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RM of Taché Active Transportation Network Plan

Submitted to

RURAL MUNICIPALITY OF TACHÉ
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Submitted by

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HTFC's Winnipeg office and the RM of Taché are located in the Homeland of the Red River Métis and on the ancestral lands of the Anishinaabeg, Cree, and Dakota peoples, on Treaty 1 Territory.

We respect the Treaties that were made on these territories, we acknowledge the harms of the past and of the present, and we dedicate ourselves to moving forward in partnership with Indigenous communities in a spirit of reconciliation and collaboration.



Executive Summary



Executive Summary

HTFC Planning + Design was contracted by the RM of Taché to provide them with an active transportation network plan. With communities experiencing a slow growth in the younger demographic, an investment in active transportation networks may help attract and keep residents in the rural community.

HTFC performed a site analysis/inventory of the region, then focused on the local urban districts of Lorette and Landmark, and the communities of Ste-Geneviève and Ross. The analysis informed the basis for the three community workshops held in October 2023. These workshops helped identify the gaps in connectivity in each community and the municipality. These findings were incorporated into the overall strategizing and design of the RM of Taché Active Transportation Network Plan. There are three distinct categories of active transportation (AT) use: Active Commuting + Workplace Travel; Active Destination-Oriented Trips; and Active Recreation. The municipality was analyzed through the above categories initially as a region. This active transportation use analysis became the lens through which the municipality's main communities of Lorette, Landmark and Ste-Geneviève were viewed.

Within the network plan, each community encourages AT use by initiating and enhancing the pedestrian and cycling infrastructure through a series of connective pathways with origins and destinations. The key element to assure proper use is clear communication through signage and line painting, distinct materials for the AT pathway, and enhanced streetscape elements such as lighting, benches, and bicycle racks. Building the foundation for clear, connective, AT infrastructure within each community will in turn, connect them through broader AT networks and potentially increase economic development throughout the municipality.

The benefits of AT are discussed within this report, however it is emphasized here that successful AT networks can keep communities healthy, vibrant, and attract more residents.

Each AT strategy has been divided into phased approaches designed to build effective path segments that support the immediate needs of the community until the broader network can be realized.

The Order of Magnitude pricing shown in the document is based on previous estimates from similar Winnipeg work. It does not include potential land tenure. Cost-sharing opportunities with other levels of government are possible. This is intended for Capital Planning and not as a construction estimate.

There are funding sources listed in the appendices which can help neutralize the municipality's costs and contribute to the overall project budget.

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2.0 Introduction



1.1 Background and Purpose

In 2023, the RM of Taché contacted HTFC Planning + Design to identify opportunities for a network of walking and cycling routes, both on-and off-road, which will meet the needs residents and visitors, and provide clear direction for the development community operating in the region.

The purpose of this Active Transportation Master Plan is to build upon existing facilities and provide a rational framework for future plans and actions.

For the RM of Taché, this document will build on existing policies, planning documents and visions. In addition to this document, the project will provide the RM with GIS (Geographic Information System) files of the proposed AT improvements to make it easier to keep track of changes as they are implement.

Five communities were focused on during this study; the Local Urban Districts (LUD) of Lorette and Landmark, and the smaller communities of Linden, Ste-Geneviève, and Ross. During Inventory and Analysis the areas were grouped according to their proximity to each other and ability to easily share AT connections. Therefore, the maps that follow focus on Lorette & Lorette West, Landmark + Linden, and Ste-Geneviève + Ross.

1.2 Defining Active Transportation

The Active Transportation Planning Guide for Manitoba Municipalities defines Active Transportation (AT) as any mode of human-powered transportation. Active transportation may take place on water or on land, and includes either on-road or off-road infrastructure, such as trails. AT planning incorporates all seasons.

Examples of active transportation modes include: walking, running, cycling, in-line skating, skateboarding, paddling, snowshoeing, ice-skating, skiing and using a non-motorized wheelchair.

Categories of Active Transportation

In 2011, Manitoba's Active Transportation Advisory Group produced a report entitled "Greater Strides: Taking Action on Active Transportation." The report outlined several categories of active transportation:

1. **Active commuting + workplace travel:** Functional transportation defined as trips made to and from places of employment, education or occupation, as well as trips made during work.
2. **Active destination-oriented trips:** Purposeful trips made to and from sporting and cultural activities or locations, retail outlets, after hours events and social visits, etc.
3. **Active recreation:** This includes all examples of active transportation used for health, fitness and recreational enjoyment.

The RM of Taché AT Network Plan considers all of these categories of active transportation.

1.3 Why Support Active Transportation?

The RM of Taché has two Local Urban Districts (LUD) which both recognize the importance of active transportation in their vision statements:

"... Through collaboration with constituents, involvement from all other areas of our communities and new suggestions, improvements to infrastructure and community image may be achieved..."

There are many advantages to creating an active transportation network. With enough municipal support active transportation:

- Increases mobility options for all
- Promotes active lifestyles
- Provides opportunities for social interactions
- Provides opportunities for tourism and support for local business
- Reduces congestion, traffic noise, air pollution, and emissions
- Puts less wear-and-tear on road infrastructure

Active transportation can be just as popular in small communities and rural areas as in larger urban centres:

- Lower traffic volumes in rural areas mean a safe and comfortable AT environment
- In small communities, parents are more likely to let young children cycle to school and activities
- Seniors are more comfortable walking to local amenities in small communities
- AT helps to retain young people and families in communities
- AT investments are relatively inexpensive compared to road projects



1.4 Plan, Process, and Schedule

The work plan outlined in our proposal consisted of the following:

- The project commenced in August 2023 with a steering committee meeting and multiple visits to inventory active transportation opportunities and issues throughout the study area. The team also reviewed existing policies and funding opportunities that could influence the plan.
- The team organized a series of three Community Workshops in October 2023 to review the needs assessment, collaboratively develop a vision for AT in the area, review the accuracy of our maps, and delve into local issues and opportunities.
- From this information, the team generated conceptual strategies for new and upgraded routes and supporting amenities for each of the three communities and regionally. Priorities were assigned in consultation with the steering committee, and the results, with updated costs, are compiled in this report.



2.0 Inventory and Analysis



2.1 Inventory and Analysis of the RM of Taché

The following maps provide the Inventory and Analysis for the RM of Taché from regional to community scales.

The regional analysis identified the location and proximity of surrounding active transportation routes, including sidewalks, walking trails like the Trans Canada Trail, and cycling routes. Snowmobiling routes have also been identified as there was interest in the community to share resources between AT and motorized uses, e.g. maps and websites.

At the community scale, the analysis identified land uses and landmarks to show local connections that are Residential, Commercial, and Recreational/Institutional, showing local connections between origins and destinations. A sidewalk inventory for each community was completed which identified the location of sidewalks and paved roads in each community for potential AT links. A GIS calculation of linear distance of these paved walkways was done to assist with recommendations, phasing, and costing.

This Inventory and Analysis created decision points for each community which were used as the starting point for conversations at the Community Workshops.



LIGHTING:
COMMUNITY LIGHTING IS
PRIMARILY VEHICULAR SCALE
WITH COBRA LIGHTS ON
TIMBER HYDRO POLES.

THE HYDRO POLES THAT LINE DAWSON CAN MAKE EXISTING SIDEWALK WIDENING CHALLENGING. FUTURE PLANS MAY INCLUDE BURYING THE HYDRO LINES BELOW GROUND.

VEHICULAR SPEED ALONG PR 207 INCREASES TO 70 KM/HR AS YOU APPROACH THE GOLF COURSE.

VEHICULAR SPEED 50 KM/HR

THIS PATHWAY DEAD ENDS, REQUIRES ADDITIONAL CONNECTION TO EITHER CROSS THE ROAD OR COMPLETE A LOOP

VEHICULAR SPEED 50 KM/HR

DISCONNECTED INTERNAL SIDEWALK

GROCERY STORE AS A DESTINATION POINT, CONNECTIVITY TO THE EAST, BUT LACKS TO THE WEST

THE HIGH SCHOOL IS AN AT DESTINATION WITH SIDEWALKS CONNECTING THE CAMPUS TO THE COMMUNITY TO THE EAST, LACK OF CONNECTION TO AND FROM THE WEST

EX. PEDESTRIAN BRIDGE

EX. SIDEWALKS ARE BELOW CURRENT TRANSPORTATION STANDARD (1.8m IS CONSIDERED MINIMUM) RANGE FROM 1.2m TO 1.5m THROUGHOUT THE COMMUNITY

PATHS AND TRAILS ALONGSIDE THE RIVER IS A LONG TERM GOAL. BANK STABILIZATION, STEEPNESS AND LAND TENURE WILL BE PLAY A LARGE ROLE IN THE FEASIBILITY OF DEVELOPING THIS AREA FOR AT

IS THERE A BOAT ACCESS POINT TO THE RIVER IN SUMMER? OR A DESIGNATED SKATING ACCESS IN WINTER?

VEHICULAR SPEED 50 KM/HR

VEHICULAR SPEED 70 KM/HR

FORMAL CROSSING NEEDED

THE ARENA AND SKATE PARK AREA PROVIDE A DESTINATION POINT FOR AT USERS. FUTURE PLANS INCLUDE MORE RECREATION OPPORTUNITIES AND WILL REQUIRE BETTER CONNECTIVITY.

VEHICULAR SPEED 80 KM/HR

VEHICULAR SPEED 90 KM/HR

PUBLIC RESERVE LAND

LIGHTING:
COMMUNITY LIGHTING IS
PRIMARILY VEHICULAR SCALE
WITH COBRA LIGHTS ON
TIMBER HYDRO POLES.
THERE IS NO PEDESTRIAN
SCALE LIGHTING IN THE WEST
SIDE OF THE COMMUNITY.

VEHICULAR SPEED:
SPEED WITHIN LANDMARK IS 50km/hr UNLESS OTHERWISE NOTED. DUE TO THE NATURE OF THE COMMUNITY'S ADJACENCY TO NEARBY COMMUNITIES SUCH AS LINDEN AND LORETTE, THERE IS A HEAVY DEPENDANCE ON VEHICULAR TRAVEL.

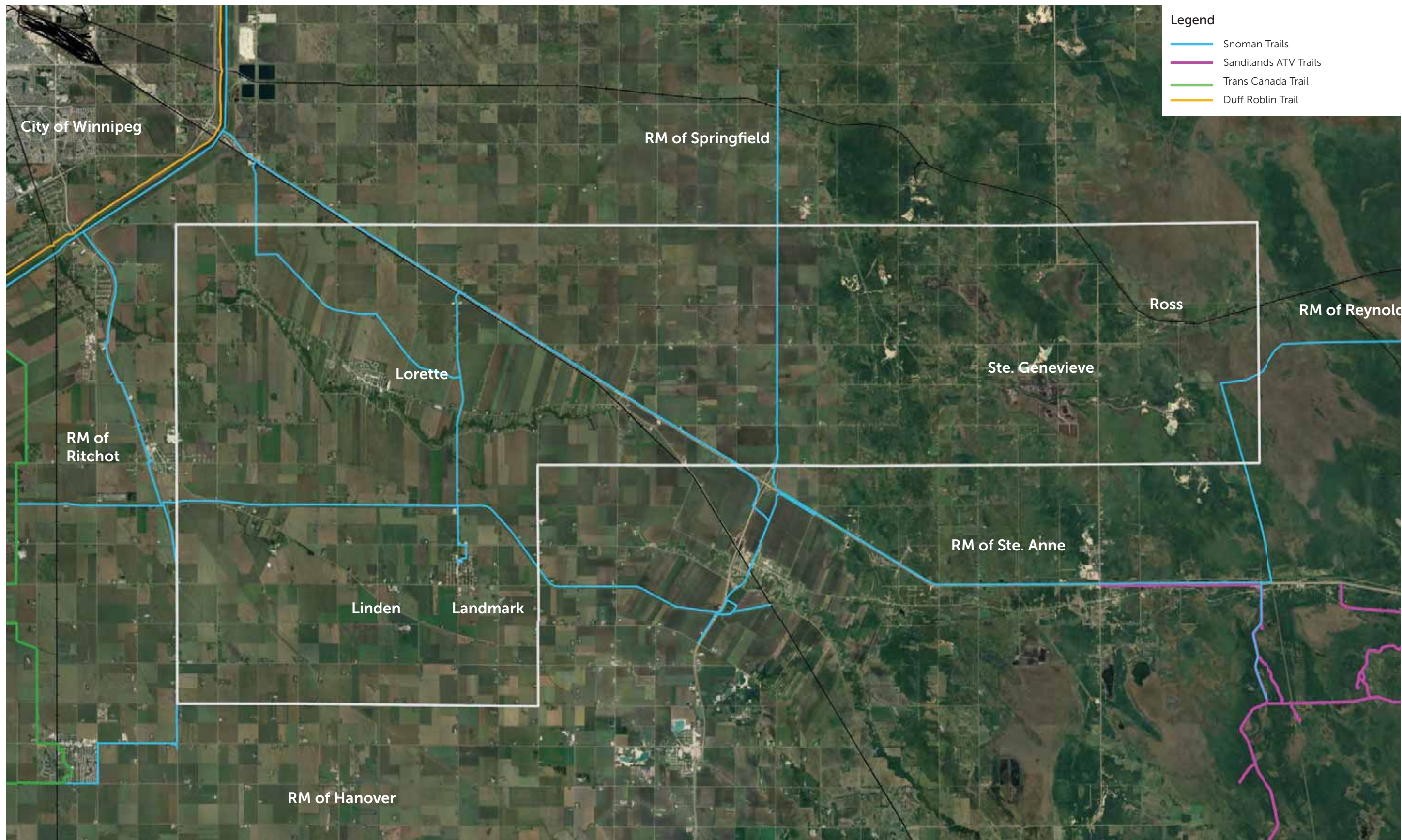




NOTES:

LIGHTING:
COMMUNITY LIGHTING IS PRIMARILY VEHICULAR SCALE WITH COBRA LIGHTS ON TIMBER HYDRO POLES. THERE IS NO PEDESTRIAN SCALE LIGHTING IN THE COMMUNITY.

VEHICULAR SPEED:
SPEED WITHIN STE-GENEVIÈVE IS 50km/hr UNLESS OTHERWISE NOTED. DUE TO THE NATURE OF THE COMMUNITY'S DISTANCE FROM TO NEARBY COMMUNITIES SUCH AS ROSS, RICHER, STE-ANNE, THERE IS A HEAVY DEPENDANCE ON VEHICULAR TRAVEL.



3.0 Methodology



Introduction

The Methodology for the RM of Taché AT Network Plan follows the path below:

Inventory + Policy Review

Work with Steering Committee to flesh out inventory of existing trails, pathways, sidewalks, suitable on-street bike routes, easements, parkland and green spaces:

- Prepare maps that identify all existing active, sports and passive parkland and green spaces and trails
- Prepare photographic inventory of existing trails and pathways within the main communities and attractions in the Municipality
- Review existing routes and destinations
- Work with the RM and committee members to assess parks, playgrounds, key greenspaces, and recreation facilities in terms of linkages to trails and pathways
- Record findings in charts and maps
- Develop matrices that classify existing trail and AT facilities by type, location, surfacing, linkages, signage, amenities, etc.
- Create a geographical information system (GIS) database for analysis and presentation purposes. The database will be turned over to the Municipality at the end of the project to track changes, monitor and prioritize maintenance requirements, and plan for the future.

Conduct existing policy review.

- Review municipal by-laws for existing active transportation and transportation policies and identify where amendments may be needed

Define the Vision

Hold Community Workshops in the three major communities to collaboratively develop:

- Vision, goals and objectives for active transportation in the area
- Review inventory of existing trails, pathways, sidewalks, parkland and green spaces to confirm accuracy and completeness
- Issues and opportunities mapping, including draft AT routes/types

Active Transportation Conceptual Plan

- Define Vision for the Network AT Plan encompassing:
 - Goals and objectives
 - Policy requirements
 - Compatibility with Accessibility for Manitobans Act standards
 - Development of standards to construct safe, comfortable, connective, accessible and enjoyable AT infrastructure for the RM residents

- Prepare conceptual design for AT Plan in each community including:
 - Identification of routes
 - Network development
 - Facility design, including recommended surface materials, standards for path width, grades, locations, etc.
 - Operational standards
 - Pavement markings, signage, lighting, etc.
- Considerations during conceptual design development will include:
 - Safety issues
 - Access issues
 - Relationships to existing vehicular routes
 - Aesthetic considerations/attractiveness
 - Complementary signage concepts and graphics including interpretive, regulatory and wayfinding signs.
 - Costs
 - Phasing and timelines
- Meet with Steering Committee to review vision and concept.

Draft Plan + Document

Prepare draft plan incorporating the following components:

- Rationale for and benefits of active transportation
- Definitions
- The vision, goals and objectives
- Active transportation network and routes
- Linkages and connections
- Policy requirements
- Education and promotion considerations
- Conceptual design
- Budgets and timelines
- Implementation, governance and funding
- Review draft plan, Council presentation and final community consultation process and logistics

Council Presentation

- Meet with RM Council to review plan and receive input

Open House

- Public Open House for the community at large to review plan and provide input
- Online survey or alternate tool to inform broader community and solicit feedback on the plan.

Final Report

Prepare final report

- Review and revise draft report per input from Steering Committee and results of public consultation.

Submit final report

- Submit final information and materials



3.1 Community Workshops

To generate community-based input for the Network Plan, the project team hosted community workshops over three evenings in October 2023:

- October 23rd in Ste-Geneviève
- October 25th in Landmark
- October 30th in Lorette

The team advertised workshops by various means including online and with posters. Targeted invitations were sent directly to key stakeholders who may hold specific knowledge about active transportation in their regions.

Each workshop began with an overview of the project and included activities to get participants thinking about their experiences with active transportation. Activities included:

- Individual mapping of current walking, cycling, and other active transportation routes.
- Table discussions and mapping of active transportation issues.
- Table discussions and mapping of active transportation opportunities.
- Group discussions and mapping of regional active transportation connections and links, both within and outside of the municipality.

Workshop feedback has helped inform the project team about the places that residents are currently traveling to using active transportation, the places that residents desire to visit, the methods they use to get there, and any related opportunities or issues.

Once the AT Network Plan is approved by Council. A Public Open House will be held in Spring 2024.



3.2 Community Workshop Findings

Following the workshops, the project team summarized and grouped feedback into categories. From those categories, a few common themes have emerged:

1	New Opportunities for Active Transportation	10	Streetscaping and Landscape Elements
2	Accessibility and Local Connections	11	Traffic / Vehicular Conflicts
3	Pedestrian Travel and Walking	12	Lighting
4	Regional and Long-Distance Connections	13	Wildlife
5	The Monominto Trails	14	Municipal Infrastructure, Services + Maintenance
6	Long-Term Goals and Visions	15	Motorized and Other Methods of Transport
7	Winter AT Activities	16	Access, Ownership and Signage
8	Municipal Communications + Information Sharing	17	Schools and Youth AT
9	Bicycle Travel and Cycling	18	Building on Existing Infrastructure

3.3 Key Findings: Common Themes

Overall, the project team has heard that residents from all corners of the municipality have some common active transportation experiences. This section highlights some of those common experiences. Subsequent sections will expand on community-specific opportunities and issues, and a final section will expand on the broader rural and regional context.

During each workshop, participants expressed a strong desire for improvements to sidewalks, trails, and multi-use pathways. Some specific comments included:

- A need for more sidewalk, trail, and multi-use connections in places where there are no or inadequate sidewalks.
 - Particularly in new developments and residential areas.
- A desire to “complete the loops”, by adding sidewalks, trails, or pathways in-between existing sections.
- Improvements to the condition of these networks with more maintenance, resurfacing, widening, and snow clearing during winter months.

The next most common finding was that community members share many concerns about the conflict between active transportation and vehicular and motorized traffic:

- There is a strong desire to separate current and future active transportation routes from regular vehicle traffic.
- Residents would like to see clear signage and policies to discourage motorized traffic use on sidewalks where it is occurring, primarily with ATVs, dirt bikes and snow machines during winter.
- Residents feel that vehicle speeds on many roads is too high. Many were particularly concerned about drivers speeding on residential roads to avoid school zones and highway diversions.

Some of the other shared findings are:

- A strong desire among residents to see active transportation included in plans for the Centre of Canada Park. Residents would also like to see the Centre of Canada Park as a destination in a municipal-wide AT network.
 - Some cited the lack of washrooms at Centre of Canada Park as a barrier to accessing it.
- Residents in all communities highly value existing active transportation options, such as the Monominto Trails, local recreation areas, the Seine River.
- Residents would like to see an online forum to help be informed about active transportation opportunities in the RM.
 - It could help let people know what activities are planned, and what is happening in their area of the community.

3.4 Lorette + Lorette West: What We Heard

Nine residents participated in the workshop at Club les Blés d'Or in Lorette. During this workshop, residents identified several unique issues and opportunities for active transportation in their community. They include:

Opportunities:

- Better connections to the schools for young children walking and cycling to work.
- Microparks, playgrounds, and other destinations for the young families in Lorette. Residents feel that the west end of Lorette is under-served for these families.
- There is a strong desire for more sidewalk connections to “fill-in” the existing network, and to avoid dead-ends like those around the retention ponds.
- Better access across the bridge.
- There is room for connections to the monkey trails on the west side of Lorette.
- The boulevard along Dawson Road could be enhanced with trees or other plants. It can be too windy to walk along Dawson.
- The Seine River is used a lot during winter for skiing. But there are conflicts with snowmobiles.
- There are lots of informal connections, people walking in places they are not technically allowed. This could be improved with signage or working with the private landowners.



Issues:

- Active transportation routes are predominantly located in the newer parts of Lorette.
- There is currently no way to walk or cycle to Lorette West without going on the highway, and there are not enough sidewalks in that neighbourhood.
- Community members are using areas for active transportation that they are not sure they are allowed to be. For example, some farm fields and the monkey trails.
- Goose poop on trails etc. Dead ends on these trails, not enough loops or circuits.
- Connections to new parts of town. Connections between N and S ends of town.
- Safety concerns at Monominto Trails from inadequate signage, poor cellular signal, wildlife.
- Some areas of the community are not connected to others by sidewalks, such as the Sunrise Meadows area.
- School zones tend to be areas of conflict between pedestrians, school buses, bicycles and vehicle traffic.
- The highways are not wide enough to safely accommodate vehicles, cyclists and pedestrians. You are forced to go on the shoulder, and many are unpaved.
- It is difficult to get to the Centre of Canada Park because the intersection is not controlled, and very busy.

Long-Term Visions:

- Microparks and playgrounds.



One of the maps annotated by resident participants in the Lorette Workshop.

3.5 Landmark + Linden: What We Heard

Some of the unique comments noted by Landmark and Linden residents include:

Opportunities:

- Dog park, and infrastructure to support dog walking culture, using fields with dirt tracks for dog walking.
- Walking paths around the community centre.
- A connection between Landmark and Linden.
- A connection between Landmark, Linden and Lorette, bike trail.
- A loop connection up the diversion and connecting back to Heartland Church.
- Extending the sidewalk on Main Street to Heartland Church. There is also a daycare here.
- Opportunities to use the diversions and adjacent dirt roads.
- Bike lanes and off-road pathways for children to use.
- Beautify Main Street, especially in front of Maple Leaf, add benches, picnic tables.
- Bike racks and resting areas. Put them at key locations, like the school, Co-op, daycare etc.
- More street lighting throughout the town, and at the parks and school.

Issues:

- There have been some flooding issues on the west side of Landmark where the land is low. Spring flooding and rain-events can cause issues with sidewalks being covered.
- Walking paths need to be wider.
- The sidewalk on Main Street is not very nice near Maple Leaf, and the sidewalk disappears frequently where there are driveways.



3.6 Ste-Geneviève + Ross: What We Heard

Fifteen residents participated in the workshop at the Ste-Geneviève Community Centre.

Opportunities:

- Expand and enhance the Monominto Trail system.
 - Better signage, better trail map
 - Trail conditions can be rough
 - Safety concerns around wildlife
- Use restorative landscaping, native plants alongside AT pathways.
- An AT pathway along Stuart Road towards the Centre of Canada Park.
- Lots of people walk through Legal Bay and Gayet Drive, there is an opportunity here for another sidewalk
- Ski trails or flood the trail behind the rec centre.
- The old quarries are a draw for people walking dogs, cycling and ATVs. Are their potential trail connections, signage options or ways to know if people are allowed to use them?
- There are more people riding horses in this part of the RM than anywhere else. A lot of the time they have to go in the ditch.

