

## Trail User Sub-Committee Workshop

May 29 2008-06-16 Cobourg, Ontario

### **Agenda:**

PPT Presentation by Northumberland County-Bill Pyatt: Workshop Outline  
Response from MMAH  
Context for Tonight's Discussions  
Master Plan Goals  
Our 6 pre-conditions  
Relations to Master Plan Process  
Role of Trail User Sub Committee  
Dr. Marsh

Bill Pyatt acting as Chair tonight, Peter Delanty is away at the Federation of Canadian Municipalities meeting. Some news to deliver, Ms Judy Snider has resigned from the County and accepted employment with the Ministry of Government and Consumer Services as a Senior Procurement Consultant. She leaves on May 30th after 15 years of outstanding service. We are sad to see her go but thrilled for her in this new and exciting career path. We have ordered pizza but as it is running late we will go through this PPT and then break to eat.

### **Introduction By Bill Pyatt:**

Tonight's session will run to 9 PM.

Ken Hoeverman, Executive Director of the Ontario Federation of Trail Riders will be sitting in for Bob Kennedy of Northumberland Trail Riders

The outline for tonight includes the reply from the Ministry of Municipal Affairs and Housing (MMAH), setting the context for tonight's workshop and the role of the trail user sub-committee and giving Dr. Marsh time to assess the ability and willingness of the trail user groups in contributing to the maintenance, signage, patrolling and education of the trail system.

*I am not happy with the MMAH reply, I want a for sure answer from the Minister, this is like swishing feet in the water, is it yes or no?! Just tell us what is and isn't allowed.*

We will be talking to County Council about this, it is on the list to take a report to them. The FAC is not a recommendation body, it is a sounding board as per the Terms of Reference for the FAC. When the Warden wrote the letter to Minister Jim Watson she was very specific in the questions posed and I am not at all surprised by his answer, in fact I am the least surprised person in Ontario by their answer. The answer is very clear in saying continue on with the advice you received from your solicitor. If our lawyer is right it will up to the courts to decide but the Minister could have been silent on that otherwise.

*The ORM crosses 32 municipalities, each one has to re-invent the wheel? Its like the province is going “here is the legislation and you solve the problem.” Can’t have it both ways and yet that is what they are doing here.*

*I have heard through discussions with staff that the ORMCP was intentionally made vague so that there is flexibility at the local levels of implementation. Municipalities have to make the best that they can.*

*As an observer here tonight I did not know the response from the MMAH would be discussed with this sub-committee. Four workshops ago it was said that there are other opinions out there, this is a very strategic moment tonight and we need to clear the legislation bit NOW. The County is irresponsible to accept the one opinion from your solicitor and take heed on the comment from the Minister.*

The County can obtain 6 different opinions on this and spend \$10,000 on each, but we consulted with those who were neutral and had the best insight around the intent and spirit of the ORMCP. We do not believe we have been irresponsible, we have been responsible with the tax payers money. I am going to cut off this conversation here. The FAC is a sounding board and we receive your input and consider it but staff and consultants will be making the recommendations to Council and if we are challenged, so be it.

*Can I have a copy of the Warden’s letter to Minister Jim Watson?*

Yes I will get that for you when we break for food.

I want to remind you all that we are embarking on something new here and as we do this lets review the Forest Master Plan Goals. We have been, and will continue to, consider the deliberations from the FAC. We do not want to compromise the natural heritage features and functions and must identify where compatible uses can operate on the property.

The Trail Study is one part of the Master Plan, one component or chapter. We must meet the overall goals and values, anything put forward tonight must be able to demonstrate the 6 pre-conditions.

As one part of the Master Plan the trail system must meet the overall goals and values, anything put forward tonight must be able to demonstrate that the 6 pre-conditions are satisfied. The 6 pre conditions are:

1-protect and enhance the ecological integrity of the County Forest Ecosystem first and foremost, the value is not negotiable. 2-Honour and comply with all legal requirements that apply to the Northumberland County Forest and its ecosystem. 3-Will only allow uses that do harm or have adverse effects on the integrity of the forest ecosystem. 4-Trail recommendations will be reviewed and assessed in the context of other uses and activities in the Forest such as forest production, fire protection and recreation uses. 5-Provide for enforcement of eventual policies and programs adopted for the Forest. 6-Are vetted through the on-going involvement of the Forest Advisory Committee. Again we have to

be able to demonstrate that these 6 pre conditions are being met.

So how do we see the relationship between the trail system and the Master Plan process? Fred Johnson has given strong advice that the County needs to expand its existing ecological inventory data, and compile it more formally to show in more detail the various forest ecosystems out there. This slide has few words to keep it from being cluttered. We need to be sensitive to the mobility and values of each area, we are looking to create a series of maps which can be overlaid, i.e. GIS. Almost like, if you have seen or are familiar with, an official plan for municipalities. The data can show as various zones in the Forest, from the highest sensitivity (eg ANSI) to areas that are fairly robust (e.g. pine plantations).

*Are 6 conditions prioritized least to most important? They appear to be structured as such.*

As per the minutes from the January 12th session the numbers do not reflect any priority. A numbering system was given so an individual pre condition could be referenced. But is it the facilitator's belief that #1 is the most important. I agree with that belief.

The reason for better documentation of info (of the existing ecological inventory) is to establish a baseline of environmental conditions from which to measure future decisions and actions thoroughly. So if a year from now we decide to do something it is very crystal clear, we can refer back to a 6 month period, or 12 month period. If it is not working and has to change we can do so based on our baseline records. This is one of the reasons Fred recommends we do this exercise.

So we are proposing to do this over the next 4 months, with Mia working closely with Fred and other resources. We have to do more documentation and it may be that we identify work to be carried into next year. We envision the product to be a map, or a series of maps, with zones showing the most robust areas, like the plantations, through to the ANSI's and areas that should be ANSI's. Zones will be based on criteria such as ecological value, vegetation qualities, wildlife habitat and needs, soil types etc. These maps will guide the location of trails and the protective efforts as well as define "out of bounds" areas, or protected areas. A system will be developed to classify uses, like an official plan if you have ever seen one.

Once this is completed Dr. Marsh can use information to finalize his trail recommendations. I do not see this so much as a workshop tonight, at least do not see that the input will define any trails, eg. ski trail on north half of Dunbar at Isaac Road which will be 3 meters wide. Tonight is for thinking about the general goals and desires of the 8 trail user groups on the FAC and on standards and signage and willingness or ability to contribute to the maintenance of a trail system.

