- **Install Voyageur Cycling Route identifier signs** on the identified sections of the NCC's pathways. Discovery Routes has a limited supply of Voyageur Cycling Route identifier signs that are available to the NCC at no cost.
- In partnership with tourism agencies across the three Regional Tourism Organizations, begin to **promote the identified NCC Pathways** as part of the Voyageur Cycling Route and province-wide cycling network. This action is discussed further in Section 6 of the current report and the Voyageur Cycling Route Marketing Strategy.

5.6 Route Authority: Ministry of Transportation

As noted in the introduction of this report, the development of the Voyageur Cycling Route began in 2015 as part of a coordinated inter-regional collaboration to align with Ontario's Cycling Strategy and connect to the foundational province-wide cycling network. The MTO played a central role in the first phase of development across Northeastern Ontario by identifying the Voyageur Cycling Route as a primary corridor in the province-wide cycling network and committing to producing and installing wayfinding signage on provincial infrastructure while also considering highway improvements to increase the safety of all road users including cyclists on these sections.

As in Northeastern Ontario, there are geographic areas in Eastern Ontario where there are currently no alternative cycling route options other than Highway 17. Although the long-term goal is to align the Voyageur Cycling Route along the Ottawa Valley Recreational Trail between Mattawa and Deep River, and through Garrison Petawawa, this may not be achieved for many years. It is therefore recommended that MTO consider the addition of buffered paved shoulders as described in the MTO's Bikeways Design

Manual when road improvements are scheduled on those segments of Highway 17 that are proposed to be included as interim routing for the Voyageur Cycling Route. These segments are described in detail in Sections 1 through 4 and mapped on Maps 11, 12, 13 and 14 of this report.

Currently, many sections of Highway 17 feature a rumble strip to alert motorists should they leave the travel lane. When rumble strips exist in the absence of a wide shoulder, they may pose a risk to cyclists, as they will have to either ride on a narrow shoulder with inadequate width or ride in the motor vehicle lane. As noted in the Bikeways Design Manual and OTM Book 18, rumble strips can be designated to accommodate cyclists if a sufficiently wide paved shoulder is provided, and if rumble strips are implemented with a skip pattern. This allows cyclists to manoeuvre onto the roadway if necessary, without travelling over the rumble strips. Where a sufficiently wide paved shoulder and buffer zone can be added, existing rumble strips should be updated to the bike friendly design when the road is next resurfaced.

Considering the long-term goal of using the Ottawa Valley Recreational Trail as the primary corridor for touring cyclists and other trail users, it is important that the Township of Papineau-Cameron and the County of Renfrew continue to keep the Ministry of Transportation informed of progress on the trail. As the province begins to develop the province-wide cycling network, provincial investments would further support municipal implementation of the network. As noted previously in this report, there are a number of points where the OVRT crosses Highway 17 and require that the infrastructure be improved or removed. A formal request has already been submitted to MTO to remove the former rail bridge near the Town of Mattawa. A number of similar structures are present through Renfrew County.

In addition to considerations for Highway 17, the connection to Quebec's cycling network is key to the development of Ontario as a destination for cycle tourists. The Ministry of Transportation has already committed to including cycling facilities on Highway 148 as well as maintaining and improving an underpass for trail users on the former CP rail corridor.

Although it is long-term (20 to 30 years), the MTO has initiated a route planning and preliminary design for Highway 17 east of North Bay to the Nipissing/ Renfrew boundary. The planning study recommends the alignment of a new multi-lane Highway 17 parallel to the current Highway 17 from Mattawa east to Klocks Road. The new Highway 17 corridor will be limited access and not permit cycling. It is also possible that the Ottawa Valley Recreational Trail will be impacted by the alignment of the new highway.

6.0 Marketing and Promotion

The Voyageur Cycling Route experience is one of adventure and exploration connecting cyclists to the people, the places and the heritage of the great waterways that shaped Canada. From the Indigenous Nations that inhabited the land and depended on the waterways for transportation and trade for several thousand years to the era of the Voyageurs and the fur trade, the cycling route celebrates our past. Reflections of this rich history are present today in the Voyageur Cycling Routes' host communities, in the languages, the foods and the local celebrations. The goal of the Voyageur Cycling Route is to welcome cyclists to the region to share these experiences bringing prosperity to rural and Northern Ontario.

Over 200km of the Voyageur Cycling Route in Northeastern Ontario is market-ready. An additional 190km in Eastern Ontario has infrastructure in place appropriate for cycling, only requiring endorsement by route authorities and installation of wayfinding signage. Positioning the Voyageur Cycling Route in the highly competitive tourism marketplace and rapidly growing cycle tourism market is essential in the short-term. Long-distance cycling routes like the Great Lakes Waterfront Trail and Quebec's La Route verte are established and thriving examples of the powerful economic impact of connected and coordinated tourism experiences. Still in its infancy, the Voyageur Cycling Route has yet to establish a foothold in the

cycling market. It is for this reason that Discovery Routes worked in collaboration with tourism agencies across the three distinct tourism regions encompassed by the Voyageur Cycling Route to commission an experienced tourism consulting team to lead the development of a comprehensive marketing strategy for the cycling route.