Issues:

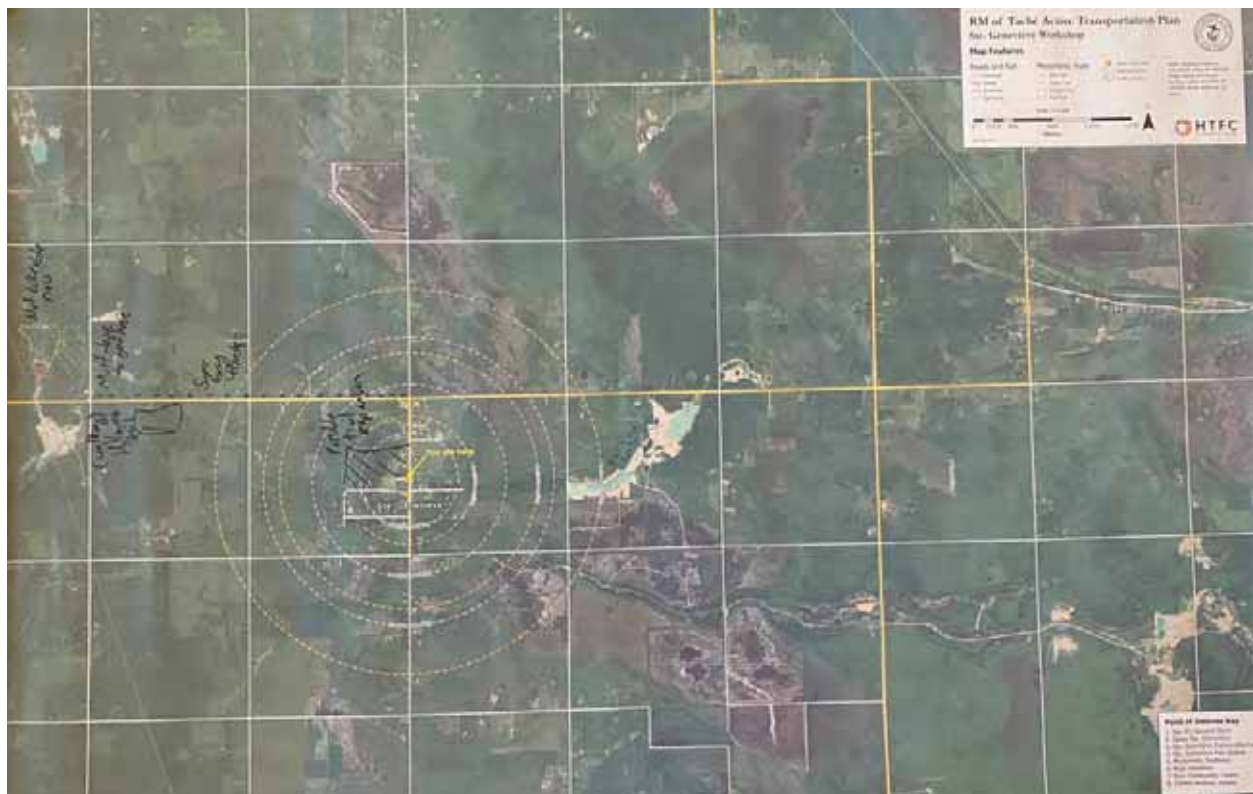
- The condition of the sidewalk through town is not great.
 - It is too narrow, heaving in places.
 - There is nowhere for kids to rollerblade or ride scooters because the sidewalk condition is poor.
 - Conflicts with motorized vehicles using the sidewalk.



- Safety concerns at Monominto due to wildlife.
- The close proximity to the waste transfer station draws bears and other wildlife.
- Truck traffic is a big concern for residents. People are concerned about the high volume of trucks going to and from the gravel puts, especially on PR 501.
- There is not enough street lighting in the community, or at the major highway intersections. It can make it feel unsafe as a pedestrian.

Long-Term Visions:

- Boardwalk through the wetlands, the areas north of Ste-Geneviève or the easternmost part of the RM.
- Longer paths, trails, circuits and loops, longer trails.
- More scenic AT opportunities, not just point A to B, but enjoyable trips.



One of the maps annotated by resident participants in the Ste-Geneviève Workshop.

3.7 Rural + Regional

Desires:

- Residents from Ste-Geneviève desire better connections towards Ste. Anne and Richer.
- Those residents would also like an AT connection between Ste-Geneviève and Ross.
- Regional connections to Ste. Anne and Richer.
- Regional connection between Landmark and Linden.
- Connections to the Duff Roblin Trail along the floodway. It is very close to the RM, but to get there you have to drive.
- Connections to the rest of the Trans Canada Trail.
- More connections to the Dawson Trail.



Regional scale map annotated by resident participants in the Lorette Workshop.



Regional scale map annotated by resident participants in the Landmark + Linden Workshop.



Regional scale map annotated by resident participants in the Ste-Geneviève Workshop.

4.0 Strategic Directions



4.1 Proposed Routes, Facilities, and Amenities

The LUD's of Lorette and Landmark, and Ste-Genevieve and Ross are all well suited for walking and cycling trips. The adjacent highway network provides an opportunity for community connections and a broader appeal for out of town cyclists. The RM of Taché AT Network Plan builds on existing facilities to meet the needs of both local residents and visitors. The plan:

- Connects communities along provincial roads and right of way corridors over long distances
- Identifies a safe, accessible, and comfortable multi-modal network for all ages and abilities within Lorette, Landmark, Linden, Ste-Genevieve and Ross.
- Creates connections between schools, commercial core, community facilities, and residential areas within the communities
- Provides a clear direction for the development, and
- Presents a framework for implementation

Proposed Facility Types

Aside from general sidewalk upgrades and implementations, there are three primary facility types which make up the majority of the active transportation plan. These facility types were selected specifically to suit the conditions and needs of the RM of Taché.

1. Paved Sidepath / Granular Sidepath

This facility is a bi-directional path located alongside and parallel to an existing roadway. A sidepath caters to a wide range of users and provides a safe alternative to using the roadway. Sidepaths fit within the character of a rural community and create fewer roadway crossings for the AT user. If the right-of-way has enough space, a sidepath can be combined with vegetation to create a separation between the pathway and roadway's with high traffic volume.



2. Shared Use Path

This type of AT facility provides pedestrians and non-motorized users a completely separate path of travel from vehicular traffic. Shared use paths are leisure-focused and often connect to amenities and other communities in a short-cut. These facilities can be a tourism draw and bring people through otherwise inaccessible natural environments. These paths fit well into rural environments and leave a small footprint.



3. Paved Shoulder

The enhancement of the existing roadway edge provides allocated, stable, and safe space for cyclist and pedestrian travel. Paved Shoulder facilities improve the experience for AT users on roads with higher speeds and traffic volume while reducing the risk of injury or death. This facility is best used for long distance and regional travel.



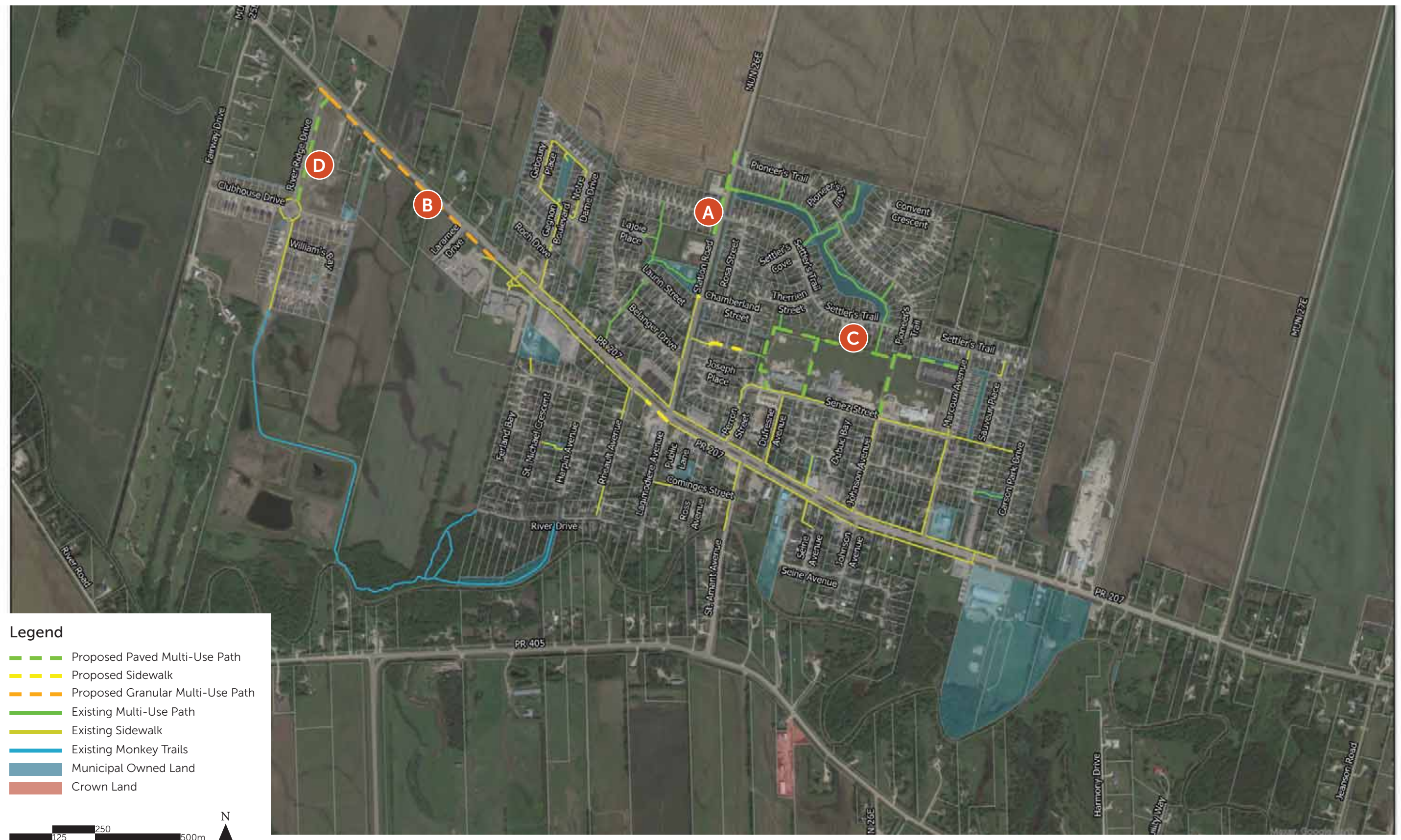
4.2 Recommendations

The intent of this section is to provide guidance through strategic directions for each community. In each case, this begins with 2-3 short-term priority actions which build on existing infrastructure and may be achievable in under five years. These are followed by a variety of medium-term recommendations expected to take between five and ten years to complete. Items to assist in the long-term vision of this plan are listed next and are likely to require more than ten years to realize. Directions supporting the long-term vision for the region are listed last.

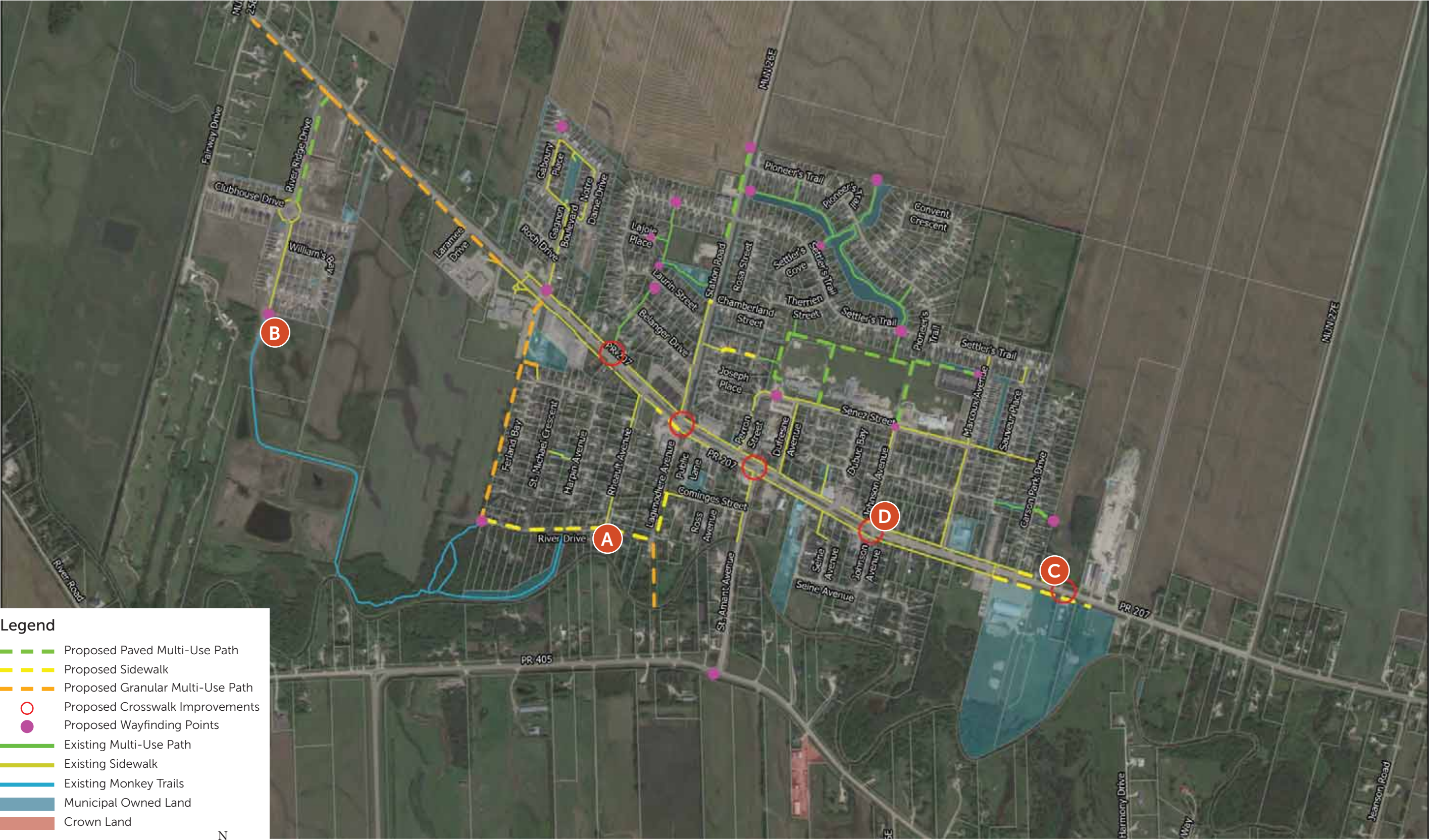
Lorette

Short-term Priority Actions 0-5 years

- A** Extend a new, multi-use path on the west side of Station Road from Spirit Park towards Pioneer's Trail.
 - Including a bridge to connect with the existing multi-use path across the ditch at the Manitoba Hydro sub-station on Station Road.
- B** Extend a new, granular multi-use path on the south side of Dawson Road from the Red River Co-op to River Ridge Drive.
- C** Create new multi-use connections at the back of the school grounds where the three existing multi-use paths terminate.
 - Create multi-use connections between the back paths and Senez Street where school entrances and bicycling parking are located.
 - Explore extending this path behind single and multi-family housing NE of the school grounds to Marcoux Avenue.
- D** Extend a new, paved multi-use path on the south side of Dawson Road from River Ridge Drive to Clubhouse Drive.



Lorette Short-term Priority Actions (0-5 years)



- Legend**
- Proposed Paved Multi-Use Path
 - Proposed Sidewalk
 - Proposed Granular Multi-Use Path
 - Proposed Crosswalk Improvements
 - Proposed Wayfinding Points
 - Existing Multi-Use Path
 - Existing Sidewalk
 - Existing Monkey Trails
 - Municipal Owned Land
 - Crown Land



Lorette Mid-term Recommendations (5-10 years)

Lorette

Mid-term Recommendations 5-10 years

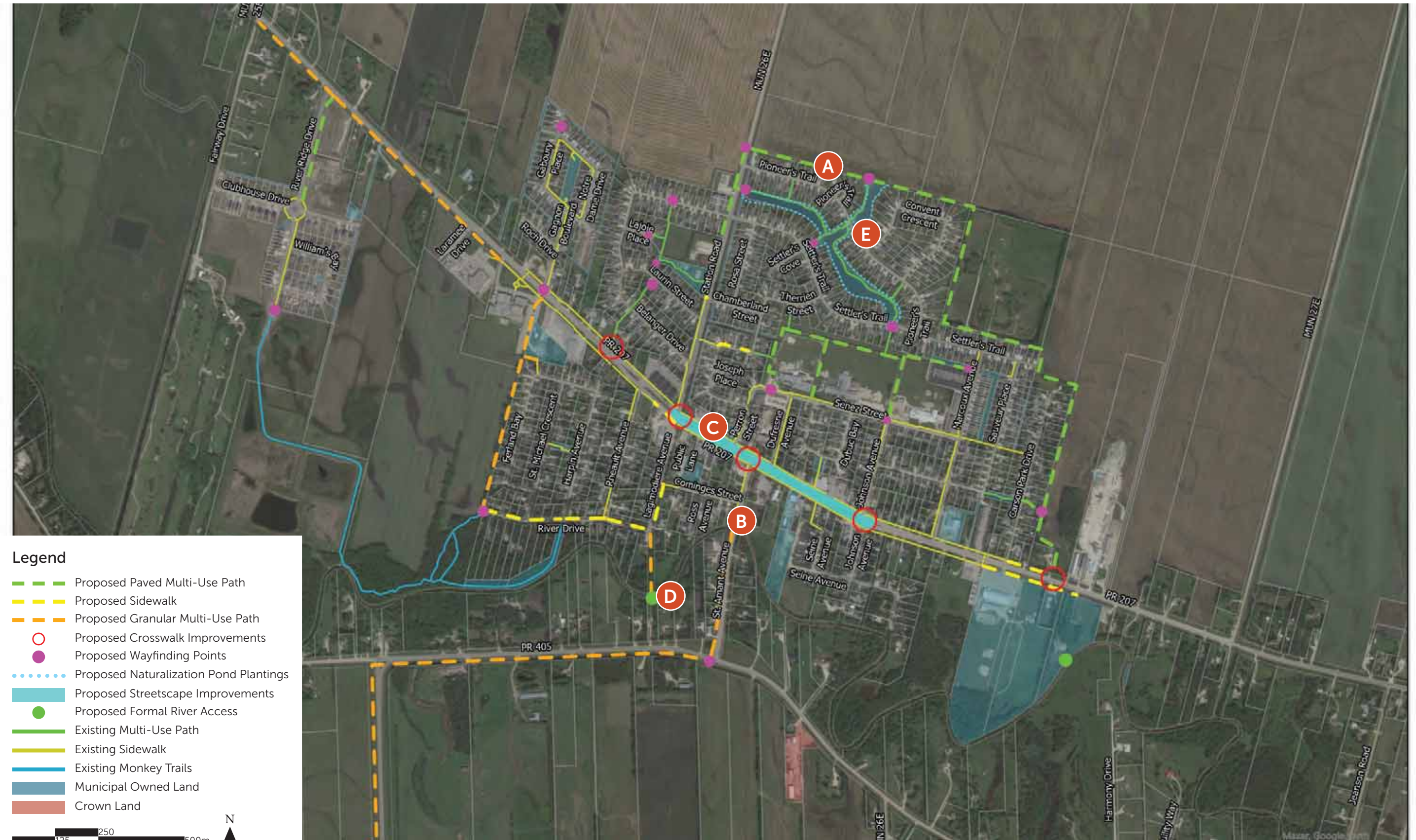
- A** Continue expanding the sidewalk network within Lorette for increased continuity between existing sections.
- B** Explore formalizing the monkey trails along the Seine River at the SW end of Lorette. This may include improving trail maintenance, grooming, and signage.
 - Explore extending the monkey trails past the old lagoon and connecting to River Ridge Drive.
- C** Continue the sidewalk network on Dawson Road to fully connect the Community Complex, including the skate park and dog park. This may include sidewalk or multi-use path extensions on the north and south sides of Dawson, past Carson Park Drive.
- D** Work towards improving pedestrian, cycling, and other active transportation crossings on Dawson Road. This may mean adding additional signaled crosswalks, for example:
 - At Harpin Avenue and Dawson Road to better connect with existing multi-use network,
 - At Lagimodiere Avenue / Station Road and Dawson Road to better connect between sections of existing sidewalk,
 - At St. Amant Avenue and Dawson Road to improve access towards the bridge,
 - At Johnson Avenue and Dawson Road to connect sections of existing sidewalk,
 - At the skate park, to connect to a future sidewalk / multi-use path.
- As Lorette continues to grow, require new developments to reserve adequate rights-of-way for future sidewalk / multi-use path construction.
 - Include provisions to connect with existing networks.

Lorette

Long-term Vision

10+ years

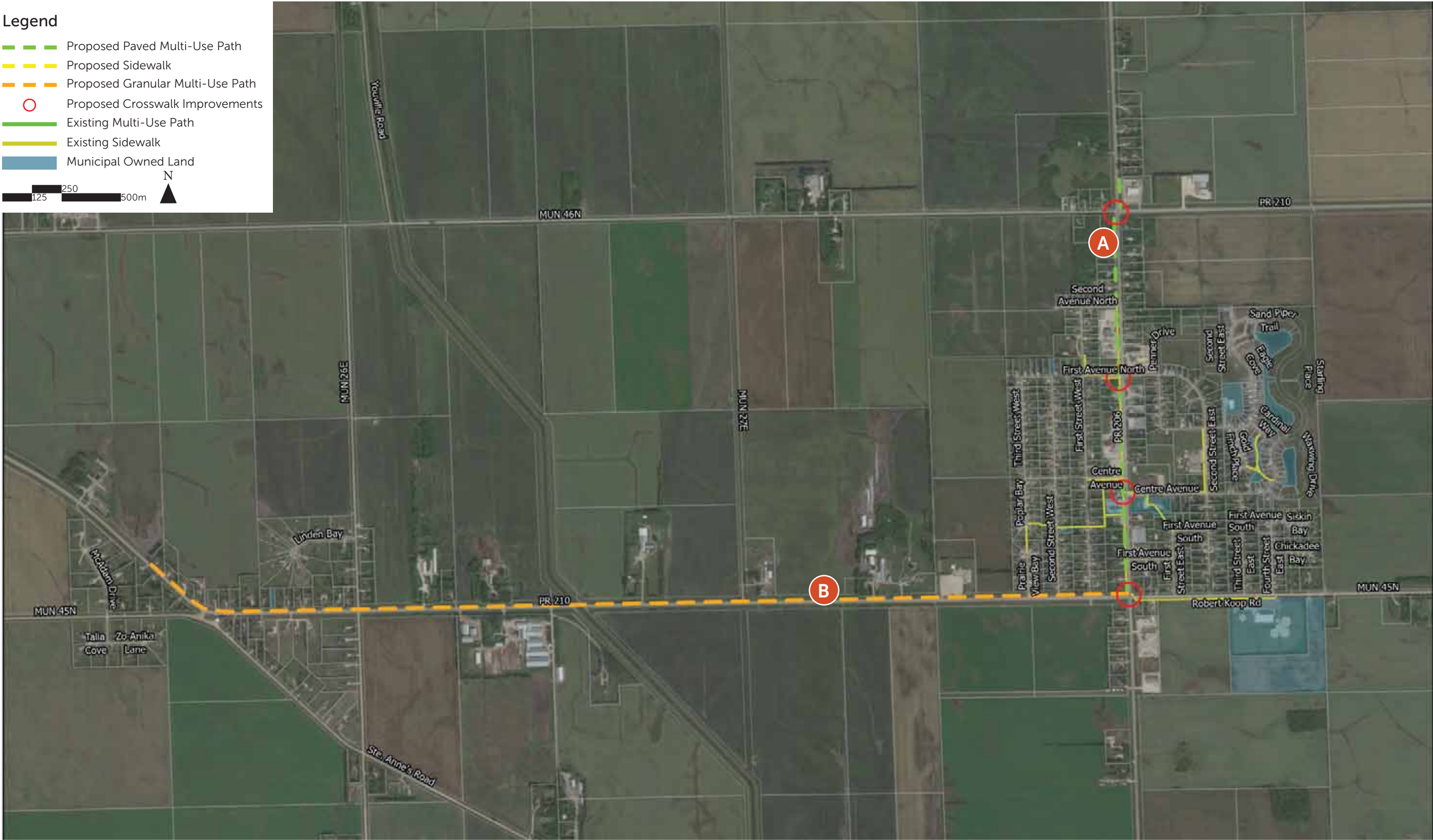
- A** Acquire lands to construct a looping trail along the outside perimeter of Lorette.
- B** Improve active transportation facilities on the bridge crossing on St. Amant Avenue. May include:
 - Realignment of roadway to create additional space for A/T across the bridge deck.
 - A continuous connection between Dawson Road and PR 405 to connect to a future regional network.
- C** Overall improvements to Dawson Road as the main street through the community of Lorette:
 - Widen sidewalks to meet or exceed accessibility standards as regular street maintenance occurs.
 - Streetscaping and planting to enhance visual appeal, to protect from wind, reduce the heat island effect, etc.
 - Consider a full complete street revitalization project to tackle the above visions and more.
- D** Improve access to and from the Seine River throughout Lorette, using existing public rights-of-way for both summer and winter active transportation and recreation use.
- E** Naturalize existing and future retention ponds and improve existing overland drainage.