The role of this sub committee is to provide input to Dr Marsh on trail design standards, who can share multi use trails, who is willing to work with the County to ensure safe and sustainable trails. The County does not have a big budget for this so we need to look to

volunteer efforts and work towards the goals together. We would like to develop volunteer partnerships, you help us help you, lets do it together and make something we can be proud of. This sub committee will also provide an ongoing forum for trail user issues, bringing forth any impacts on adjacent properties and residents as well as the impacts on the municipalities in which the Forest resides and work with the County to resolve conflicts.

The goal for tonight is to get feedback on the whole gamut of standards, talk about whether trail user groups can collaborate, can the County count on volunteer efforts to do more with less? How can we help each other? To keep peace in the Forest, as Chair Peter Delanty often says, we need to work together. We are not here tonight to state which snowmobile trail will run from where to where, we have a lot of work to do before we can draw lines in the sand. But we would like to try and identify the general goals of the user groups, what kind of linkages they are looking for etc. We cannot draw any lines however until certain issues are resolved such as the township owned road allowances and the ecological sensitivities. We do want to better understand the goals of each trail user group though.

I think this could lead to the coordination of maintenance, signage and patrolling in the Forest. Again, with limited resources, and this workshop not being the premise to draw lines in the sand, but rather to talk broadly about trail issues. Until we have an environmental map with zones, some of which may be exclusionary, Dr Marsh cannot finalize his recommendations.

If there are no further questions perhaps snow we can break for pizza and regroup in about 10-15 minutes. Thank you.

## Dr Marsh-Trail Standards

### Agenda:

2. Workshop introduction and overview of goals for tonight
  - a. Determine which means of travel will be considered on which trails in which months in the 3 proposed designated use areas
  - b. Determine standards for, and acceptable levels of impact on trails for each of means of travel
  - c. Determine appropriate signage for all types of trails and involvement of trail user groups in providing, monitoring and maintaining the signage
  - d. Determine the contribution that each trail user group can make to the monitoring and maintenance of trails
  - e. Determine the contribution that each trail user group can make to the patrolling of trails
  - f. Discuss the route of the Oak Ridges Trail
  - g. Identify routes for motorized trail users to by-pass proposed designated use areas

Hi folks, in regards to the agenda for this evening I would like to start with item 2-B (second on the list), the standards and work through the rest of them as time allows. Item 2-A is more controversial and more about lines on the map, which we are not intending to do tonight. So lets start with standards, go onto to signage and contributions you think your trail user groups might be able to make in terms of management of the trail system, in particular on trail maintenance, signage, patrolling and education, and of course anything else you think your group can contribute to.

Some people feel that perhaps we are moving ahead when some basic issues are still unresolved, such as motorized versus non motorized use, road right of ways etc. As the trail consultant, yes certain decisions, or recommendations, cannot be made until these are resolved, either by the County or legal means or deputation to Council or whatever. But there are things we can get on with such as what I propose for tonight. These agenda items need to be dealt with regardless of the outstanding issues and the 3 proposed designated use areas. Now I am not saying these outstanding issues don't have a bearing, of course they do, but whatever those decisions and outcomes might be, we will still need trail user groups to contribute to trail maintenance and identify trail standards. The NCF would be very progressive if it could develop a good set of standards. There are plenty of manuals out there offering "best practices" on standards but they are not always the best to use. It depends on what the local groups want. Also we must not only implement these standards but monitor the trails and incorporate or apply such standards to the environmental impact. As far as I know no agency is responsible for the enforcement or supervision of environmental monitoring among protected areas, but quantified standards relating to the environmental impact would be excellent! Something like this would bring closure to the endless debate of whether the Forest is being destroyed or protected. Northumberland County could be very progressive in moving further than other agencies have, and it requires your input, discussion, monitoring, compromise, environmental research etc.

It is perhaps helpful, when talking about trail standards to think of how else standards are used. Think of how cities use them, education, housing/buildings, roads. Standards are adopted to make decisions on how a building, such as this new County building, could or could not be built, by and large standards are understood to be very useful tools to resolve a lot of things. I will mention now some reasons why we should work towards developing measurable standards.

## Trail Standards-WHY

### 1) Safety

In thinking about standards for any means of travel the first thing to think about is safety. We want to ensure a certain level of safety, the safest trail is one that doesn't exist. How can a trail be safe? How skilled does one need to be to pursue an activity safely on that trail? In thinking of standards as we go through this safety should be the starting point. E.g.: trail should be “this” or X user group will be unsafe when using the trail. Related to this issue is that of insurance and liability. It is difficult to get insurance for natural areas and trail activities if certain standards are not met, just as house insurance cannot be obtained unless a new oil tank is put in or a new roof gets installed. For trails, insurers may require that a boardwalk be replaced/installed, 911 signs be updated, insurers may also request that trails are used by group members or maintained to specific set of standards and maintenance regimes. Like it or not, it's a general trend and the County is going to be concerned with the potential for accidents and having adequate insurance.

### 2) Quality of experience

One would always like to provide a better trail experience than a person may have had in the past. Probably most of you have been in other places and though there are better trail signs, for example, or groomed trails, I assume you also have been to places where these things were not so good. Only you and the County can decide on the quality of trails to provide in the Forest. You want safe and happy people, perhaps want to attract tourists or make some money. To achieve these you must aim for high quality trails and trails are available everywhere so what is unique about the trails in the Forest then? Why would people want to come here if the trails aren't of a good quality? What are you willing to do to create quality trails, and what are you willing to pay?

Bear in mind one can spend hundreds of thousands of dollars on just a few kilometers of trails. Now not all the trails in the Forest need that amount of work, but a load of gravel here, a gate or barrier there, new signage, it all costs. It amazes me when trail groups offer the option to donate a bench or a tree to a park when you can go to Canadian Tire and get the same thing for \$30! Yet the agency will say to commemorate the tree or bench will cost \$900!! So, the quality of trails and standards relating to trails have implications on money and willingness to spend it.

### 3) Maintain aesthetics

It is a pleasing view when one goes into the Forest or onto a trail. There are a lot of complaints on damage to the environment, but these are largely based on peoples' distastes on what they see, for example, when a trail is misused it becomes widened or muddied. These are legitimate concerns and hence why it is important to have standards. We would like to provide an aesthetically pleasing experience as well as a safe experience.