In developing the strategy, the consulting team evaluated at the market-readiness of the Voyageur Cycling Route and the host communities to attract touring cyclists. The strategy identifies the profile of a cycle tourist attracted to the unique experiences offered by the Voyageur Cycling Route and outlines a plan to expand and diversify tourism offerings of host communities. The report outlines a marketing plan in the short-term for market-ready sections of the Voyageur Cycling Route and a longer-term strategy for the end-to-end experiences that will attract touring cyclists once infrastructure and other supports are established.

The full strategy report is now available for review at <http://discoveryroutes.ca/vcr/planning/>.



Appendix A: Route Selection Tool Results

Section 1: Township of Papineau-Cameron (Map 11)

| ON-ROAD | Criterion | OFF-ROAD |
|---|--|--|
| Description of Segment: Hwy 17 from Mattawa (at Dorion Rd) to Barbut Rd | | Description of Segment: Ottawa Valley Recreational Trail from Mattawa to Barbut Rd |
| 23.8km | Segment Length | 23.9km |
| Ministry of Transportation | Jurisdiction | Township of Papineau-Cameron |
| Analysis/ Justification | | Analysis/ Justification |
| Full amenities in Mattawa, limited commercial accommodation and roadside restaurants | Access to Amenities | Full amenities in Mattawa, limited along the segment |
| Very hilly with elevation gain of 500+ m; generally long climbs with some short, steep ones | Topography | Less than 2% grade |
| Scenic views of Ottawa River; significant portions of natural landscape | Scenic and Attractive | Follows shoreline of Ottawa River along stretches with spectacular views of Quebec |
| Indirect access to Algonquin Park, access to Ottawa River | Significant Destinations (Tourist Attractions) | Spectacular views of Ottawa River, remote wilderness |
| 100% on Hwy 17; not complete cell phone coverage with some weak coverage | Emergency Access | Access at Klocks Road - 2km of corridor at west end not transferred, tracks still in (2018) |
| None | Physical barriers | Last 2km of rail corridor not transferred (prevents trail access to the Town of Mattawa) |
| Asphalt, most sections with minimal or no paved shoulders | Existing Surface Type | Heavy ballast as left by CP |
| Highway 17 Four-laning - long range plans | Planned Surface Upgrades | No plans for surface upgrades in 2018/19 2018 Rail Trail Assessment estimates costs |
| Most sections with minimal or no paved shoulders, requires separated facility | Appropriateness of Existing Infrastructure | Not suitable for bicycles in 2018 |
| High traffic volumes 2750-5250; operating speeds in excess of 100km/hr | Road Traffic Volume, Posted Speed Limits and Operating Speed | |
| 700 | Truck and Commercial Vehicle Volume | |
| | Trail Traffic Types and Volume (anticipated) | Multi-use all-season trail with motorized and non-motorized. Could be significant with designation as part of VMUTS and OFSC |
| | Speed Limits or other regulations for motorized users (if anticipated) | Management Plan proposes speed limits of 50km/hr in rural areas |
| Provincial roads network (MTO) | Route Authority Access to Resources for Facility Upgrades | Very limited, only accessible at Klocks Road at present (2018) |
| Part of provincial cycling network | Route Authority Commitment to Operations and Maintenance | OVRT Management Plan - Township of Papineau-Cameron |
| N/a | Active Transportation Frequency or Potential | N/a |
| Connections to Voyageur Multi-use Trails System - 200+km network of off-road trails | Connections to Trails and/ or Existing Cycling | Part of OFSC and/ or VMUTS Trails systems (TBD) |

Section 2: Township of Head, Clara, and Maria (Map 12)

| ON-ROAD Description of Segment: Highway 17 from Barbut Rd to Colton Creek Rd | Criterion | OFF-ROAD Description of Segment: Algonquin Trail from Barbut Rd to Moore Lake Rd |
|--|---|--|
| 57.2 | Length of Segment (km) | 67 |
| Ministry of Transportation | Jurisdiction | County of Renfrew |
| Analysis/ Justification | | Analysis/ Justification |
| Limited commercial accommodation and roadside restaurants and stores along the segment, camping facilities at Driftwood PP | Access to Amenities | Camping at Driftwood PP (open May to Sept), Trilside campground at Deux Rivières, Yates store at Stonecliffe , Some private cabin rentals |
| Very hilly with elevation gain of 500+m; generally long climbs, some short/ steep | Topography | Less than 2% grade |
| Generally close to Ottawa River with scenic views, significant natural landscape | Scenic and Attractive | Views and access to Ottawa River, Mackey Creek |
| Driftwood Provincial Park, indirect access to Algonquin Park, wilderness | Significant Destinations (Tourist Attractions) | Ottawa River access at Driftwood PP, Deux Rivières, Bissett Creek and Mackey, wilderness |
| 100% on Highway 17; generally complete cell coverages with some weak signal areas | Emergency Access | Close to Hwy 17, but some areas where rail trail may be difficult to access |
| Hwy bridge over Algonquin Trail has very narrow side lanes and no rumble strip | Physical barriers (freeways, waterways, railroad crossing) | -Bridge over Hwy 17 at Bissett Creek need replacing. MTO to make short term investment to stabilize. Will eventually have level crossing. -3 or 4 small structures may require guardrails -Bridge over Hwy 17 at Stonecliffe will remain |
| Paved highway with minimal or no paved shoulders | Existing Surface Type | No improvements made to trail as of 2018 - berms to prevent vehicular traffic, heavy ballast |
| See MTO Southern Highways Program | Planned Surface Upgrades | Nothing planned in 2018 |
| High traffic volumes; most sections with minimal or no paved shoulders | Appropriateness of Existing Infrastructure | Trail not re-surfaced |
| 2750-5250 AADT 90-120km/hr Posted speed 90 km/hr | Traffic Volume, Posted and Operating Speed | |
| 700 | Truck and Commercial Vehicle Volume | |
| | Trail Traffic Types and Volume (anticipated)* | Multi-use, member of OFATV |
| | Speed Limits or other regulations for motorized users | OVRT Management Plan proposes speed limits of 50km/hr in rural areas |
| Provincial roads network (MTO) | Route Authority Access to Resources for Facility Upgrades | Low population density in Lower Tier municipality |
| Cycling facility does not exist, but paved shoulders are typically included in MTO's maintenance operations | Route Authority Commitment to Operations and Maintenance | OVRT Management Plan - Renfrew County |
| No AT potential | Active Transportation Frequency or Potential | n/a |
| | Connections to Recreational Trails and/ or Existing Cycling Itineraries | Connection to VMUTS – Voyageur Multi-Use Trails System in Mattawa |