Lorette Long-term Vision (10+ years)

Legend

- Proposed Paved Multi-Use Path
 - Proposed Sidewalk
 - Proposed Granular Multi-Use Path
 - Proposed Crosswalk Improvements
 - Existing Multi-Use Path
 - Existing Sidewalk
 - Municipal Owned Land
- 125 250 500m
- N



Landmark + Linden Short-term Priority Actions (0-5 years)

Landmark + Linden

Short-term Priority Actions 0-5 years

- A** Sidewalk improvements and extensions on the west side of Main Street.
 - Upgrade existing sidewalks into multi-use paths to meet or exceed accessibility standards.
 - Extend AT connection from Second Avenue North to Heartland Community Church.
 - Introduce flashing pedestrian crosswalk at Main Street and MUN 46N to connect to Heartland Community Church.
 - Improve continuity of sidewalks/multi-use paths between Centre Avenue and First Avenue North by reducing the number of approaches to businesses.
 - Improve pedestrian crossing(s) at Main Street and First Avenue North.
 - Renew existing crosswalk at Main Street and Centre Avenue with flashing lights and improved signage.
 - Redesign crossing at Main Street and Robert Koop Road to future-proof intersection as a junction of multi-use paths and sidewalks, including flashing lights and improved signage.
- B** Develop a multi-use pathway between Landmark and Linden.
 - Leverage existing right-of-way along the north side of PR 210 to connect the two communities.
 - The Municipality may want to consider recommending a reduction in vehicular speed along PR 210 to Manitoba Transportation and Infrastructure (MTI).

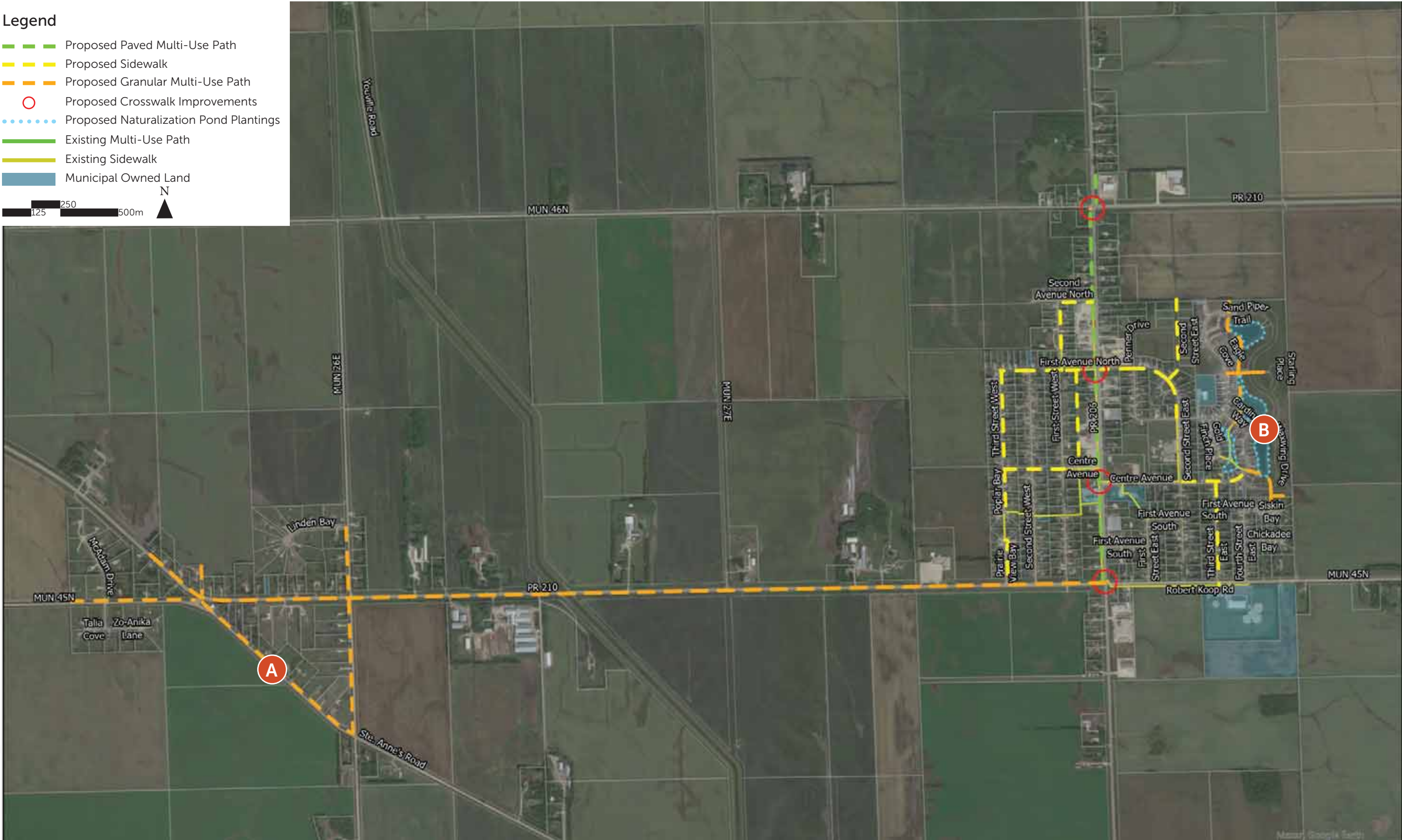
Landmark + Linden

Mid-term Recommendations 5-10 years

- A** Complete the sidewalk network within the community.
 - Fill in the gaps with new paths where necessary.
 - Ensure connectivity to all new developments in the future.
- B** Naturalize plantings around retention ponds in NE Landmark, especially near planned multi-use paths.

Legend

- Proposed Paved Multi-Use Path
 - Proposed Sidewalk
 - Proposed Granular Multi-Use Path
 - Proposed Crosswalk Improvements
 - Proposed Naturalization Pond Plantings
 - Existing Multi-Use Path
 - Existing Sidewalk
 - Municipal Owned Land
- 125 250 500m
- N



Landmark + Linden Mid-term Recommendations (5-10 years)

Legend

- Proposed Paved Multi-Use Path
 - Proposed Sidewalk
 - Proposed Granular Multi-Use Path
 - Proposed Crosswalk Improvements
 - Proposed Naturalization Pond Plantings
 - Proposed Naturalization Plantings
 - Proposed Wayfinding Points
 - Existing Multi-Use Path
 - Existing Sidewalk
 - Municipal Owned Land
- 125 250 500m
- N



Landmark + Linden Long-term Vision (10+ years)

Landmark + Linden

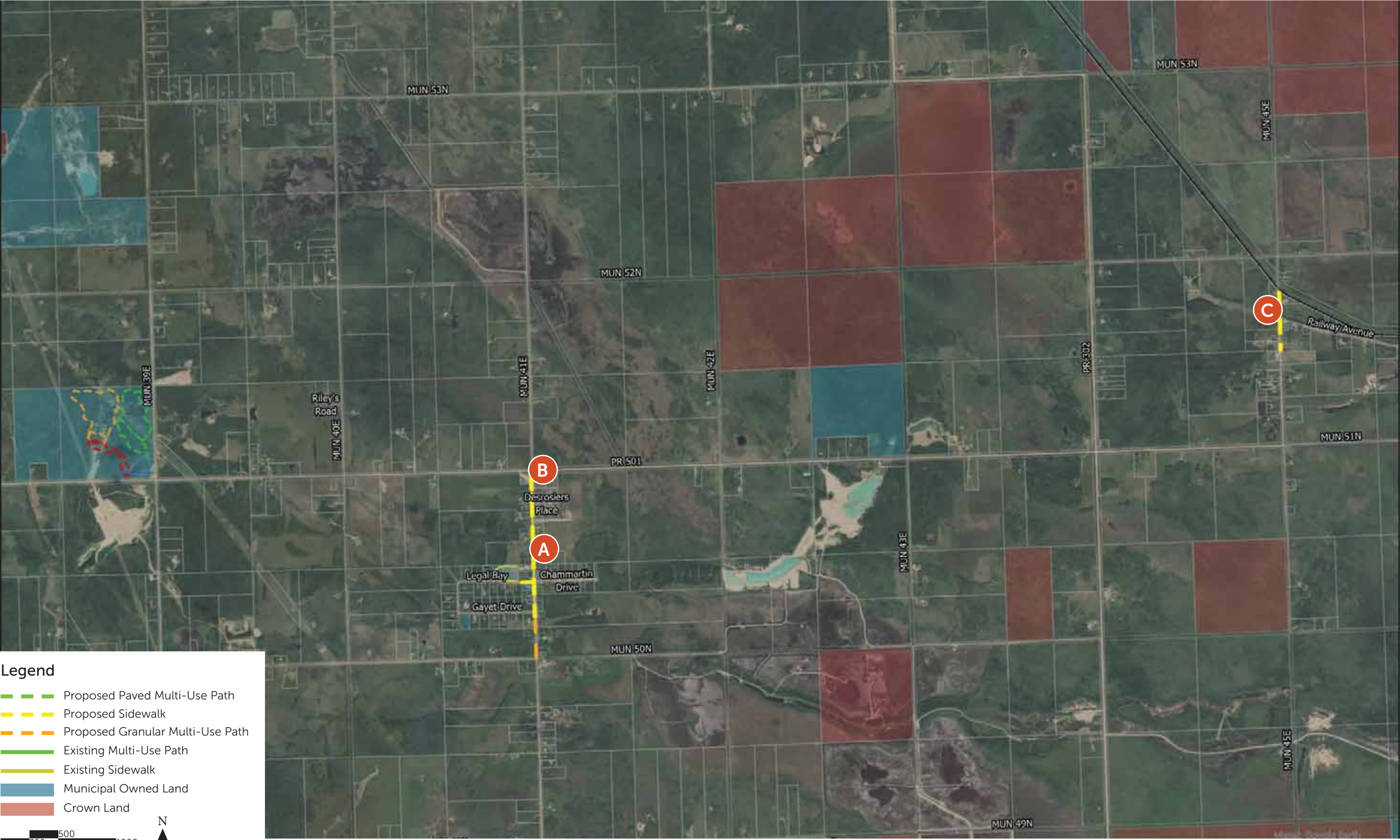
Long-term Vision 10+ years

- A** Complete a looping path following the perimeter of the community.
 - At grade, multi-use path separated from vehicular traffic.
 - Maintained year round to allow for walking, cycling, skiing, etc.
 - Plant vegetation and use barriers to mitigate the effects of wind and other weather.
- Resolve drainage issues to better support planned AT infrastructure.
 - Build the infrastructure as the drainage issues are resolved.

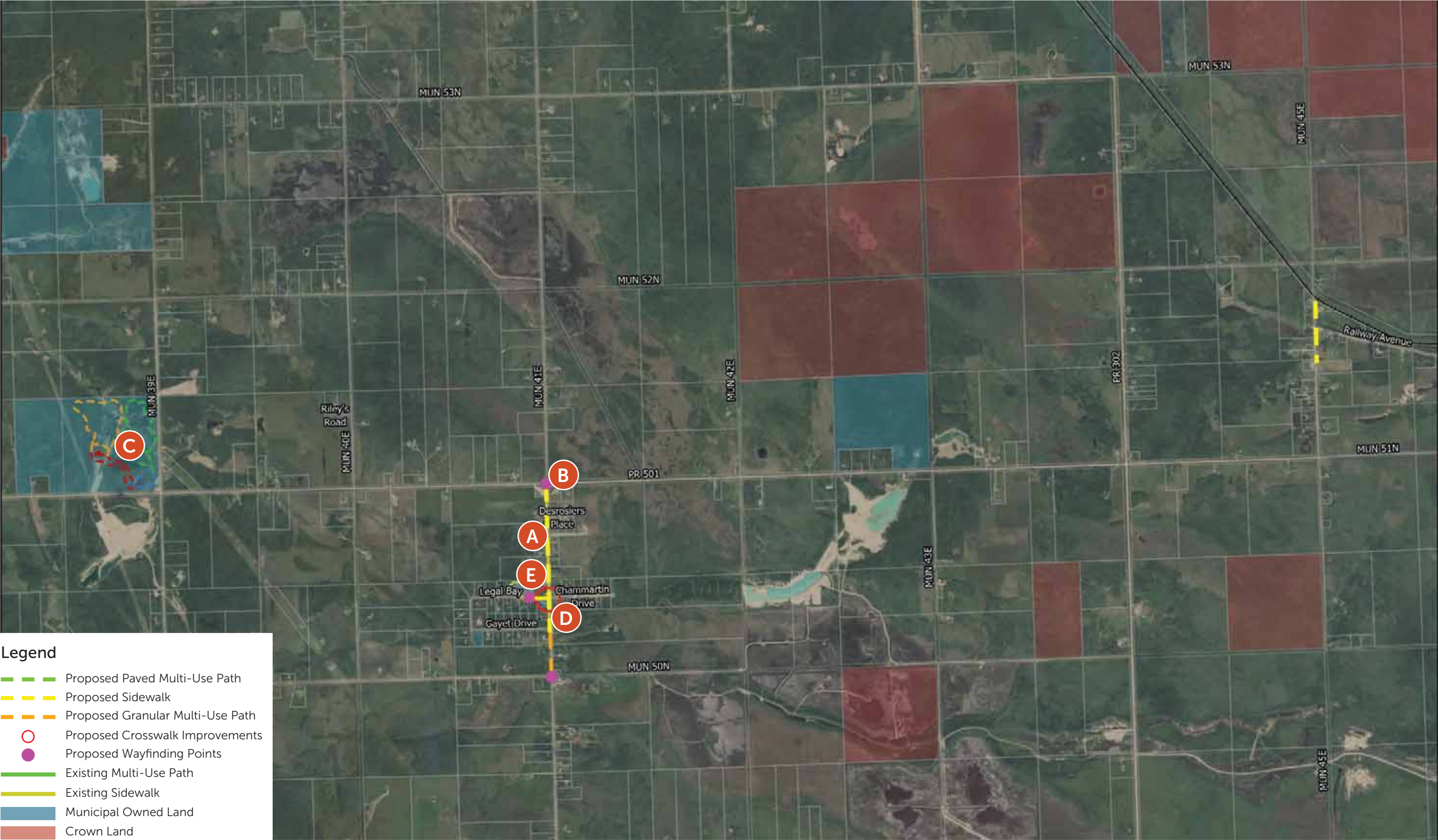
Ste-Geneviève + Ross

Short-term Priority Actions 0-5 years

- A** Sidewalk improvements and extensions in Ste-Geneviève and Ross:
 - Upgrade existing sidewalk from PR 501 to Gayet Drive to meet or exceed accessibility standards.
 - Extend sidewalk to the south from Gayet Drive to MUN 50N.
 - Link existing sidewalk to the trail behind the Ste-Geneviève Community Centre
- B** Signage and routes for industrial truck traffic.
 - Create designated routes to direct heavy trucks away from main routes in and around Ste-Geneviève.
 - Place signage in appropriate areas to advise of said routes.
- C** New sidewalk in Ross along road 45E.



Ste-Geneviève + Ross Short-term Priority Actions (0-5 years)



Ste-Geneviève + Ross Mid-term Recommendations (5-10 years)

Ste-Geneviève + Ross

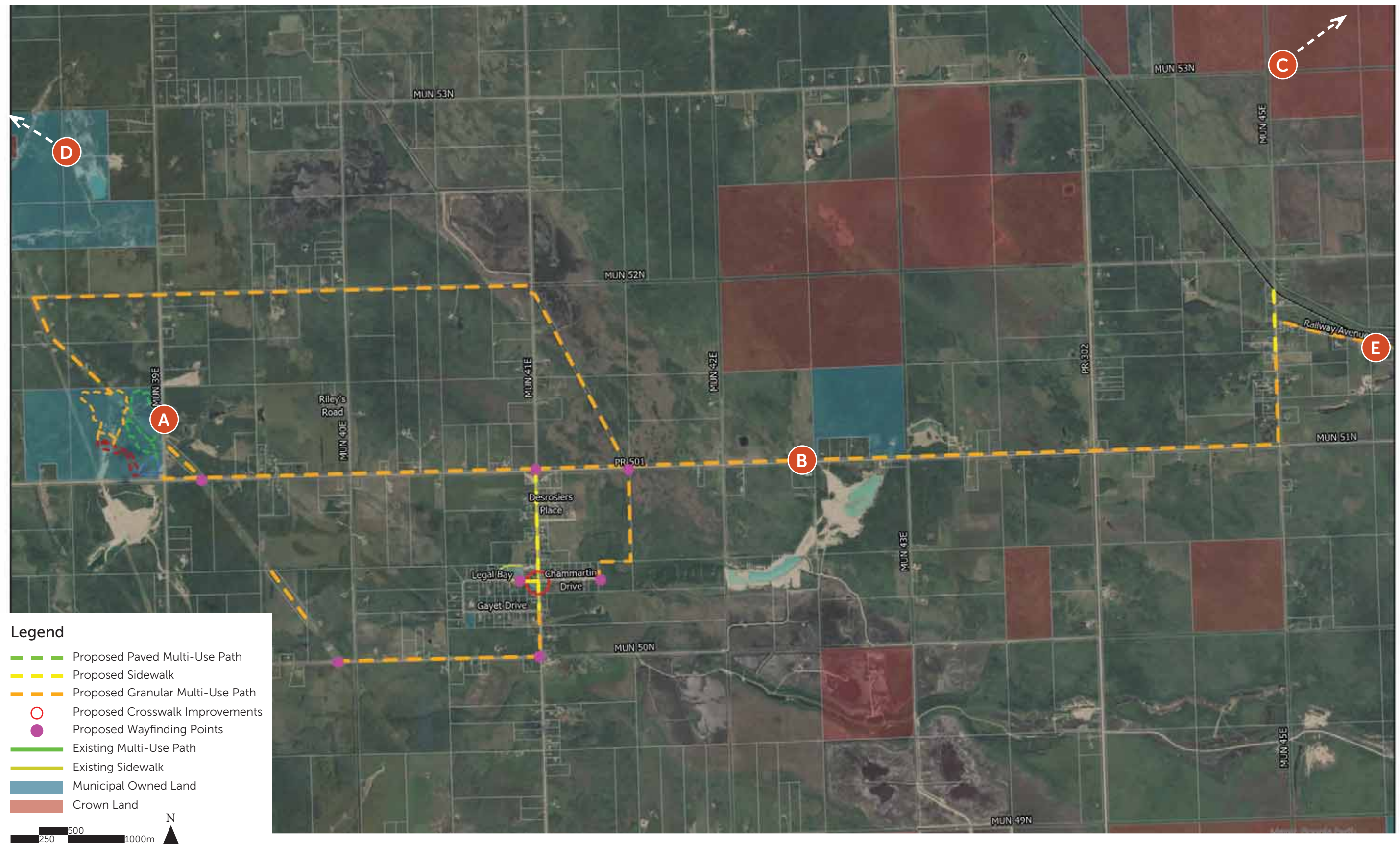
Mid-term Recommendations 5-10 years

- A** Street lighting upgrades.
 - Install new street lighting along the west side of MUN 41E from PR 501 to MUN 50N to replace existing hydro-pole lighting.
 - Add street lighting along Legal Bay and Gayet Drive.
- B** Safety-oriented signage and community education/outreach campaign to reduce pedestrian conflicts with motorized vehicles.
 - Install signage where MUN 41E meets PR 501 and MUN 50N to advise motorized riders to slow down and watch for pedestrians when traveling through Ste-Geneviève.
 - Online and pamphlet campaign to encourage riders to practice safe riding habits when using shared paths.
- C** Improvements at Monominto Trails.
 - Future extension of trail network into the municipally owned land to the west.
 - Clear rocks and other obstacles from trail pathway.
 - Improve trail condition, maintenance, and grooming for use year-round.
 - Develop wayfinding signage on the trails to clearly mark trailheads and boundaries.
- D** Legal Bay and Chammartin Drive intersection.
 - Improve crossing experience at intersection with pedestrian crossing signage.
- E** Community Centre and church improvements
 - Consider benches, bicycle parking, and future connections to trail improvements at the church grounds.
 - Create a winter skating trail in the community centre grounds.

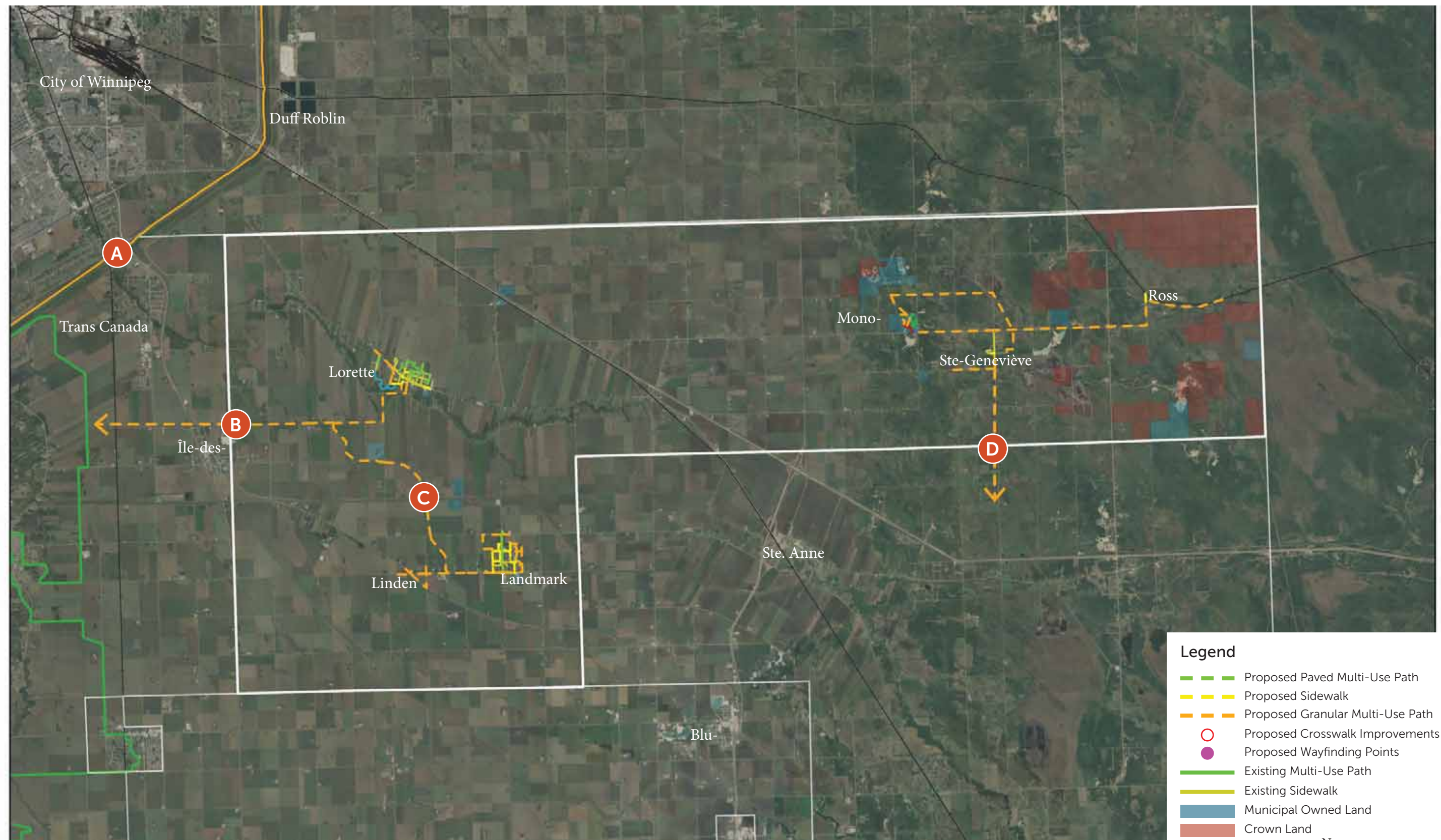
Ste-Geneviève + Ross

Long-term Vision 10+ years

- A** Create greater connectivity to the Monominto Trails.
 - Develop a multi-use granular path between Ste-Geneviève and Monominto along PR 501.
 - Leverage existing Manitoba Hydro rights-of-way and easements to create a regional AT network.
 - Create a granular path along the drainage berm right-of-way NE of Ste-Geneviève.
 - Complete AT loops by developing an AT network along or adjacent to roads.
- B** Connect Ste-Geneviève and Ross with a granular multi-use path along PR 501.
- C** Increase recreational access to Crown wetlands NE of Ross.
 - Develop accessible wetland interpretative grounds.
 - Build a boardwalk (such as the Brokenhead Wetland Interpretive Trail).
 - Encourage birdwatching and other wildlife viewing opportunities.
- D** Consider adaptive reuse strategies for decommissioned quarries where safe.
 - Explore opportunities for recreation at unused quarry sites such as swimming or pump tracks for cycling.
- E** New sidewalk in Ross along Railway Avenue.