### 4) Protection of the environment

This is a very tricky one if you are not sure of what level of protection is desired. In the introduction remarks (by Bill Pyatt) you heard about protection, in reality the best way to protect the environment would be to exclude everyone. No logging, no motorized use, no non-motorized use etc. Obviously that will not be the case and so having standards assumes that you are willing to tolerate some level of change. Core values, such as protection of species, should be recognizable in the Forest. Again, another justification for why we need standards.

### 5) Type of standards

Before we get into the discussion consider what type of standards you would use for the reasons provided. There are 3 prototypes of standards and several kinds of design and construction manuals telling you how to build the "perfect trail." They don't all agree and it is very important to recognize this. A highly recognizable agency, like the International Mountain Biking Association (IMBA), or the Ontario federation of Snowmobiles (OFSC) and even the Metro Toronto Conservation Authority all have +100 page manuals which don't necessarily agree. One can't just look to one of the many manuals. They don't all agree because of differing quality objectives or are dealing with different environments or levels of use etc. But, they are available and here today. Bruce Trail, Huron Trail, some of these are referenced in the draft trail study report and no doubt some of you have your own standards. Design and construction standards-new trails presumably develop the standards and follow as they are built-cannot build in a wet area or on steep slopes. In the Forest we are mostly dealing with existing trails which are mostly in OK condition, at least in our fuzzy notion of trails at this time. We need maintenance and standards to bring these existing trails in line with what we think would be safe and aesthetic etc. The third type of standards is the acceptable level of change to the environment and the hardest to come to grips with. In fact I haven't seen an agency come to grips with this yet!! If one doesn't quantify standards then one could argue into eternity about them because each person views it differently. I asked you to answer one question on the handout about the maximum depth of erosion for whatever reason, be it for safety or aesthetics or environmental impact. So I have tried to give you the information about why you need standards and what to consider in developing them.

Are there any questions?

*There are very different standards out there so how do we know which ones we want to implement here?*

Well if you hike, look for what experience you want here, say a hike standard developed for the prairies or the Rocky Mountains, or a lesser use versus a multi use, all would need to be customized to the desired, local experience. It is easy to go with existing standards, like how the snowmobilers know what standard is good for what location but while some existing standards are good, others may need some modifications. Also there is a need to measure the standard with the pre conditions, if the standard doesn't fit then it needs to be modified or it's not good.

It is hard to mesh standards for any one particular activity, like in the case of multi-use trails-whose standard do you adopt? Does it spoil it for the other multi-users?

Maybe choose compatible uses if standards are too different, or think of separate use. The general notion is that you could walk on the road if there were no sidewalk, but is enjoyable? If it is all that is available and there are no cars then its not so bad.

Let's move on with the items we have on the list that was provided to you ahead of time, even if you didn't have time to fill it in prior to tonight.

## Trail Standards-User Groups

*Have you given any thought to how a standard we come up with will affect the existing trails? What about narrow trails? Would we widen them? Is that acceptable practice?*

Yes, if you can justify it in terms of environmental impacts or are in an identified "eco-zone," for example in the Ganaraska there is a large variety of trail types but one group approached them looking to host a provincial mountain biking race. The group said they found the existing trails to be too wide and so they received approval to create new, narrower trails so they could host the event. Now if one didn't want to host such an event they could have declined on the trail modifications. In the County Forest, some trails are no where near any kind of standard and should be closed, other are in the wrong place and should be re-routed but we shouldn't eliminate any possibilities.

*A set standard of trails determines who should use them. In our "equestrian sub-groups" there are those who have different ways of experiencing trails, like those who ride on ponies or those who want solitude. So is it in our standards that we consider what range of these "sub groups" we want to accommodate?*

For any activity there are different expectations of trails, so you can base it on these user sub groups or base it on standards that will satisfy the majority of your users. This is usually the best, but ultimately you have to decide what is best for the forest, regardless of whether or not it's a motorized activity, which sub group ought to be catered to, who is the common user?

For example, the Kawartha Nordic Ski Club, north of Peterborough, is a group of volunteers using crown land. They are now trying to cater to 3 types of skiers, originally

it was the family demographic and they had reasonably competent Nordic trails. Now the trails are typically groomed. Part of their system is catering to the families, who is perhaps their biggest market. The other demographic is like Alasdair's group-narrow trails and more challenging and the third group catered to is the skate-style skiers. The skate skiers modified existing trails for the skate style. The Kawartha Nordic Skiers decided to cater to these 3 types as the activity evolved over the years and based on their members and trying to satisfy the different types. We have to decide if we want to do the same or say, as is often the case, sorry we don't provide that. If you want that kind of experience you have to go somewhere else. If we do provide a certain experience its because of the market in the past, or is better suited or decided that we want to make the Northumberland Forest significant for a certain type of experience. Some people may like to walk side by side, hand in hand, for example. If one doesn't want to provide common standards then we must look to making different trails for different experiences based on user desires or expectations. The Kawartha Nordic Ski Trails is one of the best run ski areas in Southern Ontario.

In the Forest we need to look at all access trails as per the ORMCP. There are widely accepted standards for trails for wheelchairs in particular. But we also must allow the user to determine if the standard is suitable to them. We don't want to categorize people without knowing. If we provide the map and standards then we can help them identify if the trail is the fit they are looking for, let them come and see for themselves if it is what they want.

Now lets take the form that sent out to you, extra copies are at the back, and maybe we can, not sure how to do this...maybe we can go around the table here and get your responses to these ideal trail standards first and then revisit each one and see if we can get any sort of consensus. I want you to speak out given what I said, and proclaim if you are speaking on behalf of the general demographic or a sub group of your user type, please differentiate which.

Now each person go to a flip chart, put your "means of travel" at the top and the info to #11 on the form. We will get to impact standards on the second round, but for now each grab a flip chart and do numbers 4-11, thank you.

By the way folks, this is Ken Hoeverman of the Ontario Federation of Trail Riders, he is sitting in tonight for Bob (Northumberland Trail Riders). Ken works in Haliburton on the hiking trail and is on the Ontario Trails Council (OTC) board also. *I have lots of experience with shared use, such as in the Simcoe County Forest they have shared use. I also have experience with disabled people, mushroom pickers etc. I have seen them all at the same table and believing in the shared use concept. I have found that in municipalities where there is no consensus the use continued and was more problematic if they stopped allowing it. The police treated renegade motorcyclists as low priorities, their main concerns would rest with a domestic abuse call for example, over a renegade motorized user. So municipalities must turn to volunteer groups to provide stewardship patrols and create peer pressure-ATV to ATV enforcement and education, dirt biker to dirt biker, saying "hey cut it out or we all lose!"*

Ok, thank you Ken, now onto the flip charts!

