

INTERMUNICIPAL TRAILS MASTER PLAN
M.D. OF BONNYVILLE & CITY OF COLD LAKE

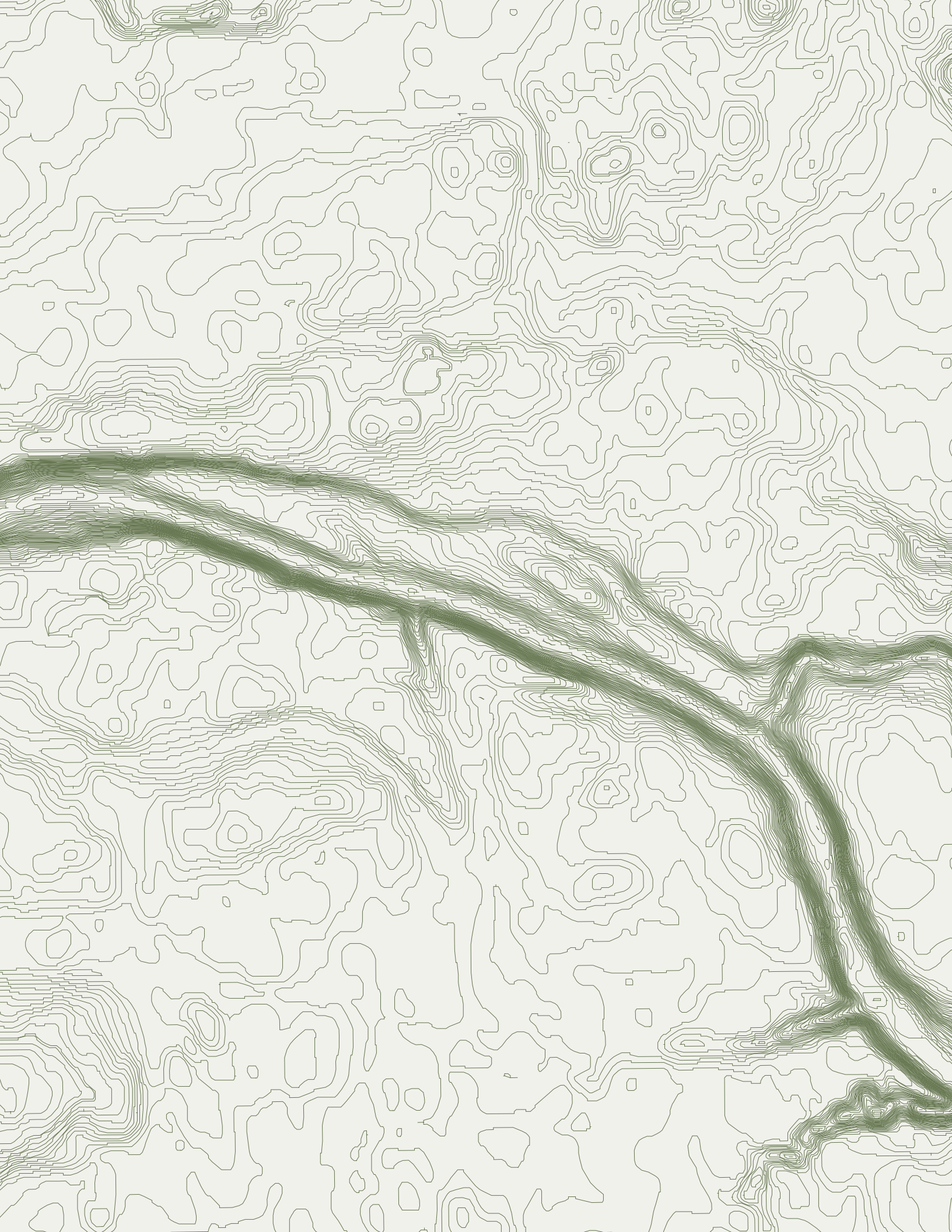


WHAT WE HEARD REPORT



OCTOBER 2022





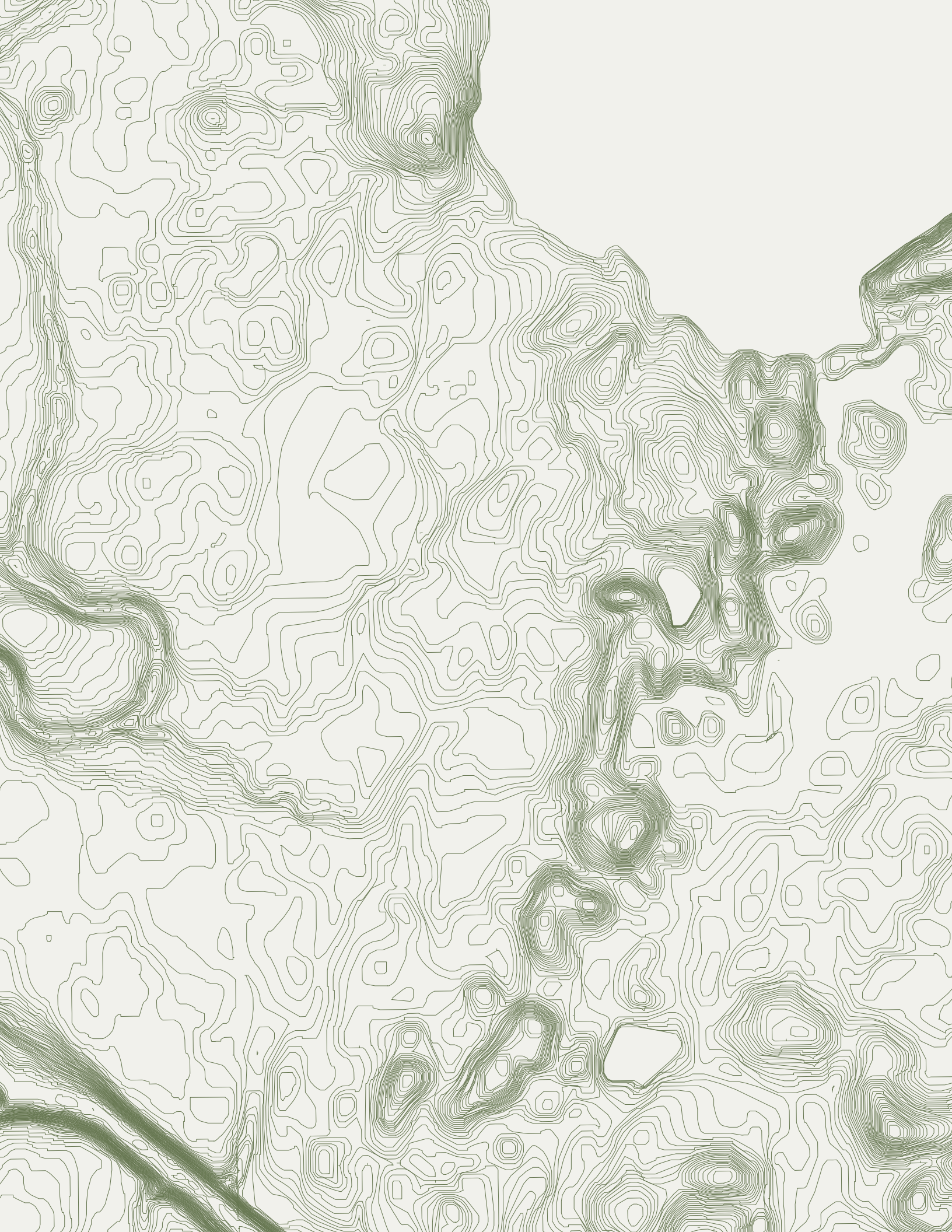




TABLE OF CONTENTS



1	About the Master Plan and this Report	1
	1.2 ABOUT THIS REPORT	3
2	Engagement Methods & Participation	4
	2.1 PUBLIC SURVEY	5
	2.2 INTERACTIVE MAPPING TOOL	6
	2.3 ON-SITE ENGAGEMENT	8
	2.4 STAKEHOLDER DISCUSSIONS	9
	2.5 INDIGENOUS ENGAGEMENT	9
	2.6 GOVERNMENT MEETINGS	10
3	Key Findings Related to Current Use	11
4	Key Emergent Themes	18
	4.1 CONNECTION.	19
	4.2 QUALITY OF EXPERIENCE	21
	4.3 QUALITY OF LIFE	26
	4.4 SAFETY & SECURITY	29
	4.5 SUSTAINABILITY	32
	4.6 RESPECT	35
	4.7 EFFICIENT IMPLEMENTATION & ACTIVATION	37
	4.8 COLLABORATION AND PARTNERSHIPS	42
	Appendices	43
	APPENDIX A : PUBLIC SURVEY RAW RESULTS	44
	APPENDIX B: ONLINE MAPPING TOOL	105
	APPENDIX C: INTERACTIVE ONLINE MAPPING CONTRIBUTIONS	107
	APPENDIX D: WRITTEN CONTRIBUTIONS FROM SOUNDING BOARD AND INTERCEPTS	122
	APPENDIX E: STAKEHOLDERS APPROACHED/ENGAGED	123
	APPENDIX F: FIRST NATIONS AND MÉTIS SETTLEMENTS APPROACHED/ENGAGED	125



SECTION 1



ABOUT THE MASTER PLAN AND THIS REPORT

1.1 ABOUT THE MASTER PLAN

The Intermunicipal Trails Master Plan is a cooperative initiative between the MD of Bonnyville (MD) and the City of Cold Lake (City) that is intended to guide decisions, development and services related to trails in the region for the next 5-10 years.

The Master Plan's priority will be on lands and services under the direct administration and control of the MD and City. However, because they serve and connect the region's communities, trails and trail services on provincial Crown Land will also be considered at a conceptual level.

Collaboration is at the core of this Master Plan and the MD and City are committed to working together to ensure that trails in the region serve residents and visitors well. Contributions from residents and communities will be actively sought through a variety of means and insights from these efforts will inform the plan's priorities, strategies and actions.



1.2 ABOUT THIS REPORT

This stand-alone report summarizes and presents the findings and key themes from a range of engagement approaches used during summer 2022. These findings will be used to inform development of the Master Plan in the fall of 2022.

To best serve the combined and individual interests of the MD and City, data and findings presented in this report generally reflect the aggregated input received. However, where there were material differences between the responses that apply to MD or City, best efforts are made to present and reflect these differences in this report, particularly with spatial information.





SECTION 2



ENGAGEMENT METHODS & PARTICIPATION

Trails in the area benefit and are used by a broad spectrum of people living in, working in, and visiting the region, including residents of its many municipalities, First Nations, and Métis Settlements. The project's engagement efforts were designed and intended to reach this diverse mix with a range of open public approaches as well as targeted efforts to reach specific stakeholders with interests in trails. The approaches used are outlined below.

2.1 PUBLIC SURVEY

A detailed public survey was developed and released to gather perspectives from residents, visitors and trail users. The survey ran from July 7 to August 31, 2022 and was shared and promoted through the MD's and City's communication channels including municipal websites, social media and direct communication mechanisms with residents (e.g. mailouts).

The survey was designed to gain understanding about how respondents currently use trails in the region and about what they thought future priorities should be. It solicited detailed feedback about urban trails and active transportation routes; rural, regional and long-distance trails; and water routes.

In total, 246 responses were received, including 169 complete responses and 77 partial responses.

Please see Appendix A for survey questions and raw results.



SURVEY RESPONDENT CHARACTERISTICS

- 59% of responses were from the City of Cold Lake; 35% from the MD of Bonnyville; 6% from other communities.
- 48% were female; 48% male; 4% non-binary or choosing not to disclose.
- 4% indicated they were between 18-24 years old; 19% between 25-34; 29% between 35-44; 20% between 45-54; 20% between 45-54, 19% between 55-64 and 7% greater than 65.
- 4.3% indicated they identified as First Nations or Métis.
- Nearly 99% owned or regularly drove a vehicle.
- 76% indicated that trails were important or very important to their quality of life.

MD VS CITY RESPONSES

- City respondents were younger than MD (54% of City respondents were under age 45 whereas only 45% of MD respondents were).
- More City respondents (52%) indicated that they lived in households without children than MD respondents (35%).



2.2 INTERACTIVE MAPPING TOOL

To complement the general questions of the online survey, an interactive online map was designed and deployed to allow spatial inputs. The tool allowed knowledgeable residents and visitors to contribute detailed, spatially explicit information about where they thought improvements, new infrastructure and/or management concerns should be considered. Like the survey, this tool was promoted and openly available from July 7 to August 31, 2022.

The interactive mapping tool presented a starting basemap of formally sanctioned trails and commonly used informal routes in the region including MD and City trails, the Iron Horse Trail, and routes in parks and on public land administered by Alberta Environment and Parks (AEP). Participants were able to identify both point-features and lines where they thought enhancements, new features and/or management intervention was needed (Figure 1). Please see Appendix B for additional images of the interface and Appendix C for raw data.



INTERACTIVE MAPPING PARTICIPATION

Over 30 participants identified more than:

- 45 enhancement opportunities
- 55 opportunities for new trails and/or facilities
- 44 management concerns



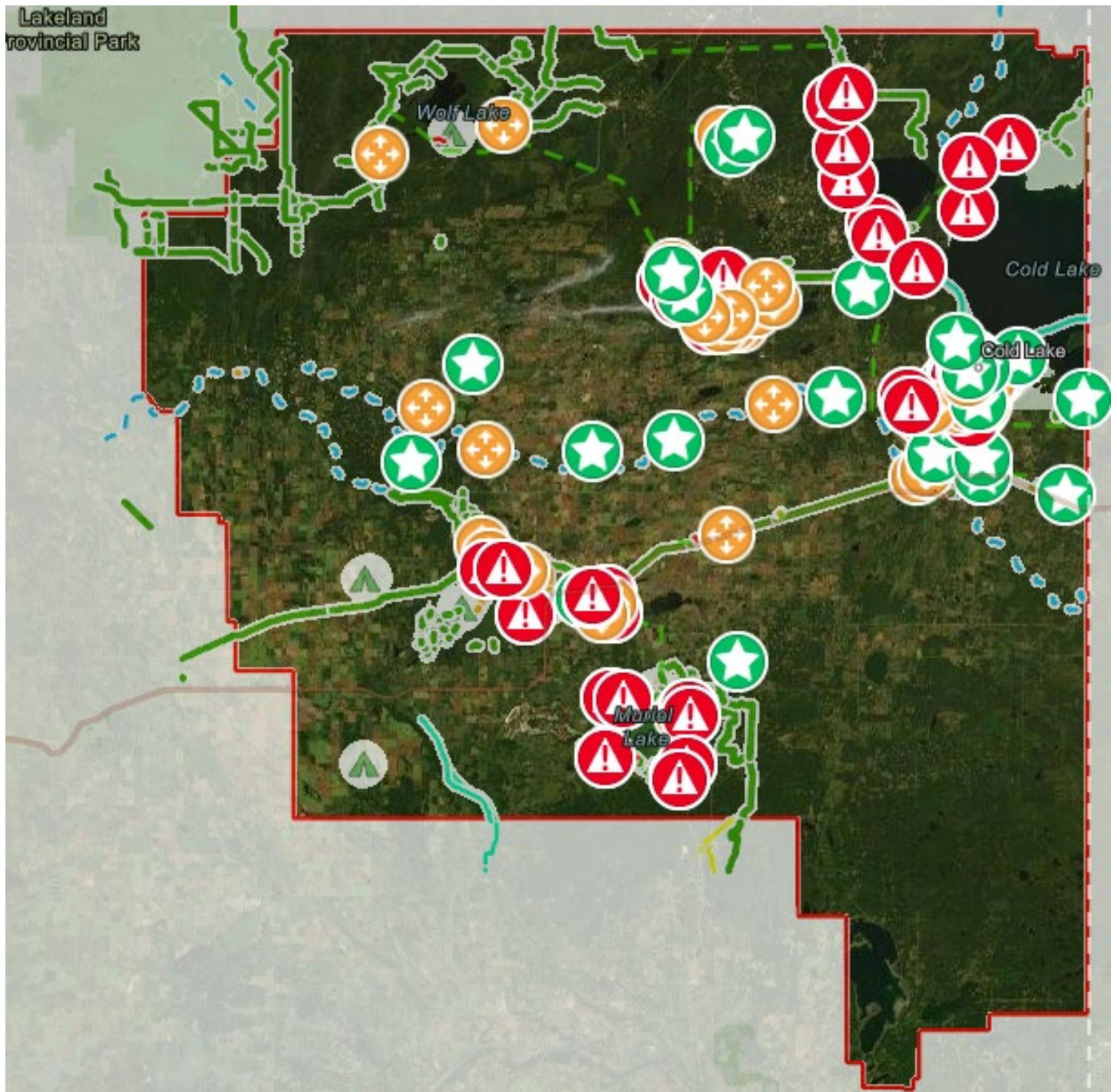


Figure 1: Online mapping tool showing points and lines contributed by participants.

2.3 ON-SITE ENGAGEMENT

Efforts were also made to intercept active trail users in the field. Techniques varied with weather, location and staff availability, but included:

- Roving kiosks with information panels (staffed, impromptu, 1-3 hours in length).
- Intercept interviews with trail users.
- Unstaffed sounding boards inviting written comments from passing trail users.

Location	Timing	Activity	# Of Individuals Engaged
Cold Lake, Kinosoo Beach	July 26, morning	Staff roving kiosk; multiple information panels	~40
Cold Lake Motocross / MTB parks	July 26, afternoon	Intercept interviews	7
Cold Lake Lions Park	July	Unstaffed sounding board	Unknown (vandalized)
Iron Horse Trail (Beaver Trestle)	July 26, afternoon	Staffed roving kiosk; single panel	~20
Iron Horse Trail (Beaver Trestle)	August 9-September 9	Unstaffed sounding board	17
Moose Lake trails	July 25, evening	Intercept interviews	~10
Tucker Lake	July 24, afternoon	Intercept interviews with campers present; sounding board	~25
Vezeau Beach	August 31-Sept. 15	Unstaffed sounding board	7



2.4 STAKEHOLDER DISCUSSIONS

Targeted discussions were held as virtual interviews with 20 individuals representing 14 organizations and community interests. These discussions provided the project team with the opportunity to further explore successes, issues, trends and opportunities pertaining to trails, trail use, and tourism.

Invitations were also extended to 21 additional organizations but, as of the preparation of this report, were declined, not responded to, or were not able to be scheduled.

See Appendix D for a list of stakeholders.

2.5 INDIGENOUS ENGAGEMENT

Invitations were extended by the consulting team to nine First Nations and Métis Settlements in the area.

Staff from Cold Lake First Nation provided very helpful and informative input during a 90-minute meeting about the current and historical importance of trails in the area, as well as general concerns. Interest in soliciting additional perspective from citizens was expressed with the hope that these could be used to provide written suggestions for the plan. Guiding questions were provided to the Cold Lake First Nation by the consultation team and it is hoped that this written input is available prior to development of the draft plan.

Efforts to connect with other First Nations and Métis Settlements are ongoing.

See Appendix E for a list of First Nations and Métis Settlements contacted.



2.6 GOVERNMENT MEETINGS

The Government of Alberta currently has a variety of planning and policy initiatives that influence trail development and partnership opportunities in the region, including the Trails Act, a review of the Lower Athabasca Regional Plan, and the Cold Lake Sub-regional Plan.

Since a significant amount of the planning area is Crown Land (i.e. falling under the administration of the Government of Alberta's Public Lands Act, Provincial Parks Act or the Wilderness Areas, Ecological Reserves, Natural Areas and Heritage Rangelands Act) efforts are ongoing to ensure this project is aligned with emergent policy and opportunities. Towards this, two separate meetings were held with approximately 12 staff from Alberta Environment and Parks to hear advice on developing a master plan that could constructively complement Government of Alberta efforts, and to ensure good mutual awareness of opportunities.

Finally, a joint meeting with eight key staff from the City of Cold Lake and MD of Bonnyville was held to refine and clarify project objectives, hear specific guidance and suggestions, and to learn more about emergent opportunities.





SECTION 3



KEY FINDINGS RELATED TO CURRENT USE

Residents in the region are known for their active interest in outdoor activities. The strength of these interests was reflected in the responses received from all engagement approaches. Residents told us of their love for trails, the benefits they felt trails brought to the region, and how they currently use trails.

The main reasons cited for using trails showed similarities for all survey respondents, with the top 10 as follows.

Overall Reasons for Using Trails	Percent
Exercise and physical health	84%
Fun / enjoyment	77%
Restoring mental well-being / relaxation	64%
Connecting with nature	63%
Adventure and challenge	44%
Escaping from urban areas	40%
Socializing with family and friends	40%
Getting to places I want to go (e.g. work, school, store, friends)	36%
Travelling to distant places I want to explore or visit	17%
Skill improvement	10%



PERCENT OF SURVEY RESPONDENTS THAT

Consider themselves to be avid trail enthusiasts or frequent trail users: City 80%; MD 64%

Consider trails to be somewhat or very important to their quality of life: City 82%; MD 65%



Survey data shows that respondents felt that trails significantly contribute to community benefits, but with some differences between City and MD responses.

% Agree or Strongly Agree that	All Responses	City of Cold Lake	MD Bonnyville
Residents can benefit from trails even if they don't use them directly.	78.8%	85.7%	67%
Trails and trail services help strengthen and bring the community together.	87.1%	91%	80%
Trails contribute to the local economy by attracting new residents and visitors.	78.8%	83.3%	69%
It's important to maintain existing trails before building new.	68.6%	72%	61%

Respondents indicated similar levels of use for trails in rural areas and water routes, but City of Cold Lake respondents indicated much more use of trails in developed areas, likely due to proximity and accessibility.

Type of trail or route	All	City	MD
Urban Trails and Active Transportation Routes (e.g. trails in or near highly developed areas)	74.6%	87%	57%
Rural, Regional and Long Distance Trails (e.g. trails in less developed areas)	71.2%	72%	69%
Water Routes and Trails (e.g. rivers or flatwater routes)	33.2%	37%	29%
None of the above	3.9%	1%	8%



Since the region contains a mix of both sanctioned trails (formally approved and managed) and unsanctioned trails (commonly used, but not formally approved, managed or maintained), residents were asked which trails they used most frequently.

Most Frequently Used Trails by Survey Respondents	City of Cold Lake Respondents	MD of Bonnyville Respondents
Sanctioned Trail Systems	<ul style="list-style-type: none"> • City urban trails (e.g. Millenium Trail) • Cold Lake Provincial Park trails • Iron Horse Trail • Cold Lake MTB Park • Cold Lake Snowmobile Club trails • African Lake Trail • CFB Cold Lake trails 	<ul style="list-style-type: none"> • Moose Lake/Vezeau Beach trails • Iron Horse Trail • Town of Bonnyville trails • Cold Lake Provincial Park trails • Cold Lake Snowmobile Club trails • Muriel Lake MD Park trails • Moose Lake Provincial Park trails
Unsanctioned Trail Systems	<ul style="list-style-type: none"> • Tucker/Crane Lakes trails • Marie/May Lakes trails • African Lake area trails 	<ul style="list-style-type: none"> • Tucker/Crane Lakes trails • Moose Lake area trails • Marie/May Lakes trails • Beaver River • Borque Lake trails • Wolf Lake trails • Cherry Grove area trails

When asked what difficulty of trails they preferred, over 50% of survey respondents expressed a preference for easier, smoother trails (i.e. “White” and “Green” level of difficulty). Only 5% of respondents indicated preference for very difficult and technically challenging trails.

Preferred Trail Difficulty	Percent
“White”: very easy, flat and accessible to all users	12%
“Green”: easy, mostly smooth, gentle slopes, some unevenness	45%
“Blue”: moderately difficult, variable surfaces, slopes, unevenness	37%
“Black”: difficult to very difficult, challenging terrain, hazards present	5.0%



Across the region, the top 20 most popular warmer and colder month trail activities ranked according to participation a few times a month or more in warmer months or a few times a year in colder months were as follows. It should be noted that many respondents also indicated in written responses that “dog walking” was a popular activity, but this option was not identified in the survey as a specific option.

Most Cited Activities in Warmer Months	Range of Responses (#) ↓	Most Cited Activities in Colder, Snowy Months	Range of Responses (#) ↓
Walking / hiking	164	Walking / hiking	164
Cycling: Road or Leisure		Nature / wildlife viewing (accessed by trails)	
Nature / wildlife viewing (accessed by trails)		Fishing / Ice Fishing (accessed by trails)	
Jogging / running		Snowshoeing	
Swimming or beach activities (accessed by trails)		Cross-Country Skiing / Touring	
Cycling: Mountain Biking / Fat-Biking		OHV: Quad/ATV	
OHV: Quad/ATV		Jogging / running	
Motorized boating (water routes)		Hunting (accessed by trails)	
Non-motorized boating: Paddling (water routes)		Picnicking (accessed by trails)	
Camping (accessed by trails or to use trails)		OHV: Snowmobile	
Picnicking (accessed by trails)	44	4x4 / Truck Use	32
OHV: Dirt biking/ Off-road / dual-purpose motorcycling		OHV: Side-by-Side (SxS)	
Fishing (accessed by trails)		Special events (e.g. rallies, races on trails)	
OHV: Side-by-Side (SxS)		Cycling: Mountain Biking / Fat-Biking	
Cycling: E-biking		Camping (accessed by trails or to use trails)	
Hunting (accessed by trails)		Cycling: Road or Leisure	
Non-motorized boating: Sailing (water routes)		OHV: Dirt biking / Tracked motorcycle	
4x4 / Truck Use		Horse drawn sleighs	
Small-wheeled transport (e.g. skateboard, kick scooter)		Dogsledding	
Special events (e.g. rallies, races on trails)		Horseback riding	
Horseback riding	3	Cycling: E-biking	5



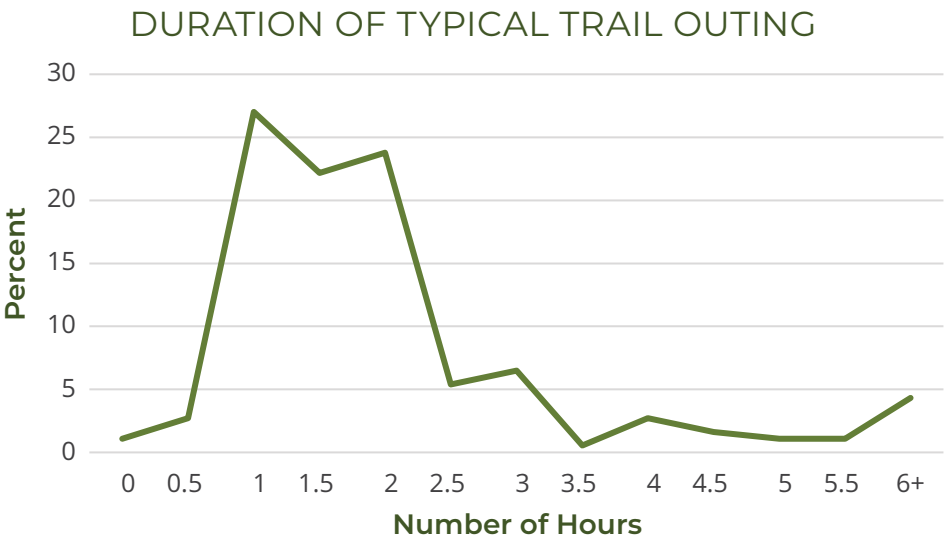
Respondents in both the MD and City indicated that they appreciated a diverse range of settings for their trails, with a slight preference for more natural, wooded settings.