Ste-Geneviève + Ross Long-term Vision (10+ years)



Long-term **Regional** Vision (10+ years)

Long-term Regional Vision

- A** Connect to the Duff Roblin trail at Winnipeg Floodway.
- B** Connect to the Trans Canada Trail via Île-des-Chênes.
- C** Regional connection between Landmark/Linden and Lorette via multi-use paths along select provincial waterways, e.g. Manning Canal, Seine River Diversion.
- D** Connect towards Richer/Ste. Anne
 - Work with neighbouring RMs on interconnectivity of future trail networks.
 - Improvements to capture long-distance AT users (road and gravel cyclists), destinations for them to stop and spend time in the RM, and better network to draw them in.

4.3 Public Open House

The public open house was held in Landmark on April 25th, 2024. The event began at 4:00 pm and closed at 8:00 pm in order to be as accessible as possible to residents from each community. Three consultants from HTFC along with Lesley Gaudry and Allison Driedger set up the boards and snack table to create a welcoming environment. The event was well-attended, with residents coming to hear about how the project had progressed. Some attendees had also been at the October stakeholder workshops and were happy to see many of their ideas on the boards.

Sixteen boards were displayed:

- Three introductory and background information boards
- Four boards per community (4x3 = 12 additional boards)
 - One large board per community with the Phase 1 priorities displayed including precedent images and distances for each priority action.
 - One dotmocracy board per community with the Phase 1 priorities listed alongside a large, blank square for visitors to add a sticker dot to indicate their preferred priority action.
 - Two boards per community displaying Phase 2 and 3 priorities.
- One regional board showing a large scale network over the long-term.

Over 35 attendees registered in the sign-in sheet and 10 paper feedback forms were completed. Many of the RM councilors stopped in, allowing for good conversations and dialogue with the public.



Resident reviewing the Lorette Phase 1 Board at the Open House.

What We Heard at the Open House

The results of the **Phase 1 Dotmocracy Boards** showed a clear preference for sidewalk improvements in Landmark. However, two options were voted as close preferences for each of the other communities. Additionally, the Monominto Trails upgrades proposed in Phase 2 for Ste-Geneviève and Ross were given 4 dot votes, despite not being listed, by passionate residents. In-person surveys completed at the open house were generally more positive than the online surveys completed. This may be due to the in-person residents being more open to Active Transportation, hence why they made the effort to attend. Additionally, a few in-person responses noted they had been present at the initial stakeholder workshops in October, 2023 and were pleased to see their feedback reflected in the proposed strategies.

Lorette

Dot Votes *Priority Actions*

3 A: Paved multi-use path on west side of Station Road.

8 B: Granular multi-use path from Red River Co-Op River Ridge Drive.

Top Voted 9 C: Multi-use connections behind school.

1 D: Paved multi-use path from River Ridge Drive to Clubhouse Drive.

Landmark and Linden

Top Voted 16 A1: Sidewalk improvements + extensions in Landmark.

5 A2: Crosswalk improvements + signage in Landmark.

6 B: Granular multi-use path between Landmark + Linden.

Ste-Geneviève and Ross

6 A: Sidewalk improvements in Ste-Geneviève.

Top Voted 7 B: Truck signage + routes in Ste-Geneviève.

1 C: New sidewalk in Ross.

4.4 Online Survey

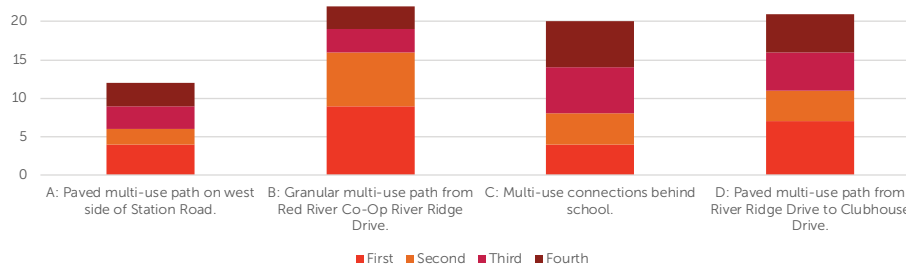
Following the April 25th Open House, the feedback form was digitized and made available as an online Microsoft Forms survey. It was accessible from Monday, April 28th to Monday, May 6th and received 34 responses. The vast majority of survey respondents were from Lorette (28), then Landmark (8), and Ste-Geneviève (2), there were no survey responses from Linden or Ross residents. Some recurring suggestions from Lorette residents included:

- Making the proposed granular path between Red River Co-Op and River Ridge Drive **paved** instead.
- Strong support for prescribed development, with some feeling the proposed upgrades should have happened at the time of the River Ridge Development.
- A shorter timeline as many residents feel strongly about safer paths for children and elderly walking and biking through the community.

Top Voted

Lorette Phase 1 Priorities

B



Top Voted

Landmark and Linden Phase 1 Priorities

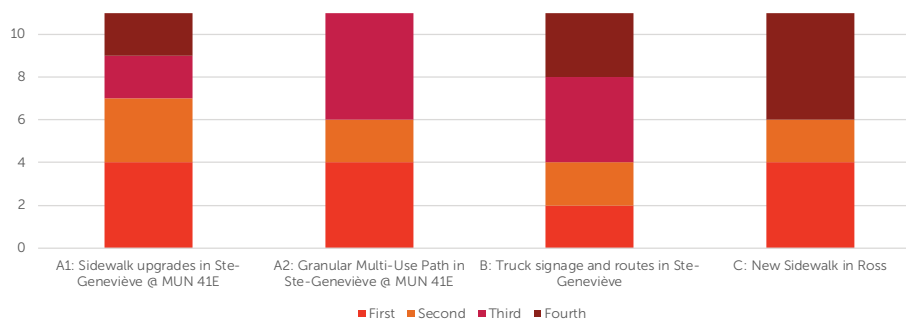
B



Top Voted

Ste-Geneviève and Ross Phase 1 Priorities

A1



5.0 Goals and Implementation



5.1 Priorities, Implementation, Phases, and Costing

The AT Network Plan provides a long-term guide for active transportation development for the region and communities of Taché, and is intended to be divided into phases that will be implemented over an extended period of time as needs arise and communities grow, based on the following criteria:

- Immediate regional opportunities attracting people from the neighbouring trail networks into the Municipality and furthering the recreation opportunities.
- Immediate safety concerns that can be fixed by upgraded pedestrian infrastructure and recreational loop trails to satisfy the community's desire for safe walking routes separated from vehicular traffic.
- Linking key origin and destination points like residential areas to community resources.
- Consideration toward enhancing recreation trails currently in use and finding ways to attract more visitors to the region.
- Breaking the AT strategy into distinct, fundable component projects that can be further broken down or combined to suit available grants and other funding sources.
- The Order of Magnitude pricing shown in our phasing is based on previous estimates for similar work in Winnipeg. This is intended for Capital Planning, not as a construction estimate. We recognize the municipality may be equipped locally to achieve these results at a lower cost.

5.2 Additions to Current Policies and By-Laws

Building on Existing Policy

Support for active transportation is already embedded into several policy documents pertinent to the RM of Taché. This may be found in the vision statements of municipal planning documents:

Recreation Master Plan (2023):

The RM of Taché aspires to offer recreational opportunities that strengthen the bonds between all residents, uniting them under a common identity. To create this sense of community, recreation will be delivered efficiently, but also equitably, across all areas of the RM. Recreation will also be a bridge to connect with Taché's neighbours through regional partnerships, where all parties benefit from collaboration.

Strategic Plan 2020-2022 (2019):

The Municipality is committed to developing strong community connections and supporting the wellbeing, comfort, and safety for our residents now and in the future.

Development Plan (2016):

Taché is a diverse and culturally rich, age-friendly agricultural community with growing urban centres of commercial and residential development that have efficient and focused services and infrastructure. Pathways and greenspace provide walking and cycling connections to enhanced main streets, community amenities, and recreational opportunities. Agriculture, resource development and rural living homes coexist in a peaceful, environmentally safe and orderly planned manner.

Plans more directly guiding development are also encouraging, offering several strategies consistent with the successful implementation of active transportation:

Zoning By-Law (2023)

- All developments within the “RM1”, “RM2”, “C”, and “CM” zones are required to provide bicycle parking as follows:
 - a. one lockable bicycle space per 20 (twenty) required automobile spaces shall be provided to a maximum of twelve (12) bicycle spaces; and
 - b. Bicycle parking must be provided with safe and convenient access to building entrances.

Lorette Northwest Secondary Plan (2019)

- “New neighbourhoods within the Secondary Planning Area should be designed with an integrated network of sidewalks, pathways, trails and greenspace areas.”
- “The Secondary Planning Area shall include a network of greenspaces that support recreation opportunities, connect uses, and provide a high quality of life to Lorette’s residents.”
- “Streets within the Secondary Planning Area shall support multi-modal transportation, including both vehicular and active transportation.”
- “To create an efficient and safe transportation network for motorized and non-motorized modes of transportation within Lorette.”

Development Plan (2016)

- “Identify, protect, and utilize corridors and right-of-ways for active transportation when feasible.”
- “Encourage multi-modal transportation (including active transportation trails, walking paths, and transit) by promoting densification, creating interconnected transportation networks, and by establishing public transportation options when feasible. Plan active transportation facilities to be physically separated from highways.”
- “Require subdivisions to incorporate active transportation options, including sidewalks, trails, and paths.”
- “Support the construction and design of development that encourages active transportation, like walking and bicycling, and manages traffic movements with a high degree of connectivity to the surrounding area.”
- The RM of Taché is already well-positioned to implement this plan. The following suggestions build on existing policies and by-laws and are recommended to support the goals of this Master Plan.

Suggested Objectives

- 1. Community Active Transportation Networks:** Make it a development objective to establish a connected and continuous active transportation network within Lorette and Landmark.
- 2. A Regional Active Transportation Network:** Make it a development objective to establish active transportation connections between communities in the long-term.
- 3. Commit to a Complete Streets Approach:** Make it a development objective to follow the design principles of “complete streets” to encourage active transportation uptake, promote physical activity, and make it easier for people of all ages and abilities to move within their communities.

Suggested Policies

- 1. New Standards for Sidewalks:** New sidewalks should be no less than 2.1 metres in width to accommodate the accessibility needs of all users.
- 2. Tie Sidewalk Upgrades to Scheduled Roadwork:** Where existing sidewalks are not meeting standards, or where a sidewalk recommended as part of this plan does not yet exist, the associated construction should be carried out in parallel with adjacent roadwork.
- 3. Increased Requirements for Subdivisions:** While subdivisions are already required to “incorporate active transportation options,” this directive could be strengthened to require sidewalks be built on at least one side of residential streets to ensure connectivity to the greater network.
- 4. Reserve Land for Public Rights-of-Way:** Require new residential developments to designate land between homes as pathways for public use at the midway point between neighbourhood blocks, such as those seen in southwest Landmark.
- 5. Restrict Motorized Vehicles from Paved Multi-use Paths:** Prohibit motorized vehicles (excluding those with electric motors such as e-bikes) from accessing paved multi-use paths.
- 6. Establish Truck Routes:** To ensure safer streets for all users, direct heavy trucks away from urban settlement areas with the creation of fully signed trucked routes.

5.3 Land Tenure

It is the responsibility of the municipality to obtain all required approvals in order to build the trail network. The following section is from the Guidelines for the Construction of Recreational Trails on or in Proximity to a Departmental Road, by Manitoba Transportation + Government Services (April 2002):

Any proposed AT routes which are to be constructed on departmental roads, provincial lands under the administration of Manitoba Transportation + Government Services [Manitoba Infrastructure], or on lands within controlled areas or control circles adjacent to departmental roads must be applied for. This includes any proposed AT path that:

- Is located within the right-of-way of a Limited Access Highway or Provincial Road
- Is located within the controlled area that parallels an existing Limited Access Highway or a control circle that has been established at the intersection of a Limited Access Highway and another road
- Is within 38.1m of the existing right-of-way boundary of a Provincial Road

Departmental approval of trail construction on highway right-of-ways will be conditional on the applicant obtaining the necessary permits and/or approvals as listed below:

Highway Access

If the trail is to cross a Limited Access Highway¹, the applicant will be required to obtain a permit from the Highway Traffic Board. The Department will work with the applicant to assess the safety and location of the crossing and assist them in obtaining the necessary permit.

Highway Control Areas

- Approval for trails located outside the highway right-of-way, but within controlled areas that parallel a Limited Access Highway or a control circle that has been established at the intersection of a Limited Access Highway and another road, will be in form of a permit from the Highway Traffic Board. The Department will work with the applicant to evaluate the impacts of the proposed trail location and assist them in obtaining the necessary permit.
- Approvals of trails located outside the highway right-of-way but within 38.1m of the existing right-of-way boundary of Provincial Roads will be in the form of a permit issued by the Department.

Adjoining Land

- If the trail crosses land adjoining the highway right-of-way that is under the Department's administration and control, the applicant will require an easement from the Department.
- If the trail crosses crown land adjoining the highway right-of-way that is under the Department of Conservation's administration and control, the application will require a permit from Lands Branch.
- If the trail crosses privately owned land adjoining the highway right-of-way a land use license or other acceptable documentation will be required from the landowner.

Other Required Approvals

The applicant shall comply with all applicable federal and provincial statutes and all applicable municipal by-laws and obtain any other approvals, licenses or permits that are required from other government departments and agencies, and acknowledges that the trail license may not necessarily be sufficient for the applicant's purposes. The applicant will be responsible for obtaining any environmental approvals that may be required.² *Further detailed information regarding construction guidelines, application procedures, reviews, approvals and liabilities can be sourced in that document.*

¹ Limited Access Highways include the Trans-Canada Highway 1 and Provincial Trunk Highway (PTH) 34

² Manitoba Guidelines for the Construction of Recreational Trails on or in Proximity to a Departmental Road (2002)

5.4 Promoting Trails and Active Transportation

Not all obstacles to active transportation are physical; they are also perceptual. By addressing the attitudes, awareness, understanding, or skills of potential pedestrians and cyclists, these obstacles can be overcome. Promoting AT can be effectively done at little cost while finding ways to actively harness community energy and support. They include:

- Campaigns that raise awareness and encourage people to try alternate modes of transport (for example, Bike to Work Week).
- Developing walking or cycling maps that highlight recommended routes
- Promotional events to mark important milestones and attract media attention that can raise awareness and build public support for future measures
- Awards that recognize the contributions of key individuals and organizations
- Cycling skills courses that teach cyclists to ride safely on and off the road
- Educational campaigns that encourage drivers to treat cyclists and pedestrians with care and courtesy ³

Tailoring the AT strategy to highlight the unique features in your community. Active transportation is often selected because it's the more convenient option to travel. The health, environmental and financial benefits are a bonus. When the network is designed to reflect the natural tendencies of the community, it will increase the community support and encourage a wider user base.

Introducing AT to the community depends on early community education sessions to help ease the public into notion and benefits of AT. ⁴

By encouraging community involvement and building public support for AT improvements, public perception can be improved.

If community members remain skeptical of the benefits of AT or where funds are very limited, there is an opportunity to create a temporary showcase project. Building a small section of the AT network will demonstrate the potential and allow the community to experience change in smaller phases. Identifying areas of user conflict can also assist in building cases for future AT expansion.⁵

5.5 Cooperation and Collaboration

Many groups are involved in the planning and provision of AT services and facilities. Highlighting the diverse organizations and individuals involved and interested in AT will be a positive step in the realization of an AT network in the RM of Taché. Establishing a stakeholder group within the community and working collaboratively with appropriate levels of government and professionals to identify and consider all opportunities available will encourage a transparent process and assist in developing the best team to move forward. ⁶

³ Improving Travel Options in Small and Rural Communities, Transport Canada (2009)

⁴ Active Transportation Planning Guide for Manitoba Municipalities

⁵ Active Transportation Planning Guide for Manitoba Municipalities

⁶ Active Transportation Planning Guide for Manitoba Municipalities

- **The Provincial Government** sets the minimum standards and requirements related to AT in legislation and regulation. It provides funding, programming and resources to support and enable local AT initiatives.
- **Local Elected Officials**, as representatives of the community, set out the vision for AT, determine priorities and establish the bylaws, policies, and budget necessary to see the vision through. They will set the stage for the local AT environment.
- **Municipal Staff** support elected officials and community members to establish and implement the AT vision and policies. They provide information, expert advice and support. They may also maintain local AT facilities.
- **Professional Engineers, Planners, and Designers** provide guidance and expertise and ensure that legislation and industry standards are properly followed.
- **Trails' Organizations and local AT Users** provide advice and perspective through experience to municipal officials and staff. They may also be involved in facility maintenance.
- **Professionals in Other Sectors** such as public and environmental health, education, safety, law enforcement, recreation, tourism, insurance and local business can also play important advisory roles.⁷



5.6 Conflict Resolution

Introducing a new active transportation network is often accompanied by friction between various users, landowners, and authorities. The primary incompatibility among trail users is between motorized and non-motorized users. At this time, it is not anticipated that the RM of Taché's AT Network route will be open to motorized vehicles in the summer. There is potential to share the trail with snowmobile groups during winter if walking and cycling are less popular during that season. In order to share the trail, regular meetings that include various user group reps, developing collectively a code of conduct, and sharing that code on line and in physical locations on the site (signs) and acting quickly to identify and resolve reported conflicts through respectful dialogue and consensus building.

5.7 Liability and Risk Management

For detailed information on liability and risk management, please refer to The Occupiers' Liability Act C.C.S.M. c.O8. <https://web2.gov.mb.ca/laws/statutes/ccsm/o008e.php>

The act states that the owner of the trail is responsible for the maintenance of the trail and that the owner has a duty of care to ensure a reasonable level of safety for users, though users enter at their own risk.

For trails, municipalities have a duty of care on lands under their control, where trails on private land are generally exempt (as long as the owner is not intentionally causing harm or acting with reckless disregard for trail users).

5.8 Monitoring and Maintaining

Maintenance Priorities

Allocating resources towards AT facility maintenance needs depends on a number of criteria. In many instances, organizations have established maintenance priorities and approaches that can help determine what projects require immediate attention. Maintenance priorities are a link between the AT path users' needs and management objectives. In other words, maintenance priorities help to determine where money and concentrated efforts to maintain and refurbish the network should be spent through both the eyes of managers and users. The following is a common triage of priorities:

- Priority 1: Provide for User Safety
- Priority 2: Preserve the AT Paths and Environment
- Priority 3: Provide for User Convenience

Priority 1: Provide for User Safety

Providing for user safety and correcting unsafe situations should always be the first maintenance or refurbishment priority.

Safety elements may vary in terms of severity, but a common sense approach to prioritizing refurbishment projects would concentrate on correcting path deficiencies that have an emergency dimension to them. Emergency projects may put nearby children (if, for example, a school is near a pathway to which children have easy access) or AT Path users at severe risk. In many instances, these safety concerns may make the trail or sections of the trail unusable. Common safety considerations include:

- Repair of structures such as bridges and stairs.
- Repair of impassable wash-outs.
- Removal of storm damage.
- Preventative measures such as cutting-down leaning trees.

Priority 2: Preserve the AT Path and Environment

Preserving the AT Path and the environment equates to repairing and/or correcting issues that are contributing to significant pathway damage and preserving the environmental quality that makes the path attractive to users. Improper planning, design, and construction of a path may lead to consistent, significant damage to pathway sections. In these instances, re-routing may be the best option to correcting the problem. Other examples of maintenance measures towards preserving the trail and environment include:

- Correcting erosion/sedimentation problems.
- Repairing deteriorated treadway (filling ruts, and patching pavement and/or crushed gravel).
- Preventing off-site trampling.
- Addressing drainage issues.

Priority 3: Provide for User Convenience

Maintaining the AT Path in a manner that provides for user comfort may include maintenance aspects of Priorities 1 and 2. Although listed as the “lowest” priority, providing for user convenience often requires, at minimum, the completion of annual maintenance or cosmetic improvements. However, many of the tasks involved within this priority are not excessively technical and can be accomplished by a group of volunteers. Some tasks include:

- Maintaining and/or enhancing the landscape (ex. Planting, mowing, brushing, trimming, etc.)
- Cleaning littered areas
- Repairing/replacing vandalized furniture, and/or signage
- Repairing/replacing decking or railings
- Repairing or maintaining amenities such as washrooms, garbage cans, picnic tables and benches

5.9 Forecasting Future Requirements

Measurement and Evaluation

As the AT Plan is implemented, monitor and measure results by gathering as much information as you can. Examples include:

- Kilometers of AT infrastructure built.
- Number of amenities built or improved.
- Number of users on the AT network.
- Number of new AT users.
- Number of people within trailhead radius.
- Reduction in collisions on and off roads.
- Number of tourist visits.
- User satisfaction.

The methods used to collect this information can be obtained through traffic counts, surveys, etc.

As your community becomes more familiar with AT, begin to set targets or performance measures and work towards those goals. Evaluate the implementation of your plan against those targets. Over time, it may be possible to assess broader outcomes such as public health and well-being.⁸

5.10 Plan Updates

It is a good policy to periodically review and update master plan documents to ensure they suit current conditions and broader policies. The municipality can formalize this process in its planning policies, or this can be done informally through the initiative of the trails steering committee. The recommended review period for this document is a maximum of 8 years.

5.11 Funding Sources

Recognizing the RM may have already followed up on potential funding opportunities, below is a list of potential sources, current as of March 2024. *Further information on the specifics of each opportunity can be found in the Appendix.*

1. Trails Manitoba Grant Program
2. Building Sustainable Communities Program
3. Tire Stewardship Manitoba Community Enhancement Grant
4. Tire Stewardship Manitoba Community Rubber Aggregate Grant Program
5. TD Friends of the Environment Foundation
6. Active Transportation Fund - Capital Projects

5.12 Recommended Next Steps

The recommendations in the document have been presented as phases which can be reduced further for smaller, quick wins. The first phase initiatives have been vetted with the public through an in-person Open House event and an online presentation and survey. The public has stated their preferences in the short-term priority action category for each community.

It is evident that some communities have more infrastructure and potentially more funds allocated to their development. This study has shone a light on some of the smaller communities who may not have a large budget to work with, but whose active transportation opportunities may be attractive to the region. There is a desire and enthusiasm for active transportation from the community of Ste-Genevieve that the project team would like to note. A great example of this is an expansion of and improvement on the path to the Monominto Trails.

The RM of Taché should use this document as the framework for their active transportation network implementation and upgrades to existing pathways. Specifically, when roadwork is undertaken, referring to potential projects in this document to work in tandem with road upgrades may be cost effective. This document will be helpful should the RM have opportunities for land tenure or while working with land developers. Integrating cohesive multi-modal transportation opportunities within new and existing developments will enrich the lives of the community.

When the RM is ready to consider implementing parts of the network, specifically along a provincially owned roadway or a Manitoba Hydro right-of-way, the RM is advised to reach out to the Provincial transportation department or Manitoba Hydro to work cooperatively and/or secure funding. Should further design or engineering studies or drawings be required, partner with experienced professionals to ensure a successful outcome.

1. Secure funding

- Work collaboratively with the recommendations from this network plan to identify and secure seed funding for initiatives from all levels of government.
- Identify and apply for any community building grants available from private foundations in North America
- Based on total capital raised, determine the most feasible option to pursue in this study
- Refer to the phases as outlined, or break down the phases further to smaller, more attainable goals.

2. Prepare Construction Documents and Obtain Regulatory Approvals

- Select the project delivery method (Design-Bid-Build, Construction Management, P3 or Design Build)
- Develop full set of construction documents for selected option (if the phase is a piece of a greater network, consider documents to cover all phases regardless of whether they will be implemented in several increments or all at once to ensure coordination and continuity of design quality).
- Apply for and secure all regulatory approvals

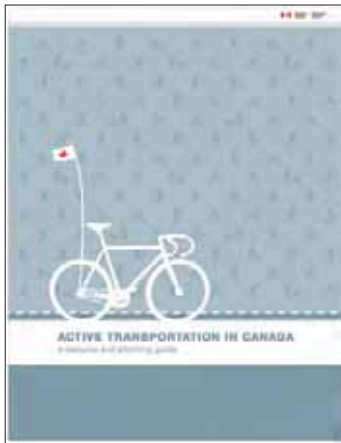
3. Implementation

- Tender your desired phase.
- Award construction contract.
- Build.
- Project Close Out and Grand Opening!
- Repeat Section 1-4 if multiple phases are selected.