### **Northumberland Cross Country Skiers:**

Maximum width depends on terrain, need wider trails when going uphill. Cleared width on either side: our trails are basically classic style, we have no desire or financial ability to include skate style skiing at this time. We have a minimum height of 3 meters but there is concern over this height for downhill skiing due to branches. Max slope: the hogs-back is a good challenge, the theory of slope...but skiing up it is OK (think its about 20 degrees), again it's a good challenge! Now there is a lot of erosion damage from motor vehicles, this creates a safety issue and problems for us as it wrecks the ski trails, especially when we don't get much snow. This year was great but it varies year to year. Curves: doesn't really matter, 90 degrees is good for stopping.

*How much length of trail at 90 degrees? 90 degrees may not be so bad over 30 meters but over 1 meter it would be very difficult.*

*In the Ganaraska one section has a 90 degree turn which most people walk.*

There are no turns like that in the County Forest! I would rather take my skis off than hit a tree. Lessons are available. We just need enough to get through so about 1 meter. As for maximum depth or erosion, nil.

### **Oak Ridges Trail Association (ORTA) :**

As a hiking group our minimum width is 0.6 meters, we don't have a maximum tread width so lets use the same number. Cleared width is 1.5 meters, we have a standard usage guide which applies to the whole Oak Ridges Trail, where it is trail and not road. The minimum height is 2.5 meters, maximum slope is not specified, it is not desirable to have it very steep but sometimes it happens. This group can handle a 90 degree bend, its quite easy when walking! Well maybe not for all but for most! We don't normally build gateways but we do use a stile system over fences. I have seen certain recommendations for certain types of gateways when walking and hiking though. Other standards? Well trail surface, no large roots or rocks and we are in the practice of removing logs that have fallen over the trail, basically anything over 8 inches is cleaned up, if its under we leave it. Of course we take care when walking and don't leave anything behind.

### **Pine Ridge Orienteers:**

We are primarily on foot. We can adapt to the conditions that exist. If trails improve or become closed we would still use them. Our only deterrent or obstacle is the brush left behind from logging operations. *Isn't this activity about being off the trail?* You have to start on the trail and then choose a route to go cross country. So some standards could be to not run through ANSI's and have perhaps other off limit areas, or zones. So not so much about soils and soil conditions but rather about zones because we are "off road." Logging does limit large sections and makes it difficult because we have to route ourselves around. *This is the first time I have seen orienteers at a user meeting. It is useful for the municipality and I think this use is very cool. Is geo-caching the same?* Not really, no. But geo-caching is growing fast and in fact there was a paper published 3 years ago for provincial parks on the subject as it is a growing activity with some impacts. Geo-caching is using a GPS to find a cache, a cache is usually a small container filled with items and perhaps a registration sheet, where one can switch up items and

mark their name (e.g. take a penny, leave behind a pin from your city). It has a strong internet component, where you go online and look up the caches and then head out in the natural areas or cities to find them. Haliburton has several caches and in fact there are 1-2 in the Forest as well. The trail implications are not that different from orienteering but geo-caching perhaps uses more trails. Regardless both have impacts and that is why the provincial parks had concerns and commissioned the paper.

#### **Great Pine Ridge Snowmobile Association (GPRSA) :**

The machine and grooming equipment need to be able to pass so height is 3.5 meters, cleared width is 2.5 meters and trail width is 4.5 to 5 meters. A 14 foot trail is great for one way traffic but need at least 16 feet for two way traffic. We don't consider the slope and I don't know if there is a maximum slope. *Vertigo?* Yes it is important to know, some places are too steep and other are not. For example we would not want to go up the old ski hill (but as long as the grooming equipment can do it then a snowmobile would be fine. Now a snowmobile can go around easier than the groomer but we use the groomer to guide. *Does the grader need more or less slope?* No.

#### **Ontario Competitive Trail Riding Association (OCTRA) :**

I did not have time to consult with the other user types but the truth is we use other people's trails! It depends on the type of user but we can go from narrow to wide and our policy is to get along with others who return the courtesy favour. Minimum width, well how wide is a horse and 2 legs? Depends on how fat the horse is. I will get standards and gate recommendations from the Ontario Equestrian Federation (OEF). I have been on trails where I can pass but others with me could not. Equestrians and dirt bikes can work together, as long as they continue to practice taking off their helmets and turning off their bikes. This change in habit has made it much safer for us as equestrians, horses don't really like helmeted people! *Thanks, can you get back to me with standards for the common demographic?* Yes.

#### **Cobourg Cycling Club:**

Minimum width should be 40 cm, or 8 inches. Maximum cleared width need be 2.5 meters. A forest fire road, for example, is no problem, maximum width isn't a big issue for us. Maximum bare width should be 1 meter to each side, need to consider the handlebars. Maximum height should be 3 meters, that is more than adequate. Slope, we go with a general 15%, as it gets steeper we get more erosion problems and safety issues with less competent riders. Same for maximum slope across the trail, we don't want to slide as we ride along. Curves: a minimum of 1.5 meters to eliminate a lot of braking action and skidding. Minimum gateways at 1 meter is fine. *Are you representing the average cyclist in the NCF?* Yes. In the Peterborough the maximum slope is 50 degrees but one must be an extreme cyclist, I do know a few folks who routinely end up in the hospital and love it, but I don't think that is the case for us out here in the Forest. Lots of the cyclists use the green trail. When talking about slope there is a difference between rating it as a percentage and as degrees. In percentage its like this-for every meter forward you go up 50%, with degrees it's the actual overall length .

#### **Northumberland & District ATV Riders (NDATV) :**

Minimum tread should at least match the 48 inch bike (ATV are often referred to as

bikes). A 2 way trail (as we expect to have) should be 8-10 feet wide, maximum 10-12 feet. Also we would want it to be clear on each side of the “road” over and above the bike’s tread, so 2 feet on each side. Minimum height, never established, 6 foot should be fine. Maximum slope, 45 degrees is a pretty aggressive trail...maximum slope across the trail? About 30 degrees as we don't want to be too sideways when traveling! *Do the manufacturers specify some of these?* Well it really boils down to riding style and capabilities. A trail should be rated at the start to reflect level of experience suited, e.g. beginners, intermediate and advanced. Minimum radius of curves need to be about 8-10 feet to turn the bike and that is pretty tight. Gateways again if want to keep vehicles out should be around 4-6 feet wide. *In regards to the max height, if an ATV-er runs into trouble and needs to stand up wont you want more than 6 feet of clearance?* A good rider stays sitting even when in trouble. I think 6 feet is adequate, the bike is about the same height as this table. *Bike or ATV?* Sorry, ATV is often referred to as a bike. It’s a de facto thing.