Section 3: Town of Laurentian Hills and Town of Deep River (Map 13)

| ON-ROAD | Criterion | Off-Road |
|--|---|--|
| Description of Segment: Hwy 17 from Colton Creek Rd to Wylie Rd; Wylie to Main St to Railway to Forestry to Clouthier | | Description of Segment: Algonquin Trail from Moore Lake Rd to Clouthier Rd |
| 45 | Length of Segment (km) | Approx. 30 |
| MTO, Town of Deep River, County of Renfrew | Jurisdiction | County of Renfrew |
| Analysis/ Justification | | Analysis/ Justification |
| Full amenities in Deep River; Rapides des Joachims on Quebec side near Rolphton has full tourist amenities | Access to Amenities | Full amenities in Deep River; Rapides des Joachims on Quebec side near Rolphton has full amenities - 5.3km from AT along Moore Lake Rd and Swisha Rd |
| Very hilly with elevation gain of 400+m; generally long climbs, some short, steep | Topography | Grade less than 2% |
| | Scenic and Attractive | |
| Deep River Trading Post, Canadian Clock Museum, access to Ottawa River and wilderness areas | Significant Destinations (Tourist Attractions) | Deep River Trading Post, Canadian Clock Museum, access to Ottawa River and wilderness areas |
| MTO considering hardened shoulders between Deep River and Driftwood Park due to remote access of rail trail | Emergency Access | Trail is remote with limited emergency access b/t Driftwood PP and Wylie Rd approx. distance 26km |
| | Physical barriers | |
| Paved highway but many sections with minimal or no paved shoulders | Existing Surface type | Heavy Ballast as left by CP on most of rail, 2km stonedust Wylie Rd to Main St in Chalk River |
| Narrow paved shoulder and rumble strip between Chalk River and Paquette Rd | Planned Upgrades to Surface | |
| | Appropriateness of Existing Infrastructure | OMCC funding for stonedust surface and signage from Wylie Rd to Main St in Chalk River (2km) |
| 3100-4000; 8500 AADT into Deep River | Traffic Volume, Posted and Operating Speed | |
| 90km/hr; 50km/hr through Deep River | Truck and Commercial Vehicle Volume | |
| 670-740 Heavy truck | Trail Traffic Types and Volume (anticipated) | Multi-use trail incl motorised and non |
| | Speed Limits or other regulations for motorized users | OVRT Mgmt Plan recommends speed limits of 50km/hr in rural areas and 20km/hr in urban |
| Provincial roads network (MTO) | Access to Resources for Facility Upgrades | |
| | Route Authority Commitment to Operations and Maintenance | OVRT Management Plan - Renfrew County |
| | Active Transportation Frequency or Potential | |
| Cycling Route identified by Ottawa Valley Tourism between Deep River and Chalk River | Connections to Recreational Trails and/ or Existing Cycling Itineraries | Deep River has active cycling group with over 60 members. Mostly road riders but also other types (mountain) |

Section 4: Garrison Petawawa and Town of Petawawa (Map 14)