6.0 Reference Materials

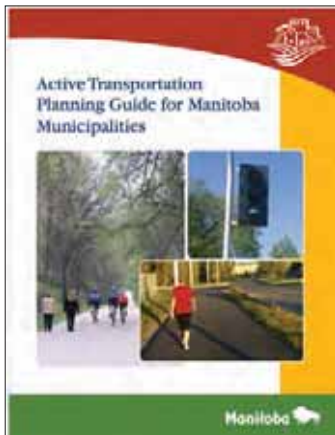


6.1 Active Transportation in Canada: A Resource and Planning Guide, Transport Canada, 2011



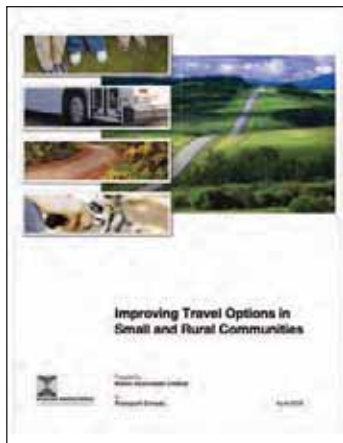
<https://planh.ca/resources/publications/active-transportation-canada-resource-and-planning-guide>

6.2 Active Transportation Planning Guide for Manitoba Municipalities, Government of Manitoba, 2015.



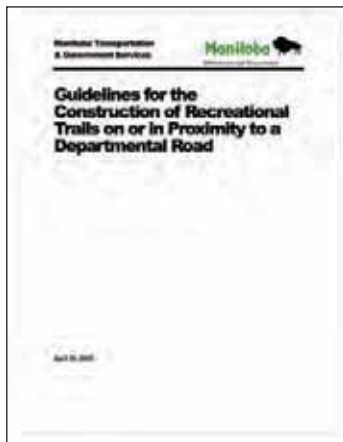
https://www.gov.mb.ca/mr/at/pubs/resource_guide.pdf

6.3 Improving Travel Options in Small and Rural Communities, Transport Canada, 2009



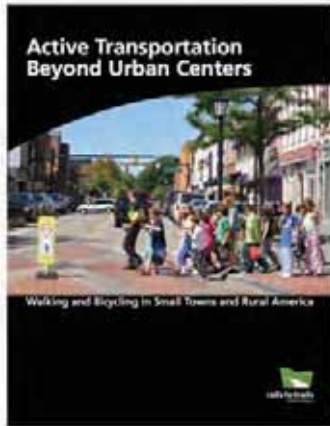
<http://www.octn.ca/uploads/userfiles/files/Improving%20Travel%20Options%20in%20Small%20and%20Rural%20Communities%20Transport%20Canada%20April%202009.pdf>

6.4 Guidelines for the Construction of Recreation Trails On or in Proximity to a Departmental Road, Manitoba Transportation + Government Services, 2002.



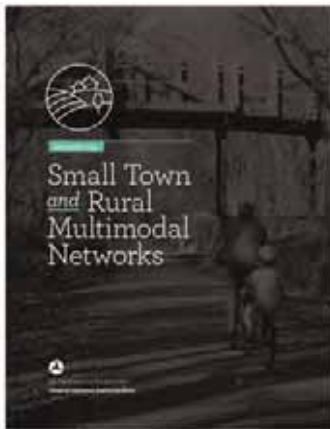
https://www.manitoba.ca/mr/at/tools/pubs/recreational_trail_guidelines.pdf

6.5 Active Transportation Beyond Urban Centers: Walking And Bicycling in Small Towns and Rural America, Rails to Trails Conservancy



https://www.railstotrails.org/resourcehandler.ashx?Name=active-transportation-beyond-urban-centers-report+id=4141+fileName=RTC_BeyondUrbanCentersReport.pdf

6.6 Small Towns and Rural Multimodal Networks, US Department of Transportation, Federal Highway Administration, 2016



https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf

7.0 Appendices



APPENDIX 1 - APPLICABLE CODES, GUIDELINES + DESIGN STANDARDS

Applicable Codes, Guidelines, and Design Standards

The design of active transportation facilities is a rapidly evolving field, particularly with regard to smaller communities. There are many published AT standards from centres around North America, however not all of them are in agreement, and only a handful are applicable to the dispersed and low density conditions of the RM of Taché.

It is recommended that the design of AT facilities in Taché adheres to local codes and standards, wherever possible, and seeks any additional technical detail from Canadian-sourced studies focused specifically on exurban active transportation. See Section 6.0 Reference Materials for a listing of the documents used in the preparation of this plan.

A1.1 Locally Applicable Codes, Standards + Specifications

The following Codes, Standards and Specifications will apply to the project:

- Manitoba Infrastructure Standard Construction Specifications.
- The Manitoba Building Code M.R. 31/2011.
- Manitoba Environment and Manitoba Conservation regulations including the Canadian Environmental Protection Act, Manitoba Environment Act, and the Manitoba Dangerous Goods Handling and Transportation Act.
- The Accessibility for Manitobans Act.
- City of Winnipeg (CW) Accessibility Design Standards, 2015.
- Transportation Association of Canada (TAC) Bikeway Traffic Control Guidelines for Canada.
- Guidelines for the Construction of Recreational Trails on or in Proximity to a Departmental Road, by Manitoba Transportation + Government Services (April 2002).

A1.2 Design Criteria for AT Routes + Trails

The following Design Criteria for AT Routes will apply to the project:

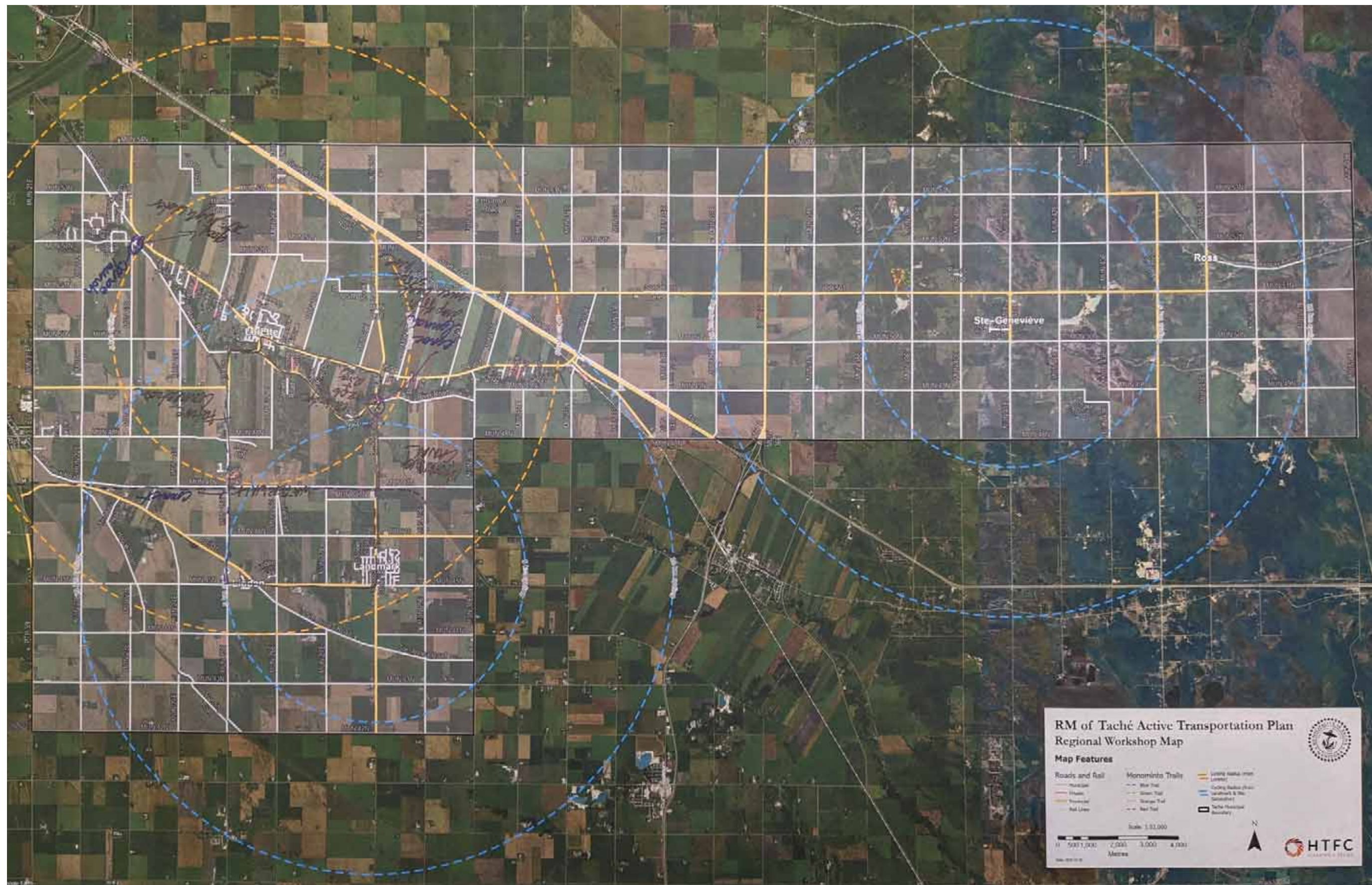
- AT facilities will be designed to achieve a level of comfort that is suitable for 'All Ages and Abilities'. "All ages and abilities" (AAA) facilities are aimed at making cycling safe, convenient, comfortable and fun for everyone, including families with children, seniors, and new riders. An inviting and connected network of low stress "AAA" routes will provide a wide spectrum of the population the option to cycle for most short trips (adapted from City of Vancouver Transportation Design Guidelines).
- Paved Sidepath, Granular Sidepath, and Shared Use Path
 - 3m wide, asphalt or granular surface, bi-directional.
 - Include detectable warning tiles in curb ramps where shared-use paths and sidepaths cross roads.
 - Slopes: Longitudinal <3% ideal, 5% max.; 2% cross slope max.
 - Path radii: $R = V^2 / 127(B + f)$ where V = design Speed - 30 km/hr (lower design speed (up to 20 km/hr) may be necessary in constrained areas), B = banking (2%) and f = 0.4.
 - Minimum radii of 25m is preferred, 10m remains acceptable in constrained areas.
 - At intersections 7m radii based on reduced operating speeds (approaching stop condition).
- Wayfinding Signs + Site Furniture
 - Signs and furnishings needs to follow the recommendations of the CWADS.

APPENDIX 2 - WORKSHOP FEEDBACK MATRIX

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Lorette Annotated Workshop Map - 2



Lorette Annotated Workshop Map - 3



Lorette Annotated Workshop Map - 4



Lorette Annotated Workshop Map - 5

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Landmark + Linden Annotated Workshop Map - 1



Landmark + Linden Annotated Workshop Map - 3



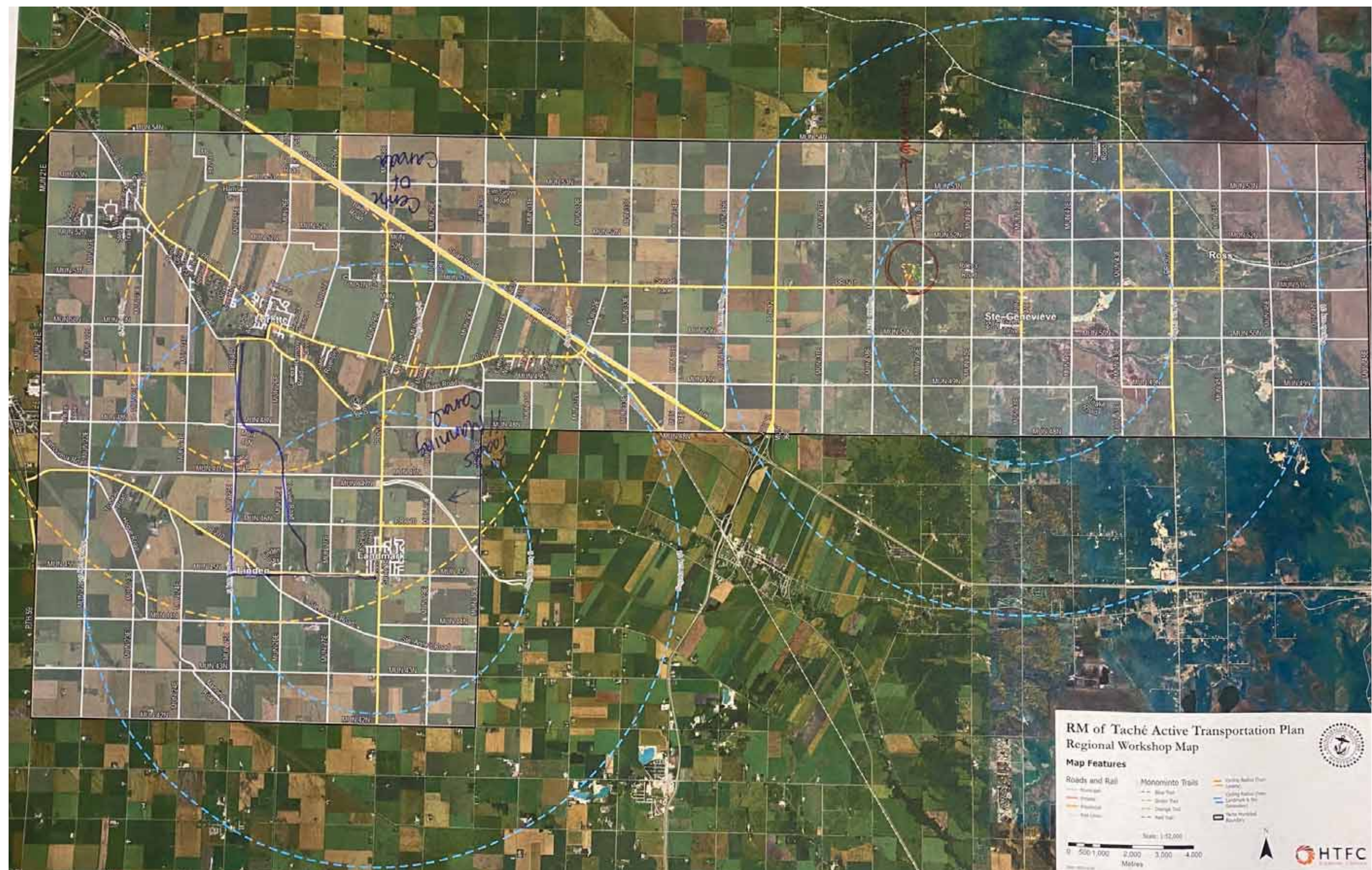
Landmark + Linden Annotated Workshop Map - 4