Preferred settings for trails	Percent
Backcountry (I/II): wilderness setting with few to no people, no motorized vehicles, very little trail infrastructure	51%
Mid-country (III/IV): wooded or natural setting with little infrastructure, but where motorized machines are present	58%
Front-country (IV/V): rural or wooded setting where some residences, roads and infrastructure is present	58%
Developed (VI): greenery is present among roads, buildings and human infrastructure	40%



Approximately 70% of respondents indicated that a typical trail outing was between one and two hours, with about 10% of respondents indicating their outings were typically more than four hours.

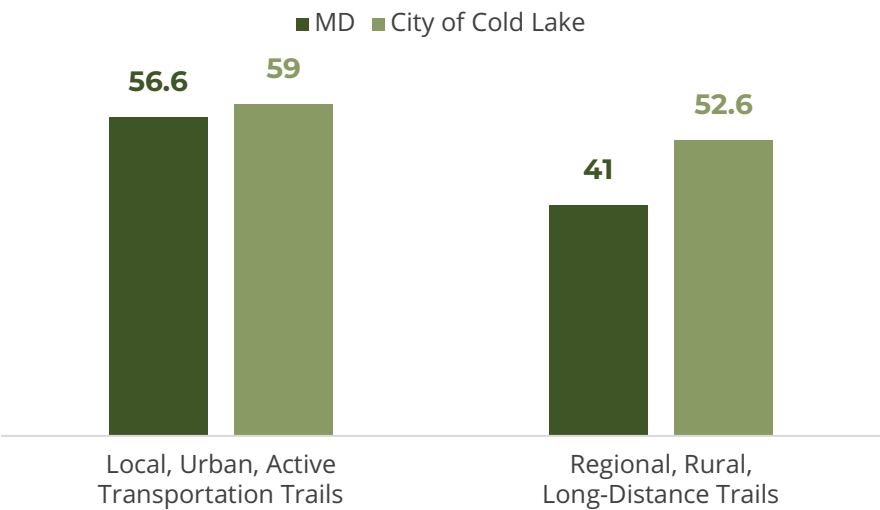
Hours	Percent
0	1
0.5	3
1	27
1.5	22
2	24
2.5	5
3	6
3.5	1
4	3
4.5	2
5	1
5.5	1
6+	4



Overall, those engaged stressed that the region has significant attractive assets and amenities. In particular, interviewees frequently noted the region’s abundance of lakes and the fact that the region is one of very few area in the province with an existing long-distance “spine trail” (i.e. Iron Horse Trail) that serves as a primary connector.

However, overall satisfaction ratings with the region's trails indicate that there are opportunities to improve trails. Collectively, only 57% of respondents indicated they were satisfied or very satisfied with local urban and active transportation trails. Satisfaction rates for regional, rural and long-distance trails was even lower (47%). Additionally, only 21% of respondents indicated that they were satisfied or very satisfied with trail related events and programming in the region.

SURVEY RESPONDENTS SATISFIED OR VERY SATISFIED WITH AVAILABLE TRAILS (%)





SECTION 4



KEY EMERGENT THEMES

When collectively analyzed, it was clear from those engaged that there was good support for trails for recreation, tourism, and active transportation purposes.

When asked what they liked most about the region's trails, City of Cold Lake survey respondents appreciated that the city's trails were well maintained, accessible, out of traffic, clean, scenic, paved and that they offered a safe commuting option without using vehicles. MD respondents noted that, where they exist, trails provide mental and physical health benefits, safety from traffic, options not to drive and a place to experience nature.

Participants were keen to engage in providing more detailed input. From this, eight key themes emerged.

4.1 CONNECTION

Residents were very supportive and complementary of recent efforts by the M.D. and the City to improve connectivity within urban areas and with rural residential subdivisions, and there was considerable interest in seeing these efforts continue as a principle in planning and development. The Millenium Trail in the City of Cold Lake, as a local example, was the region's most popular sanctioned trail and was frequently named as an important community asset. Similarly, recent Moose Lake area trails in the MD were also highly appreciated.

Online mapping contributors reinforced the interest in improving connectivity with many specific spatial suggestions. See Figure 2 Conne for specific suggestions made.

4.1.1 LOCAL AND NEARBY

When asked what could help encourage use of urban trails and active transportation routes, 65% of survey respondent cited improved connectivity as the most important action that could be taken. Suggestions to proactively and intentionally connect trails to desirable destinations such as schools, recreation amenities (e.g. recreation centres, golf courses, ski hills), individual residential developments, senior centres, and popular services (e.g. shopping) were very common. The importance of looped trails and the need to address barriers to connectivity such as dead-end trails and missing connections were also raised.



4.1.2 RURAL AND LONG-DISTANCE

Similarly, opportunities to build longer distance regional connectivity were also noted, particularly with and between smaller communities (hamlets, villages, summer villages and CFB 4 Wing), with First Nations and Métis Settlements, and with the area's parks, lakes, and major attractions (e.g. ski hills, casino). The concept of thinking about the Iron Horse Trail as a "spine" that could be used and better leveraged to connect with other desirable trail systems was mentioned often (e.g. "Moose Lake visitors should be able to ride to the Iron Horse"). As motorized recreation is very popular in the region, suggestions were also made to proactively consider enhancing and developing very long-distance summer and winter connections with Saskatchewan, Lac La Biche County and the region's northern lakes.

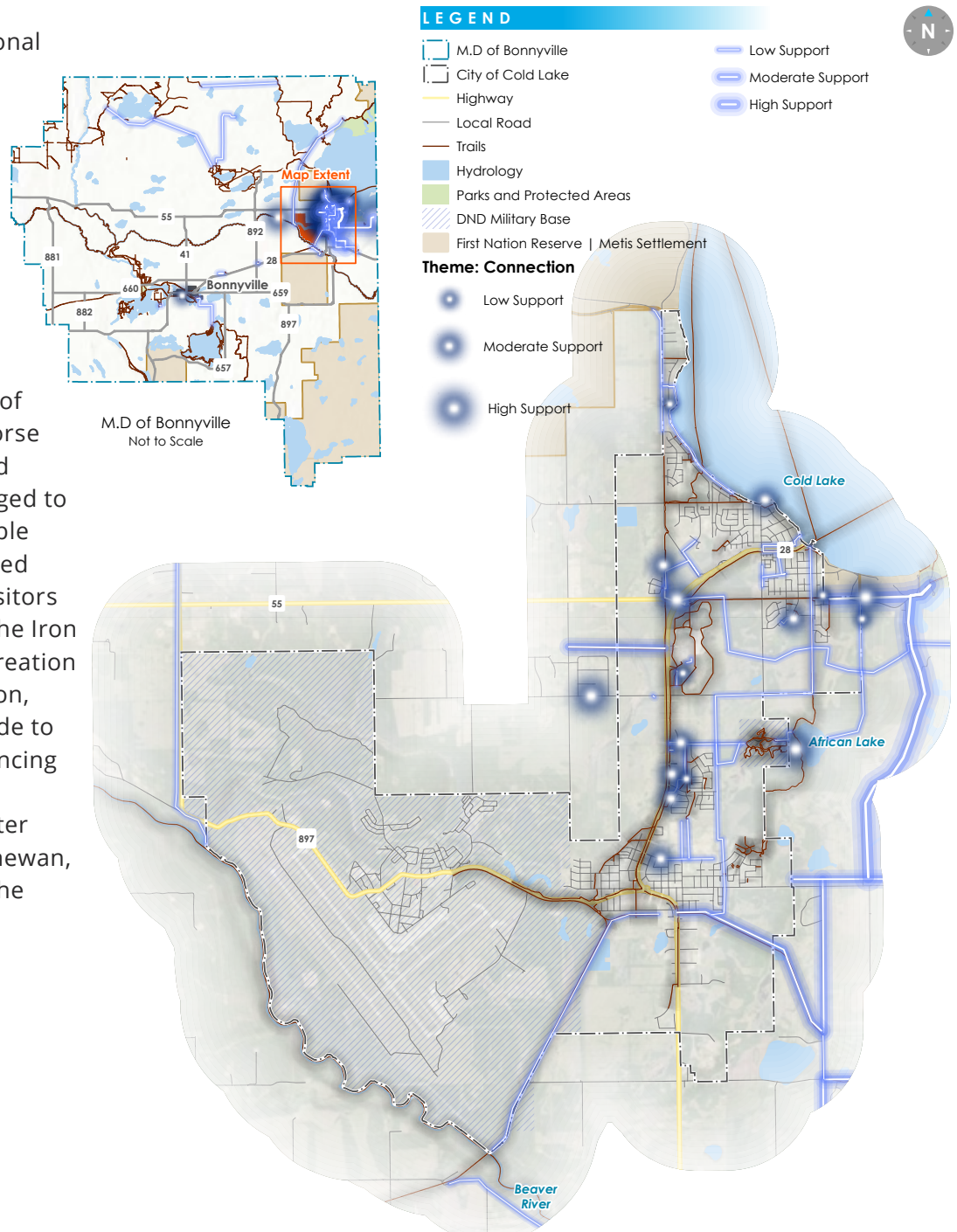


Figure 2: Connection themed contributions from online mapping participants



4.2 QUALITY OF EXPERIENCE

Over 77% of respondents indicated that fun and enjoyment were primary reasons for using trails. Survey respondents and interviewees indicated that people don't just want trails, they want trails that are attractive, of good quality, and are available in sufficient quantity to satisfy their interests and to serve as worthwhile motivators for tourism. Priorities related to the quality of trails experiences are identified as sub-themes below. The locations of some of the locations to consider, as identified by online mapping contributors, are shown in Figure 3.

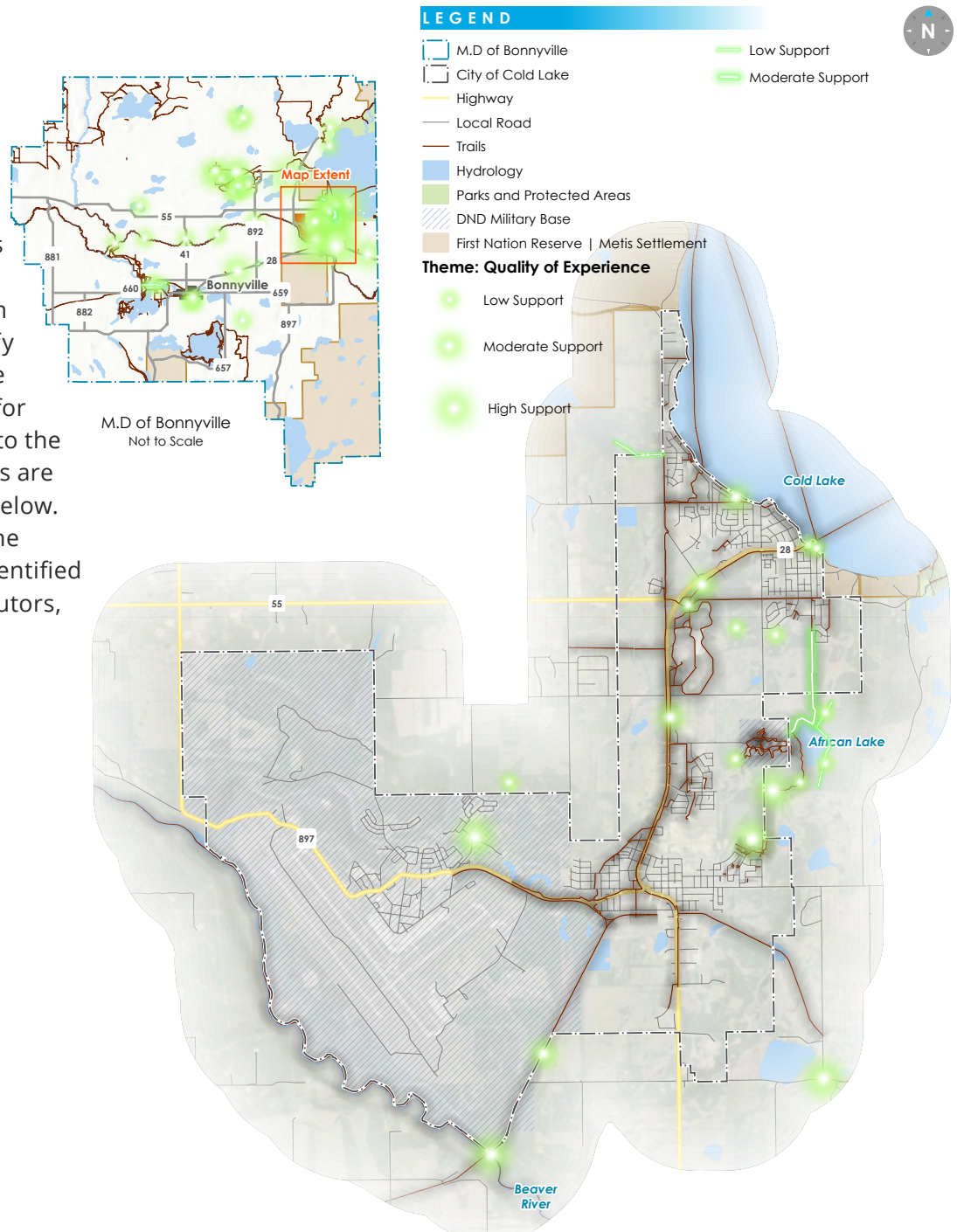


Figure 3: Experience themed contributions from interactive mapping participants



4.2.1 ACCESSIBILITY

Making it easier to find, learn about, get to, and use trails was very important to survey respondents. 60% of respondents cited lack of awareness of urban trails as a something that that limits use. Only 45% of survey respondents were satisfied or very satisfied with parking and staging areas for the region's rural, region and long-distance trails. Only 25% were satisfied or very satisfied with trailhead kiosks and maps for the same trails.

Several interviewees noted the importance of paved "white" level of difficulty trails that are purposefully designed to accommodate people with limited mobility. 64% of survey respondents echoed the importance of planning and implementing accessible and inclusive routes.

"People move to Lakeland because they want to be outdoors. We need to make that easier." Interviewee

"I've lived here 20 years and do not see any maps for water routes or services or camping along routes in the tourism guides or on social media." Survey respondent.





4.2.2 QUANTITY AND QUALITY

Some interviewees expressed a view that the “use of cutlines and pipelines as trails has not served the region well” and also noted that the lack of intentional, visitor-focused planning and development had contributed to misalignments between supply and demand for trails. One interviewee, as example, summed this up simply as “Provincial Parks are gems, but need improvements to the quality and quantity of trails to be relevant.”

Survey respondents noted that improving the quality (48%) and increasing the quantity (69%) of managed trails was needed to realize the benefits of trails as tourism assets in the region.

Intentionally incorporating loops was suggested in many ways and for many different locations as a relatively simple way to improve the quality of trails.

The Iron Horse Trail was noted as having experiential distractions such as surface quality and consistency, frequent stops, limited visual appeal, and friction

“Nature! It’s what we have.... It’s all we have! We could be one of the top destinations within the province outside of our mountain parks for tourism yet we do absolutely nothing about it in terms of major year-round rural trail development.” Survey respondent.

between users, but several suggestions were made that could improve the trail’s relevance as a regional attraction and as a connector including surface improvements, staging enhancements, and better community integration.

The presence and proliferation of degraded trail conditions from OHV use was frequently noted as an experiential detraction and as a demotivating influence for some users and visitors on some trails such as the African Lake trail.

4.2.3 VARIETY AND OPTIMIZATION

Most interviewees spoke about the opportunity to increase the variety of trail experiences. Some spoke to the relative lack of availability of quality trails for some summer terrestrial activities (e.g. “Equestrian trails need help”) and for some winter activities such as fat biking. Several interviewees mentioned the need to intentionally consider routing opportunities and services on the water. “We market ourselves as Lakeland, but water access is difficult.”, one interviewee remarked. Another interviewee noted that the Beaver and Sand rivers are of “provincial calibre”, but that no services are offered to attract and enable safe use of them.

Some interviewees noted that intentional attention to skills progression was a needed consideration. By providing and facilitating entry-level experiences, barriers to participation could be greatly reduced and overcome. Progressive opportunities at the Cold Lake bike park, at school and public events, and by “Intro 101” programming by clubs (e.g. Nordic) were counted among the leading examples.

Lacking official designation or management plans, many of the unsanctioned trails on public land in the area are considered “mixed-use” trails (i.e. both motorized and unmotorized activities can occur at the same time). Some sanctioned trails, such as the Iron Horse Trail, also permit mixed use. While mixing of activities can appear to be an efficient way to provide opportunities, it’s not clear that there is good support from residents for continuing and expanding this approach.

A considerable number of survey comments referenced frictions and concerns between non-motorized and motorized activities, particularly from non-motorized users. Most survey respondents also felt there should be efforts to separate motorized and non-motorized uses on trails as much as possible and only 3% of respondents felt mixed-use was possible in all cases.

“I love the idea of developing water routes for kayaking. someplace scenic to paddle and picnic areas. Also lakeside boating destinations and a dock at Kinosoo ridge.” Survey respondent.

To what extent do you agree with the statement, "Motorized and non-motorized trail activities should use the same trails?"	Percent
Strongly disagree: motorized and non-motorized activities should always be separated.	32%
Do not agree: motorized and non-motorized activities should be separated as much as possible.	27%
Neutral	11%
Somewhat agree: motorized and non-motorized activities can occur simultaneously in some situations.	27%
Strongly Agree: motorized and non-motorized activities can always occur simultaneously.	3%

Similarly, many interviewees and survey participants suggested that making additional efforts to “optimize” some trails for particular activities could enhance the region’s trail experiences. Examples offered included providing dedicated snowmobile trails (i.e. ensuring damaging wheeled activities are not permitted), purposeful and managed OHV trails, and groomed xc ski trails that limited other activities such as walking, which damages the groomed surface.

Considering and designing for optimized visitor experience was reinforced in interviews and intercept conversations with users of intentionally built, optimized trails systems. The Cold Lake Motocross Track, Cold Lake Bike Park, and the Muriel Lake MD Park nordic ski and equestrian trails were noted to be fun and attractive for specific activity enthusiasts.

4.2.4 AMENITIES

Improving the availability and accessibility to amenities was frequently cited as an opportunity to improve trail experiences and increase the attractiveness of the region's trails. Desirable additions included access to washrooms, potable water, rest and picnic areas, garbage cans, accommodation (both fixed and camping), interpretive information, fitness stations, food services and activity-specific services (e.g. fuel services for OHV and snowmobiles).

As examples, very few survey respondents indicated that they were satisfied or very satisfied with trail-related amenities on the region's rural and long-distance trails such as parking (25%), boat launches (15-24%), washrooms (11%), cabins/warming shelters (3%), access to food services (5%), accommodation (4%), and camping (6%).

4.2.5 ADVENTURE

Interest and participation in longer, multi-night trail-based travelling and touring has expanded across North America in recent years. This is reflected in the types of outdoor equipment and experiences being promoted and marketed (e.g. overland equipment for vehicles, adventure motorcycles, bikepacking specific bicycles, "thru-hiking" long-distance trail opportunities). Survey responses suggest there likely is interest in developing trails and amenities to support long-distance, multi-night routes and "adventure" opportunities. For example, when survey participants were asked if they'd participated in multi-day trail experiences in the past year, only 14% of respondents said they had. However, 56% indicated they might be interested in doing this.

"Overnight camping and longer trails with more sights. ☺" Survey respondent to question about kinds of opportunities that should be developed.



4.3 QUALITY OF LIFE

All interviewees, and many survey respondents, made references to the importance of trails and trail opportunities to the quality of their lives and the health and vibrancy of their communities. These observations and suggestions are summarized in the sub-themes below.

4.3.1 PHYSICAL AND MENTAL HEALTH

Interviewees noted that having quality trails available was important to enable active lifestyles and to act as a “counterweight” to other influences that tend to make people more sedentary (e.g. social media, cell-phones).

Exercise and physical health was noted as the number one reason people use trails (84%) and restoring mental well-being was number three in survey responses (64%).

Some interviewees noted that the preventative health benefits of trails are not accounted for and are underrepresented in conversations about health. They also noted that trail accessibility, when compared with other recreation investments, likely provided broader value and health benefits to citizens.

“Investment in trails pays for itself in healthier residents.” Interviewee



4.3.2 COMMUNITY

Interviewees stressed the importance of trails to develop and strengthen welcoming communities. 87% of survey respondents agreed or strongly agreed that “Trails and trail services help strengthen and bring the community together.”

It was anecdotally noted, for instance, that the volume and methods by which CFB Cold Lake staff commute continues to change since trail connectivity had improved to the base. Another interviewee stressed that it’s important to understand that trails have a “disproportionate positive impact in small communities” and referenced how well-received recent trail upgrades were to Ardmore and Glendon residents. Small improvements made big differences. Having quality trails and access to outdoor recreation opportunities were also seen as a strong motivating force for residents to remain in the area into retirement, particularly for residents who came to the area with outdoor interests.

“Trails are the cheapest way to bring community together.” Interviewee

“I believe they (trails) are a gift to the youth and the community in general providing an opportunity to remain active and spend time as family.” Survey respondent



4.3.3 ECONOMIC OPPORTUNITY

Several economic benefits of trails were noted, including tourism opportunity. 79% of survey respondents felt trails contribute to local economy by attracting new residents and visitors.

Interviewees suggested a range of potential services and businesses that could grow if the area was made more attractive as a trail destination, such as hospitality-oriented accommodation and food services, tour and guide companies, equipment providers, and other services. They also suggested being attentive to changes in Travel Alberta's mandate, noting the agency's expanded mandate to supporting destination development.

Other, perhaps somewhat less obvious, economic references were made by interviewees including a correlation of increased property values with proximity to quality trails and the potential to decrease agricultural impacts and losses if some recreationists (e.g. snowmobilers) are provided managed, lawful opportunities travel on trails rather than across fields.

“People are willing to pay to live close to trails.”
Interviewee



M.D. Bonnyville



4.4 SAFETY & SECURITY

Concerns about safety and security were heard about several existing trails. Survey respondents also noted that safety and security considerations were the third most important consideration for urban trails and active transportation routes (84%). Several interviewees also stressed how managed trails can increase safety and reduce risk. Locations of specific suggestions contributed by online mapping contributors are shown in Figure 4. Sub-themes are outlined below.

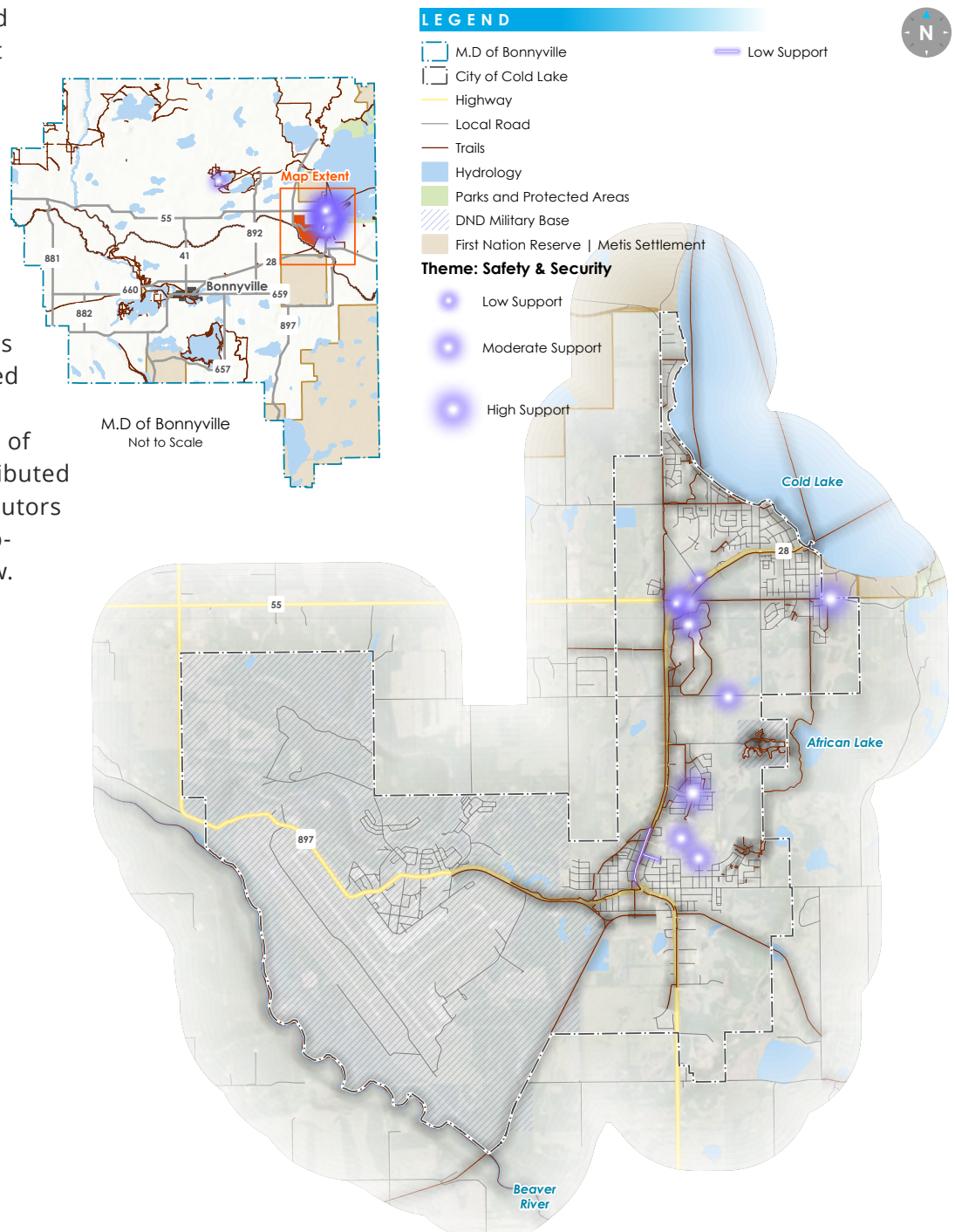


Figure 4: Safety & Security themed contributions from online mapping participants

4.4.1 ROAD AND TRAFFIC INTERACTION

Concerns of how trails interact with road development were commonly heard. Several specific references to challenging intersections were noted, particularly in the City of Cold Lake. Some interviewees also mentioned the lack of crossing notification for road users at Iron Horse Trail crossings. Some interviewees and survey respondents spoke positively about M.D. efforts to provide prominent crossing notification on the newer M.D. trails.