| On-Road Description of Segment: Hwy 17 from Clouthier Rd to Paquette Rd to trail | Criterion | Off-Road Description of Segment: Snowmobile Trail through Garrison Petawawa from Clouthier Rd to Paquette and Algonquin Trail from Paquette Rd to Achray Rd |
|--|--|--|
| 14.6 | Length of Segment (km) | 21.6 |
| MTO, County of Renfrew | Jurisdiction | Garrison Petawawa, County of Renfrew |
| Analysis/ Justification | | Analysis/ Justification |
| Bike shop, accommodation, food in Petawawa | Access to Amenities | Bike shop, accommodation, food in Petawawa |
| Relatively flat | Topography | Less than 2% grade |
| Mostly thru military operations with not much to see | Scenic and Attractive | Trail thru Garrison will be forested and scenic. Trail thru Petawawa crosses the Petawawa River with beautiful views. |
| Military Museum; opportunities for outdoor activities in Petawawa incl hiking, canoeing, fishing, history of Voyageurs celebrated, heritage village nearby | Significant Destinations (Tourist Attractions) | Military Museum; lots of opportunities for outdoor activities in Petawawa incl hiking, canoeing, fishing, history of Voyageurs celebrated in public art, heritage village nearby |
| Full access along highway | Emergency Access | Road access along all sections of trail, may be unknown implications on military installation |
| Highway bridge over Algonquin Trail | Physical barriers | Rail corridor not transferred thru Garrison; County negotiating lease agreement to use existing snowmobile trail on east side of Hwy 17 |
| Hwy 17 - 1m shoulders with rumble strip from Chalk River to Paquette Rd Paquette Road - narrow paved shoulders | Existing Surface type | Trail thru Garrison cleared for snowmobile but no granular surface planned as of 2018 Short paved trail b/n Paquette Rd, south to Petawawa River bridge, future stonedust north |
| | Planned Upgrades to Surface | Petawawa AT Plan recommends twinning AT to separate non-motorized - Asphalt surface from Town Centre Blvd to Murphy Road |
| Paved shoulder on Hwy 17 is narrow and rumble strip does not meet OTM Book 18 standard for cyclists | Appropriateness of Existing Infrastructure | Stonedust surface in 2017 between Portage Rd and Murphy Rd, Murphy Rd to City of Pembroke completed in 2018, some curbs need to be removed and gates installed as of Sept 2018 |
| Hwy 17= 7300 AADT | Traffic Volume, Posted and Operating Speeds | |
| Heavy truck traffic | Truck and Commercial Vehicle Volume | |
| | Trail Traffic Types | Multi-use trail including motorized |
| | Speed Limits or other regulations for motorized users | OVRT Management Plan outlines rules of use on Algonquin Trail - same rules are anticipated for trail through Garrison Petawawa |
| Provincial roads network (MTO) | Resources for Facility Upgrades | County in partnership with trail user groups working together to raise required funding |
| | Operations and Maintenance | OVRT Management Plan (Draft as of Dec 2017) - Renfrew County |
| | Active Transportation Frequency or Potential | Part of Town of Petawawa's Active Transportation Plan; Connection between Pembroke and Petawawa |
| | Connections to Trails and/ or Existing Cycling Itineraries | Garrison Petawawa has network of paved trails open to public - access to Renfrew County preferred cycle routes |

Section 5: Township of Laurentian Valley and City of Pembroke (Map 14)

| ON-ROAD | Criterion | Off-Road |
|--|--|---|
| Description of Segment: Lake St, Nelson St, Howard St, Pembroke St E, Greenwood Rd, Beachburg Rd at Cemetery Rd | | Description of Segment: Algonquin Trail from Achray Rd to College Way and AT - College Way to Greenwood Road |
| 11.9 km | Length of Segment (km) | 18.5 |
| City of Pembroke, County of Renfrew | Jurisdiction | County of Renfrew |
| Analysis/ Justification | | Analysis/ Justification |
| All amenities in Pembroke | Access to Amenities | All amenities in Pembroke within 5km of Algonquin Trail, Yantha Bike Shop is trailside |
| 10% road gradient from Pembroke St to Lake Street | Topography | Less than 2% |
| Ottawa River nearby | Scenic and Attractive | |
| Champlain Trail Museum; Pembroke Waterfront Park and Kiwanis Way Waterfront Trail, Riverside Park | Significant Destinations (Tourist Attractions) | Champlain Trail Museum; Pembroke Waterfront Park and Kiwanis Way Waterfront Trail, Riverside Park |
| | Emergency Access | |
| Streets in the City of Pembroke do not have cycle lanes | Physical barriers (freeways, waterways, railroad crossing, major infrastructure) | Railing and decking on bridge over Muskrat River (2017-18), partnership with snowmobile clubs |
| Greenwood Rd – no shoulder for appx 1km, 1m paved shoulder Beachburg Rd | Existing Surface type | Compacted, crushed limestone b/n Achray and College Way |
| Future Nelson Street reconstruction MacKay to Howard St | Planned Upgrades to Surface (incl timeline if known) | College Way to Greenwood will receive upgrades when funding is available, County of Renfrew is actively seeking partnerships |
| Suitable as interim route | Appropriateness of Existing Infrastructure | Achray to College Way has been upgraded |
| Lake and Nelson - 50km/hr Pembroke St - High traffic volumes, 60-80km/hr | Road Traffic Volume, Posted Speed Limits and Operating Speed | |
| | Truck and Commercial Vehicle Volume | |
| | Trail Traffic Types and Volume (anticipated) | Multi-use trail including motorized |
| | Speed Limits or other regulations for motorized users (if anticipated) | Rules of Use set out in OVRT Management Plan |
| Cycle lanes being constructed | Access to Resources for Facility Upgrades | Through partnerships Renfrew County has been successful to date |
| | Commitment to Operations and Maintenance | OVRT Management Plan (Draft as of Dec 2017) - Renfrew County |
| High potential for AT. Connection to Downtown, Algonquin College and waterfront. | Active Transportation Frequency or Potential | High potential for AT. Connection to Downtown, Algonquin College and waterfront. |
| Direct access to Algonquin Trail and La Route verte and preferred cycle routes of Renfrew | Connections to Recreational Trails and/ or Existing Cycling Itineraries | Direct connection to La Route verte 1 (Que) at Hwy 148 in Pembroke and Pontiac Tourism area in Outaouais (Que) Direct access to regional Quebec cycling route at Chenux (Portage du Fort) and preferred Renfrew cycling routes |