Landmark + Linden Annotated Workshop Map - 5



Landmark + Linden Annotated Workshop Map - 6



Landmark + Linden Annotated Workshop Map - 7

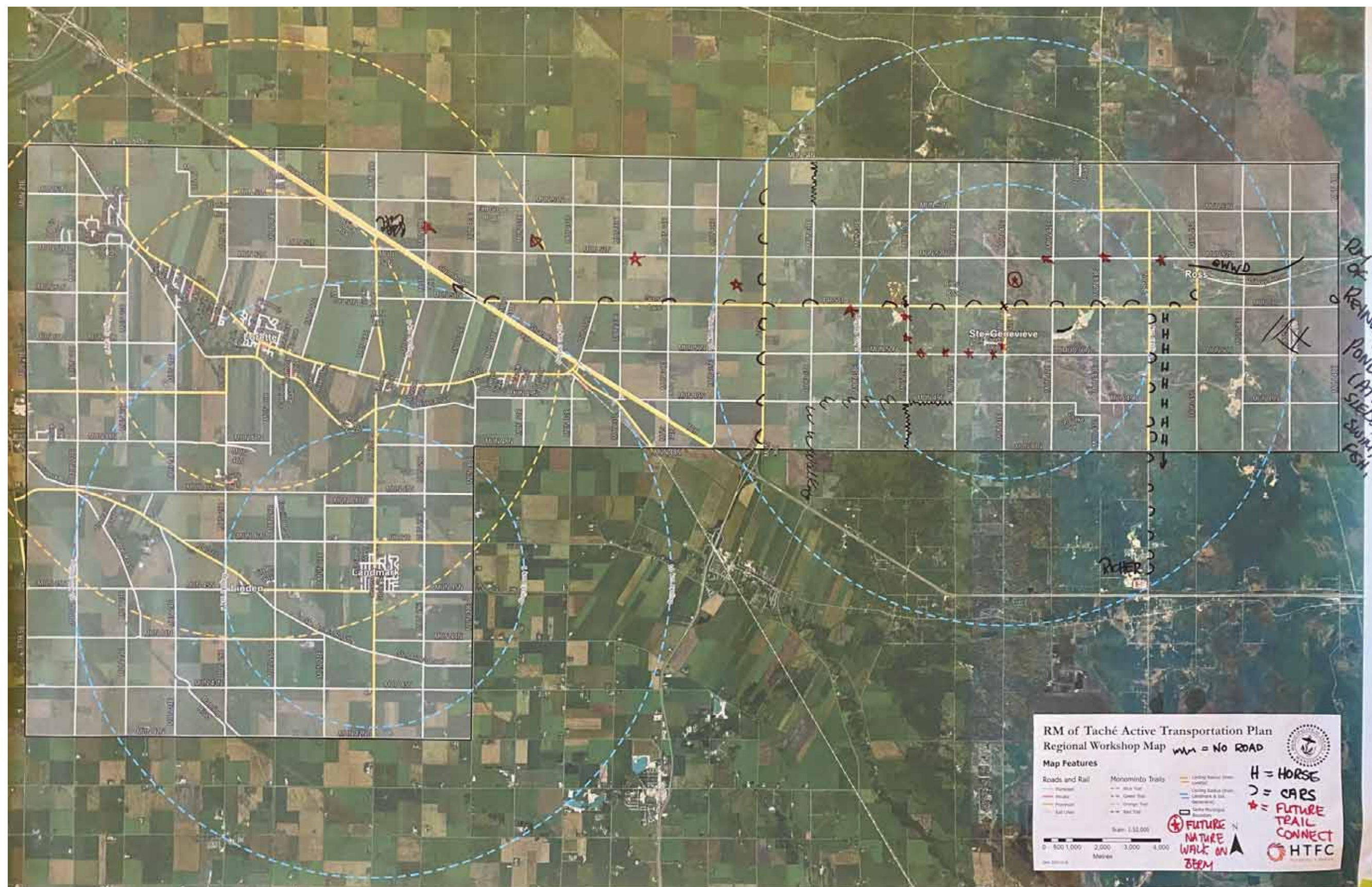


Landmark + Linden Annotated Workshop Map - 8

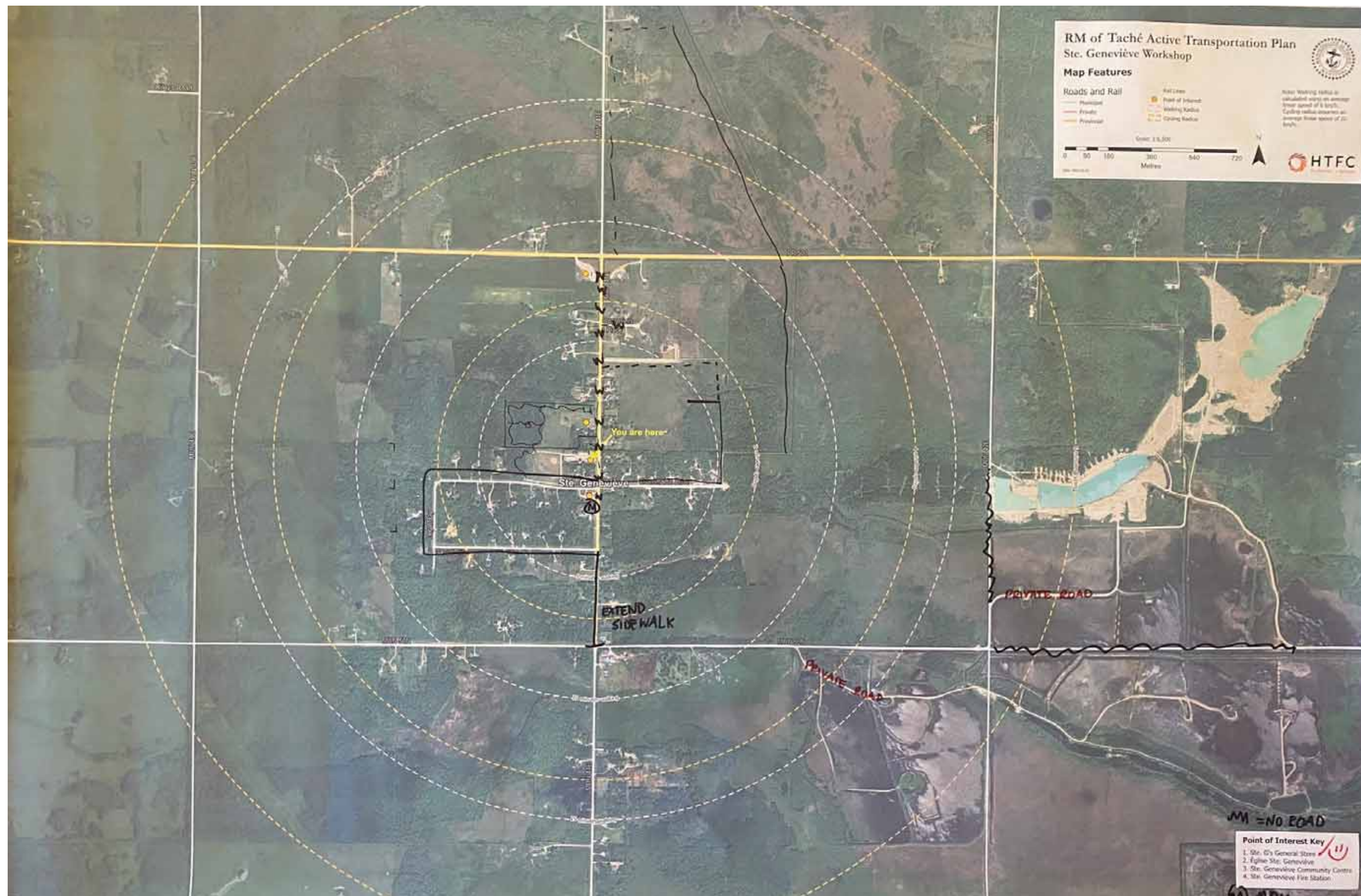
Ste. Genevieve

Theme Balance

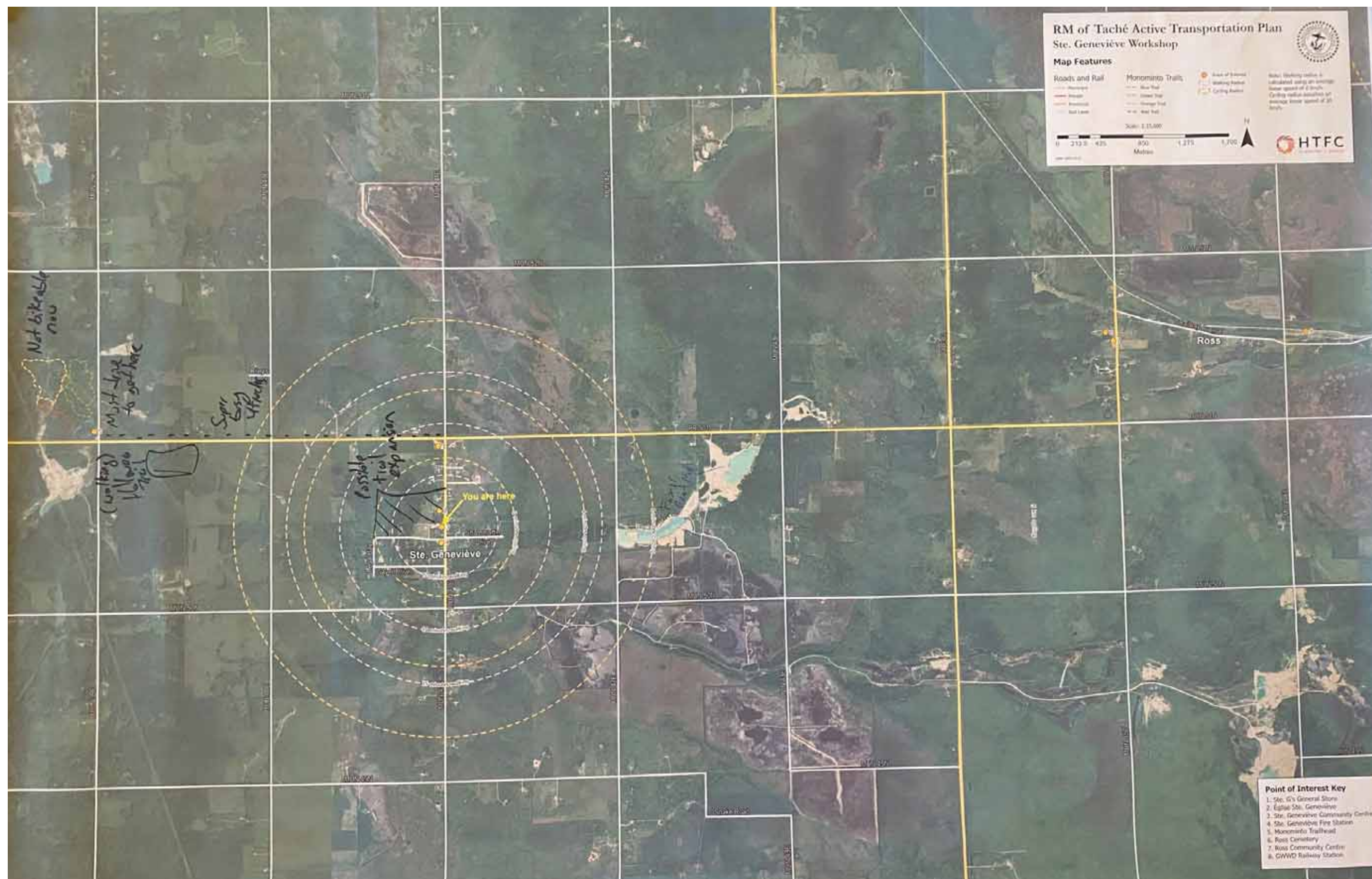
Themes	New AT Opportunities	Accessibility and Local Connections	Pedestrian Travel and Walking	Regional and Long Distance Connections	Monominto Trails	Long Term Goals	Winter Use	Municipal Communications	Bicycle Travel and Cycling	Building on Existing Infrastructure	Adaptive Re-use of Quarries	Streetscaping and Landscape Elements	Traffic	Lighting	Wildlife	Municipal Services/Infrastructure and Maintenance	Motorized and Other Methods (Horse, canoe...)	Access, Ownership and Signage	Facts/Opinions/Observations	Examples and Other Places Referenced by Participants
	E-Bike Network / Private Vels (adaptive bike models for people with mobility issues) (see blue lines on map)	Roller blades, scooters, but there is nowhere to go to Ste. G.	Want a designated trail along the 501.	Desire to connect with Ste-Anne and Richer, MB	Monominto Trails (circled on timeline trail) require better wayfinding + trail etiquette signage. Present an opportunity for interpretive information to be incorporated.	We want to do 5-10km walks; Sandilands is a good spot that has warming huts and some amenities	Skating on the part of the Seine	Want a site to bookmark on the RM website so I can know what's going on in the area	Both mountain and road cycling in the RM. But you need a mountain bike/cross bike. It is advanced biking	Old Baseball Diamond behind the church is used for all trails in winter.	Develop the quarry pits into something (decommissioned ones now and plan future for pits currently in use)		Less trucks on Rosewood Road/501	Pedestrians not well lit on their own, no lighting on some streets	Wildlife on trails: bearn, wolver, coyotes, and house farm dogs, could use signage and education to combat	Logistics of garbage collection and maintenance on trails, locate cars at trailheads, encourage people to carry out what they carry in	ATV's prefer the Main roads.	Lack of signage or knowledge of land ownership	Love the scenery for walking- quiet and scenic	Northgate Trails at Riding Mountain (80km trail loop with ability to rent tiny cabins)
	Boardwalks through low-lying areas of the RM, wetlands etc	Condition of the sidewalk is not great	Desire for more walking paths and sidewalks in the bay (Legal Bay).	Desire to connect Ross and Ste. G	Trail signage on Monominto trails	Desire for more 5-10km hiking trails	Being able to convert cycling and walking in summer to snowshoeing and skiing in winter	Better mapping of amenities in the RM, all 7 wards		Outdoor Rink in Ste-G pits used often, possible to think about implementing a skating track along the trail system in town?	Quarries could be a draw		Designated truck routes to take them off the residential streets. We see 15 trucks lined up first thing in the morning. We don't know when the work will be done. Better communications. This affects quality of life, sound levels, vibrations	Lack of lighting as a lot of powerlines are buried (therefore no poles to mount lights on, north streets of the bay are darker	Issues with bearn and wildlife, especially around the dump	Consider the cost of maintenance on what is built, who will do it, and how will it be prioritized vs other things (like snow clearing roads will always come first)	There are equestrians in the region - can there be a walk / bike / equestrian development north of town? Horses are often seen along the 302 and north of the 501.	We don't know what roads we can legally walk or bike on	There are/have been walking groups for years	Skating Path in Richer is well-done.
	Separation of active transit and motorized transit (ATVs, quads, dirtbikes)	A need for people who roller blade/skateboard or kids on scooters	sidewalks are in need of renewal -heating in places -too narrow to pass without going off the sidewalk -trees alongside ne ends too early north (before the Ste G's store/gas bar) and south, should cover the 2 miles ed to be trimmed	If we could also connect to the Dawson trail.	More clear communication around Monominto (proposed trailhead), idea of one spot to communicate the information, the RM page? Use volunteer reporting	Desire for more AT Amenities in the community.	They groom the ski trail behind the community centre at Ste. G.	People would like to be involved in ideas for rec and transport. Example: public processes to decide what to do with RM owned land		Can the recreation "loop" in town be expanded upon? AAA the bay and main sidewalk.	Decommission the Quarter Section of Old Landfill - Quarry pits could be used as a Pump Track / Cycling Track - acquiring this land may be challenging, but there is an opportunity for a wildlife interpretive component. This could be a destination for surrounding trail networks.		Use municipal roads as alternatives to bus/pedways. MUN 501 is a good option for AT routing, could connect Ste. G to Monominto and west Tache	Street lighting, not enough	There are bears/other wildlife around the dump - safety concern	Enforcement issues for by-laws- RCMP dispatch from Steinbach and takes a high priority call to get them out if they are busy	SnoMan trails reside on the east edge of the RM. There is a bridge over top of a bog used by ATV's (Eastman ATV Association)	We don't even know the amenities that roads	Lots of walking on backroads and mile roads	ODR in Ross has a heated shelter.
	Bike paths on Stuart Road, around the centre of Canada. Also walking. Bridge over HWY 1.	Accessible walking paths within the community.	Residential bays are quieter and more attractive for walking / cycling in the heart of the community.	Connections to Dawson Trails	Monominto: Want stuff like at Kinsbourne park, the workout equipment. Looking for ninjawarrior style outdoor amenities like path at Monominto trails	Looking for loops. Or destinations. We are looking for elevation, for something interesting. Through the woods and trees etc. There is a road/desire for a way to cross the number 1 near the Centre of Canada	Snowmobiles on Hwy 1, and on Hwy 12	Have a winter/summer plan to make most use of trails	No sidewalk in Legal Bay.		The gravel pits are also good for hiking		Truck issues from the gravel pits etc, especially on the 501	Light at 501 and 12, streetlight is missing	Bears, crossing the 501, near the dump, is an issue	Centre of Canada rink is difficult to maintain and requires 3rd Party partnerships.	Canoeing the Seine River (nearby boat access is in Lorette-More likely is head to Brokenhead Trails.	SW corner of the town is private land - that won't be developed in the owner's lifetime	One person has mowed walking paths around their own property for their wife so she can walk safely	Sandilands is the closest place we go for hiking
	Trail potential at the Ducks Unlimited pond north of Ste. G - existing use for bird watching - find out if Ducks Unlimited owns any land? Ask RM	Influence future residential development to include accessible paths for walking / cycling.	-Additional sidewalks needed along the feeder streets	Cycling connections to Richer	Community effort to clean up the trail: here is a bit of waste, coming up out of the trail. Plastic, car parts etc. There is a wooden shrek, on the green trail. Need better signage	There is a road/desire for a way to cross the number 1 near the Centre of Canada	Encourage Skijoring (cross-country skis pulled by dogs)	-Effective signage for wayfinding and rules (like a "no dirtbikes allowed" sign)	You can ride your bikes on Sunset Lane, only local traffic. It is like those ones in Lindenwoods.	Lots of shooting happening in the gravel pits around the RM especially this part			Gravel roads and uncoordinated drivers, without dust control, vehicles kick up a lot of dust, not slowing down for pedestrians		Lots of wildlife.	Maintenance issues on roads	Horses, lots of horses. The only place to go is in the ditch, same with walking	Some people live rural to be away from other people	La Broquerie Baseball diamond and the trail, there was a public survey at the time. La Broquerie has some cool outdoor amenities. Outdoor rope climbing and other obstacle course. In behind the elementary school in La Broquerie	
	Old growth forest nearby is an attractive opportunity for trails.	-Paths along the gravel roads for skateboards/rollerblades/scooters (small wheels not good on gravel)	The only sidewalk is not good enough for wheels. The sidewalk is super narrow. Foliage and trees are not maintained along the sidewalk, less bad in winter. It has been here for 10 years	Connect Ste. G to Centre of Canada	Community effort to clean up the trail: here is a bit of waste, coming up out of the trail. Plastic, car parts etc. There is a wooden shrek, on the green trail. Need better signage	Follow the path of least resistance for new trails and paths when it comes to cutting trees to make new paths, creates more interesting routes than straight cutting	Outdoor rink in Ste-G could use the future garage as an enclosed area for skating.	It seems like there is not as much of a focus on this part of the RM	More trail opportunities in the Quarry area - potential for development?				Competing for space on roads with fast moving vehicles			Work being done on the roads, ditch work	ATV activity focused around Ross	We have seen the booming population in this part of the RM	BMX park in Steinbach, this is a good one, behind Canadian Tire	
	The ditches are a good spot, but very wet	In Ste-G you can't just walk out your door and walk/cycle/hike	Trees overhang the sidewalk and make visibility difficult.	Quadding at Reynold's Ponds (current activity), want connection.	Maybe opportunities for birding	Create a circuit of "pocket trails" (think Monominto) connected to create a larger attraction							Currently have issues keeping motorized transit off of paths (aka Sidewalk) Highways are an option, but feel dangerous			And work being done elsewhere in the RM	Ski trails are maintained but not super well	Forestry Road to Highway 15 is beautiful	High School in Ste Anne has cool spots	
				Access to recreation: more likely to use facilities in Ste-Anne rather than Lorette. Landmark due to proximity.	Suggestion: Skiing. Little dangerous when cold and windy. Are there people organizing. Events to meet your neighbours. Events to go snow-shoeing together	Desire for more amenities and activities at the Centre of Canada. Food, walking trails here. Restaurant in the future. The spot is very busy on the weekend, but not necessarily on other weekdays. Friday PM and weekends is busy. The antique spot next to the centre of Canada														
				Skateboarding exists in Ste Anne, Landmark and Lorette, but not in Ste. G. Closest is in Lorette	5 and 10 trails at Monominto, skiing	The Centre of Canada is a desirable area, could benefit from trails							Driving is a necessary part of the rural lifestyle and identity				Lack of more sidewalks		Look at Reynolds Pond in the neighbouring RM as a precedent for a destination	
				Only way in to Lorette	Connect Ste. G to Monominto Trail is by car	Grueling gravel riding towards the centre of Canada. Trucks, wind, road conditions, sheep							Highway noise, dirt bike and ATV noise, semi and shale brakes noise			Hydro pole placement adjacent to the existing sidewalk is a challenge (drilling hazard and makes using a wheelchair along the sidewalk difficult).	Broken glass left behind in some spaces		GNWD in Ross has trails for bikes back in the day running parallel to the tracks	
				Used to go to Duff Robin park on the north end, perimeter and Wencot	Looking for connection to Monominto and the shore: Either side of the road, as long as it is off the highway. North better, because of shelter in winter, and sun in other times	Big thing is to get some of these things developed, and then there is more opportunity for more to happen.							Motorized vehicles can be loud and disrupt the wildlife, annoy people. But e-bikes are silent and can sneak up on you (best by law?)							
				People walk to Duff Robin a lot	Monominto trails are very valuable, but have some issues with trail quality								Cycling along the 501 is dangerous. There is a 1.0 foot gravel shoulder which makes cycling difficult in Spring and Fall. Cycling pathways alongside the provincial roads are narrow so the users encroach on the roadway.							
				Go to sand park off of HWY15	Connections between monominto and Ste. G								Vehicular users							
				French kids go to school in Ste-Annes	Monominto Trails: great all-season trail amenity for walking, biking, cross-country skiing groomed trails in winter. Bird watching is a popular trail activity (Golden Wing Warbler) and migration stop. Monominto Green Track is good for walking / snowshoeing / tracked for Nordic ski. Monominto-RedBlue Track is 1.0m wide + Nordic track adjacent.								Lack of space available for alternative transportation modes; shared use is difficult as vehicular traffic is not always kind.							
				English kids go to school in Richer	Getting to Monominto requires driving or a walk that is longer than the trails								501 highway is a safety issue because of the semi trucks							
					Monominto Trails: Poison Ivy is rampant on the Monominto Trails. Signage + identification could assist trail users to avoid the plant. Trail user conflicts on the Monominto Trail between dogs and groomed ski trails (mitigating users and multi-uses)								The volume of trucks on the 501 is very high							
					Ski Monominto, get lost because the trail is not signed well. Especially back towards "Shrek" (someone made a Shrek statue on the trail) in the winter, safety issues from poor signage								Trucks also go towards Deacons Corner							
					There is no reception in some parts of Monominto															



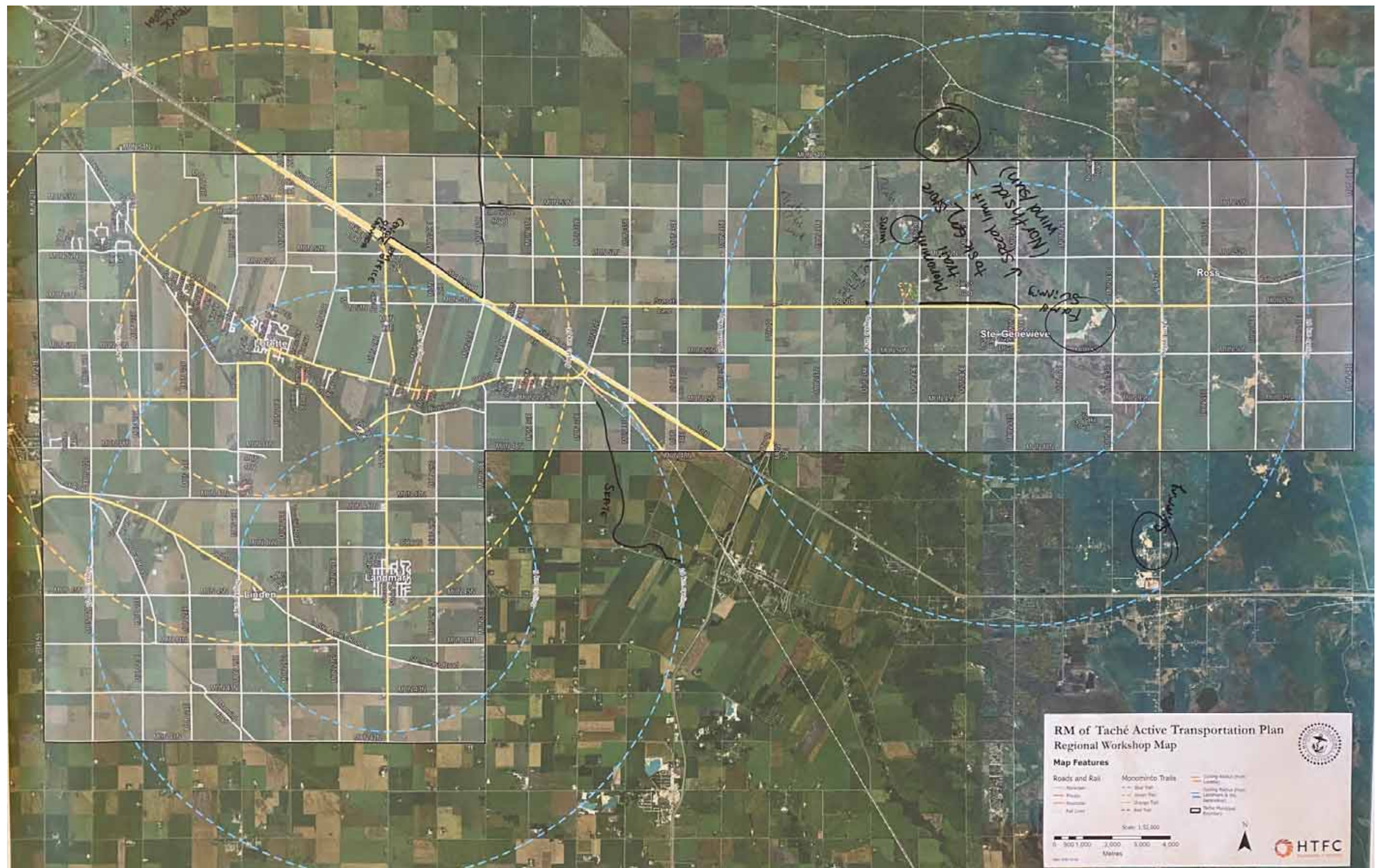
Ste-Geneviève + Ross Annotated Workshop Map - 1



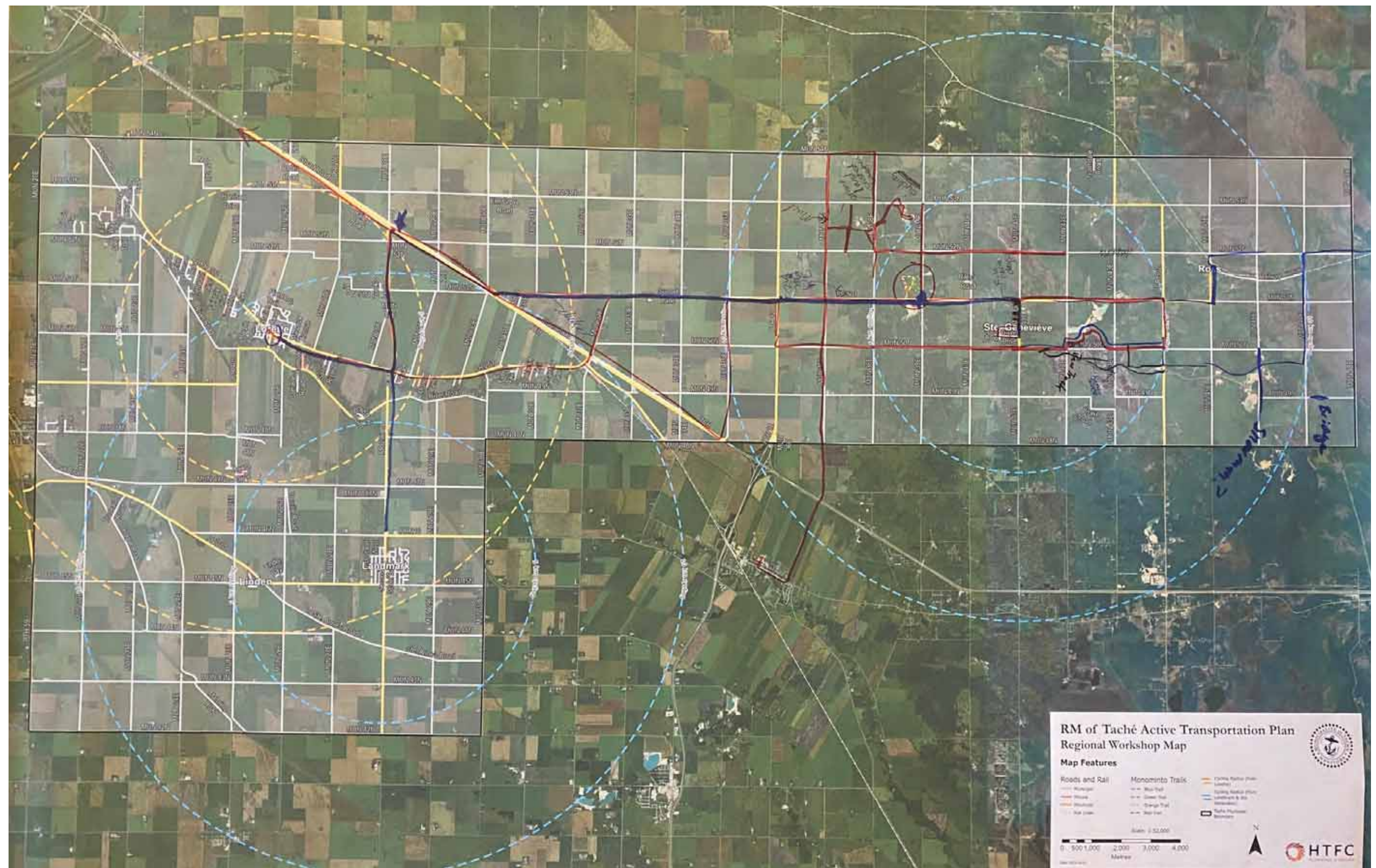
Ste-Geneviève + Ross Annotated Workshop Map - 2



Ste-Geneviève + Ross Annotated Workshop Map - 3



Ste-Geneviève + Ross Annotated Workshop Map - 4



Ste-Geneviève + Ross Annotated Workshop Map - 5

APPENDIX 3 - DETAILED COSTING

Detailed Costing

Please note, development budget estimates are at a Class D - Order of Magnitude level of accuracy based on the cost of recent, similar projects in Manitoba. Additional research and design are required to develop more robust cost estimates and implementation strategies for each project initiative.

These costs do not include taxes or escalation.

A summary of the detailed estimates for each community can be found below:

LORETTE	
Short Term Priority Actions (0-5 Years):	\$885,649.00
Mid-Term Priority Actions (5-10 Years):	\$780,865.00
Long Term Vision (10+ Years):	\$9,696,790.00

LANDMARK	
Short Term Priority Actions (0-5 Years):	\$1,006,776.00
Mid-Term Priority Actions (5-10 Years):	\$4,069,879.00
Long Term Vision (10+ Years):	\$1,793,222.00

STE-GENEVIÈVE	
Short Term Priority Actions (0-5 Years):	\$1,502,022.00
Mid-Term Priority Actions (5-10 Years):	\$3,327,423.00
Long Term Vision (10+ Years):	\$2,270,627.00

Please refer to the following pages for greater detail.