Many interviewees and survey respondents also cited the need for continued effort to provide opportunities for rural subdivision residents to be able to walk, cycle and use OHVs within and between communities without having to use roads.

4.4.2 INTER-USER CONCERNS

The majority of survey respondents (61%) did not feel there were notable concerns between trail users. However, many survey respondents identified specific concerns about some locations and user scenarios. Notably, off-leash dogs on some urban trails, unauthorized OHV use on some non-motorized trails, and disrespectful OHV use (speed, conduct) on mixed-use trails were commonly mentioned.

Survey respondents who wanted to see motorized use separated from non-motorized use noted safety as their primary reason. Equestrian users interviewed on the Iron Horse Trail indicated that riding a well-trained horse as an experienced equestrian was possible in the presence of OHVs, but that it was very challenging and dangerous for less experienced riders to do so and that the presence of OHVs significantly reduced the appeal of the Iron Horse trail for equestrian users.



Example of crowd-sourced safety concerns.

“Safety of the users of the trails along active transportation routes needs to be a priority. Crossing signs and lights and protective barriers in tight areas where trail is close to road.” Survey respondent

“OHV use within city limits needs to stop: Reckless driving & environmental degradation of existing trails, Noisy & disruptive, incompatible with dense city living, safety hazard. OHV use on trails marked NOT for OHVs (African Lake) has ruined trail & now too muddy to use for bikes or foot.” Survey respondent



4.4.3 TRAIL CONDITION CONCERNS

In some cases, safety concerns were noted with the trail or trail infrastructure itself. Persistent flooding issues on the Jessie Lake trail were primarily referred to as experiential concerns, but also as a hazard. Other trail condition concerns mentioned often related to poor location or design, degradation caused or accelerated from OHV use, lack of maintenance, and/or natural causes (e.g. aging of bridge infrastructure).

4.4.4 EMERGENCY ACCESS

“Emergency response has not been contemplated,” one interviewee said bluntly when asked to identify trail-related challenges and priorities. Whether for urban trails or for remote terrestrial or water-based routes, it was noted that its important in future planning to consider wildfire, medical, search and rescue, and other emergency response matters.



4.5 SUSTAINABILITY

Many participants volunteered cautions, suggestions and guidance on the relationship between trails and ecological sustainability. 70% of survey respondents noted that environmental sustainability was an important or very important consideration with planning and implementing urban trails. Trail damage and erosion were prominently noted in interviews and survey responses for all kinds of trails in the region. Online mapping contributors also identified several specific locations shown in Figure 5. Sub-themes are outlined below.

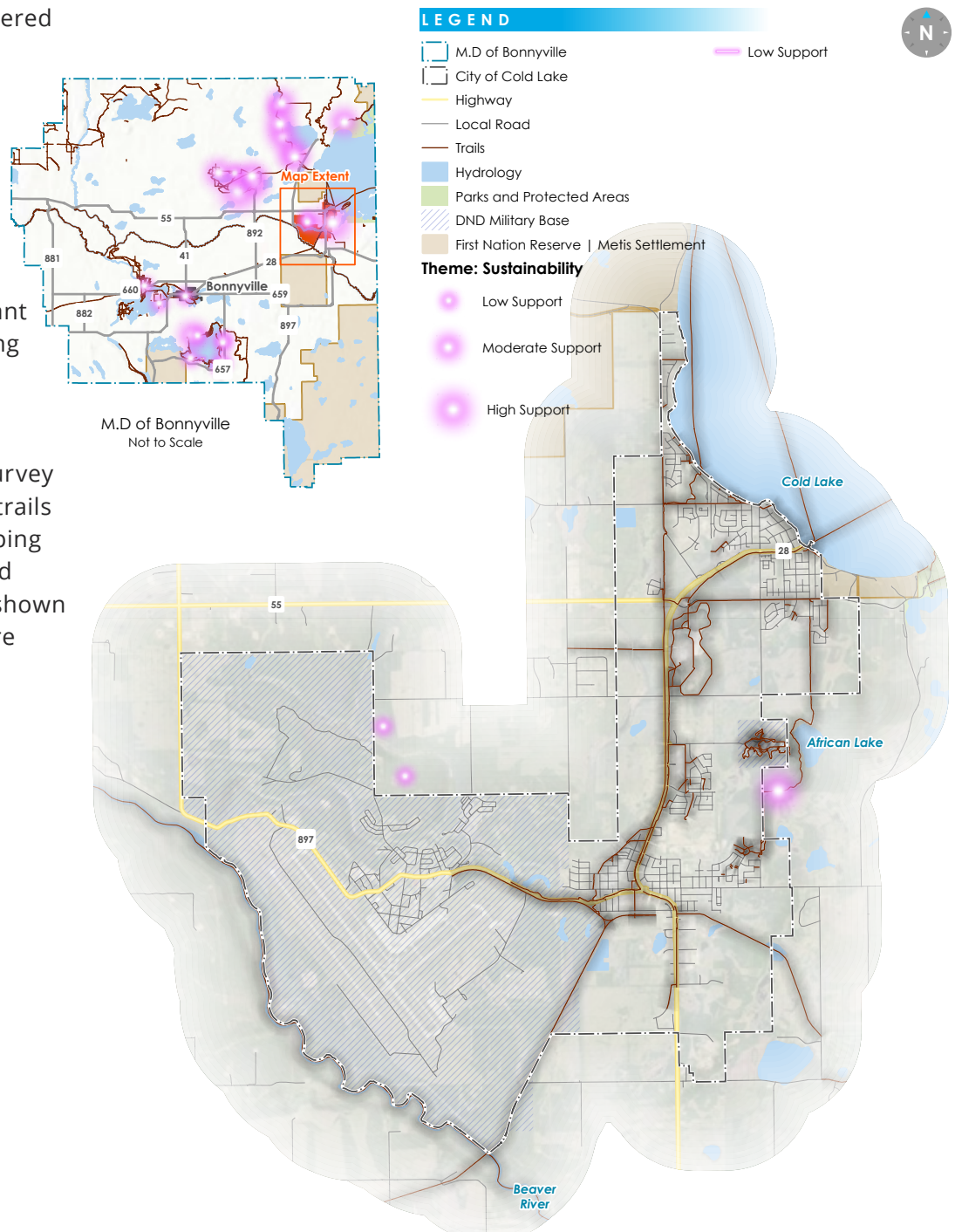


Figure 5: Sustainability themed contributions from interactive mapping participants



4.5.1 INTENTIONAL LOCATION AND DESIGN

Interviewees with recreation management experience often noted that bad trail location and design is directly correlated with trail erosion, sustainability, long-term ecological impact and financial cost. To be sustainable, trails should be intentional rather than accidental.

“Nobody should be surprised that our random trails that were never located, designed or built for use are falling apart.” Interviewee

Interviewees mentioned examples of design standards (e.g. International MTB Association), principles of design, and policy guidelines applicable to some areas of the region including the Cold Lake Sub-Regional Plan and the 2007 Moose Lake Watershed Management Plan Guidelines that called for “... a riparian setback of 30 meters against all intermittent and perennial streams in the Watershed (except for direct crossing and well-planned trails).”

4.5.2 SPECIFIC ECOLOGICAL CONCERNS

Several participants noted specific ecological concerns and their locations. Ensuring good water crossings (i.e. keeping wheels out of water) was the most frequent and strident concern heard, as well as the need to take active management steps (e.g. rerouting, designation, hardening, bridges) to help people be compliant in keeping wheels out of water.

“There is extensive OHV use around lakes (eg Muriel lake) - need to establish proper trails to prevent environmental damage. Need bridges/culverts/Texas gates to protect creeks and wet areas.” Survey respondent

Habitat impacts, wildfire risk, and the potential of spreading invasive species were also mentioned by interviewees and by survey participants as concerns that need to be considered.





4.5.3 UNMANAGED DETERIORATION

Like roads, even well-designed trails need maintenance, and several references were made to the need to proactively consider, plan and conduct trail maintenance to prevent deterioration.

One experienced resident also noted that it was important to recognize that some riders have active interests in riding styles that can be environmentally damaging or destructive. As a means of proactively minimizing or mitigating unwanted damage, it was suggested that a dedicated and managed area(s) could be considered to attract and contain these interests (e.g. OHV playground).



4.6 RESPECT

The need to consider how trail planning, development, and use impacts residents, landowners, rights holders, and trail users was referenced frequently. Participants had many ways of suggesting that the principle of respect needs to be demonstrated by all involved. Most suggestions related to this theme were reference generally as things to be mindful of at all times and in all places, but a few specific locations were identified by online mapping contributors and these are shown in Figure 6.

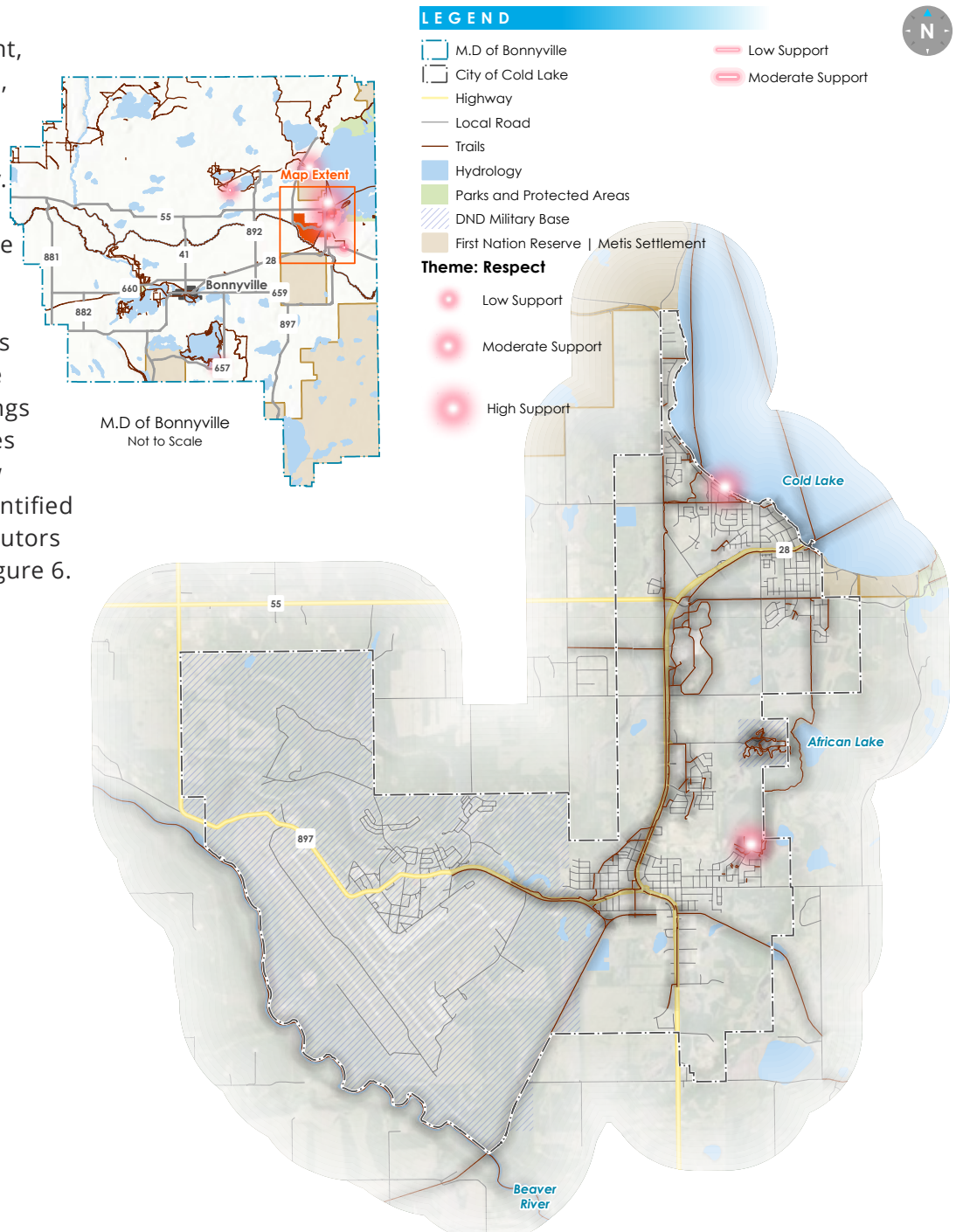


Figure 6: Respect themed contributions from interactive mapping participants

4.6.1 INDIGENOUS INTERESTS

Several interviewees noted the importance of meaningfully recognizing that the region's Indigenous peoples have thousands of years of connection with the area, many historically important routes and stories about them, large numbers of important sites, and populations that can both benefit from and/or be negatively impacted by trails. They emphasized that respect for these things should be celebrated and exercised in all planning, development, and use of trails. It was also noted that residents and visitors who use the area would also benefit from learning about the area's rich Indigenous history, culture and interests as a way of enhancing respect.

4.6.2 INDIVIDUAL RESPONSIBILITY AND ETHIC

Many issues such as littering, unsafe trail conduct, vandalism, noise, speed, dust, damage from spinning and skidding, and dog waste were raised as concerns that needed attention. These were, however, usually seen as undesirable and disrespectful behaviours of individuals. Taking proactive steps to address these concerns by identifying the issues and implementing strategies to shift and change behaviours (e.g. information, education, incentives, compliance) were seen as necessary steps to improve trail experiences.

4.6.3 PRIVATE PROPERTY

Although not frequently mentioned, some survey participants referenced concerns with sanctioned trails being planned or developed near their property (e.g. Moose Lake, Cherry Grove areas). These contributors noted the desire to be informed and have opportunity to be engaged about detailed development. Others noted concerns with trespass or informal trail near their property (e.g. Muriel Lake).

A limited number of concerns were also heard about lakeside property owners not permitting public access to the public bed and shore along some waterbodies.



4.7 EFFICIENT IMPLEMENTATION & ACTIVATION

Several suggestions and contributions were received about how the MD and City could efficiently and effectively act on opportunities. Spatial suggestions by online mapping contributors related to this theme are shown in Figure 7.

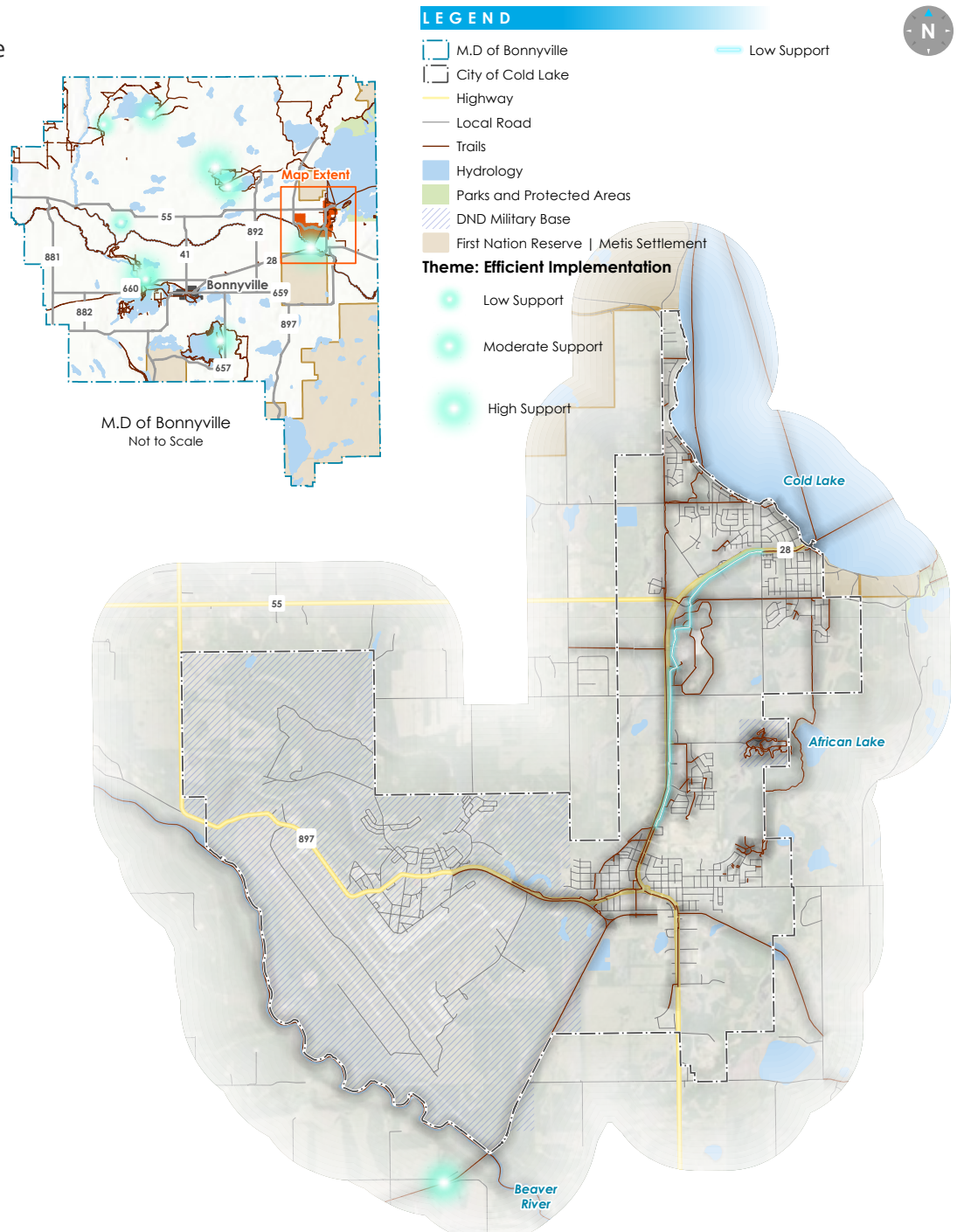


Figure 7: Efficient implementation themed contributions from interactive mapping participants

4.7.1 ALIGN TRAILS AND SERVICES WITH INTERESTS OF RESIDENTS AND VISITORS

Contributions in this sub-theme related to making efforts to ensure that services align with interests (i.e. matching supply and demand for trail experiences).

Many interviewees noted the area's deep potential (e.g. "We could be a Kananaskis of the north."), however only 52% of respondents agreed or strongly agreed that trails in the region attract visitors and provide the quality of experience visitors want.

Interviewees noted a need to proactively monitor and keep up to date with user interests and trends was important. Suggestions included finding ways to poll visitors for interests and for satisfaction. Other suggestions included being attentive to potential leading indicators of trends such as OHV sales, changes in recreation club memberships, growth in electrification (e.g. e-bikes, OHVs), trends associated with the lack of reliable snow in recent years, changes in local population demographics, changes in visitor and tourism data, changes in hunting license sales and so on.

"The lack of interesting trails around Moose Lake and Bonnyville for non-powered fitness is embarrassingly limited. The new mountain bike trails in Cold Lake and the loop in the CL park are very nice. More of this in more places would be fantastic. People tend to like nature here, so dirt or combination of dirt and paved are desirable IMO." Survey respondent



4.7.2 LEVERAGE ASSETS AND EMERGENT OPPORTUNITIES

Several specific concepts, assets and opportunities were suggested as being “yet-to-be realized” and holding significant potential. These included:

- Actively participating in Crown Land Trails Act designation and partnerships.
- Actively participating in regional tourism planning with a trails-tourism priority or emphasis.
- Encouraging and inviting Indigenous inclusion (e.g. trail names, stories).
- Using undeveloped road allowances.
- Prioritizing connectivity “bottlenecks”.
- Harmonizing trail and trail activity related bylaws and policies across regional municipalities (e.g. OHV bylaws).
- Considering and leveraging temporal or seasonal opportunities such as winter developments and grooming of golf courses, development of summer trails and opportunities at ski hills, off-season recreational use and access of grazing leases, and short-term allowances or restrictions to temporary enable specific trail experiences (e.g. setting equestrian only hours/days for some trails).
- Actively recognizing that the region is “more than just lakes” in promotions.
- Actively monitoring and participating in trail-related training and/or grant opportunities.
- Looking for ways to actively build and coordinate capacity for volunteers for local clubs (e.g. training, seed funding, provision of key equipment).



4.7.3 RESPONSIBLE INVESTMENT AND MAINTAINANCE

Good support existed among survey respondents to increase public investment in trails and routes (63% -81%). However, 69% of survey respondents also somewhat or strongly agreed with the statement that “It is important to maintain or upkeep existing trails before we consider developing new ones.” This signals that residents are looking to strike a sustainable balance between trail development and maintenance over time.

	For Local Urban and Active Transportation Trails	For Regional, Rural and Long-Distance Trails	For Water Routes and Trails
Percent of respondents supporting increases to public funding for different types of trails and routes.	81%	81%	63%

While it was a minority opinion of survey respondents that did not support increased investment in trails, there were suggestions made that the municipal leadership should ensure that broad support exists for investment before proceeding with trail development plans.

“Why on earth would you guys even think people would travel to cold lake of ALL PLACES, just for a trail!? Not even locals want to stay fit, Stop wasting money!!!”
Survey respondent



4.7.4 STAGING OF INFORMATION AND MARKETING

Finding accurate information about the area's trails was consistently noted as a challenge by survey respondents and there was no clear, authoritative source of trail information identified.

Best Sources of Information to Learn About Trails	Percent
Friends / family / word of mouth	59%
City of Cold Lake website	44%
Social media (e.g. Facebook, Reddit, Instagram, Twitter)	39%
M.D. of Bonnyville website	38%
Park / trail brochures	34%
Local leisure / recreation guides	24%
Tourism websites (e.g. Travel Alberta, Travel Lakeland)	19%
Local recreation / trail group websites	19%
Apps and online platforms (e.g. Strava, GAIA, Trailforks)	18%
Guidebooks	15%
Community bulletin board	7%
Other	5%

“There is no information on any of our rural trails, how to access them or where to go / not go. This is what causes many of the complaints mentioned earlier such as land ownership disputes and environmental damage. Most of our rural trails are big ‘secrets’ and not accessible to most residents, let alone visitors or potential new residents.” Survey respondent

As the quality of the trail system improves, then coordinated information efforts can be developed and communities can begin to market and build-out an inviting, welcoming atmosphere that further activates the community and local tourism economy with events, races, celebrations, packaged tours, and other possibilities. Cold Lake MTB Park was noted as an example where the trails are of sufficient quality for this to begin to happen.

Survey respondents had many suggestions on how and where information about trails could be improved (e.g. websites, social media, signs, maps), however several interviewees cautioned the region not to “put the cart before the horse.” They emphasized and stressed that the work to plan, design and build quality, managed trail needs to be a priority before any concerted marketing effort should be made.



4.8 COLLABORATION AND PARTNERSHIPS

Strong support, particularly among interviewees, existed for exploring partnerships and collaborating on implementation. The cooperation between the City and MD on this project was noted and appreciated, and as the largest municipalities in the area, interviewees felt this was an important demonstration of leadership. The smaller municipalities interviewed expressed an interest in finding ways to work more closely together in the future on trails as part of an ongoing initiative.

A commonly heard suggestion was to find ways for interested parties and organizations to regularly come together to collaborate, bridge gaps, and to work and learn together on making incremental improvements. This could include a standing event (e.g. symposium or workshop), training opportunities, advisory committees etc.