Section 6: Township of Whitewater Region (Map 15)

| On-Road Description of Segment: Beachburg Rd at Cemetery Rd, Foresters Falls Rd, Queens Line at Chenaux Rd (Hwy 653) | Criterion | Off-Road Description of Segment: Algonquin Trail from Greenwood Road to Orin Rd |
|--|---|--|
| 36.6 | Length of Segment (km) | 32 |
| County of Renfrew | Jurisdiction | County of Renfrew |
| Analysis/ Justification | | Analysis/ Justification |
| Community of Beachburg has some limited amenities, accommodation within 5km | Access to Amenities | Community of Cobden has full amenities |
| Relatively flat with less than 185m elevation gain | Topography | Less than 2% slope |
| Quiet country roads through agricultural landscape | Scenic and Attractive | Agricultural landscape |
| World renowned whitewater rafting companies on Ottawa River nearby, bike rentals/ tours | Significant Destinations (Tourist Attractions) | Champlain's astrolabe found in Cobden |
| Full emergency access | Emergency Access | Full emergency access |
| No barriers | Physical barriers | |
| Beachburg Rd – shoulders end east of Cemetery and pick up again just past Little Lake Park to Foresters Falls Road Foresters Falls – no shoulder Queens Line -1m+ paved shoulders to Chenaux | Existing Surface Type | 2km stonedust surface through Cobden |
| County of Renfrew's Active Transportation Strategy incl program to harden shoulders on County roads | Planned Upgrades to Surface | As resources allow |
| Appropriate | Appropriateness of Existing Infrastructure | Appropriate |
| County Roads are 80km/hr (50km/hr thru Beachburg) | Traffic Volume, and Operating Speed | |
| Some farm vehicles | Truck and Commercial Vehicle Volume | |
| | Trail Traffic Types and Volume | Motorized trail users on this section through land use agreement with County |
| | Speed Limits or other regulations | Per OVRT Management Plan |
| | Access to Resources for Upgrades | Part of the County's Trails Strategy |
| Part of County's Active Transportation Strategy | Commitment to Operations and Maintenance | OVRT Management Plan - Renfrew County |
| May have AT potential in future | Active Transportation Frequency or Potential | Limited at this time |
| Popular with cycling clubs and preferred county cycling routes, Valley Cycling Tours based in Beachburg, connection to CN Rail Trail Corridor, connection at Chenaux Rd (653) to Quebec and Route Verte/ CycloParc PPJ 1 | Connections to Recreational Trails and/ or Existing Cycling Itineraries | Connects to Renfrew cycling routes, K&P Trail and CN Trail |

Section 7: Township of Horton, Township of McNab/Braeside (Map 16)

| On-Road | Criterion | Off-Road |
|--|--|--|
| Description of Segment: Storyland Rd at Chenaux Rd to River Rd at Division St. N | | Description of Segment: Algonquin Trail from Orin Rd to Division St. N. |
| 37.4km | Length of Segment (km) | 38.8km |
| County of Renfrew | Jurisdiction | Renfrew County/ Town of Renfrew |
| Analysis/ Justification | | Analysis/ Justification |
| Small community in Braeside | Access to Amenities | Full amenities in Town of Renfrew |
| Rolling hills | Topography | Less than 2% grade |
| Views of the Ottawa River | Scenic and Attractive | Agricultural landscape |
| Access to Ottawa River at Braeside | Significant Destinations (Tourist Attractions) | Small parks in Renfrew |
| Full emergency access | Emergency Access | Full emergency access |
| No barriers | Physical barriers | |
| Storyland Rd - narrow shoulders, not in great shape River Rd - narrow shoulders and pavement not great for first 5km - new pavement with 1m+ shoulders b/n Freds Lane and Juby Lane | Existing Surface Type | Stonedust surface on portions of trail through Renfrew |
| County of Renfrew's Active Transportation Strategy incl program to harden shoulders on County roads | Planned Upgrades to Surface (incl timeline if known) | As resources allow |
| Appropriate | Appropriateness of Existing Infrastructure | Appropriate |
| 80km/h reduces to 50km/h thru Sand Point and to 60km/h to Braeside | Road Traffic Volume, Posted Speed Limits and Operating Speed | |
| Some farm vehicles | Truck and Commercial Vehicle Volume | |
| | Trail Traffic Types and Volume (anticipated) | Motorized trail users on this section through land use agreement with County |
| | Regulations for motorized trail users | Per OVRT Management Plan |
| | Route Authority Access to Resources for Facility Upgrades | Part of the County's Trails Strategy |
| Part of County's Active Transportation Strategy | Route Authority Commitment to Operations and Maintenance | Per OVRT Management Plan - Renfrew County |
| High AT potential (future) | Active Transportation Frequency or Potential | |
| Popular with recreational cyclists, connection to Renfrew preferred cycling routes | Connections to Recreational Trails and/ or Existing Cycling Itineraries - indicate whether route is formal or informal | Connection to K&P Trail Renfrew |