RM of Taché Active Transportation Network Plan Phased Implementation Budget Estimate

HTFC Planning & Design
March 1, 2024

Lorette, Manitoba

Item	Description	Unit	Price	Quantity	Cost
1.0 Short Term Priority Actions: 0-5 years					
1.1	Sidepath Extension on Station Road				
	a). Paved Sidepath (3.0m wide, concrete paved, bi-directional route along west side of Station Road from Spirit Park toward Pioneer's Trail	sq.m.	\$150	1,200	\$180,000
	b). Bridge Structure (to connect the path across the ditch on the east side of the Hydro Substation on Station Road)	allow	\$100,000	1	\$100,000
1.2	Shared Use Path (3.0m wide, granular, from Red River Co-Op to River Ridge Drive)	sq.m.	\$60	2,955	\$177,300
1.3	Paved Sidepath (3.0m wide, asphalt paved, bi-directional route on the north side, and through the elementary school campus)	sq.m.	\$85	3,450	\$293,250
Sub-total					\$750,550
10% Contingency					\$75,055
8% Consultant Fee					\$60,044
TOTAL					\$885,649

RM of Taché Active Transportation Network Plan

Phased Implementation Budget Estimate

HTFC Planning & Design

March 1, 2024

Lorette, Manitoba

Item	Description	Unit	Price	Quantity	Cost
2.0 Mid- Term Priority Actions: 5-10 years					
2.1	New Concrete Sidewalk (21m wide as indicated on the Mid-Term plan)	sq.m.	\$150	2,825	\$423,750
2.2	Monkey Trail Improvements				
a).	Signage for Monkey Trails (along the Seine River and at the SW end of Lorette)	each	\$1,000	6	\$6,000
2.3	New Concrete Sidewalk (21m wide to connect Dawson Road to the Community Complex; and to Carson Park Drive)	sq.m.	\$150	285	\$42,750
2.4	Crosswalk Improvements along Dawson Road in partnership with MTI (Hydro NIC)				
a).	Signaled pedestrian crossings (\$15K/pole; 3 required per crossing)	allow	\$45,000	4	\$180,000
b).	Painted Zebra Crossing and Signage (Across four lanes of traffic; 6 signs per crossing)				
	Harpin Avenue at Dawson Road	each	\$1,850	1	\$1,850
	Lagimodiere Avenue/Station Road and Dawson Road	each	\$1,850	1	\$1,850
	St.Amant Avenue at Dawson Road	each	\$1,850	1	\$1,850
	Johnson Avenue at Dawson Road	each	\$1,850	1	\$1,850
	Skate Park to connect to future shared use path	each	\$1,850	1	\$1,850
Sub-total					\$661,750
10% Contingency					\$66,175
8% Consultant Fee					\$52,940
TOTAL					\$780,865

RM of Taché Active Transportation Network Plan

Phased Implementation Budget Estimate

HTFC Planning & Design

March 1, 2024

Lorette, Manitoba

Item	Description	Unit	Price	Quantity	Cost
3.0 Long Term Vision: 10+ Years					
3.1	Trail along the north perimeter of Lorette (NIC Land Acquisition)				
a).	Shared Use Path (35m paved bi-directional route as shown on the plan)	sq.m.	\$150	9590	\$1,438,500
3.2	Improved AT facilities on the bridge crossing at St. Amant Avenue				
a).	New Concrete Sidewalk (21m wide)	sq.m.	\$150	76	\$11,400
b).	Paved Shoulder (1.83m wide asphalt, west side only) South of bridge to PR 405	sq.m.	\$85	680	\$57,800
c).	Planting trees and shrubs to enhance the appeal	sq.m.	\$180	95	\$17,100
3.3	Dawson Road Streetscaping (Lagimodiere-Johnson) (renewed sidewalks, paving, trees, furnishing, etc.)	sq.m.	\$1,000	5,500	\$5,500,000
3.4	Improved River Access Points to the Seine (Signage, pathway, stairs)	each	\$8,000	3	\$24,000
3.5	Naturalize existing retention ponds	sq.m.	\$250	4675	\$1,168,750
Sub-total					\$8,217,550
10% Contingency					\$821,755
8% Consultant Fee					\$657,404
TOTAL					\$9,696,709

RM of Taché Active Transportation Network Plan

Phased Implementation Budget Estimate

HTFC Planning & Design

March 1, 2024

Landmark, Manitoba

Item	Description	Unit	Price	Quantity	Cost
1.0 Short Term Priority Actions: 0-5 years					
1.1	AT Improvements on Main Street				
a).	New Concrete Sidewalk (21m wide on the west side of Main Street)	sq.m.	\$150	1,970	\$295,500
b).	Sidepath Extension on Main Street (3.0m paved bi-directional pathway from Second Avenue North to Heartland Community Church)	sq.m.	\$150	1536	\$230,400
c).	Signaled pedestrian crossing (\$15K/pole; 2 required per crossing)				
	Main Street + MUN 46N	allow	\$30,000	1	\$30,000
	Main Street + First Avenue North	allow	\$30,000	1	\$30,000
	Main Street + Centre Street	allow	\$30,000	1	\$30,000
d).	Upgrade Pedestrian Crossing at PR 210 and Robert Koop Road Renewed Sidewalks, Signage and Paint	sq.m.	\$150	72	\$10,800
1.2	Shared Use Path between Landmark and Linden along PR210 (3.0m wide, granular)	sq.m.	\$60	12,540	\$752,400
Sub-total					\$853,200
10% Contingency					\$85,320
8% Consultant Fee					\$68,256
TOTAL					\$1,006,776

RM of Taché Active Transportation Network Plan

Phased Implementation Budget Estimate

HTFC Planning & Design
 March 1, 2024

Landmark, Manitoba

Item	Description	Unit	Price	Quantity	Cost
2.0 Mid- Term Priority Actions: 5-10 years					
2.1 Landmark					
2.1	New Concrete Sidewalk (21m wide as indicated on the Mid-Term plan)	sq.m.	\$150	7,715	\$1,157,250
2.2	Naturalized Plantings				
a).	Around Existing Retention Ponds	sq.m.	\$250	7,420	\$1,855,000
2.4 Linden					
a).	Shared Use Path roadside in Linden (3.0m wide, granular)	sq.m.	\$60	7,280	\$436,800
Sub-total					\$3,449,050
10% Contingency					\$344,905
8% Consultant Fee					\$275,924
TOTAL					\$4,069,879

RM of Taché Active Transportation Network Plan

Phased Implementation Budget Estimate

HTFC Planning & Design
 March 1, 2024

Landmark, Manitoba

Item	Description	Unit	Price	Quantity	Cost
3.0 Long Term Vision: 10+ Years					
3.1	Trail along the perimeter of Landmark (NIC Land Acquisition)				
	a). Shared Use Path (30m granular bi-directional route as shown on the plan)	sq.m.	\$60	12668	\$760,080
	b). Planting trees and shrubs to enhance appeal	sq.m.	\$180	4,220	\$759,600
Sub-total					\$1,519,680
10% Contingency					\$151,968
8% Consultant Fee					\$121,574
TOTAL					\$1,793,222

RM of Taché Active Transportation Network Plan

Phased Implementation Budget Estimate

HTFC Planning & Design

March 1, 2024

Ste-Geneviève, Manitoba

Item	Description	Unit	Price	Quantity	Cost
1.0 Short Term Priority Actions: 0-5 years					
1.1	AT Improvements in Ste-Geneviève				
a).	New Concrete Sidewalk (21m wide; upgrade and extend on the west side of Saltel Street in Ste-Gen)	sq.m.	\$150	2,377	\$356,550
b).	New Concrete Sidewalk between Legal Bay and existing trail system behind the community centre - 20m wide, granular)	sq.m.	\$150	286	\$42,900
c).	Shared Use Path along Saltel, south of Legal Bay - 30m wide, granular)	sq.m.	\$60	1,170	\$70,200
1.2	AT Improvements in Ross				
a).	New Concrete Sidewalk (21m wide; on the west side of Main Street in Ross)	sq.m.	\$150	1,225	\$183,750
b).	Shared Use Path along Railway Avenue - 30m wide, granular)	sq.m.	\$60	10,125	\$607,500
1.3	Signage and Routes for Industrial Truck Traffic	each	\$1,000	12	\$12,000
Sub-total					\$1,272,900
10% Contingency					\$127,290
8% Consultant Fee					\$101,832
TOTAL					\$1,502,022

*Item 1.3 costing does not include the necessary roadway upgrades to accommodate Industrial Truck Traffic. This item would be approached in partnership with MTI.

RM of Taché Active Transportation Network Plan

Phased Implementation Budget Estimate

HTFC Planning & Design

March 1, 2024

Ste-Geneviève, Manitoba

Item	Description	Unit	Price	Quantity	Cost
2.0 Mid- Term Priority Actions: 5-10 years					
2.1	Street Light Upgrade (NIC Electrical) (Pedetrian Scale pole lights with pile - spaced 35m apart)	each	\$20,000	107	\$2,140,000
2.2	Signage to deter ATV use in undesignated areas	each	\$1,000	8	\$8,000
2.3	Monominto Trail Improvements				
a).	5km extension of trail system into the Municipally owned land to the west	sq.m.	\$60	10,000	\$600,000
b).	Develop wayfinding signage strategy c/w boundaries and trail head for the trail system + implement	allow	\$30,000	1	\$30,000
c).	Improve trail condition and maintenance	allow	\$20,000	1	\$20,000
2.4	Crosswalk on Saltel at Chammartin and Legal				
a).	Line painting, signage	each	\$1,850	1	\$1,850
2.5	Community Centre Improvements				\$0
a).	Benches, bike parking,	allow	\$20,000	1	\$20,000
Sub-total					\$2,819,850
10% Contingency					\$281,985
8% Consultant Fee					\$225,588
TOTAL					\$3,327,423

RM of Taché Active Transportation Network Plan

Phased Implementation Budget Estimate

HTFC Planning & Design
 March 1, 2024

Ste-Geneviève, Manitoba

Item	Description	Unit	Price	Quantity	Cost
3.0 Long Term Vision: 10+ Years					
3.1	Improve Connectivity to Monominto Trails (NIC Land Acquisition)				
a).	Shared Use Path (30m granular bi-directional route between Ste-G and Monominto along the 501)	sq.m.	\$60	10,071	\$604,260
3.2	Shared Use Path (30m granular bi-directional route between Ste-G and Ross along the 501)	sq.m.	\$60	22,000	\$1,320,000
Sub-total					\$1,924,260
10% Contingency					\$192,426
8% Consultant Fee					\$153,941
TOTAL					\$2,270,627

APPENDIX 4 - FUNDING SOURCES

Funding Sources

This information is current as of publication March 2024, and is time sensitive.

Recognizing the municipality may have already followed up on potential funding opportunities, below is a list of potential sources:

1. Trails Manitoba Grant Program

- i. **Funding Source:** Trails Manitoba
- ii. **Funding Focus:** Recreation Trails
- iii. **Maximum Value:** \$75,000
- iv. **Funding Details:** Match ratio of 2:1. Approved projects are expected to be completed within 2 years.
- v. **Funding Area:** Manitoba Only
- vi. **Eligible Applicants:**
 - Trail Associations, municipalities, or other not-for-profit groups
- viii. **Website:** <https://www.trailsmanitoba.ca/grants/>
- ix. **Application Deadline:** January 12, 2024

2. Building Sustainable Communities Program

- i. **Funding Source:** Province of Manitoba - Municipal Relations Department
- ii. **Funding Focus:** Eligible community development projects include:
 - Planning activities
 - Organizational capacity building
 - Community or regional initiatives
 - Community, culture or recreation capital infrastructure projects
- iii. **Maximum Value:** \$300,000
- iv. **Funding Details:** Up to 50% of eligible expenses to a maximum of \$75,000. For capital projects with eligible project cost of over \$150,000 (larger capital) up to 50% of eligible expenses to a maximum of \$300,000.
- v. **Funding Area:** Manitoba Only
- vi. **Eligible Applicants:**
 - Municipalities and local authorities such as planning districts and Northern Affairs Community Councils
 - Non-profit organizations
 - Charitable organizations
- viii. **Website:** <https://www.gov.mb.ca/grants/grant-name.html>

- ix. **Application Deadline:** January 16, 2023*

*(Check periodically to see if this grant is annual)

3. Tire Stewardship Manitoba Community Enhancement Fund

- i. **Funding Source:** Tire Stewardship Manitoba
- ii. **Funding Focus:** Projects that use Recycled Tire products, including: Geotechnical, Road Construction, Landfill Systems, Rubber Asphalt Paving, Applied Research Projects, Sports Field Infill Material, Playground Surface Material, Rubber Paving Material, Landscape Mulch.
- iii. **Maximum Value:** \$10,000
- iv. **Funding Details:** Grant funding per approved project is 50% of the project cost up to \$10,000 provided to communities and non-profit organizations to use and benefit from a wide range of recycled tire products. Grant eligibility is subject to one grant per community organization per calendar year.
- v. **Funding Area:** Manitoba Only
- vi. **Eligible Applicants:** Municipal corporations, local governments, including Northern Affairs and First Nation communities, non-profit organizations, educational and research institutions, youth groups and community associations.
- vii. **viii. Website:**
<https://www.tirestewardshipmb.ca/programs/community-grant-programs>
- ix. **Application Deadline:** Year-Round, Grant Application will be accepted on an open basis throughout the year.

4. Tire Stewardship Manitoba Community Rubber Aggregate Grant

- i. **Funding Source:** Tire Stewardship Manitoba
- ii. **Funding Focus:** The TSM Community Rubber Aggregate Grant provides funding for the use of recycled projects made from Tire Derived Aggregate delivered by Manitoba communities and non-profit organizations.
- iii. **Maximum Value:** \$20,000
- iv. **Funding Details:** Grant funding per approved road and geotechnical project is 50% of the project cost up to \$20,000 provided to communities and non-profit organizations to use and benefit from a recycled tire aggregate. Grant eligibility is subject to one grant per community organization per calendar year.
- v. **Funding Area:** Manitoba Only
- vi. **Eligible Applicants:** Municipal corporations, local governments, including Northern Affairs and First Nation communities, non-profit organizations, educational and research institutions, youth groups and community associations

viii. **Website:**

<https://www.tirestewardshipmb.ca/programs/community-grant-programs>

- ix. **Application Deadline:** Year-Round, Grant Application will be accepted on an open basis throughout the year.

5. TD Friends of the Environment

i. **Funding Source:** Toronto Dominion Bank

- ii. **Funding Focus:** Schoolyard greening and outdoor classrooms; Park revitalization + restoration work; Butterfly gardens + pollinator programs; Community gardens; Natural playgrounds; Citizen science projects in public green spaces; Bioblitzes; Trail building and restoration; Neighbourhood park programming; Recycling/composting programs; In-class/indoor and outdoor environmental education programming.

iii. **Maximum Value:** \$2,000 - \$8,000

- iv. **Funding Details:** All grant applications must be submitted online. Applicants must attach a budget to their application form.

v. **Funding Area:** Canada Wide

vi. **Eligible Applicants:**

- Registered Canadian charities with a Charitable Registration Number (CRN); Educational institutions; Municipalities; Aboriginal groups

viii. **Website:**

<https://www.td.com/ca/en/about-td/ready-commitment/funding/fef-grant>

- ix. **Application Deadline:** July 15, 2024; there are two annual application deadlines: January 15 and July 15.

6. Active Transportation Fund - Capital Projects

(Follow up with funder for future application intakes)

i. **Funding Source:** Government of Canada (Infrastructure Canada)

- ii. **Funding Focus:** Capital projects that build new or enhance existing active transportation infrastructure, or which provide ancillary features and facilities that promote active transportation or enhance user safety and security.

iii. **Maximum Value:** no limit specified

iv. **Funding Details:** Maximum Percent of Eligible Costs Funded - See below:

- Municipal projects in province: 60%
- Municipal projects in territories: 75%
- Projects in Indigenous communities: 100% (The Fund will allocate a minimum of 10% of the total funding envelope for Indigenous recipients.)
- Provincial assets: 40%

v. **Funding Area:** Canada Wide

vi. **Eligible Applicants:**

- Municipal, local, and regional governments
- Provincial and territorial governments
- Public sector bodies, such as:

- Municipally-owned corporations
- Provincial or territorial organizations that deliver municipal services
- Any other form of local governance that exists outside of municipality descriptions
- Not-for-profit organizations
- Indigenous Governing Bodies
- Federally or provincially incorporated not-for-profit organizations whose mandate is to improve Indigenous outcomes, organizations serving Indigenous communities living in urban centres and First Nations living off reserve
- Indigenous development corporations

viii. **Website:** <https://www.infrastructure.gc.ca/trans/index-eng.html>

ix. **Application Deadline:** March 31, 2023

The website says the application period for the Active Transportation Fund is now closed. However, it is a larger program and it seems like funding will continue.

"On February 10, 2021, the Prime Minister, Minister of Infrastructure and Communities, and Minister of Environment and Climate Change announced \$5.9 billion in new funding for public transit and active transportation over 5 years, beginning in 2021-22, with a permanent annual envelope of \$3B ongoing beginning in 2026-27."

APPENDIX 5 - COMPLETED OPEN HOUSE FEEDBACK FORMS

RM of Taché Active Transportation Plan Workshop

Feedback Form

Q1. Please indicate which community you **live** in:

Ste-Geneviève ☐

Landmark ☐

Lorette ☒

Ross ☐

Linden ☐

Other ☐

Q2. Please indicate which community you **work or play** in:

Ste-Geneviève ☒

Landmark ☒

Lorette ☒

Ross ☒

Linden ☒

Other ☐

Q3. Which **Ste-Geneviève and Ross Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

A Sidewalk Upgrades @ MUN 41E ☐

C Signage to Redirect Truck Traffic ☐

B Granular Multi-Use Path @ MUN 41E ☐

D New Sidewalk in Ross ☐



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q4. Which **Landmark and Linden Phase 1** proposed upgrades do you prefer?
Please order 1-3 with 1 being most preferred.

- | | | | |
|--|--------------------------------|--|--------------------------------|
| A Granular Multi-Use Path between the two communities | <input type="text" value="1"/> | C Crosswalk Improvements Along PR 206 | <input type="text" value="3"/> |
| B Paved Multi-Use Path in Landmark | <input type="text" value="2"/> | | |



Q5. Which **Lorette Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

- | | | | |
|--|--------------------------------|--|--------------------------------|
| A Paved Multi-Use Path @ Station Rd | <input type="text" value="3"/> | C Paved Multi-Use Path @ School | <input type="text" value="2"/> |
| B Granular Multi-Use Path @ PR 207 | <input type="text" value="1"/> | D Paved Multi-Use Path @ River Ridge Dr | <input type="text" value="4"/> |



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q6. What do you like about the AT Network Plan?

More trails - very needed.

Q7. What do you believe are some challenges with the Plan?

Does not utilize river options in Lorette behind sports center. → park destination for trails with picnic tables, playground etc.
- ON THE RIVER!

Q8. Is there anything additional you would like to see as part of the Plan?

- Campsite for overnight campers somewhere in our municipality.

Q9. Overall, how satisfied are you with the Plan?

Very satisfied

☒

Unsure

☐

Somewhat satisfied

☐

Not very satisfied

☐

Q10. Is there anything else you wish to share that was not covered in the Plan?

RM of Taché Active Transportation Plan Workshop

Feedback Form

Q1. Please indicate which community you **live** in:

Ste-Geneviève ☐

Landmark ☒

Lorette ☐

Ross ☐

Linden ☐

Other ☐

Q2. Please indicate which community you **work or play** in:

Ste-Geneviève ☐

Landmark ☒

Lorette ☐

Ross ☐

Linden ☐

Other ☐

Q3. Which **Ste-Geneviève and Ross Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

A Sidewalk Upgrades @ MUN 41E ☐

C Signage to Redirect Truck Traffic ☐

B Granular Multi-Use Path @ MUN 41E ☐

D New Sidewalk in Ross ☐



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q4. Which **Landmark and Linden Phase 1** proposed upgrades do you prefer?
Please order 1-3 with 1 being most preferred.

- | | | | |
|--|---------------------------------------|--|----------------------------|
| A Granular Multi-Use Path between the two communities | ☒ 3 | C Crosswalk Improvements Along PR 206 | ☐ 2 |
| B Paved Multi-Use Path in Landmark | ☒ 1 | | |



Q5. Which **Lorette Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

- | | | | |
|--|--------------------------|--|--------------------------|
| A Paved Multi-Use Path @ Station Rd | ☐ | C Paved Multi-Use Path @ School | ☐ |
| B Granular Multi-Use Path @ PR 207 | ☐ | D Paved Multi-Use Path @ River Ridge Dr | ☐ |



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q6. What do you like about the AT Network Plan?

creating more paths

Q7. What do you believe are some challenges with the Plan?

money

Q8. Is there anything additional you would like to see as part of the Plan?

Q9. Overall, how satisfied are you with the Plan?

Very satisfied

☒

Unsure

☐

Somewhat satisfied

☐

Not very satisfied

☐

Q10. Is there anything else you wish to share that was not covered in the Plan?

RM of Taché Active Transportation Plan Workshop

Feedback Form

Q1. Please indicate which community you **live** in:

Ste-Geneviève ☐

Landmark ☒

Lorette ☐

Ross ☐

Linden ☐

Other ☐

Q2. Please indicate which community you **work or play** in:

Ste-Geneviève ☐

Landmark ☒

Lorette ☐

Ross ☐

Linden ☐

Other ☐

Q3. Which **Ste-Geneviève and Ross Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

A Sidewalk Upgrades @ MUN 41E ☒

C Signage to Redirect Truck Traffic ☒

B Granular Multi-Use Path @ MUN 41E ☒

D New Sidewalk in Ross ☒



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q4. Which **Landmark and Linden Phase 1** proposed upgrades do you prefer?
Please order 1-3 with 1 being most preferred.

- | | | | |
|--|--------------------------------|--|--------------------------------|
| A Granular Multi-Use Path between the two communities | <input type="text" value="3"/> | C Crosswalk Improvements Along PR 206 | <input type="text" value="2"/> |
| B Paved Multi-Use Path in Landmark | <input type="text" value="1"/> | | |



Q5. Which **Lorette Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

- | | | | |
|--|--------------------------------|--|--------------------------------|
| A Paved Multi-Use Path @ Station Rd | <input type="text" value="4"/> | C Paved Multi-Use Path @ School | <input type="text" value="2"/> |
| B Granular Multi-Use Path @ PR 207 | <input type="text" value="1"/> | D Paved Multi-Use Path @ River Ridge Dr | <input type="text" value="3"/> |



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q6. What do you like about the AT Network Plan?

Sidewalk improvement & more sidewalks

Q7. What do you believe are some challenges with the Plan?

funding

Q8. Is there anything additional you would like to see as part of the Plan?

not now

Q9. Overall, how satisfied are you with the Plan?

Very satisfied

☒

Unsure

☐

Somewhat satisfied

☐

Not very satisfied

☐

Q10. Is there anything else you wish to share that was not covered in the Plan?

RM of Taché Active Transportation Plan Workshop

Feedback Form

Q1. Please indicate which community you **live** in:

Ste-Geneviève ☐

Landmark ☒

Lorette ☐

Ross ☐

Linden ☐

Other ☐

Q2. Please indicate which community you **work or play** in:

Ste-Geneviève ☐

Landmark ☒

Lorette ☐

Ross ☐

Linden ☐

Other ☐

Q3. Which **Ste-Geneviève and Ross Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

A Sidewalk Upgrades @ MUN 41E ☐

C Signage to Redirect Truck Traffic ☐

B Granular Multi-Use Path @ MUN 41E ☒

D New Sidewalk in Ross ☐



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q4. Which **Landmark and Linden Phase 1** proposed upgrades do you prefer?
Please order 1-3 with 1 being most preferred.

- A** Granular Multi-Use Path between the two communities ☒ **C** Crosswalk Improvements Along PR 206 ☐
B Paved Multi-Use Path in Landmark ☐



Q5. Which **Lorette Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

- A** Paved Multi-Use Path @ Station Rd ☐ **C** Paved Multi-Use Path @ School ☒
B Granular Multi-Use Path @ PR 207 ☐ **D** Paved Multi-Use Path @ River Ridge Dr ☐



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q6. What do you like about the AT Network Plan?

Seems very responsive to participants' concerns.

Q7. What do you believe are some challenges with the Plan?

Time + money!

Q8. Is there anything additional you would like to see as part of the Plan?

Dog Park in landmark! with a few trees
(re not as bare as Carleton's)

Q9. Overall, how satisfied are you with the Plan?

Very satisfied

☒

Unsure

☐

Somewhat satisfied

☐

Not very satisfied

☐

Q10. Is there anything else you wish to share that was not covered in the Plan?

RM of Taché Active Transportation Plan Workshop

Feedback Form

Q1. Please indicate which community you **live** in:

Ste-Geneviève ☐

Landmark ☒

Lorette ☐

Ross ☐

Linden ☐

Other ☐

Q2. Please indicate which community you **work or play** in:

Ste-Geneviève ☐

Landmark ☒

Lorette ☐

Ross ☐

Linden ☐

Other ☒

Q3. Which **Ste-Geneviève and Ross Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

A Sidewalk Upgrades @ MUN 41E ☐

C Signage to Redirect Truck Traffic ☐

B Granular Multi-Use Path @ MUN 41E ☐

D New Sidewalk in Ross ☐



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q4. Which **Landmark and Linden Phase 1** proposed upgrades do you prefer?
Please order 1-3 with 1 being most preferred.

- A** Granular Multi-Use Path between the two communities ☐ **C** Crosswalk Improvements Along PR 206 ☐
- B** Paved Multi-Use Path in Landmark ☒



Q5. Which **Lorette Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

- A** Paved Multi-Use Path @ Station Rd ☐ **C** Paved Multi-Use Path @ School ☐
- B** Granular Multi-Use Path @ PR 207 ☐ **D** Paved Multi-Use Path @ River Ridge Dr ☐



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q6. What do you like about the AT Network Plan?

safer walking + biking for those that do.

Q7. What do you believe are some challenges with the Plan?

compliance for enough people to utilize.

Q8. Is there anything additional you would like to see as part of the Plan?

* I live in town on a gravel road with ditches that drain poorly. This should be a #1 priority before * tax payer money be utilized for the AT Network Plan.

Q9. Overall, how satisfied are you with the Plan?

Very satisfied

☐

Unsure

☐

Somewhat satisfied

☐

Not very satisfied

☐

I like the plans, however
fix the Landmark.
village streets first.

Q10. Is there anything else you wish to share that was not covered in the Plan?

* paved/concrete Streets through out Landmark +
then sidewalks to each Street.
* Edible vegetation shelter belt along trails

RM of Taché Active Transportation Plan Workshop

Feedback Form

Q1. Please indicate which community you **live** in:

Ste-Geneviève ☐

Landmark ☒

Lorette ☐

Ross ☐

Linden ☐

Other ☐

Q2. Please indicate which community you **work or play** in:

Ste-Geneviève ☐

Landmark ☒

Lorette ☐

Ross ☐

Linden ☐

Other ☐

Q3. Which **Ste-Geneviève and Ross Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

A Sidewalk Upgrades @ MUN 41E ☐

C Signage to Redirect Truck Traffic ☐

B Granular Multi-Use Path @ MUN 41E ☐

D New Sidewalk in Ross ☐



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q4. Which **Landmark and Linden Phase 1** proposed upgrades do you prefer?
Please order 1-3 with 1 being most preferred.

- | | | | |
|---|-------------------------------------|---|-------------------------------------|
| ☒ A Granular Multi-Use Path between the two communities | ☒ | ☒ C Crosswalk Improvements Along PR 206 | ☒ |
| ☒ B Paved Multi-Use Path in Landmark | ☐ | | |



Q5. Which **Lorette Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

- | | | | |
|---|--------------------------|---|--------------------------|
| ☒ A Paved Multi-Use Path @ Station Rd | ☐ | ☒ C Paved Multi-Use Path @ School | ☐ |
| ☒ B Granular Multi-Use Path @ PR 207 | ☐ | ☒ D Paved Multi-Use Path @ River Ridge Dr | ☐ |



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q6. What do you like about the AT Network Plan?

Q7. What do you believe are some challenges with the Plan?

fair use of Resources
-political motivated choices instead of Best Use for Communities

Q8. Is there anything additional you would like to see as part of the Plan?

fix existing poor Road infrastructure; gravel

Q9. Overall, how satisfied are you with the Plan?

Very satisfied	☒	Unsure	☐
Somewhat satisfied	☐	Not very satisfied	☐

Q10. Is there anything else you wish to share that was not covered in the Plan?