*Does your club have a policy on “side by sides?” Would your club accept these as members?* I believe in the future yes we would so some standards may change because they are a wider vehicle. A side by side is a utility vehicle, side by side doesn't fit in the definition of an ATV in the Ontario legislation because it has a steering wheel. But it is a large growing demographic, mostly of retirees. But they are designed for 2 and there are serious safety concerns if only one person is riding in it. It is much more stable with two people. Forests will have to start accommodating them or have a policy for their use because they are coming. But its not safer than an ATV. *Are these provincial?* No, just general usage. *Do you think there are provincial ones?* Probably, I can look into it.

### **Northumberland Trail Riders (NTR) :**

I know this information is for John so I want to give him the answers he wants. Everyone is familiar with a motorcycle single track trail, these trails have been around for 55 years, same as related events. Now we have cyclists and horse back riders. There are 3 levels of standards, from beginners to intermediate to advanced. Each of these have various levels of challenges from easy to harder. I have a typed copy which I can give you. Minimum tire/tread width is 30 cm, maximum is 0.8 meters (use this because riders like to stay within the track rather than braid or widen them). ATV’s cause widening on our trails, at least on true single track trails where it is narrow and directional. Tread width can be 1 meter, we like narrower trails. Cleared height should be 2 meters, we don't really care about horses using our trails. Slope across the trail can be 100%, we can run alongside a cliff if we want! We like string single track for competition, and often will do straight up or down over 10 feet. Trial motorcycles can almost go negative.

*How safe is this?!!* Very. *We don't want that in the Forest.* Trials are actually slow and quite fun. Curves, well one thing about curves is that we use them in trail design as part of our risk management. When in a plantation it is quite easy to a straight trail in for 700 meters between the trees. But with a lot of curves we can help keep speeds slower. Curves are used in design as a safety feature. For gateways we like to use 1 meter, I have a manual in PDF that I will provide to you. Also it is important to sign the gateway with what uses are and are not permitted, or what uses are appropriate for these standards, not an ATV for example. But in Simcoe County Forest, and in others, we say hikers, horses and cyclists can use the trail but knowing the trails are multi-use. In the Ganaraska and

Simcoe Forests people did not know there were multi-use trails so once their expectation changed it was ok. A dirt bike will cover 100-150 km a day and we always carry a bush saw to clean up trails and note any problems and report them to the property owner. Trial riding is like a ballet on bikes, not up hills and jumps etc.

Thank you all, that was very useful to me. Now if we could do a quick 'round the table on the trails we have now and see the fit with the standards just described.

*I notice that nothing has been said about speed limits.*

Good point. *What is an acceptable speed for a trail?* Speed on trails is a behavioural component, it is important but did not intend to get into that tonight (behaviours). We can only do so much on the ground. Behaviours and the like are very complicated issues and need to focus on education. But it is a good point to bring up and we do need standards, or a code of etiquette, to address this. Now lets go around the table and see if your user group feels that the existing trails meet the standards you just suggested.

## **Trail Standards-Existing Trails**

### **Northumberland Cross Country Skiers:**

Yes the trails meet our suggested standards pretty well. Of course we still have issues on this where the trails have experienced heavy erosion.

### **ORTA:**

The ski trails are perfectly acceptable, some of the snowmobile trails are too wide and rugged, we prefer narrower trails.

### **Pine Ridge Orienteers:**

There are not enough and too many trails, being saturated with trails is a problem for us though. But we will adapt the whatever is there.

### **GPRSA:**

We have been using many of the trails in the Beagle Club area and given some up as well. They all seem to work for us. And as one of only two user groups in the NCF over the winter we don't have a lot of conflict like the (summer) user groups who are much more numerous.

### **OCTRA:**

Speaking for myself and other riders, I find the trails to be fine but my horse is used to traffic and other users. My experience has been that the motorized users stop, take off their helmets and slow down. The trail and the people on it are the same from the horse's point of view. *Please keep the focus here on trail standards, not behaviour.* Some of the

trails are degraded and disappointing. We used to have pine covered trails and now we longer do. This creates a footing issues. With pine needles I can canter on as it creates a soft ground cover but without them the trails are harder and more prone to rutting and root exposure which makes them unsafe for cantering. I can still canter on the sandy trails but they are starting to erode too. The cleared height is fine, some of the nicer trails are getting wider, I am surprised the skiers did not comment on this. North of Bowmanton, East of Beagle Club, the trails are degraded. *Ski trails have widened, I agree, and don't like this. The narrower the better for skiing.* East of CR 45 is great and I like it very much but other riders don't go there because of the motorized users. But there is a lot of single track and wide trails that are much nicer because of the softer (sandier) footing.

### **Cobourg Cycling Club:**

We try to avoid the widening of trails because there is mostly foot traffic in the Beagle Club trails. So we try to avoid the Beagle Club trails altogether and go east of CR 45, or at least east of Beagle Club Road. We find those trails quite adequate. The big issue with the ski trails is there is a lot of use and trail damage regardless of motorized use or not. I am not pointing fingers but the skiers who put the trails in the first place did not do it right. When the trails changed about 4-5 years ago, the skiers took out the winding sections and re-routed onto slopes, which is now a bit messy. On the original Forest Users' Committee (circa 1990-2001) nobody could do anything on those trails except the skiers. The skiers were responsible for the trail maintenance and re-routing. *I wasn't aware the skiers did some re-routing.* Oh yes and in retrospect the trails shouldn't have been where they were. *Which trails?* The Green C, before the hogs-back. The skiers changed the Green C and now it is no good.

And this is why we are discussing standards, to avoid these issues now and into the future.

### **NDATV:**

We find the trails to be great! We can go on rugged terrain and the trails are in great shape for an ATV. *No dangers to note?* Yes, some of the steeper hills need an experienced driver to traverse safely. Correct me if I am wrong but didn't the MNR put in fire protection roads? *Yes, along with some logging access roads, both by the MNR and past harvest operations.* And a lot of these have now been taken over by the different user groups.