Section 8: Town of Arnprior and Ottawa – Carleton Region (Map 16)

| On-Road | Criterion | Off-Road |
|--|---|---|
| Description of Segment: Elgin St W at Division St N to Madawaska Blvd, Herrick Dr, Keatley Rd, Ottawa Rd 29, Upper Dwyer Hill Rd, Kinburn Side Rd | | Description of Segment: Algonquin Trail from Division St N to Shaw Rd to Lanark County Boundary at Shaw Rd |
| 15 | Length of Segment (km) | 10 |
| Renfrew County, Town of Arnprior, Ottawa/ Carleton region | Jurisdiction | County of Renfrew, Ottawa/ Carleton region |
| Analysis/ Justification | | Analysis/ Justification |
| Full amenities in Arnprior | Access to Amenities | Full amenities in Arnprior |
| Flat | Topography | Less than 2% |
| Agricultural landscape | Scenic and Attractive | Proximity to Madawaska River |
| Ottawa-Carleton region cycle network | Significant Destinations (Tourist Attractions) | Ottawa-Carleton region cycle network |
| Full emergency access | Emergency Access | Full emergency access |
| Crosses Madawaska River on Madawaska Street (no lane for cyclists, but share the road signage present) Crosses under Hwy 417 on Ottawa Rd 29 | Physical barriers | Crosses Madawaska River on trail bridge Trail underpass completed for Hwy 417 |
| | Existing Surface Type | Crushed limestone surface 1km section - repurposed asphalt ballast (pilot project) |
| | Planned Upgrades to Surface (incl timeline if known) | |
| | Appropriateness of Existing Infrastructure | Appropriate |
| 50km/hr in Arnprior, 80km/hr outside of Arnprior | Road Traffic Volume, Posted Speed Limits and Operating Speed | |
| 5-10% | Truck and Commercial Vehicle Volume | |
| | Trail Traffic Types and Volume (anticipated) | Multi-use trail |
| | Speed Limits or other regulations for motorized users (if anticipated) | Per OVRT Management Plan |
| | Route Authority Access to Resources for Facility Upgrades | |
| | Route Authority Commitment to Operations and Maintenance | OVRT Management Plan - Renfrew County |
| | Active Transportation Frequency or Potential | High potential |
| Ottawa-Carleton region cycling network, Renfrew preferred routes and Lanark County regional cycling itineraries | Connections to Recreational Trails and/ or Existing Cycling Itineraries | Ottawa-Carleton region cycling network, Renfrew preferred routes and Lanark County regional cycling itineraries |

Section 9: Township of Mississippi Mills (Map 17)

| On-Road | Criterion | Off-Road |
|---|---|--|
| Description of Segment: Blakeney Rd, Panmure Rd, Martin St N, Queen St, Bridge St, Old Perth Rd, Con 8 | | Description of Segment: OVRT from Shaw Rd to Carleton Place at Ramsay Concession 8 |
| 45.2 | Length of Segment (km) | 35 |
| Lanark County | Jurisdiction | Lanark County |
| Analysis/ Justification | | Analysis/ Justification |
| Bike friendly businesses in Almonte and Pakenham, Bike Shop in Almonte | Access to Amenities | Bike friendly businesses in Almonte and Pakenham, Bike Shop in Almonte |
| | Topography | Less than 2% |
| | Scenic and Attractive | Agricultural land, Mississippi River crossings, welcoming communities |
| Almonte, Pakenham – communities celebrating local heritage and culture shaped by Mississippi River | Significant Destinations (Tourist Attractions) | Almonte, Pakenham – communities celebrating local heritage and culture shaped by Mississippi River |
| Full emergency access | Emergency Access | OVRT has frequent road crossings for access |
| | Physical barriers | Decking and railings to railway bridges in Pakenham and Almonte - 2018 OMCC Funding |
| | Existing Surface Type | Surfaced with crushed limestone in 2018 |
| | Planned Upgrades to Surface Type | Signage |
| | Appropriateness of Existing Infrastructure | Infrastructure is suitable |
| | Road Traffic Volume, Posted Speed Limits and Operating Speed | |
| | Truck and Commercial Vehicle Volume | |
| | Trail Traffic Types and Volume | Bicycle tracking program intended |
| | Speed Limits or other regulations for motorized users | Multi-use Snowmobile within Town limits 20km/hr Time of day restrictions for motorized uses-TBD |
| | Route Authority Access to Resources for Facility Upgrades | |
| County has paved shoulder policy | Route Authority Commitment to Operations and Maintenance | OVRT Management Plan - Lanark County |
| Not suitable infrastructure for all ages and abilities | Active Transportation Frequency or Potential | Off-road connection between communities |
| Route identified as cycling route on published cycling maps (Lanark County Tourism and Mississippi Mills) | Connections to Recreational Trails and/ or Existing Cycling Itineraries | Lanark County Tourism publishes cycling map and website that identifies cycling routes across the county: Mississippi Mills also publishes cycling map, development of regional cycling itineraries connecting to Ottawa countryside |

Section 10: Town of Carleton Place and Township of Beckwith (Map 17)