-The plan is great. Can't wait to cycle trails.
Yet the elephant in Room is how to pay \$.

RM of Taché Active Transportation Plan Workshop

Feedback Form

Q1. Please indicate which community you **live** in:

Ste-Geneviève ☐

Landmark ☒

Lorette ☐

Ross ☐

Linden ☐

Other ☐

Q2. Please indicate which community you **work or play** in:

Ste-Geneviève ☐

Landmark ☒

Lorette ☐

Ross ☐

Linden ☐

Other ☐

Q3. Which **Ste-Geneviève and Ross Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

A Sidewalk Upgrades @ MUN 41E ☐

C Signage to Redirect Truck Traffic ☐

B Granular Multi-Use Path @ MUN 41E ☐

D New Sidewalk in Ross ☐



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q4. Which **Landmark and Linden Phase 1** proposed upgrades do you prefer?
Please order 1-3 with 1 being most preferred.

- A** Granular Multi-Use Path between the two communities ☒ **C** Crosswalk Improvements Along PR 206 ☐
- B** Paved Multi-Use Path in Landmark ☐



Q5. Which **Lorette Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

- A** Paved Multi-Use Path @ Station Rd ☐ **C** Paved Multi-Use Path @ School ☐
- B** Granular Multi-Use Path @ PR 207 ☐ **D** Paved Multi-Use Path @ River Ridge Dr ☐



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q6. What do you like about the AT Network Plan?

Connecting loops for recreational walking/biking
Opportunities for safe recreation + activities
Reasonable 5 yrs + 10 yrs plans

Q7. What do you believe are some challenges with the Plan?

Working with Province. Eg. Crosswalks on Prov. highway
Funding. Equitable improvements for various areas
of town + surrounding area.

Q8. Is there anything additional you would like to see as part of the Plan?

Q9. Overall, how satisfied are you with the Plan?

Very satisfied ☐

Unsure ☐

Somewhat satisfied ☒

Not very satisfied ☐

Q10. Is there anything else you wish to share that was not covered in the Plan?

RM of Taché Active Transportation Plan Workshop

Feedback Form

Q1. Please indicate which community you **live** in:

Ste-Geneviève

☒

Landmark

☐

Lorette

☐

Ross

☐

Linden

☐

Other

☐

Q2. Please indicate which community you **work or play** in:

Ste-Geneviève

☒

Landmark

☐

Lorette

☐

Ross

☐

Linden

☐

Other

☐

Q3. Which **Ste-Geneviève and Ross Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

A Sidewalk Upgrades @ MUN 41E

☒

C Signage to Redirect Truck Traffic

☒

B Granular Multi-Use Path @ MUN 41E

☐

D New Sidewalk in Ross

☐

2nd



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q4. Which **Landmark and Linden Phase 1** proposed upgrades do you prefer?
Please order 1-3 with 1 being most preferred.

- A** Granular Multi-Use Path between the two communities ☒ **C** Crosswalk Improvements Along PR 206 ☐
- B** Paved Multi-Use Path in Landmark ☐



Q5. Which **Lorette Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

- A** Paved Multi-Use Path @ Station Rd ☐ **C** Paved Multi-Use Path @ School ☒
- B** Granular Multi-Use Path @ PR 207 ☐ **D** Paved Multi-Use Path @ River Ridge Dr ☐



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q6. What do you like about the AT Network Plan?

Diversity of project options & the spread across entire RM

Q7. What do you believe are some challenges with the Plan?

MONEY!

Q8. Is there anything additional you would like to see as part of the Plan?

Connection point to Center of Canada
↳ distant future goal

Q9. Overall, how satisfied are you with the Plan?

Very satisfied

☒

Unsure

☐

Somewhat satisfied

☐

Not very satisfied

☐

Amazing job!
You guys captured
the group sessions
& info perfectly!

Q10. Is there anything else you wish to share that was not covered in the Plan?

for Ross/St. Genevieve short-term priorities - it's a bit unclear about signage for truck routes
↳ the cost is beyond just signs which is why it has not been done yet
re: enforcement, build road to grade etc.

RM of Taché Active Transportation Plan Workshop

Feedback Form

Q1. Please indicate which community you **live** in:

Ste-Geneviève	☒	Landmark	☐	Lorette	☐
Ross	☐	Linden	☐	Other	☐

Q2. Please indicate which community you **work or play** in:

Ste-Geneviève	☒	Landmark	☐	Lorette	☐
Ross	☒	Linden	☐	Other	☐

Q3. Which **Ste-Geneviève and Ross Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

A Sidewalk Upgrades @ MUN 41E	☐ 1	C Signage to Redirect Truck Traffic	☐ 4
B Granular Multi-Use Path @ MUN 41E	☐ 2	D New Sidewalk in Ross	☐ 3



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q4. Which **Landmark and Linden Phase 1** proposed upgrades do you prefer?
Please order 1-3 with 1 being most preferred.

- | | | | |
|--|--------------------------------|--|--------------------------------|
| A Granular Multi-Use Path between the two communities | <input type="text" value="3"/> | C Crosswalk Improvements Along PR 206 | <input type="text" value="1"/> |
| B Paved Multi-Use Path in Landmark | <input type="text" value="2"/> | | |



Q5. Which **Lorette Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

- | | | | |
|--|--------------------------------|--|--------------------------------|
| A Paved Multi-Use Path @ Station Rd | <input type="text" value="2"/> | C Paved Multi-Use Path @ School | <input type="text" value="1"/> |
| B Granular Multi-Use Path @ PR 207 | <input type="text" value="3"/> | D Paved Multi-Use Path @ River Ridge Dr | <input type="text" value="2"/> |



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q6. What do you like about the AT Network Plan?

Team listened & captured what was
said at the meetings great job!

Q7. What do you believe are some challenges with the Plan?

Funding & what community gets what
first.

Q8. Is there anything additional you would like to see as part of the Plan?

Q9. Overall, how satisfied are you with the Plan?

Very satisfied

☒

Unsure

☐

Somewhat satisfied

☐

Not very satisfied

☐

Q10. Is there anything else you wish to share that was not covered in the Plan?

RM of Taché Active Transportation Plan Workshop

Feedback Form

Q1. Please indicate which community you **live** in:

Ste-Geneviève ☒

Landmark ☐

Lorette ☐

Ross ☐

Linden ☐

Other ☐

Q2. Please indicate which community you **work or play** in:

Ste-Geneviève ☒

Landmark ☐

Lorette ☐

Ross ☒

Linden ☐

Other ☐

Q3. Which **Ste-Geneviève and Ross Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

A Sidewalk Upgrades @ MUN 41E ☒

C Signage to Redirect Truck Traffic ☐ **3**

B Granular Multi-Use Path @ MUN 41E ☐ **2**

D New Sidewalk in Ross ☐ **4**



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q4. Which **Landmark and Linden Phase 1** proposed upgrades do you prefer?
Please order 1-3 with 1 being most preferred.

- A** Granular Multi-Use Path between the two communities **C** Crosswalk Improvements Along PR 206
- B** Paved Multi-Use Path in Landmark



Q5. Which **Lorette Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

- A** Paved Multi-Use Path @ Station Rd **C** Paved Multi-Use Path @ School
- B** Granular Multi-Use Path @ PR 207 **D** Paved Multi-Use Path @ River Ridge Dr



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q6. What do you like about the AT Network Plan?

Work shop notes captured well and presented clearly.
Connects areas & encourages activity

Q7. What do you believe are some challenges with the Plan?

Time & Money

Q8. Is there anything additional you would like to see as part of the Plan?

Connection from each community to the center of Canada.

Q9. Overall, how satisfied are you with the Plan?

Very satisfied	☐	Unsure	☐
Somewhat satisfied	☒	Not very satisfied	☐

Q10. Is there anything else you wish to share that was not covered in the Plan?

- Control measures to ensure paths remain as walking/biking not motorized vehicles.
- Maintenance plans / up keep unclear (snow clearing, repairs etc.)

RM of Taché Active Transportation Plan Workshop

Feedback Form

Q1. Please indicate which community you **live** in:

Ste-Geneviève ☐

Landmark ☒

Lorette ☐

Ross ☐

Linden ☐

Other ☐

Q2. Please indicate which community you **work or play** in:

Ste-Geneviève ☐

Landmark ☒

Lorette ☒

Ross ☐

Linden ☐

Other ☐

Q3. Which **Ste-Geneviève and Ross Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

A Sidewalk Upgrades @ MUN 41E ☒ 1

C Signage to Redirect Truck Traffic ☒ 4

B Granular Multi-Use Path @ MUN 41E ☒ 3

D New Sidewalk in Ross ☒ 2



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q4. Which **Landmark and Linden Phase 1** proposed upgrades do you prefer?
Please order 1-3 with 1 being most preferred.

- A** Granular Multi-Use Path between the two communities **C** Crosswalk Improvements Along PR 206
B Paved Multi-Use Path in Landmark



Q5. Which **Lorette Phase 1** proposed upgrades do you prefer?
Please order 1-4 with 1 being most preferred.

- A** Paved Multi-Use Path @ Station Rd **C** Paved Multi-Use Path @ School
B Granular Multi-Use Path @ PR 207 **D** Paved Multi-Use Path @ River Ridge Dr



RM of Taché Active Transportation Plan Workshop

Feedback Form

Q6. What do you like about the AT Network Plan?

Need sidewalks + safe walking spaces

Q7. What do you believe are some challenges with the Plan?

This disrupts the ~~only~~ ^{few} current walking paths in Landmark so during construction it will be difficult

Q8. Is there anything additional you would like to see as part of the Plan?

Sidewalks in the new development in Landmark where Sandpiper trail (? maybe) meets 2nd St ~~East~~ ^{East + Penner Drive} by the school. There is no where for kids to safely walk its a major traffic bottleneck. Kids tend to walk on the road

Q9. Overall, how satisfied are you with the Plan?

Very satisfied

☒

Unsure

☐

Somewhat satisfied

☐

Not very satisfied

☐

Q10. Is there anything else you wish to share that was not covered in the Plan?

In Landmark the intersection of Penner Drive, Second St. East and Sand Piper trail N by the school at school drop off 8:30-9am and 3:30-4 pm is a concern. Kids often run over the road

Also Centre Ave E and 2nd St. East tends to be very busy. But less of an issue as a new sidewalk is now there

APPENDIX 6 - RAW ONLINE SURVEY RESPONSES

ID	Please indicate if you would use the path	Please indicate if you would use the path	Path Upgrades @	Multi-Use Path	Multi-Use Path	Multi-Use Path	Multi-Use Path	Multi-Use Path	Multi-Use Path	Multi-Use Path	Multi-Use Path	Multi-Use Path	Multi-Use Path	What do you like about the path?	What do you believe are some challenges?	Is there anything additional you would like to see?	Is there anything else you would like to see?	
1	Landmark	Landmark		1	1	3											2	
2	Lorette	Lorette					1	2	4	3							3	
3	Ste-Geneviève	Ste-Geneviève													I am disappointed that the signage and upgrades for the Monominto trails are being looked at only during the 5-10 year plan. I feel that these trails are unique and beneficial to the whole municipality and beyond. I feel having proper signage is a safety issue.		1	
4	Landmark	Landmark	1.00	3	2.00	4.00	3	1	1	1	2	3	4				3	
5	Landmark	Landmark					3	2	1								3	
6	Ste-Geneviève	Ste-Geneviève	2.00	3.00	1.00	4.00	1	3	2	4	1	2	3	The proposed improvements around Monominto walking trails.	It says in the plan "Lower traffic volumes in rural areas mean a safe and comfortable AT environment" but the insane traffic on Mun 38E last summer is not even mentioned as being too much for a rural road. Can we spread that traffic in case that pit is used as much as last summer to go partly over Monominto or out the back?? It was mentioned very clearly during the meeting in Ste. Genevieve how bad it was.	See 7	2	We don't really feel connected with Landmark or Lorette, an alternative way to cross hwy 1 on bike is not mentioned.
7	Lorette	Lorette	3.00	2.00	4.00	1.00	1	2	3	1	3	2	4				3	
8	Landmark	Landmark					3	1	2					Absolutely need and support extending the sidewalk in landmark north to the heartland church			4	
9	Lorette	Lorette								2	3	1	1	About time. But very long time plan. We should be past phase 2 for Lorette and working on a town perimeter multi use path for those who are avid cyclists and walkers—it provides purpose	Costs. Lorettes are divided between those who want a lifestyle town and those who cry if their tax increases 10\$ but they want it all. Privacy concerns. Which is why doing the perimeter multi paths now is more beneficial before more phases of growth.	Public transportation from senior complex to high school and grocery store. Paths between neighbouring townships like lorette, Ile Des Chênes, landmark—that would be a cyclists dream to have a SAFE large triangle for cycling—and if not that a safe wide shoulder paved triangle of cycling	3	Please make this happen faster. 10+ years? I'm leaving then I need this lifestyle to make lorette worth staying for, I'm frustrated with the lack of lifestyle here, here only because of family, school, and work
10	Lorette	Lorette								4	1	3	1				3	
11	Lorette	Lorette	1.00	3.00	1.00	1.00	1	2	1	1	1	1	1				1	
12	Lorette	Lorette								4	2	1	3	Loved the visuals	traffic interruptions	I would like to see another access road into the new Daycare on Seine rather other than Johnson. Johnson has no sidewalks therefore taking the children for daily walks outside the daycare can be dangerous.	4	More planning will have to occur within the next 2 years due to the tearing down of the old arena and building the new one
13	Lorette	Lorette	2.00	1.00	3.00	4.00	1	2	3	3	1	4	2	Connecting Lorette West to lorette	Traffic	More trails/ bike paths/ nature areas	3	No
14	Landmark	Landmark					3	1	2								2	

15	Lorette	Lorette	4.00	3.00	2.00	1.00	3	2	1	4	2	3	1		There should be shoulders put in especially at river ridge to turn off. People do not go 70km like the sign indicates and I've been almost rear ended numerous times just trying to turn off.	We have no green spaces in the development by the golf course. There are no kid spaces to be used therefore kids are all over the roads unsupervised and playing in the traffic circle. We should not have to drive to get to a park, something within walking distance that is safe (not walking down the highway)	1	If you are planning to put in a path on clubhouse to coop - please make it paved so it's easy to be cleaned and safe for people to be on in all weather conditions.
16	Lorette	Lorette												Disappointed in the lack of paved areas for safety and ease of access for the community members	Disappointing that providing our community Lorette's Riverridge with granular walking path instead of a paved makes it still extremely difficult to take children on bikes/strollers/elderly on a walk as we have no easy access to the rest of town. With lorettes riverridge have a 55+ starting to be built this "spring" is another barrier to this part of the community. With more elderly comes more challenges as needing to goto the grocery store/pharmacy etc. further limits their independence with aging within the community. Non paved paths cause increase Risk for falls, inability to access the store (requiring mobility aids) etc. having non paved surfaces further causes challenges to a major development of the community.	Lorettes riverridge is considered apart of lorettes urban district yet not being developed and treated like the rest of the developments existing within the town.	1	
17	Lorette	Lorette								4	1	3	2			Paved path instead of granular path from RiverRidge to Co-Op	4	Paved path instead of granular path from RiverRidge to Co-Op

18	Lorette	Lorette	4.00	1.00	3.00	1.00	1	3	2	4	1	2	3	it recognizes the importance of building a path system	Appeasing all the stakeholders. there will be complainers about everything. Street scaping should be better then a 10yr plan. The recent construction on the main road in town made it look like a dump.	The state of the shoulders of 207 are dangerous to cyclists, who have to ride on the side of the narrow highway. Although out of scope of the intent of this plan. during the last resurfacing, they should have corrected at least one of the shoulders. I live in Lorette West and feel I am taking a risk riding my bike into town.	3	Mountain bike trails! Extending the Monkeytails to the east into the unused forest sections. Build up the trail system there into a loop course rather then a straight line. Similar to Southern Comfort in St Norbert area. A windy course in a small section. More access points to the river is a good idea. Great time fatbiking in the winter on there.
19	Lorette	Lorette								1	1	1	1	More ways to get around without a car	It looks like you have the existing monkey trails going behind residential housing on river dr. Also, you have those same existing monkey trails accessing river dr. from the drainage ditch beside 622 river dr. It currently is a drainage ditch not part of the monkey trail system. If you do make it accessible what guarantees are you prepared to make re: snowmobiles and atvs accessing the river at this point? There was a petition years ago which every resident on river dr. signed voicing concerns about giving access to the river banks behind their houses. There is a history of parties and dangerous behaviour . It is not accessible to fire crews, police or ambulances	A little more thought about how some of your plans will impact residents adjacent to some of these new trails	2	
20	Landmark	Landmark					3	1	2					I think it's great!	Business driveways with muddy and water standing		4	
21	Lorette	Steinbach	2.00	1.00	3.00	4.00	1	2	3	4	1	3	2	Multi use paths connecting areas	Being assertive enough to make it safer for people along the 207 west of lorette	Multi use extending west of river ridge	3	
22	Lorette	Lorette		1.00				1				1		Clearly some thought was put into it. Lack of professional planning has always been a problem with Lorette, so this is another huge step in the right direction.	Prioritization of the newest development in Lorette instead of fixing the problems that are already glaring in previous developments (settlers landing & settlers trail). The schools & arena are the “last mile” for almost everyone, so they should be top priority. The likelihood of someone biking from the clubhouse area to school is very very low.	We need the looping trail and the safety around the schools & daycares done first. I don’t see anything that touches on tache site 2 and it’s really not safe for walking on that part of seine. Take note of who is already out on the streets walking & biking. It’s elders with dogs, parents with babies in strollers and families on bikes. I think this plan missed the mark for Lorette.	2	Happy to discuss further - Courtney Sawatsky 204-801-5191 Thanks
23	Lorette	Lorette								1	2	4	3	More recreation opportunities	Bureaucracy		4	

24	Lorette	Lorette				4	1	4	1			I propose the Multi-Use Path @ PR 207 to be paved as opposed to Granular as providing our community with Granular walking path makes it still extremely difficult to take children on bikes/strollers/elderly on a walk as we have no easy access to the rest of town. With apparently a 55+ starting to be built this "spring" is another barrier to this part of the community.	3	
25	Lorette	Lorette				4	1	4	1			I propose the Multi-Use Path @ PR 207 to be paved as opposed to Granular as providing our community with Granular walking path makes it still extremely difficult to take children on bikes/strollers/elderly on a walk as we have no easy access to the rest of town. With apparently a 55+ starting to be built this "spring" is another barrier to this part of the community.	3	
26	Landmark	Landmark			3		1	2					3	
27	Lorette	Wpg							1				2	Please.get the parks in river ridge lorette ready this summer!
28	Lorette	Lorette				4	4	4	1				1	

29	Lorette	Lorette	1.00	2.00	3.00	4.00	3	1	2	4	2	3	1		The new citizens living in River ridge have been forgotten.	We need a paved road that connects river ridge to the town of Lorette. Preferably to the road that would link us to the Coop. I dont understand how this is not in the 5-10 years plan.. the area will be growing fast and we have many new young families here. We are currently unable to get anywhere with strollers or small children without having to take a very dangerous road to the town. We need a solution fast!!	1	If you want more people to move in the new River Ridge development (Lorette) you need to include us in the town’s plans. We are being left behind. Very disappointing..
30	Landmark	Lorette	3.00	1.00	4.00	2	1	2	1	3	1	2	2	Excited to have paths to bike/on where other wise you’d be on the busy highways. Better cross walks in landmark is a must as well as people speed coming in to town.	Time, hopefully they can put this to work quickly	Paved instead of granular walkways. But a start with granular is something positive!	4	More biking and walking baths connecting Lorette landmark and Ile des chenes
31	Lorette	Lorette		1.00							1			Keeping cyclists and pedestrians OFF the highway and it's shoulder	Our deep ditches		3	
32	Lorette	Lorette	1.00	3.00	4.00	2.00	1	2	3	2	3	1	4	Priorities are sidewalks - safer option for all the children	Prioritizing the newest area in Lorette and not fixing what’s already broken - where there are most established families.	The sidewalks by the schools need to bigger (widened) and paved. You can barely fit two people side by side on the path. This is a busy area and can definitely use an upgrade. Better signage with the sidewalks. There are multiple cross walks that are not labelled well and can barely see it, such as the busy Marcoux @ Senez crossing. There is a lot of “dead space” in the setters landing/trail neighbourhood’s with dead-end sidewalks. I would like to connect some of these paths, create new ones, add benches and aesthetically add some trees and flowers!!!!	3	
33	Lorette	Lorette								3	2	1	4	It is starting to address some of the issues with sidewalk access in the community and new developments.	Option B for Lorette needs to be a solid surface path if chosen. This will be a primary walkway for pedestrians into Lorette, especially to the high school. A granular path will be unusable for multiple months of the year due to water.	I would like to see every option implemented within two years. It is desperately needed infrastructure in the community.	3	This type of infrastructure needs to be a first priority when building future developments to provide a safe option for pedestrian traffic within the community, not an afterthought.
34	Lorette	Lorette										1	1		The river ridge development is not connected to town via paved sidewalk.	Paved sidewalk or roadway to the co-op or into town from river ridge drive.	2	

APPENDIX 7 - GIS PACKAGE AND DATA SUMMARY

This document summarizes the geospatial data prepared by HTFC Planning & Design as part of the RM of Taché Active Transportation Network Plan and transferred to the municipality at its conclusion.

Data has been provided in the form of a Geodatabase (gdb). The geodatabase contains all relevant geospatial layers used to produce maps for the project. The information is being provided to the municipality to support tracking changes, monitoring and prioritizing maintenance and planning.

The RM of Taché and their GIS consultant: Synchena Consulting Inc. have provided data contained in this Geodatabase.

This Geodatabase contains information licensed under the Open Government Licence – Canada: <https://open.canada.ca/en/open-government-licence-canada> and information from the Government of Manitoba, licensed under the OpenMB Information and Data Use License: <https://Manitoba.ca/OpenMB>

Geospatial data in the database is organized under three Feature Datasets, one for each, Points, Lines, and Polygons. Data is projected in UTM NAD 1983 Zone 14N unless otherwise specified.

Map imagery was primarily sourced from Google Earth or ESRI World Imagery, and is not included, but is widely available.

Please see the attached table for a breakdown of each geospatial layer, including:

- Layer Name
- Type of Layer (Point, Line, Polygon)
- Description (short description about the layer)
- Source

Other geospatial data used for analysis purposes and not included in this appendix includes:

- Strava.com global heatmap
- AllTrails.com community content

Name	Type	Description	Source
Assessment_Parcels	Polygon	Polygon layer of assessment parcels	RM of Taché / Synchena Consulting Inc.
RM_Owned_Parcels	Polygon	Polygon layer of assessment parcels owned by RM of Taché	RM of Taché / Synchena Consulting Inc.
Crown_Owned_Parcels	Polygon	Polygon layer of assessment parcels held by Crown	RM of Taché / Synchena Consulting Inc.
RoW_Polygons	Polygon	Polygon layer showing provincial and other rights of way within municipal boundaries	RM of Taché geoprocesed by HTFC
Municipal_Boundary	Polygon	The municipal boundary of the RM of Taché	OpenMB
Monominto_Trails	Line	Line layer of the Monominto trail network traced by HTFC using maps provided by RM of Taché	RM of Taché traced by HTFC
Snoman_Trails	Line	Line layer of Snoman skidoo trails traced by HTFC using 2023 Snoman network map	Snoman traced by HTFC
TransCanada_Mainline	Line	Line layer of the TransCanada natural gas mainline, traced by HTFC from OpenData Canada map. Location is approximate	OpenData Canada traced by HTFC
TransCanada_Trail	Line	Line layer of the TransCanada trail network	tctrail.ca
Duff_Roblin_Trail	Line	Line layer of the Duff Roblin greenway	alltrails.com
Rail_Lines	Line	Line layer of rail lines within municipal boundaries. This includes the City of Winnipeg aqueduct maintenance line	OpenData Canada
Roads	Line	Line layer of provincial, municipal and private roads	RM of Taché / Synchena Consulting Inc.
Provincial_Waterways	Line	Line layer of provincially managed drains and irrigation waterways	OpenMB
Recommended_Routes	Line	Line layer of proposed sidewalk and multi-use network enhancements	HTFC
Existing_Sidewalks	Line	Line layer of existing sidewalks with additional information traced or modified by HTFC.	RM of Taché / Synchena Consulting Inc. / HTFC
Existing_Multi_Use	Line	Line layer of existing multi-use paths, with additional information traced or modified by HTFC.	RM of Taché / Synchena Consulting Inc. / HTFC
Existing_Monkey_Trails	Line	Line layer of monkey trails, some via GPS by HTFC, some traced by HTFC following community workshops	HTFC
Pol_Lorette	Point	Point layer of select points of interest in Lorette	RM of Taché
Pol_Landmark	Point	Point layer of select points of interest in Landmark	RM of Taché
Pol_SteGenevieve	Point	Point layer of select points of interest in Ste. Genevieve	RM of Taché