### **NTR:**

I have been in the NCF several times and more recently a few weeks ago. The single track trails here are definitely some of the better laid out single tracks in the province for quality and level of enjoyment and adherence to standards. The less slide on the slopes were designed by someone of knowledge. But some problems, like erosion, are common around Ontario, where the snowmobiles remove the vegetation and then with the spring melt, you get erosion. In the NCF this situation exists, for example on roads used by the snowmobilers, the ice compaction causes erosion that an ATV or horse could slip on. Trail widening is also a safety standard, if a trail is widened due to use, certain users will go too fast, so need to keep trails narrower to keep speeds slower. We see safety and standards as hand in hand.

So how can we alleviate the issue of snow/ice compaction from the use of snowmobiles? Let the trails become more natural, snowmobile routes are motorized routes, not trails, they are A to B destinations, not so much trail rides. *I have ridden in the NCF from 9 AM to 4 PM on many occasions. We do that a lot with out local club (GPRSA).* Ok but snowmobilers are typically not trail users as much as they are destination riders. If we removed radius curves and slopes to make the experience less demanding this would be good for the trail but not as ideal of a user experience.....Also you could look to closing trails during certain times of the year, like in the Ganaraska, Simcoe also does this.

Thank you!

## Trail Standards-Trail Impacts

At the bottom of this sheet is an opportunity to suggest what items 13-16 might be for some standards in regards to environmental impact. Inevitably, every activity will have an impact, but how much are we willing to accept? It is not easy to correlate impact with the effects on the vegetation of the Forest as a whole, nor on wildlife. Subjectivity, concern for aesthetics and safety all have a role in delineating environmental impacts for each type of user. Lets go around the table again and get a sense of impact in terms of erosion and widening and where specifically in the NCF would also be very useful.

### **NTR:**

I would suggest avoiding the use of dirt bikes in the Spring and frost seasons to help reduce the rutting, also encourage users to stay on the trail and out of ecologically sensitive areas. *Ok, but those are behavioural issues. Think of how much impact is acceptable in terms of erosion. People are saying the trails are being destroyed but they don't know what that means when they say it. Try to think of, for whatever reason, you think is a suitable depth of erosion. For example, with a mountain bike 10 CM below the normal depth of the ground is acceptable. Beyond that is excessive. So we would try to keep within that standard, is that very tough? Hardly anyone wants to come to grips with environmental impact standards and it makes it very difficult to address accusations of erosion etc issues. We need a collective understanding of acceptable levels of erosion.* Ok for number 13 then, we said 6 CM is preferred, when we get over-rutted or over-used we will re-route the trail and create a blockage to let the trail recover. Usually we re-route 3-5 meters to one side while it recovers. Again this is part and parcel of safety issues too.

Ok, thanks, can you put numbers 13-16 on your flip charts please.

I brought a book with some sound info, I can provide this to you, I brought a copy for John Marsh. At our May 18th event (Northumberland Trail Riders Spring Ride), some of the bikes were not up to standard and we told them that they cant ride in the event if their bikes were too loud. We set up a sound testing “shop” and had the tools at hand to modify the bikes to the sound standard. In the USA they have a system like the breathalyzers, only for sound, and it tells you right away if the bike is a pass or fail in its sound.

**NDATV:**

As a club I don't believe we have a maximum depth of erosion standard but I can check with the Eastern Ontario Trails Alliance (EOTA). Width correlates with tire width, preferably the bare earth would be no greater than the tire width. Our noise standards would follow the same as for the dirt bikes.

**Cobourg Cycling Club:**

Maximum acceptable depth would be 75-100 millimeters, or about 4 inches. Bare earth would be 0.5 to 1 meter. Our noise is, of course, very quiet.

**OCTRA:**

6 CM is reasonable, recognizing that in loose sand it will likely be deeper but there is not as much erosion as there is shifting of the sandy soils. I will check with the Ontario Equestrian Federation (OEF) and it also depends on the individual user. As for noise, well farting is about as loud as a horse gets and I have never come across a measurement for that! But also I don't know what 94 decibels means, an ordinary bike is usually OK but hornets are an issue.

**GPRSA:**

I agree with a max of 6 CM. Bare earth would affect us only in the Fall but we don't use rutted trails with grass, we never have. As for noise, well we can't change the mufflers, its against the law. The industry standards say quieter is better. The government did a bunch of research to see how they could make snowmobiles quieter. Do we know what level of noise affects, or has an impact on, nesting birds? We need to find out more about this, what are the standards and their ecological implications and how do we modify standards to match?

**Pine Ridge Orienteers:**

We don't really have any standards, or levels of acceptance for this. Whatever the scientific community recommends, as for noise quieter is better. I agree with the acceptable levels of the snowmobiles and for dirt bikes quieter is better.

**ORTA:**

We suggest 10-12 CM as a maximum depth, but not grooves (ruts). In that case 6 CM is a good number. Maximum bare earth would be 1.5 meters and maximum noise would be the level of a bird song!

**Northumberland Cross Country Skiers:**

Well skiing is totally dependent on the amount of snowfall. This in turn is affected by the amount of erosion prior to the snowfall, more exposure means need more snow and is less good for skiing. The current level of erosion is unsafe, if it (the erosion) gets just covered then you don't see it until you ski on top of it. Maybe we can develop a way to measure for this....Also a factor in acceptable level of erosion is amount of rock left exposed. Bare earth? Not applicable, same for noise.

Any final comments? I mean we could go "on and on" on this subject but any more

comments on the idea of standards? Lets digest this and then try to compare and draw some conclusions. Thank you for your input in getting us towards this!

## **Trail Standards-Volunteering**

Now for the voluntary commitment form. It is not intended to be legally or financially binding, nor commit you to slaving in the NCF but I would like to formalize an agreement with the user groups to know what is going on and address liability. This is to get a sense, for the County, who has limited resources, what they can count on from your groups, with whatever stipulations you might like to make. For example, if someone destroys your work or you don't feel volunteering is worthwhile I encourage you to mention that.

I have broken this down into maintenance, monitoring the environmental conditions (assuming we have established baselines, as will be done by the end of the trail study), checking to see the trails are changing based on standards and management can be planned thereafter. Also including signage, think if everyone helped with the signage how coordinated the NCF would be and not become one big sign! Give me an idea of whether you would help put signs up, take them down and monitor their locations for vandalism or weathering, anything sign related. Lastly is your user group's ability, or willingness, to contribute to, in some fashion, the patrolling of the various trails, from time to time. I am not suggesting this at this point, but eventually people should be trained or certified or given some form of legal authority perhaps, as is the case with the Ontario Federation of Snowmobile Clubs (OFSC). Consider going around handing out a code of ethics or educating users on the rules of the NCF. Another aspect could be recording license plates to give to the OPP to lay charges if need be. Lets again do this on the flip charts. List the question number and indicate what you would offer, keeping in mind this all very tentative but helps greatly in getting a sense of what the County can expect in terms of volunteer man power.