(The preferred infrastructure for the safety and comfort of the greatest range of cyclists is an off-road trail. Since the trails in this section are established and managed to support cycling, the alternative route options identified through early consultations were not investigated further.)

| Criterion | Off-Road Description of Segment: Ottawa Valley Recreational Trail (2.5km) to Coleman Street to Ottawa-Carleton Trailway (9km) |
|---|--|
| Length of Segment | 11.5km |
| Jurisdiction | OVRT - Lanark County Ottawa-Carleton Trailway – Township of Beckwith |
| | Analysis/ Justification |
| Access to Amenities | Bicycle friendly businesses in Carleton Place |
| Topography | Both trails follow former rail lines therefore no slope |
| Scenic and Attractive | Crosses Mississippi River at Carleton Place, rural countryside through Township of Beckwith |
| Significant Destinations (Tourist Attractions) | |
| Emergency Access | |
| Physical barriers | OVRT - Mississippi River and Mill Street bridge - in 2017, OFSC, ON gov and Lanark County invested \$120,000 to improve bridge for snowmobile use (incl approach guardrails, new steel railings, modify existing expansion joists, remove catwalk) |
| Existing Surface Type | Paved Path through Carleton Place for non-motorised users parallel with granular trail for motorised uses. Ottawa-Carleton Trailway is stonedust surface. |
| Planned Upgrades to Surface Treatment | Line painting and signage on OVRT |
| Appropriateness of Existing Infrastructure | Infrastructure is appropriate for cyclists |
| Trail Traffic Types and Volume (anticipated) | OVRT - Multi-use including snowmobile, pedestrian, bicycle |
| Speed Limits or other regulations for motorized users (if anticipated) | OVRT - Snowmobile within Town limits 20km/hr - Time of day restrictions for motorized uses TBD |
| Route Authority Access to Resources for Facility Upgrades | |
| Route Authority Commitment to Operations and Maintenance | OVRT Management Plan - Lanark County |
| Active Transportation Frequency or Potential | Great potential as OVRT crosses through the heart of Carleton Place |
| Connections to Recreational Trails and/ or Existing Cycling Itineraries | Lanark County Tourism publishes cycling map and website that identifies cycling routes across the county, development of regional cycling itineraries connecting to Ottawa countryside |

Section 11: City of Ottawa (Map 18)

(The preferred infrastructure for the safety and comfort of the greatest range of cyclists is an off-road trail. Since the trails in this section are established and managed to support cycling, the alternative route options identified through early consultations were not investigated further.)

| Criterion | Off-Road Description of Segment: Ottawa-Carleton Trailway (22km), Greenbelt Pathway (4km), Watts Creek Pathway (6km), Ottawa River Pathway (13km) |
|---|--|
| Length of Segment (km) | 45 |
| Jurisdiction | City of Ottawa, National Capital Commission |
| | Analysis/ Justification |
| Access to Amenities | Full range of amenities in Ottawa, Stittsville and Kanata |
| Topography | Minimal slope on all trails |
| Scenic and Attractive | From the agricultural lands of the Ottawa countryside to urban forest through the greenbelt to the Ottawa River shoreline, the route offers a natural urban experience |
| Significant Destinations (Tourist Attractions) | Too many to name – museums, art installations, festivals, heritage sites, etc |
| Emergency Access | Emergency access throughout |
| Physical barriers | Ottawa-Carleton Trailway uses underpass to cross Highway 7 Greenbelt Pathway uses underpass to cross Highway 417 |
| Existing Surface Treatment | Ottawa-Carleton Trailway and Greenbelt have compacted granular surface Watts Creek and Ottawa River Pathway are paved |
| Planned Upgrades to Surface Type | Trail receive regular maintenance by NCC and City of Ottawa |
| Appropriateness of Existing Infrastructure | Suitable for cycling |
| Trail Traffic Types and Volume | Ottawa-Carleton Trailway allows snowmobiles in winter, non-motorized summer use NCC pathways are non-motorized through all seasons supporting cycling and walking City of Ottawa tracks use of pathways, numbers available |
| Speed Limits or other regulations for motorized users | n/a |
| Route Authority Access to Resources for Facility Upgrades | City of Ottawa - NCC Pathways Program |
| Route Authority Commitment to Operations and Maintenance | City of Ottawa - NCC Pathways Program |
| Active Transportation Frequency or Potential | Connects to workplaces, schools, suburbs, downtown |
| Connections to Recreational Trails and/ or Existing Cycling Itineraries | Too many connections to name them all – Quebec incl La Route verte, Southeastern Ontario possible extension, local and regional cycling routes in Ottawa and beyond Cycling map published in partnership with Ottawa-Gatineau and Outaouais |

Appendix B: Voyageur Cycling Route Signage Guidelines

WAYFINDING SIGNS: ROADWAY TRAILS

Design

Consistent with Trans Canada Trail Roadway Trail signage standards as well as Ontario Traffic Manual Series including Book 1B: Sign Design Principles and Book 18: Cycling Facilities.

Purpose

Identifies the main cycling route and provides route guidance along the roadway trails designated by Discovery Routes. Signs are placed at changes in direction as well as along long, straight sections of the trail at suggested intervals.