Specific types of partnerships and working relationships that were also mentioned worth further exploration included:

- Indigenous
- Iron Horse Trail (ongoing)
- Industry
- Local business and chambers of commerce
- Community organizations (e.g. youth, seniors)
- Activity/enthusiast clubs and organizations
- Service organizations
- Environmental organizations
- Healthy lifestyle initiatives
- Schools/school divisions (e.g. outdoor & physical education)
- Private landowners and lease holders





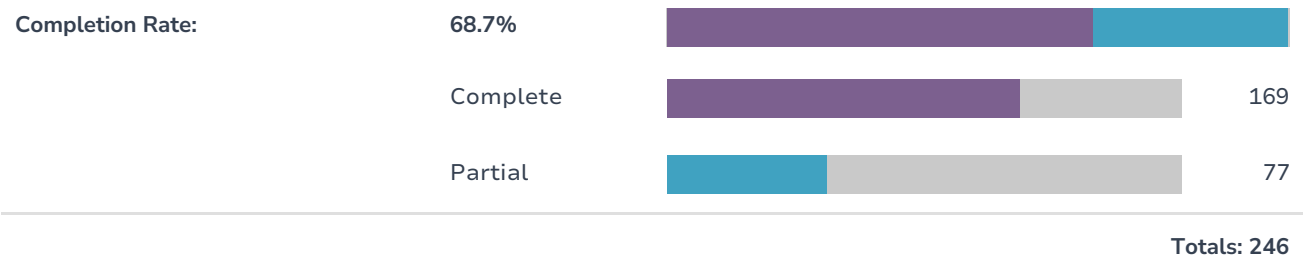
APPENDICES



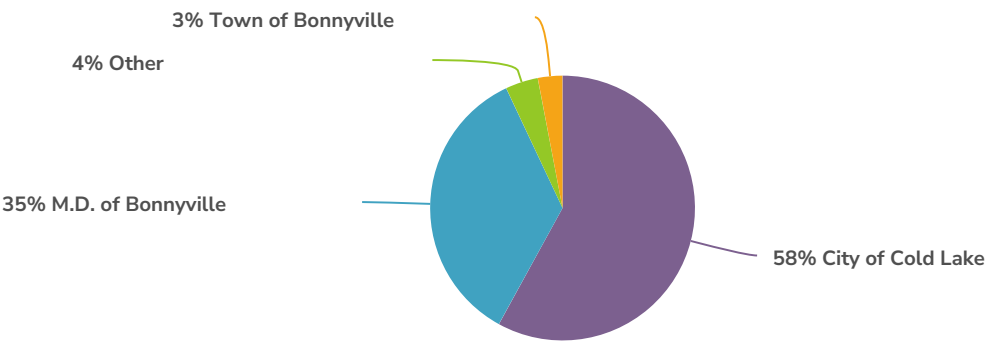
APPENDIX A : PUBLIC SURVEY RAW RESULTS

Intermunicipal Trails Master Plan (M.D. Bonnyville / City of Cold Lake): Topline Survey Results

Response Counts



1. My permanent residence is in:



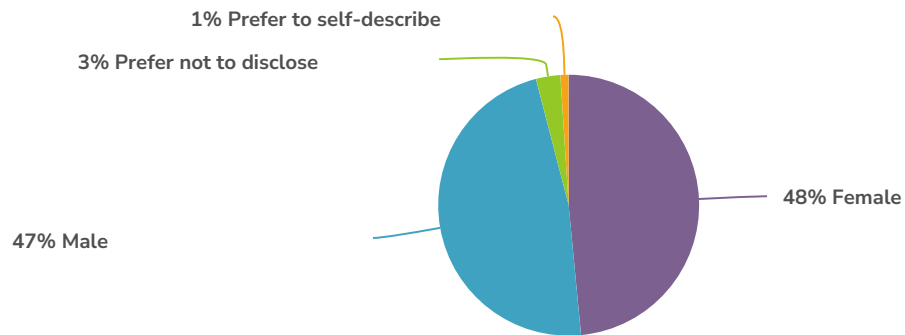
2. What is the postal code of your primary residence?



t9m1p4 t9n2g5 0j9 1p1
t9n2g3 t0a t9m1p2 1b7
t9n1p2 1g8
t9m1a3 t9n2h4
2a9 0a8
t9m0j3 t0a0t0 t9m2b4
1y3 1n1 1m7 0h3 0c5 0c1

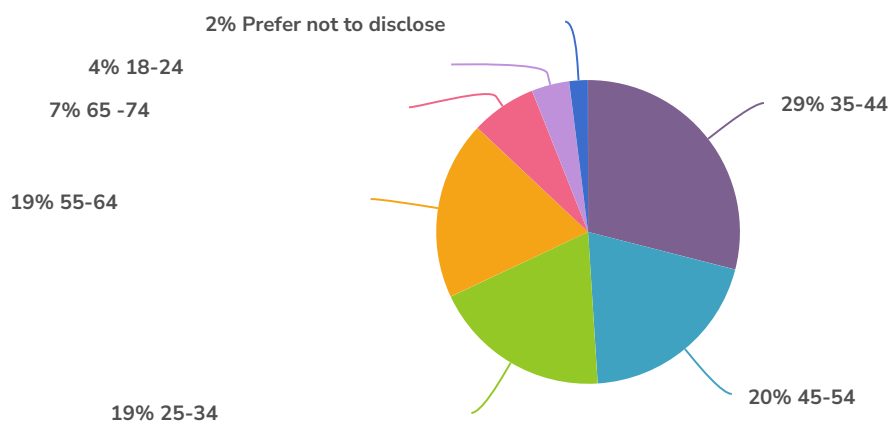
t9m

3. What gender do you most identify with?

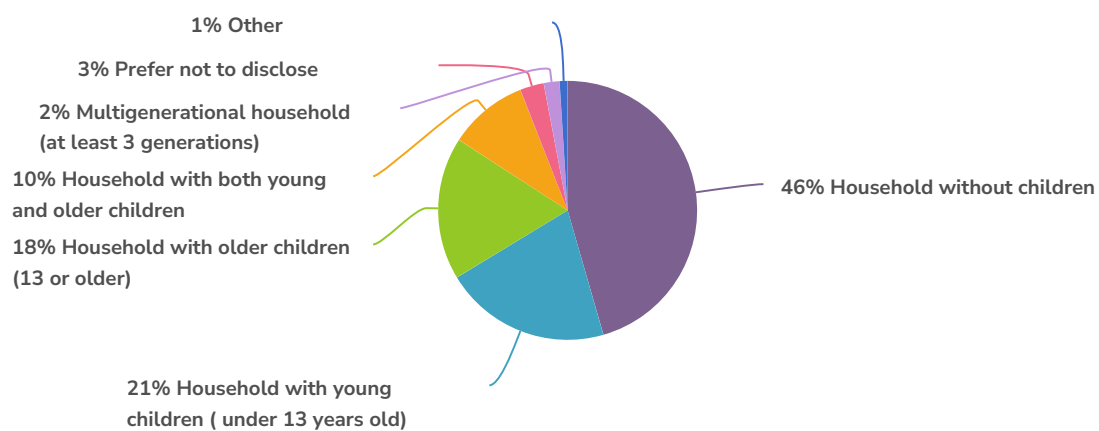


4. In which age category do you fall?



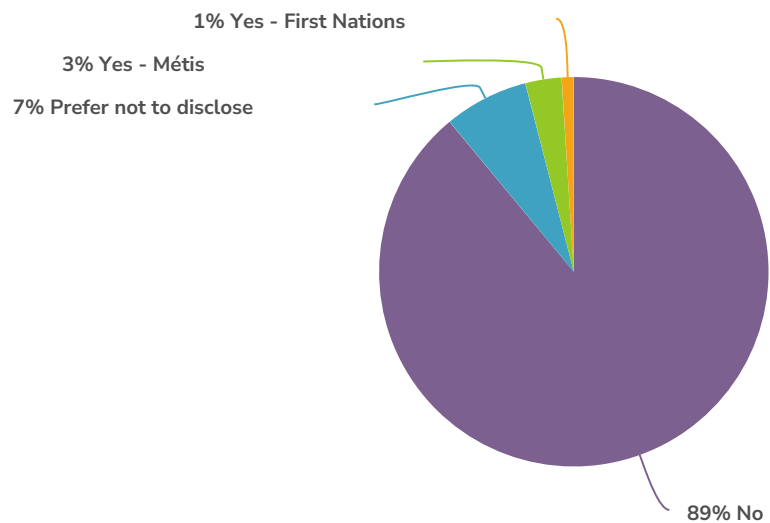


5. Which best describes your household composition?

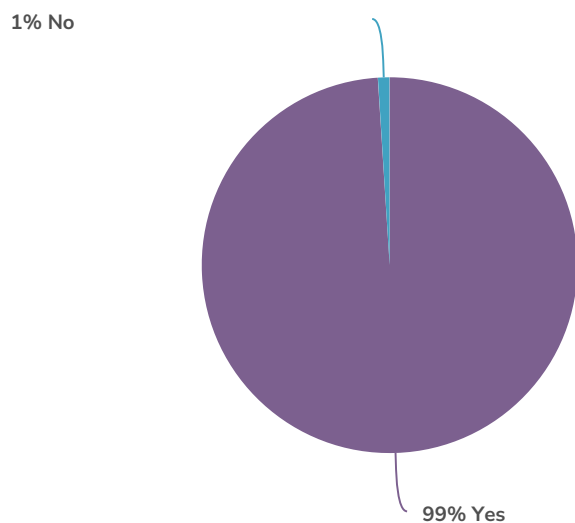


6. Do you identify as Indigenous?





7. Do you own and/or regularly drive a vehicle?

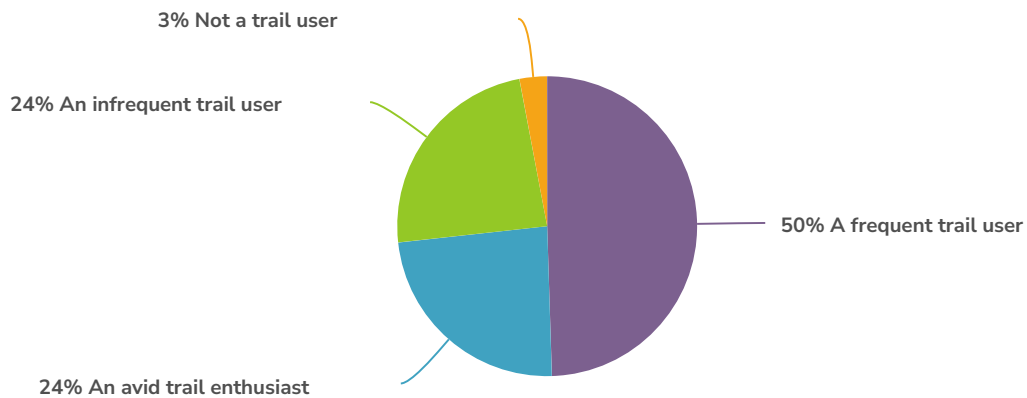


8. In five words or less, what do you like most about trails in the M.D. of Bonnyville and/or the City of Cold Lake?



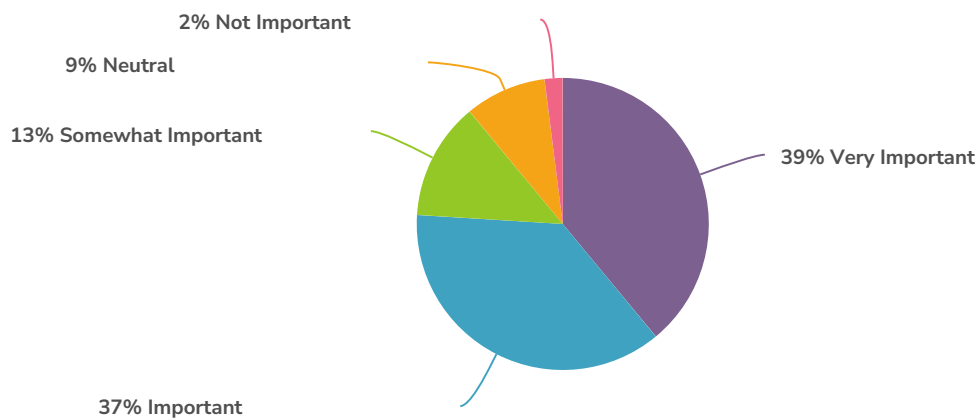


9. I consider myself to be:

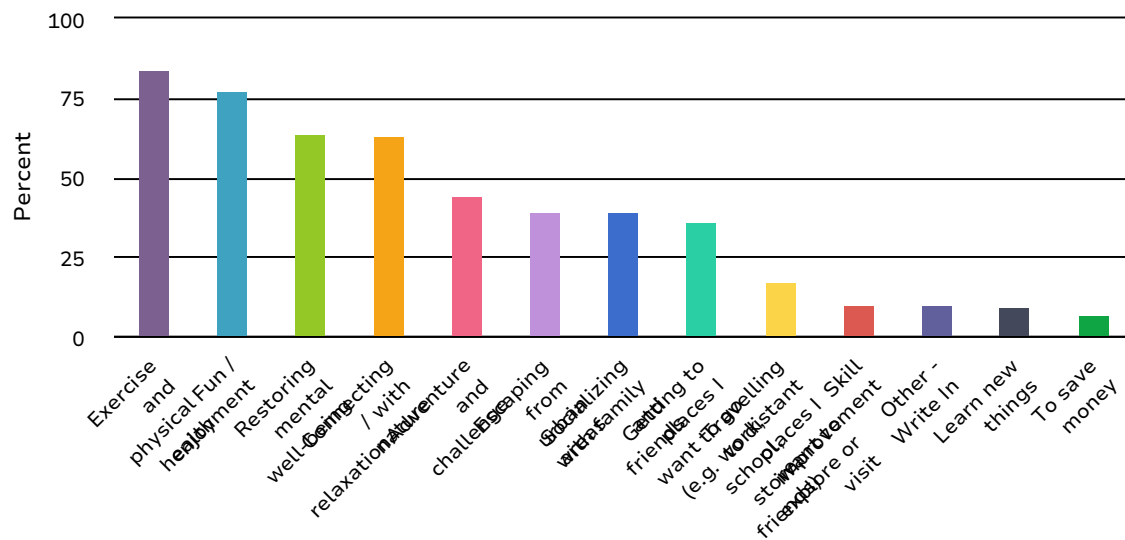


10. How important are trails to your quality of life?





11. What are the main reasons that you use trails? Select all that apply:

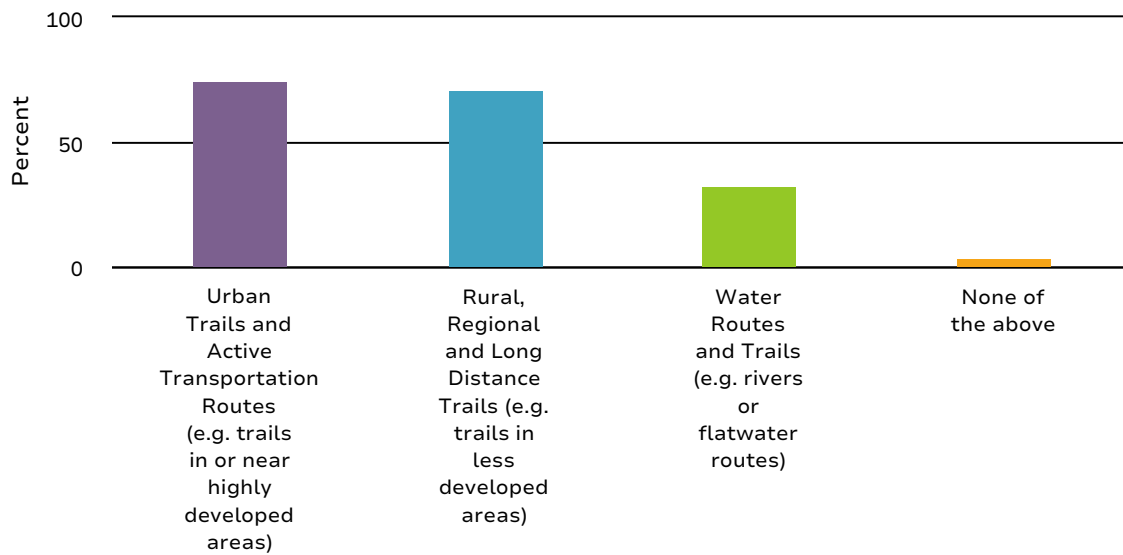


12. Consider each statement. Please indicate your level of agreement.



	Strongly disagree	Somewhat disagree	Neutral	Somewhat agree	Strongly agree	Responses
Residents can benefit from trails even if they do not use them directly. Count Row %	20 9%	5 2%	25 11%	72 32%	105 46%	227
It is important to maintain or upkeep existing trails before we consider developing new ones. Count Row %	8 4%	28 12%	35 15%	83 37%	72 32%	226
Trails and trail services help strengthen and bring the community together. Count Row %	8 4%	4 2%	17 8%	68 30%	128 57%	225
Trails contribute to the local economy by attracting new residents and visitors. Count Row %	6 3%	10 4%	32 14%	70 31%	108 48%	226
Totals Total Responses						227

13. What types of trails do you use in the area? (Select all that apply)



14. Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?



	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
City of Cold Lake's urban trails (eg Millenium) Count Row %	44 22%	41 21%	55 28%	59 30%	199
Cold Lake Mountain Bike Park Count Row %	119 60%	42 21%	28 14%	9 5%	198
Cold Lake Motocross Track Count Row %	174 89%	15 8%	6 3%	1 1%	196
Cold Lake Snowmobile Club trails Count Row %	133 68%	28 14%	28 14%	8 4%	197
M.D. of Bonnyville's Vezeau Beach/Moose Lake trails Count Row %	118 60%	48 24%	18 9%	13 7%	197
M.D. of Bonnyville's Muriel Lake Park trails Count Row %	123 62%	52 26%	17 9%	5 3%	197
Town of Bonnyville's urban trails Count Row %	124 63%	42 21%	23 12%	8 4%	197
Iron Horse Trail Count Row %	57 29%	67 34%	58 29%	17 9%	199
Cold Lake Provincial Park trails Count Row %	33 17%	58 29%	70 35%	39 20%	200
Moose Lake Provincial Park trails Count Row %	133 68%	42 21%	14 7%	8 4%	197
1:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	1 100%	0 0%	0 0%	0 0%	1



		Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
	Never/Rarely				
?:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	1 100%	0 0%	0 0%	0 0%	1
Count Row %					
?:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	1 100%	0 0%	0 0%	0 0%	1
Count Row %					
African Lake:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	1 100%	0 0%	1
Count Row %					
African Lake Bike Trail:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0 0%	1 100%	1
Count Row %					
African Lake Trail:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	2 67%	1 33%	0 0%	3
Count Row %					
African Lake Trail (Cold Lake):Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0 0%	1 100%	1
Count Row %					
African Lake Trails:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	1 100%	0 0%	0 0%	1
Count Row %					



	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
African Lake trail:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	0 0%	2 100%	2
African bike trail:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	1 100%	0 0%	0 0%	0 0%	1
African lake :Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	0 0%	1 100%	1
African lake bike trail:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	1 100%	0 0%	1
African lake trial:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	0 0%	1 100%	1
Blocked off section (damn biking trail) linking the west north and south route:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	1 100%	0 0%	0 0%	0 0%	1



	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
Cherry grove community:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	1 100%	0 0%	1
Cold Lake Museum Trails:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	0 0%	1 100%	1
Cold Lake Shoreline:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	1 100%	0 0%	1
Cold Lake base river trails (don't know name):Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	0 0%	1 100%	1
Crane lake municipal reserves:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	0 0%	1 100%	1
Crane lake, Hilda lake, Tucker lake trails:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	1 100%	0 0%	1



	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
Crown land trails/Old logging roads-Quadding:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	0 0%	1 100%	1
Cut lines and crown land ATV trails:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	0 0%	1 100%	1
English bay road trail to beach:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	0 0%	1 100%	1
Harold lake/tucker lake trails:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	1 100%	0 0%	1
Local road network :Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	0 0%	1 100%	1
MD Campground at Cold Lake used all the time in winter:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	0 0%	1 100%	1



	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
May lake:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	1 100%	0 0%	1
Count Row %					
Md of bonnyville Park in cold lake:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0 0%	1 100%	1
Count Row %					
Medley river:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	1 100%	0 0%	1
Count Row %					
Millenium Trail:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0 0%	1 100%	1
Count Row %					
Millennium :Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0 0%	1 100%	1
Count Row %					
Millennium Trails:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0 0%	1 100%	1
Count Row %					
Millennium trail:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	1 100%	0 0%	1
Count Row %					



	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
<p>N/A:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?</p> <p>Count Row %</p>	<p>1 100%</p>	<p>0 0%</p>	<p>0 0%</p>	<p>0 0%</p>	<p>1</p>
<p>Non desig:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?</p> <p>Count Row %</p>	<p>0 0%</p>	<p>0 0%</p>	<p>0 0%</p>	<p>1 100%</p>	<p>1</p>
<p>None:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?</p> <p>Count Row %</p>	<p>1 100%</p>	<p>0 0%</p>	<p>0 0%</p>	<p>0 0%</p>	<p>1</p>
<p>North shore heights :Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?</p> <p>Count Row %</p>	<p>0 0%</p>	<p>0 0%</p>	<p>0 0%</p>	<p>1 100%</p>	<p>1</p>
<p>Past Bonnyville golf course :Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?</p> <p>Count Row %</p>	<p>0 0%</p>	<p>0 0%</p>	<p>0 0%</p>	<p>1 100%</p>	<p>1</p>
<p>Quad trails :Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?</p> <p>Count Row %</p>	<p>0 0%</p>	<p>0 0%</p>	<p>0 0%</p>	<p>1 100%</p>	<p>1</p>
<p>Quad trails south of franchere Bay:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?</p> <p>Count Row %</p>	<p>0 0%</p>	<p>1 100%</p>	<p>0 0%</p>	<p>0 0%</p>	<p>1</p>



	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
Quadding Trails at various lakes (Siebert, Tucker, Crane, etc.): Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	1 100%	0 0%	1
Railroad grade along highway by cherry grove: Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	0 0%	1 100%	1
The undeveloped trails throughout the Uplands area of Cold Lake: Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	0 0%	1 100%	1
They may be snowmobile trails officially, not sure, but the cross country ski trails by medley river at cold lake: Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	1 100%	0 0%	0 0%	1
Trail near kinosoo beach: Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	0 0%	1 100%	1
Trails outside of our area (Meadow Lake): Some of the region's popular sanctioned trails are listed below. How often did you visit or use them? Count Row %	0 0%	1 100%	0 0%	0 0%	1



	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
<p>Tucker lake:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?</p> <p>Count Row %</p>	0 0%	0 0%	1 100%	0 0%	1
<p>X:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?</p> <p>Count Row %</p>	1 100%	0 0%	0 0%	0 0%	1
<p>X-Country ski trails at the golf course at 4 Wing:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?</p> <p>Count Row %</p>	0 0%	0 0%	1 100%	0 0%	1
<p>X-Country ski trails in Cold Lake Provincial Park:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?</p> <p>Count Row %</p>	0 0%	0 0%	1 100%	0 0%	1
<p>adjacent fields and trails on city boundary:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?</p> <p>Count Row %</p>	0 0%	0 0%	0 0%	1 100%	1
<p>fields near motocross track:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?</p> <p>Count Row %</p>	0 0%	0 0%	0 0%	1 100%	1



	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
trails on CFB Cold Lake:Some of the region's popular sanctioned trails are listed below. How often did you visit or use them?	0 0%	0 0%	0 0%	1 100%	1
Count					
Row %					
Totals					
Total Responses					200

15. Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them?