### **Northumberland Cross Country Skiers:**

We do maintenance every year and decide which trails need the attention, then limb them. We used to widen trails but do not anymore. *What kind of numbers and hours can you provide?* Say 15-20 people, working in partners, once a year in the Fall. *Do you imagine being able to continue to contribute this kind of man power?* So far I received some emails that are not so positive in regards to this. People expressed that they don't want to keep this up if it is going to be continued to be destroyed. They have put up signs which have been vandalized, and this year there were more concerns with liability of working on the trails or if someone was injured on the trails. We would like an agreement and a standardization of signs. Currently we refrain from signage because we do not want to hold the liability, same with maintenance this year. As for monitoring, again more participation is likely if we get non motorized. There is no recognized signage standards that I am aware of at either the provincial or national level. I don't know of any manual to refer to on this either.

We currently do not have any trail patrol training but would be happy to do this if we were in a non motorized zone (winter patrol). Insurance? Currently don't have, but

would consider for the near future. And this is the main reason why we were less active this winter. Currently the ski group is not incorporated.

#### **ORTA:**

We could provide a work party as required. The number of people would depend on the work to be done. We could offer the man power say 2-3 times per year. Usually trail work is based on item 3-and a trail captain dedicates a crew to monitor the conditions and reports them to the director, identifying work to be done. *Do you have future prospects locally to get people working in the NCF?* Only the same as with the other sections of the trail, a trail captain would have to monitor for signage and work to be done. We do have a signage system but it isn't approved by any recognized organizations. We use a system similar to the Bruce Trail, ORTA has their own sign manual, I gave you the book on this. But I am not sure this is approved by a provincial, or other, body. We sign ourselves, using blazes and boards. *Are these standards flexible to match the NCF?* We would like to maintain our standard but if we can find some common ground then yes they could be flexible. We don't have any trail patrols yet or any plans to do so. To some degree we patrol via monitoring I suppose but not as a main objective. We would provide volunteers but would want to know the expectations prior and what support is available. We don't want to put Joe Citizen in a dangerous situation with enforcement or patrolling. *Does your group have insurance?* Yes we do with Hike Ontario. The only way for us to have insurance is through the group level, not as an individual club. This insurance also covers organized hikes, but if someone is out on their own, not on a recognized hike, then they are not covered.

#### **Pine Ridge Orienteers:**

We have group insurance for events. Things like trail maintenance and signage would not be covered by our insurance. And for this reason we would not be able to provide volunteers. *If you had insurance would you?* This would be a tough sell because most of the group members live outside Northumberland County. And we are not really keen on signage but the possibility exists to see if people would be willing to contribute none the less.

*Are we insured in the NCF right now? Like if I were to break my leg up there?* Currently anyone who uses the Forest is covered under the Occupier's Liability Act. If a list of volunteers is kept up to date then the County's Municipal general Liability would cover them.

#### **GPRSA:**

We have insurance and this also covers landowners whose properties we pass on. The County is also named. In terms of trail maintenance we have 10 people who regularly perform these duties. More people are available if needed. For example, one year after a storm we spent two weeks restoring the trails to our standards. We do this work pre-season and during the winter months. A lot of it is done on private properties. In terms of trail monitoring and signage, we ask every rider to report missing signs and groomer operators have been on training courses to understand how to properly maintain signage. Our stop signs are the ones that are stolen the most which is a big issue and why we

maintain a rigid signage assessment. This system has also reduced our insurance costs by 50%, making people take accountability for their own actions. We have and provide our own signage and do install it and take it down seasonally. Not necessarily on all trails but mostly so outside the Forest. Another signage standard is to have one sign per post. We do have a trail patrol training program of which one needs to pass the course. We currently have 12 patrol officers in our club, which is a requirement from the OFSC. But these trail patrollers check for permits, educate on trail etiquette and trespass; they do not have any authority to lay criminal charges but have patrolled with the OPP. They are trained by a district trainer and the course is upgraded every 2 years, its one evening for 3 hours.

#### **OCTRA:**

All riders should be members with the OEF to have insurance. Any damage to property is covered over and beyond personal up to 2 million. So have to prove belong to OEF or buy day membership, I would recommend that for Forest use, one has to prove their coverage. This is the common practice at horse shows nowadays, specifically the OEF ones. In terms of trail maintenance, we could likely provide some man power but equestrians don't tend to groom trails...For signage monitoring, again this isn't something we usually do but could provide a work group, provided we have insurance coverage from the County. Some signage standards exist at the national and international levels, like ribbons and color codes for trails and turn signals, but these are usually temporary ribbons and we don't recommend they stay out there. *What kind of signage do you need that no one else has?* Well multi use trail riders in the USA show which uses are permitted on which trails, this would be very useful to us. *Stoop and scoop?* We don't charge extra for the fertilizer....we could encourage the avoidance of certain trails in the winter/year round to decrease the incidences of manure on ski or hiking trails. We abide by a trail etiquette and recommend people to not use the ski trails. Patrols, well we tend not to but could likely try it out. I think weekends would be good for this and the folks at "High Pointe Equestrian Center" are quite knowledgeable about when there might be 4-5 horses going out for a ride, so they could perhaps help coordinate patrols based on their usage. Prior to the formation of this committee, the old Forest Users' Committee, talked of having a "Forest Events Calendar" and developed a template but nothing ever came of it. I would like to assist with something like this, there is a need for all of us to know when things are happening in the Forest so people can plan their trips around these events. *The website does have one but there isn't enough traffic to really get the message out there.* A month by month calendar would be good and the townships could post them at their offices etc. I would be very willing to help with this.

#### **Cobourg Cycling Club:**

Our group is affiliated with the Canadian Cycling Association so we have event insurance but I am not sure if it would also cover work parties, but I suppose we could organize it as a "ride." As for trail maintenance, we try to avoid everything except the basics, not into using shovels and chainsaws but will remove deadfall. We would want something to say officially that we should be there doing the work. Our group currently tries to get out between March and October for 1-2 days per month with 1-3 guys out on a ride doing some maintenance while they are out there.