Content

Includes as many as two Route Identifiers and a Bicycle Route Marker. For decision signs, an arrow is included in the sign cluster.

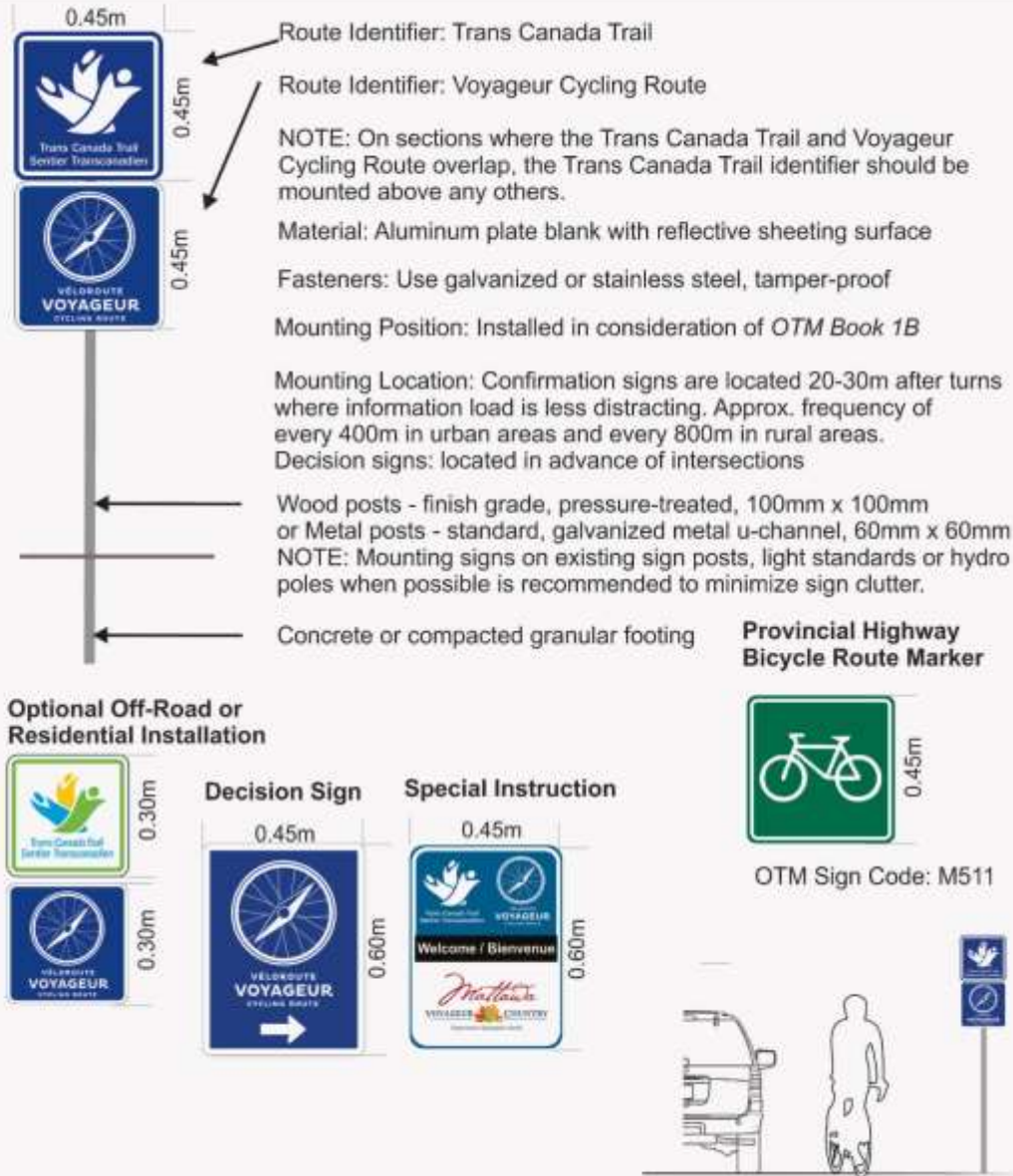
Other Types of Roadway Signs

Regulatory: intended to restrict or require particular behaviour and use along the trail. Legally enforceable if it is associated with a provincial law or municipal by-law.

Reference: OTM Book 5 - Regulatory Signs

Warning: highlights trail conditions that may pose a potential safety or convenience concern to trail users (eg. steep slopes, railway crossings, share the road)

Reference: OTM Book 6 - Warning Signs



TRAILHEAD KIOSK
with optional Bike Fix Public Work Stand and Air Pump

Design

The Trailhead Kiosk is designed to bring attention to the Voyageur Cycling Route and to enhance the experience of the touring cyclist. The frame itself is consistent with design of trailhead signs on the off-road trails in the Discovery Routes network.

Purpose

Trailhead Kiosks are located along the Voyageur Cycling Route in a space visible to the touring cyclist. The optional Bike Fix work stand is intended for communities with limited supports for cyclists. Their purpose is to provide the cyclist with relevant information required to confidently navigate along the Voyageur Cycling Route in the community depicted on the sign.

Content

The most integral component of the Trailhead Kiosk is the route map. The map contains detailed information on road and trail conditions such as elevation changes and potential hazards. It indicates points of interest and facilities supporting touring cyclists.