	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
Muriel Lake area (e.g. trail around lake) Count Row %	147 74%	39 20%	11 6%	3 2%	200
Tucker/Crane Lakes area (e.g. nearby sandy jackpine trails) Count Row %	108 54%	57 29%	26 13%	9 5%	200
Wolf Lake area (e.g. trails around lake) Count Row %	150 77%	36 18%	7 4%	3 2%	196
Marie/May Lakes area (e.g. May Lake trail) Count Row %	137 69%	40 20%	18 9%	4 2%	199
Moose Lake area (e.g. trails west or north of lake) Count Row %	144 73%	31 16%	13 7%	9 5%	197



	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
1:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count Row %	2 100%	0 0%	0 0%	0 0%	2
? :Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count Row %	1 100%	0 0%	0 0%	0 0%	1
?:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count Row %	1 100%	0 0%	0 0%	0 0%	1
African Lake Bike Trail:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count Row %	0 0%	1 100%	0 0%	0 0%	1
African Lake area, between CL North and South, quad and snowmobile :Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	1 100%	0 0%	1
African lake trail:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count Row %	0 0%	1 100%	0 0%	0 0%	1



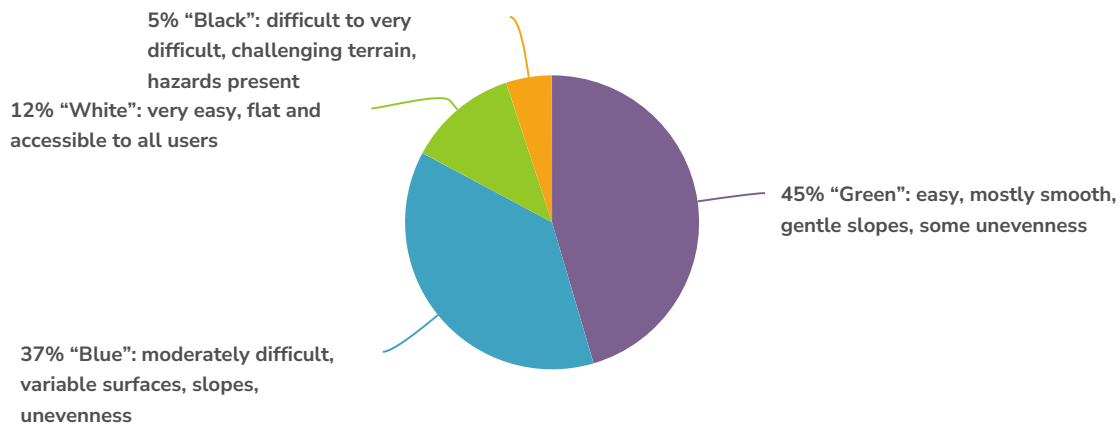
		Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
<p>Beaver River:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them?</p> <p>Count Row %</p>	0 0%	0 0%	1 100%	0 0%	1
<p>Beaver river kayak or canoe:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them?</p> <p>Count Row %</p>	0 0%	1 100%	0 0%	0 0%	1
<p>Borque Lake:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them?</p> <p>Count Row %</p>	0 0%	0 0%	1 100%	0 0%	1
<p>Cherry grove trail:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them?</p> <p>Count Row %</p>	0 0%	0 0%	1 100%	0 0%	1
<p>Field south of Energy Center:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them?</p> <p>Count Row %</p>	0 0%	0 0%	0 0%	1 100%	1
<p>Millennium Trail:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them?</p> <p>Count Row %</p>	0 0%	1 100%	0 0%	0 0%	1



	Never/Rarely	Seldom (a few times a year)	Sometimes (a few times a month)	Frequently (a few times a week)	Responses
N/A:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count Row %	1 100%	0 0%	0 0%	0 0%	1
None:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count Row %	1 100%	0 0%	0 0%	0 0%	1
Road network:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	1 100%	0 0%	1
Uplands area:Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count Row %	0 0%	0 0%	0 0%	1 100%	1
What is this :Some of the region's other popular areas where unsanctioned trails exist are listed below. How often did you visit or use them? Count Row %	1 100%	0 0%	0 0%	0 0%	1
Totals Total Responses					200

16. Trails vary in difficulty. In a general, what level of trail difficulty do you prefer? (Select one.)





17. During warmer snow-free months, how frequently do you participate in the following trail related activities?

	Never / Rarely	A few times per year	A few times per month	A few times a week	5 or more days a week	Responses
Walking / hiking						
Count	12	24	51	76	37	200
Row %	6%	12%	26%	38%	19%	
Jogging / running						
Count	100	26	28	33	8	195
Row %	51%	13%	14%	17%	4%	
Cycling: Road or Leisure						
Count	54	33	43	48	20	198
Row %	27%	17%	22%	24%	10%	
Cycling: E-biking						
Count	161	7	4	15	3	190
Row %	85%	4%	2%	8%	2%	
Cycling: Mountain Biking / Fat-Biking						
Count	111	24	27	19	14	195
Row %	57%	12%	14%	10%	7%	
Small-wheeled transport (e.g. skateboard, kick scooter)						
Count	168	10	11	3	2	194
Row %	87%	5%	6%	2%	1%	
Horseback riding						
Count	184	7	2	1	0	194
Row %	95%	4%	1%	1%	0%	



	Never / Rarely	A few times per year	A few times per month	A few times a week	5 or more days a week	Responses
Horse drawn wagons / carts Count Row %	188 97%	6 3%	0 0%	0 0%	0 0%	194
OHV: Dirt biking/ Off-road / dual-purpose motorcycling Count Row %	140 72%	14 7%	16 8%	16 8%	8 4%	194
OHV: Quad/ATV Count Row %	116 59%	29 15%	23 12%	19 10%	8 4%	195
OHV: Side-by-Side (SxS) Count Row %	148 76%	18 9%	12 6%	13 7%	4 2%	195
4x4 / Truck Use Count Row %	158 81%	20 10%	10 5%	5 3%	2 1%	195
Fishing (accessed by trails) Count Row %	112 58%	53 27%	17 9%	6 3%	6 3%	194
Hunting (accessed by trails) Count Row %	139 72%	34 18%	10 5%	8 4%	3 2%	194
Nature / wildlife viewing (accessed by trails) Count Row %	45 23%	64 33%	53 27%	21 11%	12 6%	195
Picnicking (accessed by trails) Count Row %	73 37%	79 40%	29 15%	11 6%	4 2%	196
Camping (accessed by trails or to use trails) Count Row %	82 42%	67 34%	34 17%	9 5%	3 2%	195
Special events (e.g. rallies, races on trails) Count Row %	138 72%	40 21%	12 6%	3 2%	0 0%	193
Swimming or beach activities (accessed by trails) Count Row %	65 33%	65 33%	43 22%	17 9%	8 4%	198



	Never / Rarely	A few times per year	A few times per month	A few times a week	5 or more days a week	Responses
Motorized boating (water routes) Count Row %	111 57%	35 18%	28 14%	14 7%	7 4%	195
Non-motorized boating: Sailing (water routes) Count Row %	162 84%	9 5%	14 7%	5 3%	2 1%	192
Non-motorized boating: Paddling (water routes) Count Row %	95 49%	52 27%	28 14%	12 6%	7 4%	194
1: <i>During warmer snow-free months</i> , how frequently do you participate in the following trail related activities? Count Row %	1 100%	0 0%	0 0%	0 0%	0 0%	1
By foot: <i>During warmer snow-free months</i> , how frequently do you participate in the following trail related activities? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Canoeing: <i>During warmer snow-free months</i> , how frequently do you participate in the following trail related activities? Count Row %	0 0%	1 50%	1 50%	0 0%	0 0%	2
Dog walking: <i>During warmer snow-free months</i> , how frequently do you participate in the following trail related activities? Count Row %	0 0%	0 0%	0 0%	0 0%	1 100%	1
Kayaking the sand or beaver river: <i>During warmer snow-free months</i> , how frequently do you participate in the following trail related activities? Count Row %	0 0%	1 100%	0 0%	0 0%	0 0%	1
N/A: <i>During warmer snow-free months</i> , how frequently do you participate in the following trail related activities? Count Row %	1 100%	0 0%	0 0%	0 0%	0 0%	1



	Never / Rarely	A few times per year	A few times per month	A few times a week	5 or more days a week	Responses
Non-motorized boating: Kayaking: <i>During warmer snow-free months, how frequently do you participate in the following trail related activities?</i> Count Row %	0 0%	0 0%	1 100%	0 0%	0 0%	1
S: <i>During warmer snow-free months, how frequently do you participate in the following trail related activities?</i> Count Row %	1 100%	0 0%	0 0%	0 0%	0 0%	1
Take this question out : <i>During warmer snow-free months, how frequently do you participate in the following trail related activities?</i> Count Row %	1 100%	0 0%	0 0%	0 0%	0 0%	1
Walking my dog: <i>During warmer snow-free months, how frequently do you participate in the following trail related activities?</i> Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Totals Total Responses						200

18. During colder snowy months, how frequently do you participate in the following trail related activities?

	Never / Rarely	A few times per year	A few times per month	A few times a week	5 or more days a week	Responses
Walking / hiking Count Row %	34 17%	45 23%	43 22%	50 25%	26 13%	198
Jogging / running Count Row %	148 75%	18 9%	9 5%	18 9%	4 2%	197
Snowshoeing Count Row %	120 61%	45 23%	21 11%	7 4%	3 2%	196



	Never / Rarely	A few times per year	A few times per month	A few times a week	5 or more days a week	Responses
Cross-Country Skiing / Touring Count Row %	119 63%	35 18%	19 10%	14 7%	3 2%	190
Cycling: Road or Leisure Count Row %	172 90%	11 6%	2 1%	5 3%	1 1%	191
Cycling: E-biking Count Row %	188 97%	1 1%	2 1%	2 1%	0 0%	193
Cycling: Mountain Biking / Fat-Biking Count Row %	174 90%	9 5%	8 4%	3 2%	0 0%	194
Dog-Sledding Count Row %	185 97%	4 2%	0 0%	0 0%	2 1%	191
Horseback riding Count Row %	188 97%	6 3%	0 0%	0 0%	0 0%	194
Horse drawn sleighs Count Row %	187 96%	7 4%	0 0%	0 0%	0 0%	194
OHV: Dirt biking / Tracked motorcycle Count Row %	184 95%	3 2%	4 2%	0 0%	3 2%	194
OHV: Quad/ATV Count Row %	136 70%	24 12%	22 11%	8 4%	5 3%	195
OHV: Side-by-Side (SxS) Count Row %	160 83%	12 6%	11 6%	6 3%	3 2%	192
OHV: Snowmobile Count Row %	81 72%	9 8%	9 8%	8 7%	6 5%	113
4x4 / Truck Use Count Row %	157 81%	18 9%	15 8%	1 1%	3 2%	194
Fishing / Ice Fishing (accessed by trails) Count Row %	118 61%	40 21%	24 12%	7 4%	4 2%	193



	Never / Rarely	A few times per year	A few times per month	A few times a week	5 or more days a week	Responses
Hunting (accessed by trails) Count Row %	149 77%	25 13%	12 6%	5 3%	3 2%	194
Nature / wildlife viewing (accessed by trails) Count Row %	90 47%	47 24%	36 19%	12 6%	7 4%	192
Picnicking (accessed by trails) Count Row %	155 80%	27 14%	7 4%	2 1%	2 1%	193
Camping (accessed by trails or to use trails) Count Row %	174 90%	16 8%	1 1%	1 1%	2 1%	194
Special events (e.g. rallies, races on trails) Count Row %	167 87%	21 11%	4 2%	0 0%	0 0%	192
1: <i>During colder snowy months, how frequently do you participate in the following trail related activities?</i> Count Row %	1 100%	0 0%	0 0%	0 0%	0 0%	1
By foot: <i>During colder snowy months, how frequently do you participate in the following trail related activities?</i> Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Dog Walking: <i>During colder snowy months, how frequently do you participate in the following trail related activities?</i> Count Row %	0 0%	0 0%	0 0%	0 0%	1 100%	1
Kicksledding : <i>During colder snowy months, how frequently do you participate in the following trail related activities?</i> Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
N/A: <i>During colder snowy months, how frequently do you participate in the following trail related activities?</i> Count Row %	1 100%	0 0%	0 0%	0 0%	0 0%	1



	Never / Rarely	A few times per year	A few times per month	A few times a week	5 or more days a week	Responses
Quading: <i>During colder snowy months, how frequently do you participate in the following trail related activities?</i> Count Row %	0 0%	1 100%	0 0%	0 0%	0 0%	1
Snowmobile : <i>During colder snowy months, how frequently do you participate in the following trail related activities?</i> Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Snowmobiling: <i>During colder snowy months, how frequently do you participate in the following trail related activities?</i> Count Row %	0 0%	1 50%	1 50%	0 0%	0 0%	2
Snowmobiling : <i>During colder snowy months, how frequently do you participate in the following trail related activities?</i> Count Row %	0 0%	1 50%	0 0%	0 0%	1 50%	2
Snowmobiling from cold lake to the saskatchewan trail systems by cold river: <i>During colder snowy months, how frequently do you participate in the following trail related activities?</i> Count Row %	0 0%	0 0%	1 100%	0 0%	0 0%	1
Snowmobiling to crane lake: <i>During colder snowy months, how frequently do you participate in the following trail related activities?</i> Count Row %	0 0%	0 0%	1 100%	0 0%	0 0%	1
Snowshoes: <i>During colder snowy months, how frequently do you participate in the following trail related activities?</i> Count Row %	0 0%	0 0%	1 100%	0 0%	0 0%	1
T: <i>During colder snowy months, how frequently do you participate in the following trail related activities?</i> Count Row %	1 100%	0 0%	0 0%	0 0%	0 0%	1



	Never / Rarely	A few times per year	A few times per month	A few times a week	5 or more days a week	Responses
snowmobiling: <i>During colder snowy months, how frequently do you participate in the following trail related activities?</i>	0 0%	0 0%	0 0%	1 100%	0 0%	1
Count						
Row %						
walking my dog: <i>During colder snowy months, how frequently do you participate in the following trail related activities?</i>	0 0%	0 0%	0 0%	1 100%	0 0%	1
Count						
Row %						
Totals						
Total Responses						198

19. Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?

	Not a Concern	Some Minor Concerns	Several Concerns. Attention Needed.	Significant Concerns. Attention Urgently Required.	I don't know.	Responses
Crowding / Overcrowding						
Count	135	40	11	6	4	196
Row %	69%	20%	6%	3%	2%	
Conflicts between users or visitors						
Count	118	48	16	6	7	195
Row %	61%	25%	8%	3%	4%	
Human-wildlife conflicts						
Count	111	72	7	4	2	196
Row %	57%	37%	4%	2%	1%	
Wildlife displacement						
Count	109	67	8	5	6	195
Row %	56%	34%	4%	3%	3%	
Environmental damage / tramping / erosion						
Count	78	63	33	17	5	196
Row %	40%	32%	17%	9%	3%	



	Not a Concern	Some Minor Concerns	Several Concerns. Attention Needed.	Significant Concerns. Attention Urgently Required.	I don't know.	Responses
Vandalism Count Row %	67 34%	79 40%	29 15%	15 8%	6 3%	196
Littering Count Row %	21 11%	102 52%	50 25%	22 11%	3 2%	198
Theft Count Row %	105 53%	56 28%	14 7%	11 6%	11 6%	197
Conflicts involving dogs Count Row %	76 38%	77 39%	23 12%	14 7%	8 4%	198
Dog waste Count Row %	46 24%	87 45%	39 20%	16 8%	6 3%	194
Visitor safety / unsafe behaviours Count Row %	116 59%	55 28%	13 7%	5 3%	7 4%	196
Rowdiness / partying Count Row %	128 66%	49 25%	5 3%	4 2%	9 5%	195
Conflicts with adjacent landowners / neighbourhoods Count Row %	133 68%	37 19%	8 4%	4 2%	13 7%	195
Non-recreational use of or damage to trails (e.g. industrial use or damage) Count Row %	101 52%	59 30%	17 9%	2 1%	15 8%	194
1:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	2 100%	0 0%	0 0%	0 0%	0 0%	2



	Not a Concern	Some Minor Concerns	Several Concerns. Attention Needed.	Significant Concerns. Attention Urgently Required.	I don't know.	Responses
Abuse: Tree Cutting, Storage of personal items, Motorize access to on trails designated as non-motorized only:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Atv helmet requirements are annoying :Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Damages causes by all OHV as quads :Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	0 0%	0 0%	1 100%	0 0%	0 0%	1
Deep rivets in trails causing massive puddles sometimes:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	0 0%	0 0%	1 100%	0 0%	0 0%	1
Dirtbikes and quads on millennium trail:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1



	Not a Concern	Some Minor Concerns	Several Concerns. Attention Needed.	Significant Concerns. Attention Urgently Required.	I don't know.	Responses
Doggy bags left on trail:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	0 0%	0 0%	1 100%	0 0%	0 0%	1
Erosion near creeks:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Flooding:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	0 0%	0 0%	1 100%	0 0%	0 0%	1
LACK OF MAPS/TRAIL GUIDE:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
N/A:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	1 100%	0 0%	0 0%	0 0%	0 0%	1
No trails by "rural roads" Dangerous to use rural road. :Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	0 0%	0 0%	0 0%	0 0%	1 100%	1



	Not a Concern	Some Minor Concerns	Several Concerns. Attention Needed.	Significant Concerns. Attention Urgently Required.	I don't know.	Responses
OHV trail damage:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0 0%	0 0%	1 100%	0 0%	1
Count Row %						
Off-leash dogs and dog attacks.....huge problem in cold lake (not just on trails):Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0 0%	0 0%	1 100%	0 0%	1
Count Row %						
Oilfield expansion taking away trails:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0 0%	0 0%	1 100%	0 0%	1
Count Row %						
Orphan wells unlabeled or an eyesore that leads to littering :Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0 0%	1 100%	0 0%	0 0%	1
Count Row %						
People walk in cross country ski trail or snowmobile in them:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0 0%	1 100%	0 0%	0 0%	1
Count Row %						



	Not a Concern	Some Minor Concerns	Several Concerns. Attention Needed.	Significant Concerns. Attention Urgently Required.	I don't know.	Responses
Quads using walking paths (African lake):Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Rodents- gophers:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	0 0%	1 100%	0 0%	0 0%	0 0%	1
T:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	1 100%	0 0%	0 0%	0 0%	0 0%	1
The african lake trail system is in rough shape. OHV use has destroyed it however there is a need for that traffic to use a trail in that area:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	0 0%	1 100%	0 0%	0 0%	0 0%	1
Tons of off leash dogs on trail :Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails? Count Row %	0 0%	0 0%	1 100%	0 0%	0 0%	1

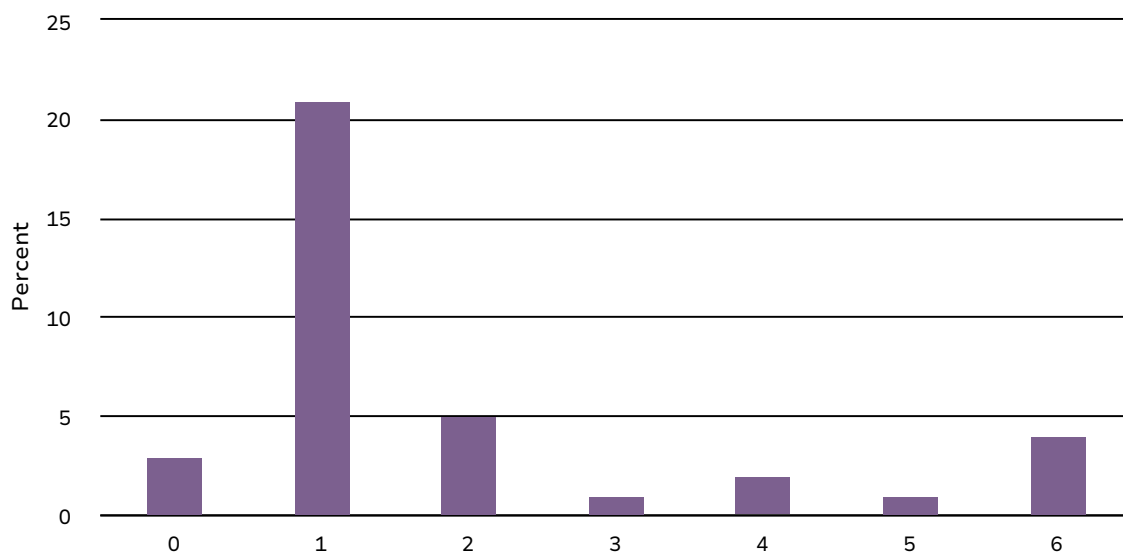


	Not a Concern	Some Minor Concerns	Several Concerns. Attention Needed.	Significant Concerns. Attention Urgently Required.	I don't know.	Responses
Trail surface wear and tear:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0 0%	1 100%	0 0%	0 0%	1
Count Row %						
Trails that are in the forested area need to be fixed and patrolled :Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0 0%	0 0%	1 100%	0 0%	1
Count Row %						
Unleashed dogs have attacked me and my leashed dog:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0 0%	1 100%	0 0%	0 0%	1
Count Row %						
Walking trails being used (ruined] by OHVs :Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0 0%	0 0%	1 100%	0 0%	1
Count Row %						
Within the city, lack of snow removal on sidewalks between trails/overhanging branches :Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0 0%	1 100%	0 0%	0 0%	1
Count Row %						



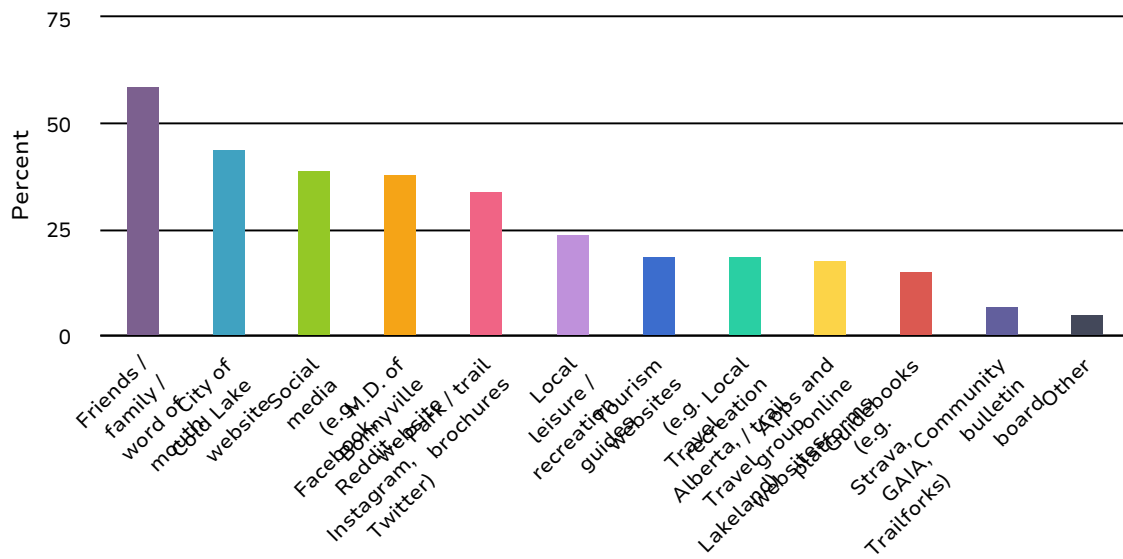
	Not a Concern	Some Minor Concerns	Several Concerns. Attention Needed.	Significant Concerns. Attention Urgently Required.	I don't know.	Responses
dog owners that don't respect on-leash:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	1 100%	0 0%	0 0%	0 0%	1
loud ohv:Problems sometimes exist on trails. In your opinion, how prevalent are these kinds of concerns on our trails?	0 0%	0 0%	0 0%	1 100%	0 0%	1
Count Row %						
Totals Total Responses						198

20. How long (hours) is your typical daily outing on a trail? (Move marker to average number of hours.)

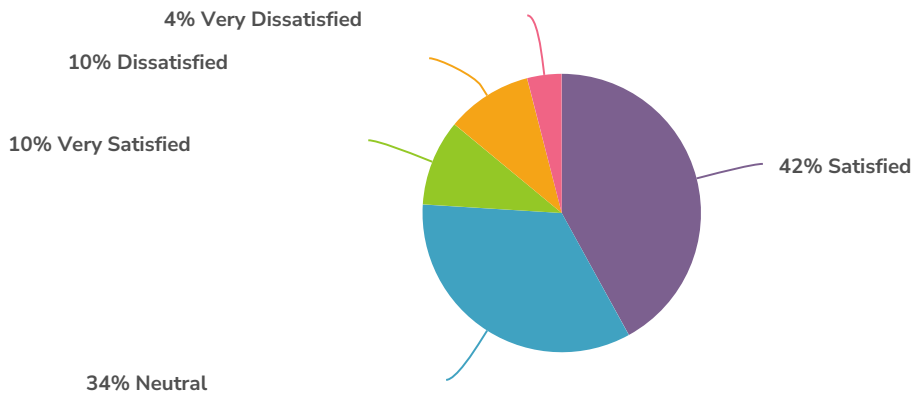


21. What are the best sources of information to learn about trails and trail related recreation opportunities in our region? (Check all that apply)



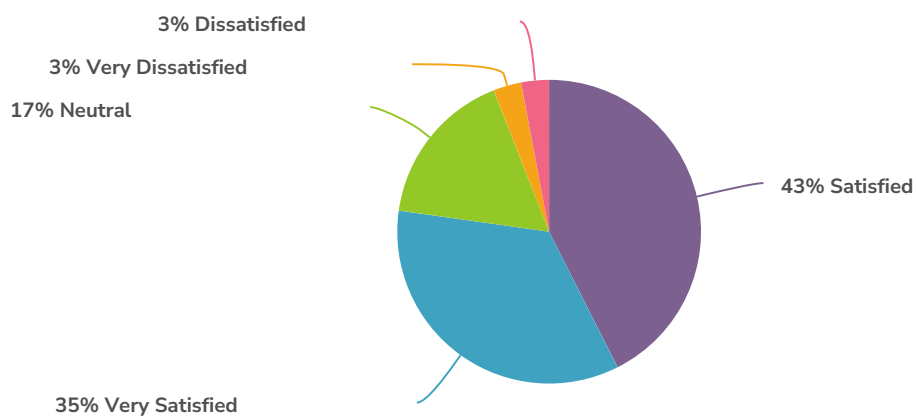


22. Trails can help attract visitors to the region. To what extent do you agree that trails in our region attract visitors and provide the quality of experience visitors want?

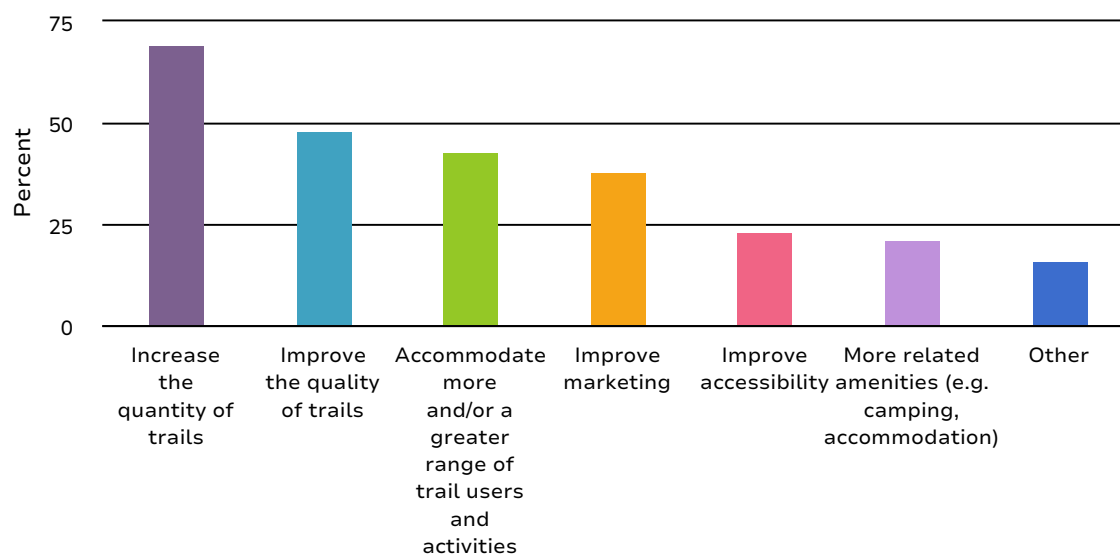


23. To what extent do you support using trails to help grow and strengthen the region's tourism industry and economy?





24. What improvements or changes are needed to realize the benefits of trails as tourism assets? (Check all that apply.)



25. What, if anything, should be done to improve visitor information and trip planning for trails? (i.e. What would ensure that suitable, sufficient information is available to navigate and make informed choices about trail use?)