I will have to talk with the rest of the group on signage and monitoring. But we are

joining “International Mountain Biking Association Canada” (IMBA) and that will bring signage standards. Keeping in mind that if we use something acceptable locally we don’t necessarily have to bring in something new or different. And patrols-we don't have any kind of training for that but we would be willing to train some folks and provide some volunteers to do some patrols.

#### **NDATV:**

Yes we could provide groups of 8-10 people and offer about 20 days over the summer, we would also help out in the winter months if need be. Everyone in our club would be insured for this, our insurance covers the whole scenario with 5 million in liability. Landowner agreements are also insured, similar to the OFSC. We would work on signage, using the Ontario Federation of All Terrain Vehicles (OFATV) sign guide, I have a copy you can view. As for volunteers, this is our third year our club is doing a garbage clean up with support from the County (bins, BBQ food). We can use all the help we can get, if we could get 80-90 people that would be wonderful! I challenge all you user groups to come and help out, I have a flyer for the event here. We will ask Mia to email the event details to the whole FAC and it would be a really great show if the FAC worked together on this, it would be fun day! Patrolling trails-training is available but none of our club members have been through the course yet but some will soon. It is part of our code of ethics to have course trained patrol members. We would then offer workshops on how to patrol or on other topics as well.

#### **NTR:**

We have 5 million liability coverage for all trails and special event permits. All of our (Ontario Federation of Trail Riders-OFTR) clubs have 2 million general Liability and Directors & Officers insurance so NTR has both. It is a blanket coverage for all our clubs. Our insurance covers anything our members do from walking the dog to cutting a tree up or even just parking their car, so its not for just being on the dirt bike. If I could wear my OTC (Ontario Trails Council) hat for a moment, the OTC just did a \$47, 000 risk management study for trail groups with insurance (I can email it to you just contact me at [ken@oftr.ca](mailto:ken@oftr.ca)) in an effort to try and get the province to cover trails. \$5000 of this overall cost was provided by the OTC. We do garbage clean ups, for volunteering, all our user agreements require us to do work when called upon and we are then assessed based on our response to this request (e.g. in Simcoe and Limerick County Forests). For example one group was removed from the trails because they did not help out. A lot of groups are saying that if you don't show up when called upon you get evaluated, if you want to use the trails you must do the work when asked. NTR is willing to help out, not based on hours or days but we will give you what you want. We do trail maintenance as required and as we ride along the trails and see the need. Our events these help keep the trails at par, when we prepare for an event we assess which trails might need some work. We put in 1000 hours in prep for the Spring Trail Ride this year. Logging is a primary use in most of the forests across Ontario so we have to accept this activity as part of the Forest. Recreation is second. For trail signage and monitoring we have signs for our clubs which we provide to them free of charge. There are 3 types-designater (name) which tell people where to go but also where they should not be. Trail designaters let people know they are supposed to be on this certain trail and then we use smaller arrows because we don't want to advertise the trail locations too much. The Simcoe County Forest is a full

fledged working forest where they harvest in all tracts so we use a stencil system up there to mark our trails, its like blazing, in the harvested areas. We also have screw requirements in these areas. We refer to use standards for environmental monitoring, when erosion occurs, we know how to build trails to make the least impact and monitoring is informal but always corrected. For example, if an NTR member is on a trail and notices a certain part of it is overused they will report back and form a team to correct it. There is a new paper coming out from the University of Colorado on setting up a manual for trail monitoring systems and standards, putting forth suggested ways to monitor trails. Monitoring is time sensitive and should be done with lots of photos and GPS coordinates. You would take a picture and then create a schedule to monitor, keeping it updated and monitoring repairs. Something like this could be very useful here. For patrols, there are programs in the Ganaraska as part of the Ganaraska Conservation Authority, which are so close they could be useful for us as best practices. Another good example, albeit an urban one, is the East Welling Canal parkway. Simcoe County Forest also has patrols, normally done by the local clubs. But no enforcement by patrols, rather user education. Use the same user type for education of others. Simcoe has the dirt bikers patrolling non motorized areas; so the club members have to ride in non motorized zones to find offenders. As a motorized user they talk to those who are not obeying the rules and use peer pressure to change their behaviour and get them to do the right thing. The non motorized users requested this. There is more peer pressure from one motorized user to another than from a hiker or cyclist. I brought with me a vest to show you what these folks wear when patrolling and we provide these to their clubs. We want to make it easy for their clubs to do patrols. I think that in the future patrols will likely, eventually, become focused around the SAVE (Snowmobile and All Terrain Vehicles Enforcement) program rather than the STOP (Snowmobile Trail Officer Patrol) program. Allowing citizens to provide enforcement is taking work away from the OPP so the SAVE program would correct this. Further citizen patrols will never be allowed to lay charges. In Haliburton we hire James (Rogers) to stop motorcyclists from riding on the rail trail as he is authorized lay charges as a by law officer. In the Simcoe County Forest they require you to be a member of one of their trail user groups, if you are not then their by law officer can charge you. Northumberland County could follow suite and hire some part time by law enforcement officers to assist with trail patrols in the NCF. *Can someone buy a day pass if they are facing a charge on the trail?* No, they are being marked for conditions of use, some areas may offer a pass rather than a ticket (as they do in Ganaraska) but that is not the case in Haliburton.

Well the time is now 9:13 PM, lets draw this workshop to a close. Thank you all very much, well done, this was a very productive workshop and we are gradually moving towards improving everything for everyone!

Just a few last comments-The County will be working on this environmental inventory plan over the summer, regrouping the FAC in September. [But I would like to organize another Forest visit sometime in early July or early September to visit some of the nice features the Forest has to offer so keep checking your emails!](#) Thank you all and have a great summer!!

### **FAC Trail User Group Websites**

[www.cobourgcyclingclub.com](http://www.cobourgcyclingclub.com)

[www.gosledding.ca](http://www.gosledding.ca)

[www.northumberlandatvriders.com](http://www.northumberlandatvriders.com)

<http://northumberlandtrailriders.com>

[www.oftr.ca](http://www.oftr.ca)

[www.orienteeing.on.ca/](http://www.orienteeing.on.ca/)

[www.oakridgestrail.org](http://www.oakridgestrail.org)

[www.octra.on.ca](http://www.octra.on.ca)

The Skiers website is out of commission  
(<http://eagle.ca/forest/skiing.html>)

There are a lot of resources at these sites, check them out over the summer!