26. How often do you use Urban Trails and Active Transportation Routes for:

	Never / Rarely	A few times a year	A few times a month	A few times a week	5 or more times a week	Responses
Recreation or leisure purposes? Count Row %	18 10%	43 25%	49 28%	40 23%	25 14%	175
Getting to where you want to go? (e.g. school, work, errands)? Count Row %	66 38%	53 30%	28 16%	22 13%	6 3%	175
Getting to other trails outside of urban areas? Count Row %	57 33%	59 34%	41 23%	17 10%	1 1%	175
Totals Total Responses						175

27. On Urban Trails and Active Transportation Routes, how often do you ____?

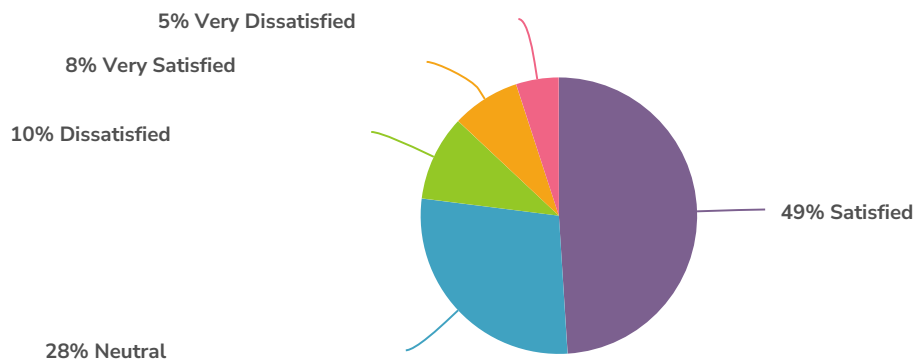
	Never / Rarely	A few times a year	A few times a month	A few times a week	5 or more times a week	Responses
Walk Count Row %	16 9%	40 23%	45 26%	51 30%	20 12%	172
Run Count Row %	100 58%	28 16%	19 11%	18 11%	6 4%	171
Cycle (unassisted) Count Row %	55 32%	34 20%	34 20%	35 20%	15 9%	173
Cycle (electric assist) Count Row %	148 89%	7 4%	5 3%	4 2%	2 1%	166
Use small wheeled transport (e.g. skateboard, kick scooter) Count Row %	146 86%	13 8%	8 5%	2 1%	0 0%	169
Use mobility aids (e.g. wheelchair, mobility scooter) Count Row %	164 97%	5 3%	0 0%	0 0%	0 0%	169
Use OHVs or snowmobiles Count Row %	115 68%	23 14%	14 8%	9 5%	7 4%	168
Boat:On Urban Trails and Active Transportation Routes, how often do you -----? Count Row %	0 0%	1 100%	0 0%	0 0%	0 0%	1
Jessie lake:On Urban Trails and Active Transportation Routes, how often do you -----? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Kayak or canoe:On Urban Trails and Active Transportation Routes, how often do you -----? Count Row %	0 0%	0 0%	1 100%	0 0%	0 0%	1



	Never / Rarely	A few times a year	A few times a month	A few times a week	5 or more times a week	Responses
Kicksled: <i>On Urban Trails and Active Transportation Routes, how often do you _____?</i>	0 0%	0 0%	0 0%	1 100%	0 0%	1
Count Row %						
Stroller: <i>On Urban Trails and Active Transportation Routes, how often do you _____?</i>	0 0%	0 0%	0 0%	1 100%	0 0%	1
Count Row %						
Walk with dog: <i>On Urban Trails and Active Transportation Routes, how often do you _____?</i>	0 0%	0 0%	0 0%	1 100%	0 0%	1
Count Row %						
Wish helmets for atv drivers where optional : <i>On Urban Trails and Active Transportation Routes, how often do you _____?</i>	0 0%	0 0%	0 0%	0 0%	1 100%	1
Count Row %						
Totals Total Responses						173

28. Overall, how satisfied are you with the quality and condition of Urban Trails and Active Transportation Routes in and around the M.D. of Bonnyville / City of Cold Lake?





29. What are important considerations when planning and implementing Urban Trails and Active Transportation Routes?

	Not Important	Somewhat Important	Important	Very Important	No Opinion	Responses
Easy navigation and wayfinding Count Row %	4 2%	29 17%	62 36%	73 42%	4 2%	172
Connectivity to important destinations within the community Count Row %	3 2%	19 11%	63 37%	83 49%	3 2%	171
Safety and security Count Row %	3 2%	23 13%	54 31%	91 53%	1 1%	172
Aesthetically attractive and interesting Count Row %	6 3%	48 28%	66 38%	48 28%	5 3%	173
Accessible and inclusive access for all mobilities Count Row %	11 6%	44 26%	60 35%	49 29%	7 4%	171
Ensuring suitable routes for motorized and non-motorized users Count Row %	21 12%	40 23%	51 29%	57 33%	4 2%	173



	Not Important	Somewhat Important	Important	Very Important	No Opinion	Responses
Environmental sustainability Count Row %	16 9%	32 18%	58 34%	63 36%	4 2%	173
Fiscal responsibility Count Row %	7 4%	42 24%	68 40%	46 27%	9 5%	172
Being culturally respectful Count Row %	31 18%	43 25%	50 29%	38 22%	10 6%	172
Community concerns above political expediency.:What are important considerations when planning and implementing <i>Urban Trails and Active Transportation Routes</i> ? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Connection to newer developed housing areas:What are important considerations when planning and implementing <i>Urban Trails and Active Transportation Routes</i> ? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Fair distribution of funds for all taxpayers:What are important considerations when planning and implementing <i>Urban Trails and Active Transportation Routes</i> ? Count Row %	0 0%	0 0%	1 100%	0 0%	0 0%	1
I don't care for culture nor aesthetical attraction.:What are important considerations when planning and implementing <i>Urban Trails and Active Transportation Routes</i> ? Count Row %	1 100%	0 0%	0 0%	0 0%	0 0%	1



	Not Important	Somewhat Important	Important	Very Important	No Opinion	Responses
Maintenance costs/upkeep:What are important considerations when planning and implementing <i>Urban Trails and Active Transportation Routes</i> ? Count Row %	0 0%	0 0%	1 100%	0 0%	0 0%	1
Maintenance requirements and resourcing to maintain infrastructure :What are important considerations when planning and implementing <i>Urban Trails and Active Transportation Routes</i> ? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
More variety:What are important considerations when planning and implementing <i>Urban Trails and Active Transportation Routes</i> ? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Property owners concerns!:What are important considerations when planning and implementing <i>Urban Trails and Active Transportation Routes</i> ? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Respecting private property :What are important considerations when planning and implementing <i>Urban Trails and Active Transportation Routes</i> ? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1

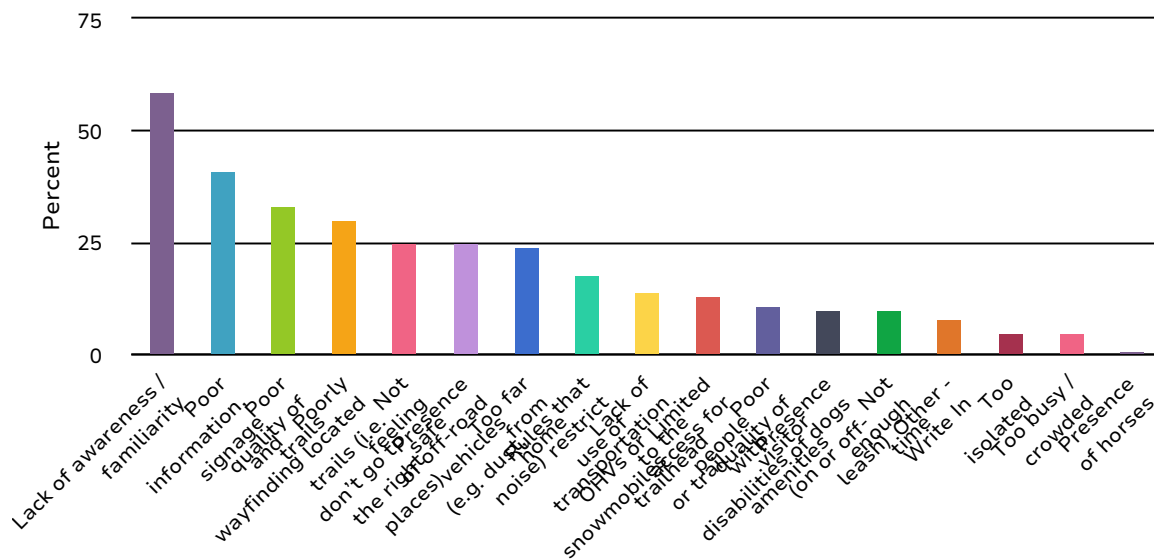


	Not Important	Somewhat Important	Important	Very Important	No Opinion	Responses
Safe for our children :What are important considerations when planning and implementing <i>Urban Trails and Active Transportation Routes</i> ? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Safely Separating Motor vehicle traffic from non- motorized:What are important considerations when planning and implementing <i>Urban Trails and Active Transportation Routes</i> ? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Separating on foot traffic from vehicle traffic:What are important considerations when planning and implementing <i>Urban Trails and Active Transportation Routes</i> ? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1
Some nice features along the trail :What are important considerations when planning and implementing <i>Urban Trails and Active Transportation Routes</i> ? Count Row %	0 0%	0 0%	1 100%	0 0%	0 0%	1
Trail surface maintenance :What are important considerations when planning and implementing <i>Urban Trails and Active Transportation Routes</i> ? Count Row %	0 0%	0 0%	0 0%	1 100%	0 0%	1



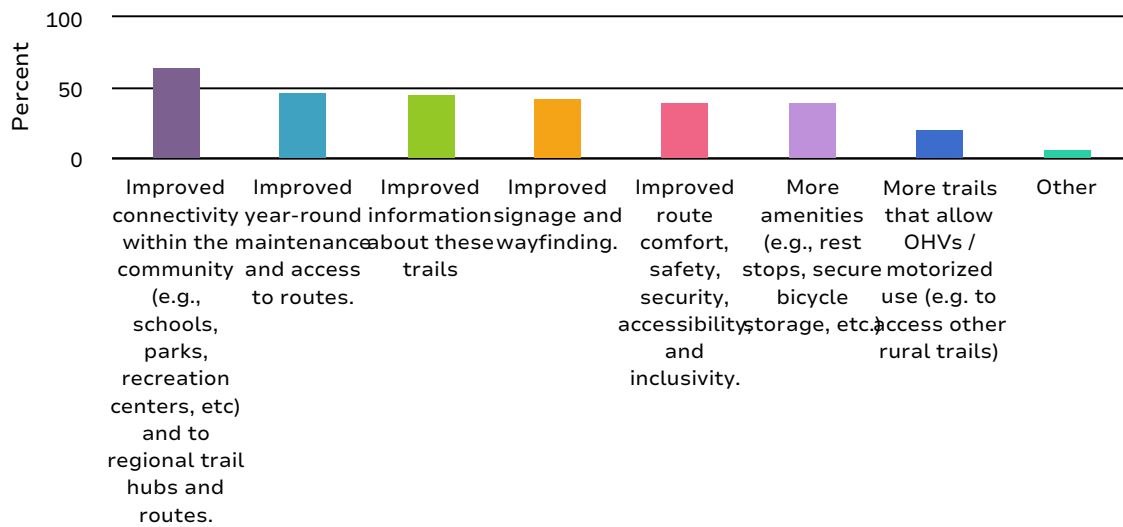
	Not Important	Somewhat Important	Important	Very Important	No Opinion	Responses
Winter use and snow removal :What are important considerations when planning and implementing <i>Urban Trails and Active Transportation Routes</i> ?	0 0%	0 0%	1 100%	0 0%	0 0%	1
Count						
Row %						
Totals						
Total Responses						173

30. What, if anything, prevents or limits trail visitation and use of Urban Trails and Active Transportation Routes? (Check all that apply)

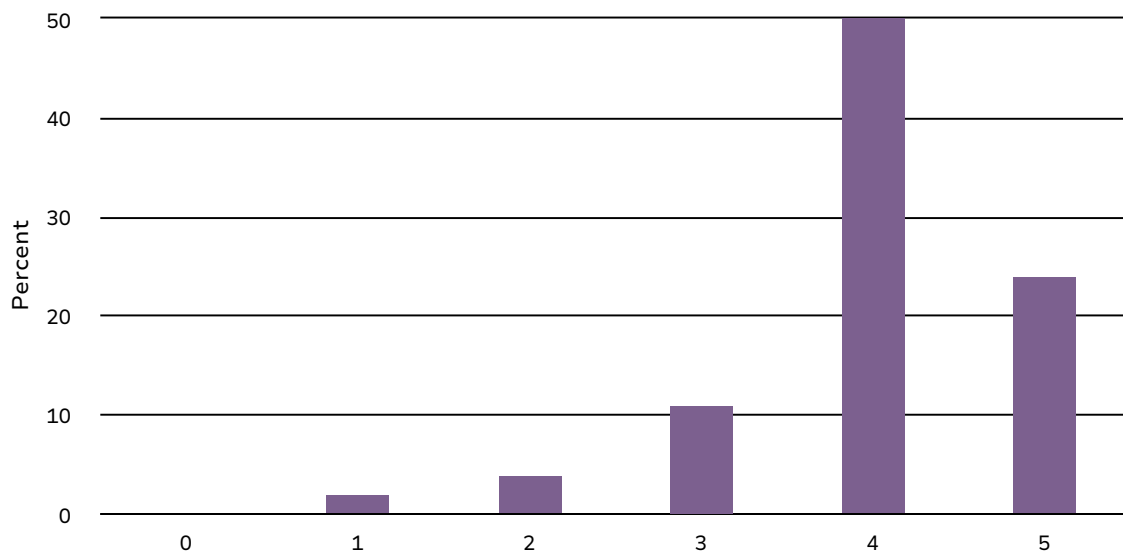


31. What could help encourage you to use Urban Trails and Active Transportation Routes more? (Check all that apply.)





32. Public funding and support for Urban Trails and Active Transportation Routes should be:

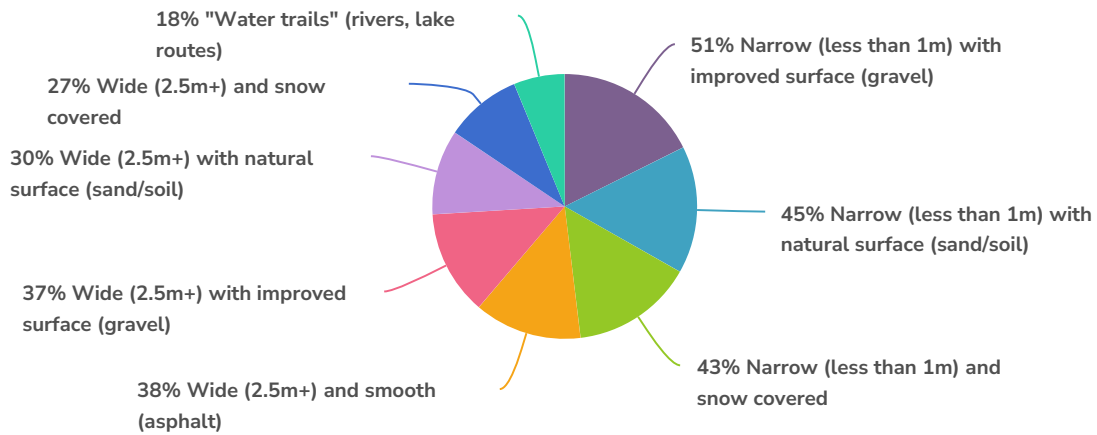


33. Do you have any additional thoughts or comments on Urban Trails and Active Transportation Routes? (500 character max)



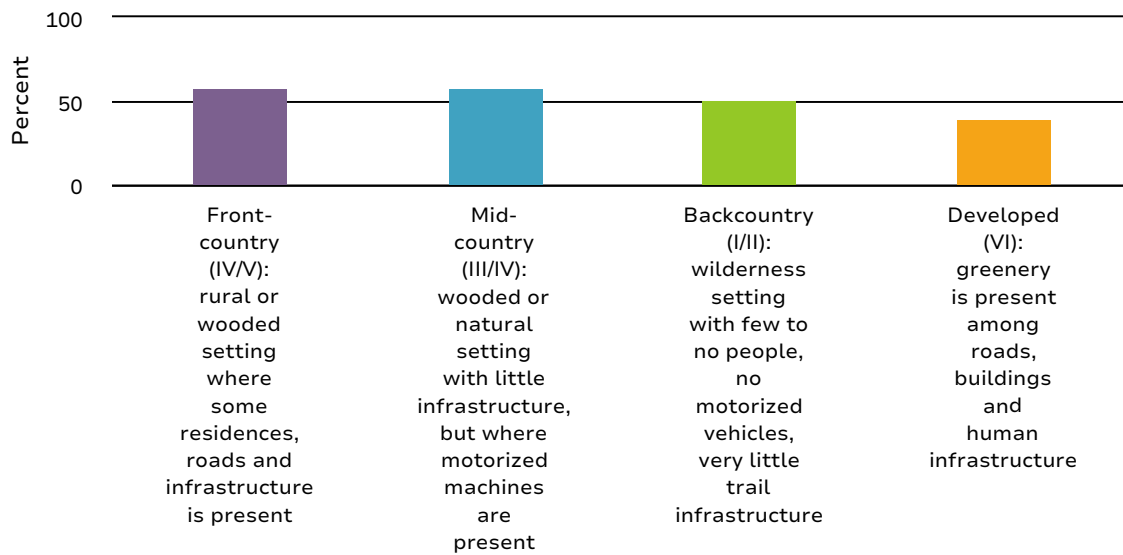


34. Consider these images. What width and trail surfaces do you prefer to use? (Hover over the image for a description. Choose up to three)

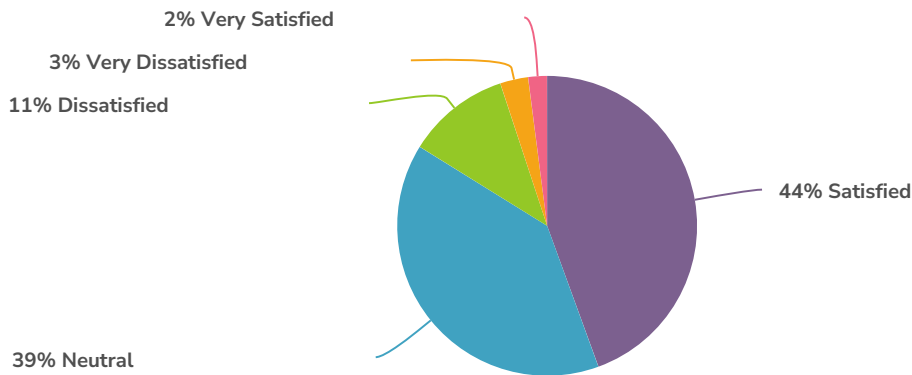


35. Consider the images above. Given a choice, what are your preferred settings for trails? (choose all that apply)



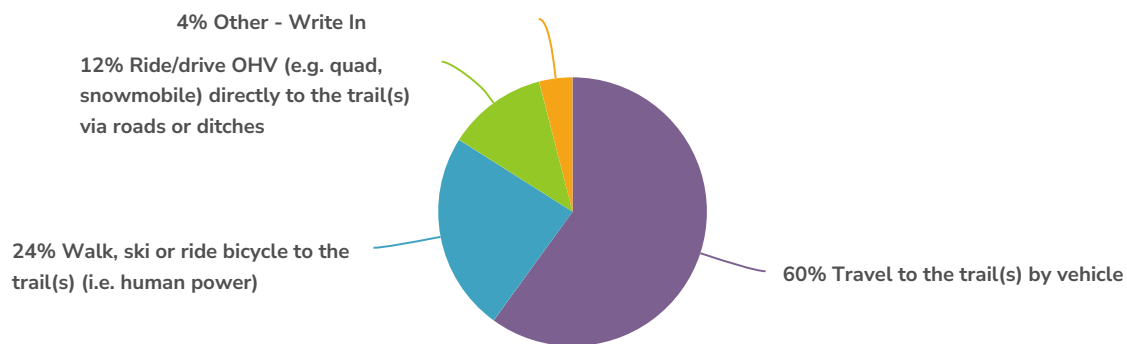


36. Overall, how satisfied are you with the quality and condition of Rural, Regional and Long Distance Trails in and around the M.D. of Bonnyville / City of Cold Lake?

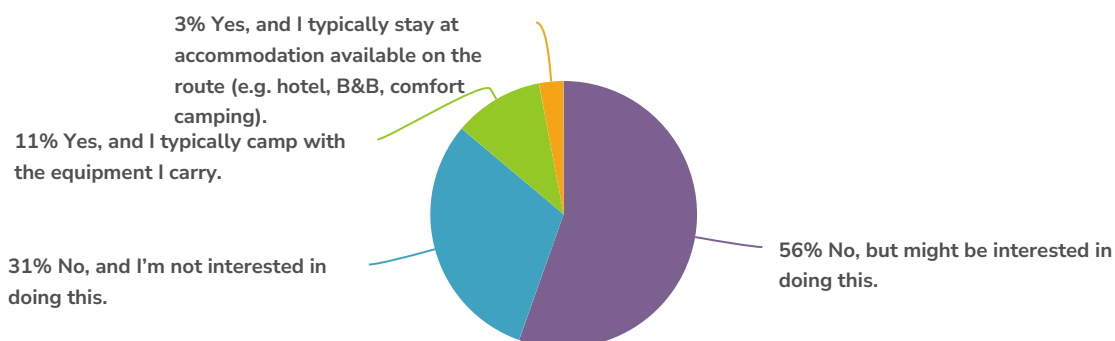


37. Typically, how do you get to Rural, Regional and Long-Distance Trails in the region? (Select all that apply)



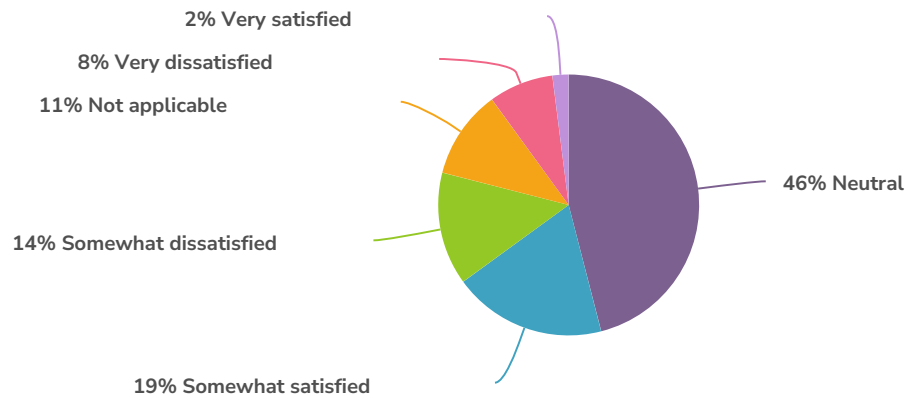


38. In the past year, did you participate in any multi-day trail experiences where you travelled and overnighted along the length of a trail? (i.e. camped or stayed along the route)



39. Overall, how satisfied are you with trail related events and programming within the region? (e.g. rallies, races, "learn to" events, family programming)





40. In general, how satisfied are you with the existing trail-related amenities and facilities along our Rural, Regional and Long-Distance trails?

	Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied	Not applicable	Responses
Parking / staging areas Count Row %	3 2%	32 19%	50 30%	50 30%	25 15%	7 4%	167
Trailhead kiosks and maps Count Row %	12 7%	41 25%	59 36%	37 22%	5 3%	12 7%	166
Wayfinding / navigation signage Count Row %	10 6%	46 28%	54 33%	35 22%	4 2%	13 8%	162
Interpretive signage Count Row %	7 4%	40 25%	71 44%	25 15%	2 1%	18 11%	163
Washrooms / outhouses Count Row %	19 12%	45 27%	63 38%	24 15%	4 2%	9 5%	164
Benches / picnic tables Count Row %	11 7%	38 23%	63 38%	31 19%	13 8%	8 5%	164



	Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied	Not applicable	Responses
Food storage (e.g. bear resistant) Count Row %	9 6%	21 13%	81 50%	14 9%	6 4%	31 19%	162
Garbage / recycling / receptacles Count Row %	13 8%	46 28%	57 35%	32 20%	4 2%	10 6%	162
Shade structures / day use shelters Count Row %	6 4%	37 23%	79 48%	27 17%	1 1%	13 8%	163
Cabins / huts / warming shelters Count Row %	9 6%	28 17%	81 50%	10 6%	5 3%	28 17%	161
Bike racks Count Row %	7 4%	25 15%	91 56%	4 2%	1 1%	34 21%	162
Access to food services Count Row %	9 6%	24 15%	82 51%	13 8%	4 2%	29 18%	161
Access to fixed-roof accommodation along the trail Count Row %	7 4%	28 17%	84 52%	6 4%	3 2%	33 20%	161
Access to drive in camping amenities near trails Count Row %	3 2%	23 14%	82 51%	20 13%	7 4%	25 16%	160
Access to trail accessible camping amenities along the trail Count Row %	4 2%	24 15%	85 53%	12 7%	4 2%	32 20%	161



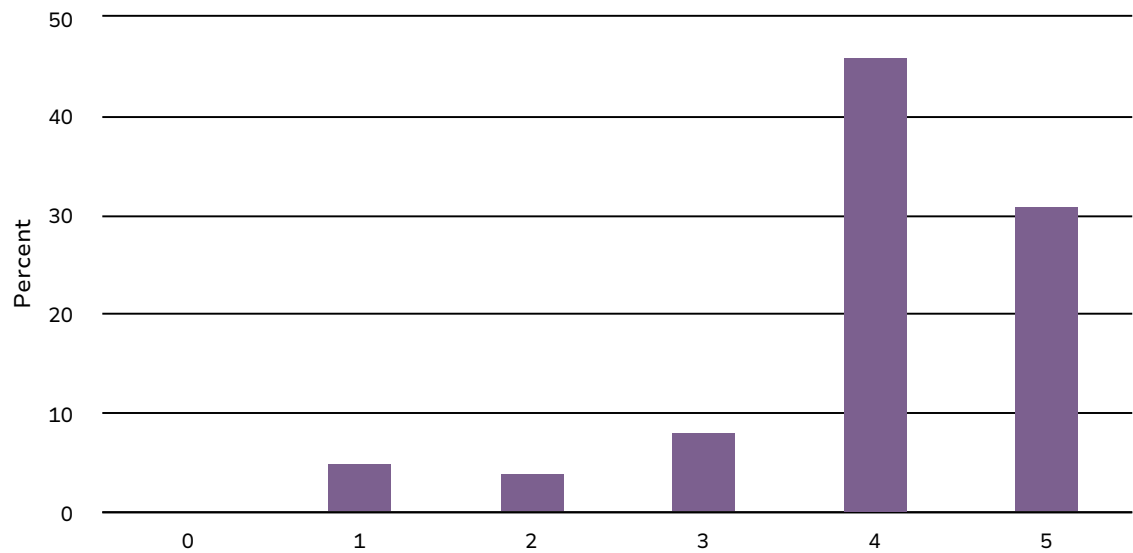
	Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied	Not applicable	Responses
Connectivity between rural areas and urban areas: In general, how satisfied are you with the existing trail-related amenities and facilities along our Rural, Regional and Long-Distance trails? Count Row %	1 100%	0 0%	0 0%	0 0%	0 0%	0 0%	1
Planned watercourse access and stops: In general, how satisfied are you with the existing trail-related amenities and facilities along our Rural, Regional and Long-Distance trails? Count Row %	1 100%	0 0%	0 0%	0 0%	0 0%	0 0%	1
The problem with our rural trails is that they are only useable by motorized vehicles and they are only accessible by motorized vehicles. Let me cycle or ski out of town!: In general, how satisfied are you with the existing trail-related amenities and facilities along our Rural, Regional and Long-Distance trails? Count Row %	1 100%	0 0%	0 0%	0 0%	0 0%	0 0%	1



Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied	Not applicable	Responses
----------------------	--------------------------	---------	-----------------------	-------------------	-------------------	-----------

Totals	167
Total Responses	

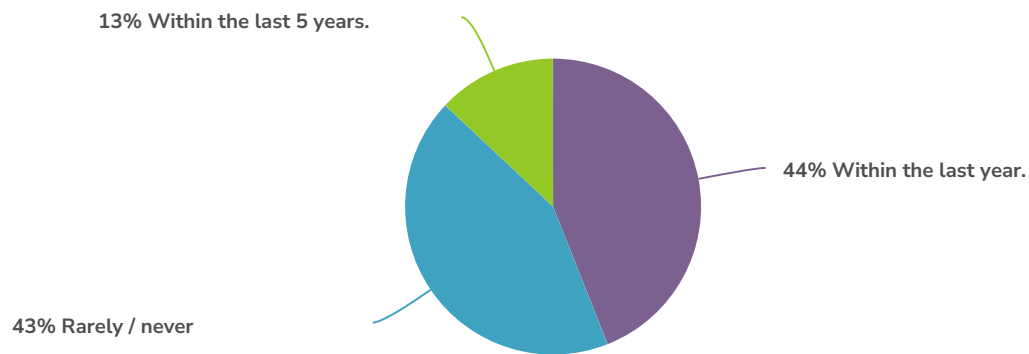
41. Public funding and support for Rural, Regional and Long-Distance trails and trail amenities should be:



42. Do you have any additional thoughts or comments on Rural, Regional and Long-Distance Trails? (500 character limit)



43. When was the last time you travelled on Water Routes in the region? (e.g. rivers, between places on lakes)



44. In general, how satisfied are you with the existing amenities and facilities along our Water Routes?

	Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied	Not applicable	Responses
Parking / staging areas Count Row %	9 6%	24 15%	47 29%	33 20%	7 4%	41 25%	161
Non-motorized boat launches Count Row %	14 9%	27 17%	52 32%	22 14%	4 2%	42 26%	161
Motorized boat launches Count Row %	5 3%	16 10%	58 36%	28 17%	10 6%	44 27%	161
Trailhead kiosks / maps / guides Count Row %	8 5%	33 21%	63 39%	13 8%	1 1%	42 26%	160
Wayfinding / navigation signage Count Row %	11 7%	33 21%	64 40%	10 6%	1 1%	40 25%	159

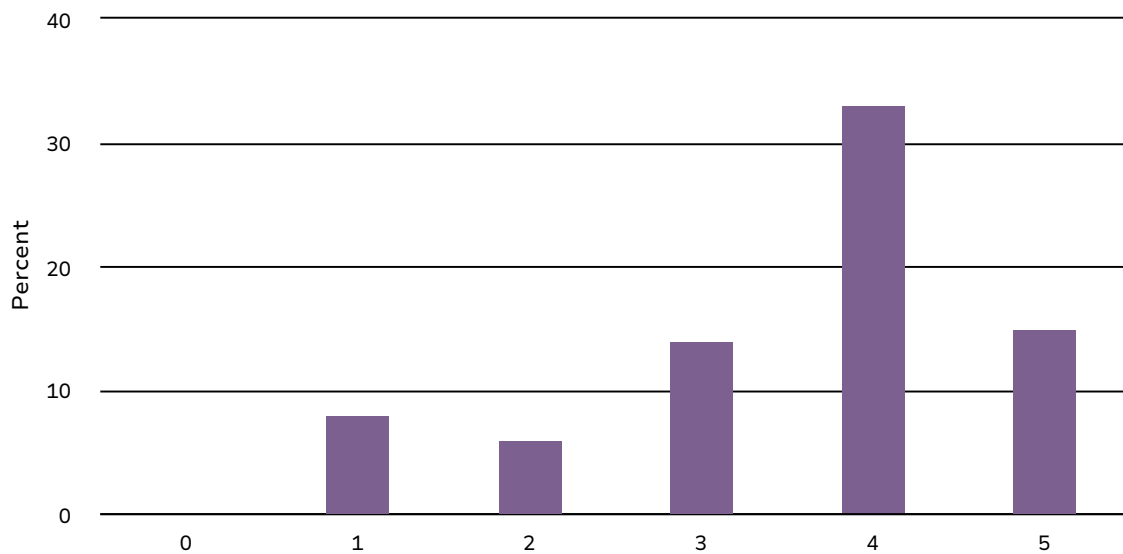


	Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied	Not applicable	Responses
Interpretive signage Count Row %	7 4%	26 16%	67 42%	8 5%	1 1%	50 31%	159
Washrooms / outhouses Count Row %	9 6%	31 19%	62 39%	14 9%	3 2%	40 25%	159
Benches / picnic tables Count Row %	7 4%	32 20%	61 39%	15 9%	3 2%	40 25%	158
Food Storage (e.g. bear resistant) Count Row %	11 7%	17 11%	71 45%	8 5%	1 1%	50 32%	158
Garbage / recycling receptacles Count Row %	9 6%	29 18%	62 39%	15 9%	1 1%	43 27%	159
Shade structures / day use shelters Count Row %	7 4%	20 13%	77 48%	10 6%	1 1%	44 28%	159
Cabins / huts / warming shelters Count Row %	9 6%	20 13%	72 45%	3 2%	2 1%	53 33%	159
Access to food services along the water route Count Row %	6 4%	18 11%	69 44%	5 3%	2 1%	58 37%	158
Access to fixed-roof accommodation along the water route Count Row %	5 3%	19 12%	75 47%	4 3%	2 1%	54 34%	159



	Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied	Not applicable	Responses
Access to camping amenities along the water route Count Row %	7 4%	19 12%	75 48%	7 4%	2 1%	47 30%	157
Signage or maps posted at boat launches explaining the route and potential durations: In general, how satisfied are you with the existing amenities and facilities along our Water Routes? Count Row %	1 100%	0 0%	0 0%	0 0%	0 0%	0 0%	1
Totals Total Responses							161

45. Public funding and support for Water Routes should be:



46. Do you have any additional thoughts or comments on Water Routes? (500 character max)





47. Thinking about the improvement, enhancement and/or development of all types of trails in the region, how important is it that the M.D./City consider focusing on or investing in the following trail types.

	Not Important	Somewhat Important	Important	Very Important	I don't know	Responses
Urban Trails - non-motorized trails with leisure or recreation focus Count Row %	11 7%	24 15%	44 27%	83 51%	1 1%	163
Urban Trails - non-motorized trails with active transportation focus Count Row %	24 15%	30 18%	47 28%	56 34%	8 5%	165
Urban Trails - motorized summer OHV routes to amenities & rural trails Count Row %	50 30%	40 24%	28 17%	33 20%	14 8%	165
Urban Trails - motorized winter snowmobile routes to amenities & rural trails Count Row %	48 29%	40 24%	33 20%	29 18%	15 9%	165

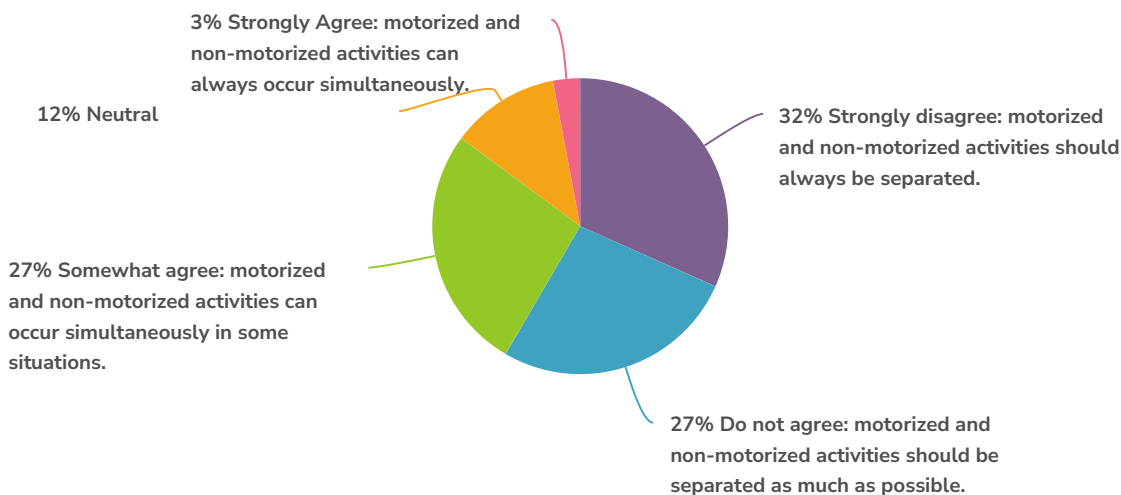


	Not Important	Somewhat Important	Very Important	I don't know	Responses
Rural / Regional - non-motorized trails with leisure or recreation focus Count Row %	11 7%	33 20%	49 30%	68 41%	5 3% 166
Rural / Regional - non-motorized trails with connected active transportation focus Count Row %	23 14%	38 23%	45 27%	46 28%	13 8% 165
Rural / Regional - motorized summer OHV routes to amenities & rural trails Count Row %	44 27%	40 25%	30 19%	35 22%	13 8% 162
Rural / Regional - motorized winter snowmobile routes to amenities & rural trails Count Row %	43 27%	40 25%	29 18%	33 20%	17 10% 162
Water Routes - non-motorized (e.g. paddling) Count Row %	19 12%	42 26%	47 29%	36 22%	20 12% 164
Water Routes - motorized Count Row %	43 27%	45 28%	31 19%	19 12%	24 15% 162
Access to town Count Row %	0 0%	0 0%	0 0%	1 100%	0 0% 1
More Room for non-motorized people Count Row %	0 0%	0 0%	0 0%	1 100%	0 0% 1
N/A Count Row %	0 0%	0 0%	0 0%	0 0%	1 100% 1
Non motorized trail from Emerald Estates to the town of Bonnyville for safety reasons Count Row %	0 0%	0 0%	0 0%	1 100%	0 0% 1



	Not Important	Somewhat Important	Very Important	I don't know	Responses	
Non motorized winter routes (X country ski, kicksled)	0	0	0	1	0	1
Count	0%	0%	0%	100%	0%	
Row %						
Trail surfaces rideable to bikes of all types. Finer packed surfaces on the Iron Horse Trail	0	0	0	1	0	1
Count	0%	0%	0%	100%	0%	
Row %						
Walking, hiking and cycling	0	0	0	1	0	1
Count	0%	0%	0%	100%	0%	
Row %						
X-country ski trails	0	0	1	0	0	1
Count	0%	0%	100%	0%	0%	
Row %						
Totals						
Total Responses						166

48. To what extent do you agree with the statement, "Motorized and non-motorized trail activities should use the same trails?"



49. Why did you provide this answer in the previous question? (300 character max)





50. Are there any kinds of activities that are currently occurring on trails or routes in the region that should be reduced or stopped? (max 300 characters)



51. Are there any kinds of trail activities or opportunities that you feel should be developed, better enabled, or supported on trails and routes? (max 300 characters)



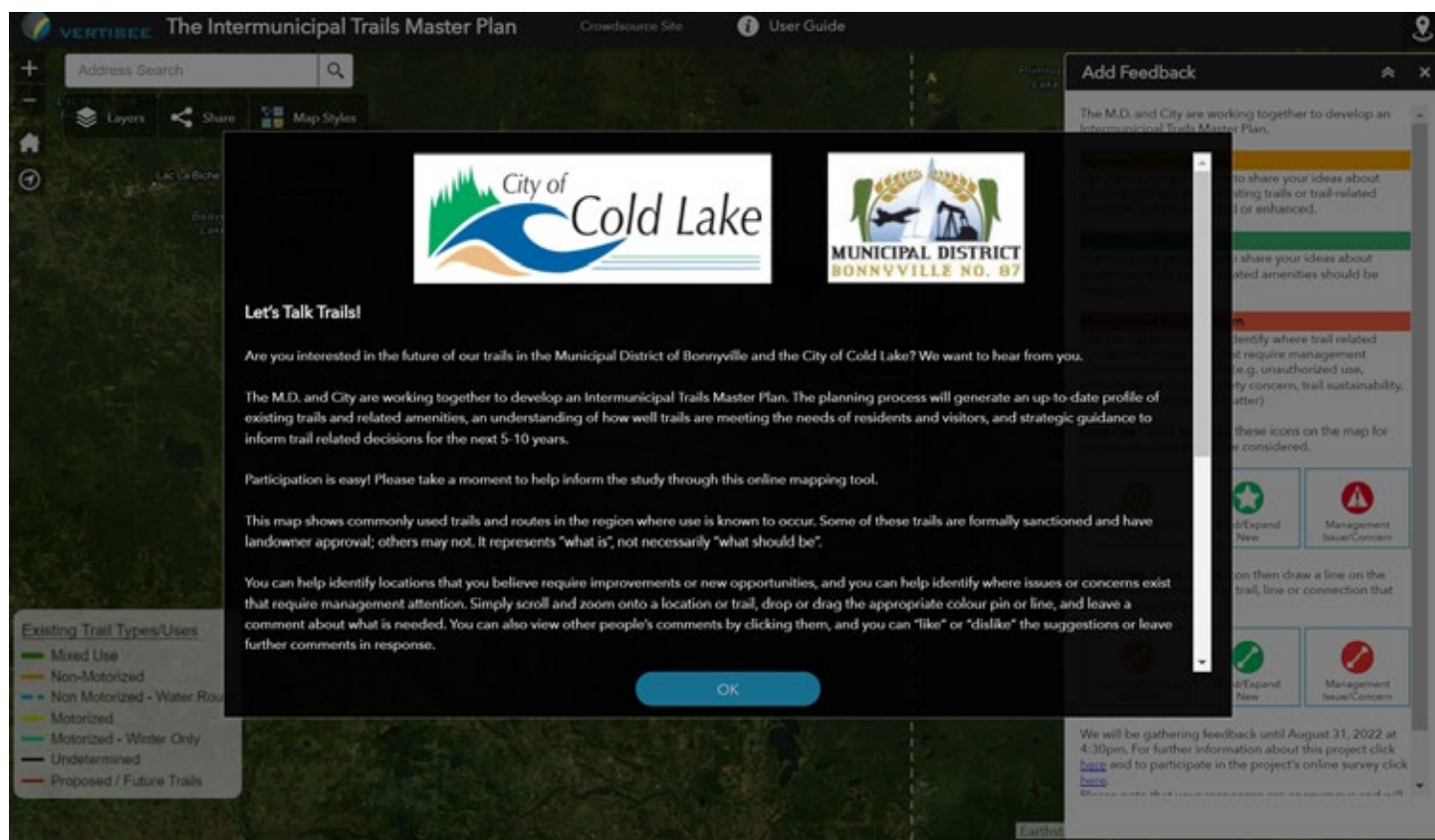


52. Final question. Do you have any other thoughts or suggestions on the future of trails and routes within the M.D. and City? (500 character max)



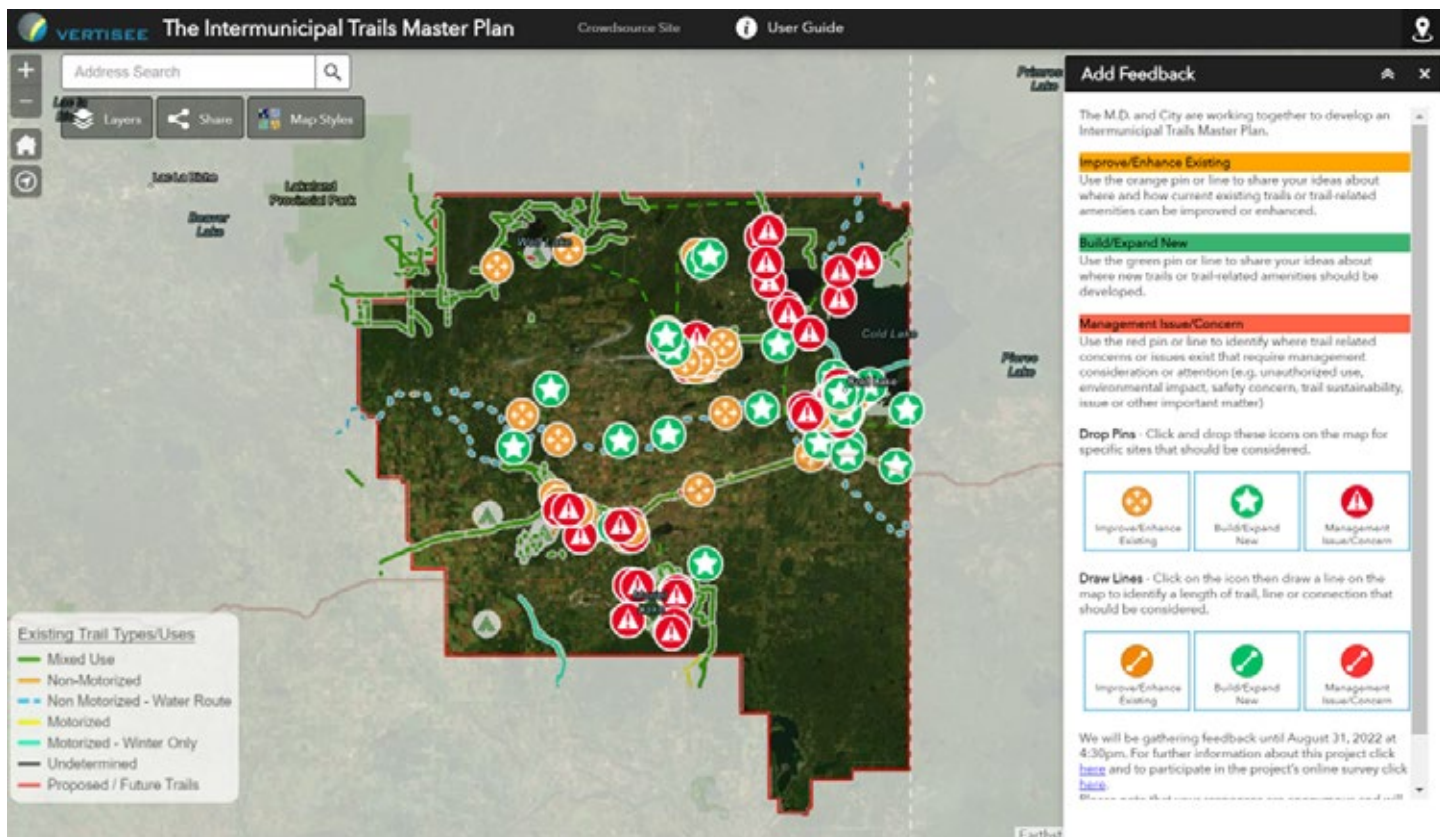
APPENDIX B: ONLINE MAPPING TOOL

Residents, stakeholders, First Nations, Metis Settlements and others invited to participate had the opportunity to participate in the crowd-sourced mapping site.



Welcome Screen





User interface allowing participants to place pins or draw lines where improvements, new infrastructure or management concerns warranted consideration.



APPENDIX C: INTERACTIVE ONLINE MAPPING CONTRIBUTIONS

Interactive Mapping Tool: Specific Point Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
Build trail to Kinosoo	Connection	Build/Expand New	7	1	6
Add pavement to the trail that goes from 47 ave to dog park to give access to bikers to industrial area of town.	Connection	Build/Expand New	0	0	0
Expand this trail so it connects to the road near Shoppers Drug-mart. It is currently used by many people but unpaved.	Connection	Build/Expand New	3	0	3
Along TWP Rd 632 to meet up with millennium trail on highway 28	Connection	Build/Expand New	8	0	8
Pedestrian crossing for Creekside estates neighbourhood to connect to trail system	Connection	Management Issue/ Concern	6	0	6
It would be great to see trails going to all of the ball diamonds and slow pitch diamonds or at least in between all of them. It would provide easier access for lugging gear up and down. Also would be great to see more signage for which diamonds are which and appear more professional. This would also be more handicap accessible.	Connection	Build/Expand New	1	0	1
Add more trails along the river, or identify existing ones to better connect Cold Lake and BV other than the IHT	Connection	Build/Expand New	3	0	3
Along 54 Ave to improve access to Millennium Trail. See 54 Ave new path notes.	Connection	Build/Expand New	2	0	2
Add a trail to connect to mall from bus stop.	Connection	Build/Expand New	3	0	3
This trail goes nowhere, feels like it ends in someone's yard. Could be linked back to Forest Drive.	Connection	Improve/ Enhance Existing	3	0	3
Safe connection from 16th Ave to the Provincial Park is a must. Current road is hazardous to pedestrians or cyclists.	Connection	Build/Expand New	5	0	5
Add pathway down 28st and english bay road	Connection	Build/Expand New	2	0	2



Interactive Mapping Tool: Specific Point Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
Add trail around corner by lake and improve connection between beach all the way to marina	Connection	Build/Expand New	2	0	2
Add trail along road past Ecole Voyager and up to museum	Connection	Build/Expand New	2	0	2
General access via the existing town owned access	Connection	Build/Expand New	0	0	0
Trail to nowhere	Connection	Improve/ Enhance Existing	0	0	0
Looks like home owner has developed over city ROW blocking access to alley trail	Connection	Management Issue/ Concern	0	0	0
There is a good trail here that dead ends at the small pond at the south end. should improve and provide a bridge over to continue the trail	Connection	Improve/ Enhance Existing	0	0	0
New cut across would be nice to provide a loop that is half of the original loop	Connection	Build/Expand New	0	0	0
Bike Park & Trails should connect to African Lake Trails to provide a true "network" of trails for non-motorized use. This would also allow access to Bike Park from CL North & South, without riding/walking along the highway (noisy, unpleasant, many unsafe service road crossings/turning traffic)	Connection	Build/Expand New	7	0	7
It is unclear what, if any, trails in this area are sanctioned or approved. There could be an approved trail around the lake that connects to Lakeland and other areas.	Efficient Implementation	Improve/ Enhance Existing	1	0	1
Nice addition of a parking lot here, but only if you happen to know about it for accessing the Tressle Bridge. Needs signage out on Hwy 28.	Efficient Implementation	Improve/ Enhance Existing	4	0	4
It is unclear if these trails are sanctioned/ approved or not.	Efficient Implementation	Improve/ Enhance Existing	1	0	1
It is unclear if the trails in this area are sanctioned or not. Clarify and, if appropriate, approve.	Efficient Implementation	Improve/ Enhance Existing	3	0	3



Interactive Mapping Tool: Specific Point Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
It's not clear if these are approved trails or not.	Efficient Implementation	Improve/ Enhance Existing	3	0	3
Trail markings/Maps	Efficient Implementation	Improve/ Enhance Existing	0	0	0
staging and parking? what and where are OHV's allowed to go? Is there any guides or maps?	Efficient Implementation	Improve/ Enhance Existing	0	0	0
Guide/maps? Is OHV allowed in this area?	Efficient Implementation	Improve/ Enhance Existing	0	0	0
Put signage and access info on trail from Crane L to Tucker	Efficient Implementation	Improve/ Enhance Existing	1	0	1
More extensive trail systems like Muriel or Moose Lake PP	Quality of Experience	Build/Expand New	1	0	1
Create a designated OHV trail system and designated OHV park in this area connectng with African lake trail.	Quality of Experience	Build/Expand New	7	2	5
Develop Beaver River Trestle into a destination feature and area.	Quality of Experience	Improve/ Enhance Existing	6	0	6
Improve put in / take outs and visitor amenities along the river to make it a more designated paddling route.	Quality of Experience	Improve/ Enhance Existing	2	1	1
High density of random trails and intense random camping with no toilets or infrastructure	Quality of Experience	Management Issue/ Concern	3	0	3
parking and Staging areas unclear. Where are the trails? any maps/guides available?	Quality of Experience	Improve/ Enhance Existing	0	0	0
Boat Launch was taken out of service which causes congestion at the only other motorized launch. Replace with new.	Quality of Experience	Improve/ Enhance Existing	1	0	1
Improve this boat launch. It is very muddy and people get stuck here wrecking the lakeshore.	Quality of Experience	Improve/ Enhance Existing	1	0	1



Interactive Mapping Tool: Specific Point Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
Add actual fire pit here since this area is frequently used for picnics.	Quality of Experience	Improve/ Enhance Existing	2	0	2
There is a backcountry campsite here but more amenities would be appreciated.	Quality of Experience	Improve/ Enhance Existing	0	0	0
Cross -country trails groomed/ maintained on the golf course by the base. Very nice, but it would be great if this could be expanded/formalized.	Quality of Experience	Improve/ Enhance Existing	5	1	4
It would be great if the trails at the provincial park could be groomed for x-country skiing in the winter!	Quality of Experience	Improve/ Enhance Existing	4	0	4
African Lake Trail is beautiful but is inaccessible for so much of the year due to trail condition: muddy, overgrown, uneven, ruined by quads/OHV	Quality of Experience	Improve/ Enhance Existing	7	0	7
It's pretty unconscionable that the IHT between Bonnyville and Cold Lake isn't in good enough condition to be cycled. This is such a good asset that goes right from one downtown to the other. Resurface please! It's a no-brainer!	Quality of Experience	Improve/ Enhance Existing	2	0	2
More rest areas would be great along this stretch of trail as well. Dog waste bag stations could also be a great addition near some of the garbage cans.	Quality of Experience	Improve/ Enhance Existing	3	0	3
This is a nice area to walk, but this spot in particular is impassable. A pedestrian walk-way over the water would enhance usage in this area.	Quality of Experience	Build/Expand New	1	0	1
African Lake trail needs to remain open to OHVs and pedestrians. Should be mixed use.	Quality of Experience	Improve/ Enhance Existing	3	3	0
Add a good parking lot on North side of Trestle before creek bridge	Quality of Experience	Build/Expand New	2	0	2
Fully develop rest stop at Anshaw	Quality of Experience	Improve/ Enhance Existing	0	0	0
More extensive trail systems like Muriel or Moose Lake PP	Quality of Experience	Build/Expand New	5	0	5



Interactive Mapping Tool: Specific Point Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
More extensive trail systems like Muriel or Moose Lake PP	Quality of Experience	Build/Expand New	2	0	2
Please fix Jessie Lake Trail	Quality of Experience	Improve/ Enhance Existing	1	0	1
From this point thru to 55 highway would make a very quiet serene wildlife rich walking trail without infringing on any property owners lands or having to deal with a trail along a roadway	Quality of Experience	Build/Expand New	5	1	4
from this point to the point more north would make a far superior trail section than the proposed route along all the heavily traffic travelled sideroads as indicated by the proposed line.	Quality of Experience	Build/Expand New	5	0	5
Add more parking in this area.	Quality of Experience	Improve/ Enhance Existing	0	0	0
Popular boat/trail access beach.	Quality of Experience	Improve/ Enhance Existing	0	0	0
Would be great to have another rest area. There are so many in the south end of town but in the middle of a field there is no shade and no where to rest. Would be great to plant some trees or make it more appealing along this strip.	Quality of Experience	Improve/ Enhance Existing	3	0	3
Foot washing station Water refill station	Quality of Experience	Improve/ Enhance Existing	2	0	2
A proper boat launch and campground with fire pits & bathrooms.	Quality of Experience	Build/Expand New	0	0	0
A proper boat launch and additional camping. Proper fire pits.	Quality of Experience	Build/Expand New	0	0	0
Expand camping area at this lake as it is ALWAYS full!	Quality of Experience	Build/Expand New	0	0	0
Improve access to the original campground here and put in a proper boat launch and bathroom.	Quality of Experience	Improve/ Enhance Existing	0	0	0
There is a trail here that leads to a lovely spot to add a campground and boat launch. It is rather difficult to get into with large ruts and large fallen trees.	Quality of Experience	Build/Expand New	1	0	1



Interactive Mapping Tool: Specific Point Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
Build an ice fishing lake access here, possibly with a washroom, filleting station, and bear-proof garbage disposal.	Quality of Experience	Build/Expand New	0	0	0
A proper parking area and planned access to the river. Many people kayak, boat, and tube down here.	Quality of Experience	Build/Expand New	0	0	0
Washroom facilities and better access for launching and removal of kayaks, boats, tubes.	Quality of Experience	Improve/ Enhance Existing	1	0	1
Parking and river access for boating, kayaking, tubing here.	Quality of Experience	Build/Expand New	0	0	0
Add parking, bathroom, river access here for boating and tubing.	Quality of Experience	Build/Expand New	0	0	0
There are beautiful look outs on Jessie Lake, why not fix the trail to continue all around the lake. There has to be an engineer that is capable of figuring this out	Quality of Experience	Management Issue/ Concern	1	0	1
This trail is used constantly, is there any way of sanding it in the winter months? Lots of seniors use the trail	Quality of Experience	Improve/ Enhance Existing	0	0	0
Trail blocked by parks instead of being managed	Quality of Experience	Management Issue/ Concern	1	0	1
Restaurant at marina is open at wrong / unreliable hours. It's embarrassing	Quality of Experience	Management Issue/ Concern	0	0	0
Needs bike racks	Quality of Experience	Improve/ Enhance Existing	0	0	0
Road poorly maintained making access to river difficult	Quality of Experience	Management Issue/ Concern	1	0	1
Improve existing here. Beautiful trails exist. keep off ohv	Quality of Experience	Improve/ Enhance Existing	0	0	0
keep existing. restrict ohv	Quality of Experience	Improve/ Enhance Existing	0	0	0



Interactive Mapping Tool: Specific Point Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
Improve existing, restrict OHV	Quality of Experience	Improve/ Enhance Existing	0	0	0
many trails back here, should improve for both Ohv for managed use and foot trails	Quality of Experience	Improve/ Enhance Existing	0	0	0
Sandy areas are often washboarded. Maintain more often	Quality of Experience	Management Issue/ Concern	0	0	0
This area needs to be expanded with more waterfront amenities. right now it's just gravel and garbage.	Quality of Experience	Build/Expand New	1	0	1
beautiful trails here should be maintained	Quality of Experience	Improve/ Enhance Existing	0	0	0
People often park right in front of this lake access preventing people from accessing the lake with items like wagons as there isn't room.	Respect	Management Issue/ Concern	0	0	0
Off leash dogs and waste, public dumping.	Respect	Management Issue/ Concern	3	0	3
Place where people dump garbage	Respect	Management Issue/ Concern	1	0	1
Waterfront property owners installing fencing, fire pits, and concrete pads off their property. Blatant encroachment onto public land. Anyone who goes onto the City's public GIS system can see this. This area should have walking paths, benches and other public amenities. It's not private land	Respect	Management Issue/ Concern	4	0	4
Two "keep wheels out of water" signs installed here in 2021 by LICA. Still observe OHV tracks through creek. OHV's could use bridge at Twp Rd 593A	Respect	Management Issue/ Concern	1	1	0
A trail from the edge of the city to the Provincial Park would be a safe way to access the trail system at the park. Right now it's extremely dangerous with very narrow shoulders to ride on. Walkers and bikers would utilize this trail safely.	Safety & Security	Build/Expand New	12	0	12



Interactive Mapping Tool: Specific Point Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
Trail crosses the parking lot and there are lots of close calls between pedestrians and vehicles.	Safety & Security	Management Issue/ Concern	9	1	8
There is no crosswalk here. The sidewalk is sloped downward but no painting of the sidewalk has ever been done. This is a busy road and a sidewalk is needed to allow Pedestrians on the trail To cross to the other side where a sidewalk currently exists. No sidewalk is located at the end of the trail, so users must cross the road. People travel fast down this road and a sidewalk is needed. Many families with small children live in this area.	Safety & Security	Management Issue/ Concern	8	0	8
The bridge that crosses Jackfish Creek is in horrible disrepair and will become a safety hazard if not addressed shortly.	Safety & Security	Management Issue/ Concern	0	0	0
The trail needs better lighting for at night. Flooding concerns in flat areas.	Safety & Security	Management Issue/ Concern	4	1	3
49 Street should connect to 49 St behind the mall. This will allow children from CL South to safely access the Bike Park & Trails, without doing unsafe crossings at service roads beside Hwy 28 on Millenium Trail/	Safety & Security	Build/Expand New	2	0	2
54 Ave needs a raised / protected bike lane. This road is a thoroughfare for residents accessing Millennium Trail & children biking & walking to/from school; sidewalk becomes congested leading kids to ride on the road. Roadway is so wide & there is adequate space for bike trail/ lane here. Sidewalks shouldn't count as adequate "trail" infrastructure.	Safety & Security	Build/Expand New	2	0	2
There is no access from East side of 51st St/8 Ave to the West side all the way from 54 Ave in the South (Taps Bar) to 16th Street in the North (Circle K). Watching kids try and cross at this intersection with 55 is terrifying.	Safety & Security	Build/Expand New	2	0	2
Add a safe lane/pathway for bikers, joggers along this side road.	Safety & Security	Build/Expand New	2	0	2



Interactive Mapping Tool: Specific Point Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
Would like to see a safe way to cross the road here without having to go all the way up to the lights by the gas station.	Safety & Security	Build/Expand New	0	0	0
Dangerous intersection	Safety & Security	Management Issue/ Concern	0	0	0
Huge mud holes and pits of stagnant water from ATV use. Poor drainage makes this trail impossible to use as a cyclist / walker.	Sustainability	Management Issue/ Concern	0	0	0
Build Bridge to prevent damage to creek by frequent ATV use	Sustainability	Management Issue/ Concern	1	0	1
Improve this boat launch so that it does not cause erosion of lakeshore.	Sustainability	Improve/ Enhance Existing	2	0	2
African Lake Trail is being used by OHV/ motorized & has become too muddy to be used as a footpath. Use should be restricted to non-motorized.	Sustainability	Management Issue/ Concern	5	2	3
Build Bridge to prevent damage to creek by frequent ATV use	Sustainability	Management Issue/ Concern	0	0	0
Add bridge to prevent damage to creek.	Sustainability	Improve/ Enhance Existing	1	0	1
Add Bridge here to prevent damage to creek from extensive ATV use.	Sustainability	Improve/ Enhance Existing	1	0	1
Trail in terrible shape. Dangerous in placed due to 4WD trucks. Needs to be closed or rebuilt	Sustainability	Management Issue/ Concern	1	0	1
Trail goes through creek. Totally destroyed by quads. needs to be be closed	Sustainability	Management Issue/ Concern	0	1	-1
Giant Mud holes on trail. Needs to be closed or managed	Sustainability	Management Issue/ Concern	1	0	1
Trail destroyed by off road trucks	Sustainability	Management Issue/ Concern	1	0	1



Interactive Mapping Tool: Specific Point Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
Bridge needed	Sustainability	Management Issue/ Concern	1	0	1
Bridge needed	Sustainability	Management Issue/ Concern	1	0	1
Bridge needed	Sustainability	Management Issue/ Concern	1	0	1
Significant wildfire risk and diseased trees. forest management needed before OHV trails should be developed.	Sustainability	Management Issue/ Concern	0	0	0
No culvert or bridge. OHV use creates ruts which prevent water flow to the lake.	Sustainability	Management Issue/ Concern	1	0	1
No culvert or bridge. OHV use creates ruts which interfere with water flow from creek	Sustainability	Management Issue/ Concern	0	0	0
no bridge or culvert at creek crossing	Sustainability	Management Issue/ Concern	0	0	0
No bridge or creek crossing (ephemeral creek)	Sustainability	Management Issue/ Concern	0	0	0
Creek crossing. Need culvert or bridge.	Sustainability	Management Issue/ Concern	0	0	0
Ephemeral creek crossing, need culvert/ bridge	Sustainability	Management Issue/ Concern	0	0	0
Creek crossing. Need culvert or bridge.	Sustainability	Management Issue/ Concern	0	1	-1
beautiful trails in here and getting destroyed by OHV. Needs restrictions. Access to Marie creek could have a bridge over it.	Sustainability	Management Issue/ Concern	0	0	0
Beautiful trails in here should be managed. Lots of damage by OHV	Sustainability	Management Issue/ Concern	0	0	0
Trail is disintegrating, It would be nice to fix this trail to get to	Sustainability	Management Issue/ Concern	0	0	0



Interactive Mapping Tool: Line Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
Connection from Cold Lake to the golf course	Connection	Build/Expand New	6	0	6
Connect trail so that there is a loop	Connection	Build/Expand New	0	0	0
Connect trail around the lake.	Connection	Build/Expand New	0	0	0
Connect wolf lake and marie lake trail networks to improve long distance loop and potential tourism appeal	Connection	Build/Expand New	0	0	0
Connect this system.	Connection	Build/Expand New	0	0	0
Twin this trail corridor for motorized and non-motorized use to provide an enjoyable experience for all users to access the trestle.	Connection	Improve/ Enhance Existing	1	1	0
Between goldenrod gate over to the millenium trail around 16 ave	Connection	Build/Expand New	4	0	4
49 Street by Holy Cross to be connected to 49 Street behind mall. This would allow kids to safely commute to school away from the highway. Also allows access to Bike Park & Mall for residents of CL South.	Connection	Build/Expand New	0	0	0
Along 54 Ave to allow safe access for kids commuting to/from Holy Cross & for residents to safely access Millennium Trail without riding in traffic. Sidewalk is well-used by families & becomes congested with dog walkers/bikes. Roadway is wide enough to allow a raised cycle path or bike lane.	Connection	Build/Expand New	0	0	0
Finishing the Lakeshore trail to the East edge of town, and then creating a connection to Muriel Lake MD Park, would be great for both road bikes and mountain bikes. A pretty easy distance from Bonnyville and a beautiful destination that has way too low of a profile!	Connection	Build/Expand New	0	0	0
Need a better access point to the mall without having to walk down the road.	Connection	Build/Expand New	0	0	0
Connect trail this to the back parking area please too!	Connection	Build/Expand New	0	0	0



Interactive Mapping Tool: Line Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
This is a popular route for walking pets. Many teens bike, scooter & skateboard between town & LARA. The condition of the road isn't great and it would be safer for all if non-motorized & foot traffic had a designated path.	Connection	Build/Expand New	0	0	0
Tail along road to english bay. lots of people waling in this area	Connection	Build/Expand New	0	0	0
OHV trail from Iron Horse to casino	Connection	Build/Expand New	0	0	0
Waterfront trail in municipal reserve land. The waterfront is NOT private, it's public land	Connection	Build/Expand New	0	0	0
Snowmobile trail needs to be developed and obtain easements	Connection	Build/Expand New	1	0	1
improve existing and create bridge over ponded area. restrict OHV	Connection	Improve/ Enhance Existing	0	0	0
maintain existing trails back here restrict OHV	Connection	Improve/ Enhance Existing	0	0	0
need a cut across to make this loop smaller for a quicker walk	Connection	Build/Expand New	0	0	0
on the water line out of cold lake to the golf course	Connection	Build/Expand New	5	0	5
Trail connecting Cold Lake to Kinosoo Resort and French bay campground	Connection	Build/Expand New	6	0	6
Connection from Cold Lake North to South down Baywood road and access to the Provincial park	Connection	Build/Expand New	16	0	16
Trail	Connection	Build/Expand New	0	0	0
Connect existing trail to country side and country lane estates.	Connection	Build/Expand New	0	0	0
Connect Wolf Lake and Tucker Lake trail systems for a long interconnected loop for summer and winter motorized use	Connection	Build/Expand New	1	0	1
This route makes more sense than the proposed route along Twp 624, and RR 415, both of which are heavily travelled roadways, creating a less than ideal peaceful walking trail.	Connection	Build/Expand New	5	2	3



Interactive Mapping Tool: Line Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
This section, if it results in a walking trail, would not be a tranquil walk, with a large traffic flow along both these roads. The odds of wildlife viewing is very low, being along a roadway.	Connection	Management Issue/ Concern	4	1	3
It is necessary to consider this new trail to allow all the residents of Country Lane Estates and Country Side Estates to safely walk or ride a bike to access the Energy Centre. And at the end point of this trail, there should be a traffic light which would allow to safely cross the highway while walking or riding a bike.	Connection	Build/Expand New	6	0	6
Expand millenium trail to the bike park to ensure safe passage for cyclists. Students at École voyageur will also be safer as they often bike to school.	Connection	Build/Expand New	2	0	2
This could also be another optional route	Connection	Build/Expand New	2	0	2
Connect African Lake Trail to TSR 631A and new bike park	Connection	Build/Expand New	1	0	1
Link between African Lake walking trail & Bike Park. Will provide a true "network" & connects mall to the North, to the South.	Connection	Build/Expand New	0	0	0
Extend this trail system.	Connection	Build/Expand New	0	0	0
This road should be made accessible to the community garden! At least have a turn around area so you can go back the way you came without having to turn around on the trail or grass areas.	Connection	Management Issue/ Concern	0	0	0
We need to have a trail connecting 25 street to Creekside Estates and/or the Hwy 28 trail. There is too much traffic and would be a great area to connect to than having to go out of your way to stay on sidewalks. Just throw a crosswalk with lights wherever it will cross 25 street.	Connection	Management Issue/ Concern	0	0	0
Please add a sidewalk or trail to connect these areas. Why do the sidewalks just stop and force people onto the roadways.	Connection	Build/Expand New	1	0	1



Interactive Mapping Tool: Line Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
A trail system through here would be a neat addition to access the library and keep you off the main roads.	Connection	Build/Expand New	0	0	0
Extend this trail. Make sure no OHV access it though.	Connection	Improve/Enhance Existing	0	0	0
Winter snowmobile trail current alignment is dangerous	Connection	Build/Expand New	1	0	1
Snowmobile trail to Borque Lake	Connection	Build/Expand New	0	0	0
Snowmobile trail from beaver river to connect existing skidoo trail to hut	Connection	Build/Expand New	0	0	0
Snowmobile trail from lake to gas station	Connection	Build/Expand New	0	0	0
Bike Path should route around the mall so that there are not so many dangerous crossings. access mall from back	Connection	Improve/Enhance Existing	0	0	0
maintain existing restrict OHV	Connection	Improve/Enhance Existing	0	0	0
this is a busy road, A trail would be nice	Connection	Build/Expand New	1	0	1
Millennium Trail surface over most of CLN to CLS needs crack, hole repair or resurfacing	Efficient Implementation	Improve/Enhance Existing	1	0	1
Wilderness trail	Quality of Experience	Build/Expand New	0	0	0
Good dog walking area on old dump site. could be developed into park / trails	Quality of Experience	Improve/Enhance Existing	0	0	0
There is a trail here that should be improved and OHV needs to be restricted to winter	Quality of Experience	Improve/Enhance Existing	0	0	0
improve and restrict ohv	Quality of Experience	Improve/Enhance Existing	0	0	0
This is an MD owned property that is supposed to be used for access the lake but it is very overgrown and not maintained.	Quality of Experience	Improve/Enhance Existing	1	0	1



Interactive Mapping Tool: Line Feedback	Theme	Feedback Type	Agrees	Disagrees	Net Support
Improve African Lake Trail surface to allow bike and e-bike better connection to bike park and Millennium Trail via TWR 631A	Quality of Experience	Improve/ Enhance Existing	2	0	2
Just slightly resurfacing this short chunk of the IHT to make it cyclable would be a HUGE improvement to the local network. I shouldn't have to cycle on 660 to get to the Provincial Park. And it doesn't have to be paved, just tighter gravel could work even for road bikes.	Quality of Experience	Improve/ Enhance Existing	0	0	0
People storing large boat lifts on trail during the winter prevent walking access to this trail. Trail is supposed to be non-motorized access only but people often drive ATVs and vehicles on this trail entering it from the back of their lakefront properties.	Respect	Improve/ Enhance Existing	0	0	0
This could be the revised route to solve issue of being to close to landowners property	Respect	Build/Expand New	3	0	3
This section traverses between 2 land owner properties, one of which has a horse barn and animals in very close proximity to the proposed trail, which could pose a danger both to the horses and the potential trail users. The other land owner would also have potential foot traffic walking very close to a rear bedroom window. Not ideal. And if this is potentially a mixed use trail, would not be acceptable for either land owner.	Respect	Management Issue/ Concern	2	2	0
See other 54 Ave line. To improve access to Millennium Trail & keep bikes off busy roadway.	Safety & Security	Build/Expand New	0	0	0
Poor location for snowmobile trail. Dangerous and difficult to ride because of snowbanks and intersections	Safety & Security	Management Issue/ Concern	0	0	0
Bird Sanctuary. No access May 15 to August 15. Cuts off existing trails. Minimal bird population and AEP no longer install signs.	Sustainability	Management Issue/ Concern	0	0	0



APPENDIX D: WRITTEN CONTRIBUTIONS FROM SOUNDING BOARD AND INTERCEPTS

INTERCEPT ENGAGEMENTS: MD/COLD LAKE STICKY NOTES (JULY 24-26)

- Better signage needed
- A lot of quads so trail connectivity between Ardmore and cold lake would not be beneficial as the Iron Horse already exists
- Do not pave the Iron Horse Trail
- Visitors from Calgary would like to see more hiking trails
- Increase promotion of amenities
- Military base has a stable for horses as well as publicly accessible trails to ride
- More paved trails throughout cold lake
- Pulls offs, fire pits on the iron horse trail
- Decking should be wider on the Beaver Trestle
- Better signage and wayfinding
- Awareness of use and how their use affects all users (ex. Individuals on horses and ATV's spooking the horse)
- Safety awareness and promotion
- Old dump road trail (unsanctioned) but very popular behind a subdivision
 - » Snowmobiles paved out path which makes it easy to walk in the winter
 - » Individuals places hunting shack there last winter and city fenced it off
 - » Patrons would like to use this trail again
- Kayak lockers at the marina
 - » Easy access. In the water in a few minutes and do not have to lug the kayak around
 - » Increased use
 - » Kids can use
- Outdoor roller rink in the summer and rink in the winter (eg Halifax oval)
- Prefer going into the trail from the tree line
- High speed ATV's are ruining the trails
- Good job keeping highway vehicles off the trail
- Better connectivity throughout Cold Lake
- Extend waterfront path
- Better maps and wayfinding
- Not enough public access on the beach
- Washrooms at launch sites
- Boat launch for bigger boats to access
- Pickup trees on trails

INTERCEPT ENGAGEMENTS: MD SOUNDING BOARD THEMES (AUGUST 9 – SEPTEMBER 9)

- More information signage
- Km's marking post
- Rain shelters, emergency places, warm up cabins for sledders
- More camping, rustic camping, atv camping, backcountry camping
- Cut grass more often
- Loading ramps
- Washrooms along the trails
- Maps, trails hard to find
- Benches
- Picnic and fire pit areas, more day use areas



APPENDIX E: STAKEHOLDERS APPROACHED/ENGAGED

The following organizations were approached with an invitation to participate in the project's engagement phase.

Stakeholder	Status (# Individuals)
Alberta OHV Association	Declined/No response
Alberta Snowmobile Association	Deferred to Bonnyville club
Alberta TrailNet Society	Interview (1)
Beaver River Fish & Game	Declined/No response
Beaver River Naturalist Society	Declined/No response
Bonnyville Nordic Ski Club	Interview (1)
Bonnyville Snow Dusters	Pending/ Unable to schedule
Canadian Forces Base 4 Wing Cold Lake	Interview (3)
Cold Lake ATV (Facebook)	Declined/No response
Cold Lake Fish & Game	Declined/No response
Cold Lake Motocross Club	Interview (1)
Cold Lake MTB Park	Pending/ Unable to schedule
Cold Lake Snowmobile Club	Interview (3)
Conseil de Développement économique de l'Alberta	Declined/No response
County of St. Paul	Deferred to IHT
Cowboy Town	Pending/ Unable to schedule
Government of Alberta (Environment & Parks)	2 Meetings (12)
Frog Lake Snowmobile Club	Declined/No response
Hamilton House	Declined/No response
Iron Horse Trail / Riverland Rec Trails Society	Interview (2)
Kinosoo Ridge Snow Resort	Interview (1)
Lac La Biche County	Pending/ Unable to schedule
Lakeland Agricultural Research Association	Interview (1)
Lakeland Industry & Community Association	Declined/No response
Lakeland Long Riders (4H)	Declined/No response
Moose Lake Watershed Society	Interview (1)
Muriel Lake Basin Management Society	Interview (1)
Penner Ranch	Declined/No response
Prominent OHV users	Interview (2)
Summer Village of Bonnyville Beach	Declined/No response
Summer Village of Pelican Narrows	Declined/No response
Town of Bonnyville	Interview (1)
Travel Alberta	Interview (2)
Village of Glendon	Interview (1)
Western Canadian Wagon Trail	Declined/No response



Standard interview questions were provided in advance of interviews and were used to guide conversations.

STAKEHOLDER INTERVIEW GUIDE

STRENGTHS

1. What are the strengths of trails and related services in the M.D./City?

OPPORTUNITIES TO IMPROVE

2. The Intermunicipal Trails Master Plan will outline strategies and actions to improve our network of trails and related services. What challenges / issues exist? (Please think about your own group / organization and more broadly on a regional basis?)

FUTURE PRIORITIES

3. What trends or changes have you noticed related to trails? (e.g. Has your organization grown, declined, or stayed about the same? Have you noticed any changes with activity interests or desired types of activities?)
4. The Intermunicipal Master Plan will set priorities for trails and related services. What do you think they should be? Please explain your rationale. Please explain how you think these priorities and focus areas will benefit your group/organization and the region as a whole.

PARTNERSHIPS & COLLABORATION

5. Partnership and collaborations are essential to sustainable trails. What opportunities do you see to start or enhance these partnerships?

OTHER

6. Do you have any other suggestions related to the project?



APPENDIX F: FIRST NATIONS AND MÉTIS SETTLEMENTS APPROACHED/ENGAGED

The following First Nations and Métis Settlements were approached with an invitation to participate in the project's engagement phase.

	Status (# Individuals)
Cold Lake First Nation	Online meeting (3), awaiting written submission
Kehewin Cree Nation	Declined or no response
Frog Lake Cree First Nation	Declined or no response
Saddle Lake Cree First Nation	Pending/ Unable to schedule
Heart Lake First Nation	Declined or no response
Elizabeth Métis Settlement	Declined or no response
Fishing Lake Métis Settlement	Declined or no response
Buffalo Lake Métis Settlement	Declined or no response
Kikino Métis Settlement	Declined or no response





