



RURAL MUNICIPALITY OF LA BROQUERIE

TRAILS SECONDARY PLAN

Schedule "A" of
By-Law 06-2017



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SCATLIFF + MILLER + MURRAY
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MAPS

A: RM of La Broquerie Active Transportation Trail Network

A-1: LUD of La Broquerie Active Transportation Trail Network

A-2: Community of Marchand Transportation Trail Network

B: Phasing – RM of La Broquerie Active Transportation Trail Network

B-1: Phasing – LUD of La Broquerie Active Transportation Trail Network

B-2: Phasing – Community of Marchand Transportation Trail Network

PART 1: INTRODUCTION

1.0 INTRODUCTION

The RM of La Broquerie’s Development Plan establishes broad policy directives that support the development of a trails plan. Specifically, the Development Plan’s Transportation Policies provide direction pertaining to the protection and development of active transportation connections and facilities within the Rural Municipality (RM) of La Broquerie’s overall transportation network:

- 4.2.11 Identify and protect future regional transportation corridors and connections within the municipality;
- 4.2.15 Promote alternatives to vehicular transportation by providing an effective inter-neighbourhood trail system for commuters and recreational users; and,
- 4.2.16 The municipality will work toward an environment that encourages and supports walking and cycling throughout the community by design. Practices that ensure safe, direct, comfortable, attractive, and convenient pedestrian conditions, including safe walking and bicycling routes to schools, community recreation facilities, parklands, and commercial areas, and dedicated bicycle parking in appropriate areas, will be utilized.

1.1 Organization of the Plan

This Secondary Plan is organized into Four (4) Parts:

Part One of the Secondary Plan articulates the purpose of the Plan and describes how it was prepared.

Part Two of the Secondary Plan outlines the Plan’s overarching Vision and Principles that serve as the foundation for the Municipality’s trail-related policies.

Part Three of the Secondary Plan articulates the Municipality's core policies pertaining to the development and management of its existing and future trail network.

Part Four of the Secondary Plan establishes the Plan's Implementation Policies and how the Plan's policies and directives should be realized over the long-term.

1.2 What is the Trails Secondary Plan?

The Trails Secondary Plan will guide the development and management of the Municipality's active transportation trails and trail network. The Secondary Plan is innovative, embedding the Municipality's Vision and commitment to active transportation into its planning policy framework. The Secondary Plan is strategic, directing the expansion and enhancement of the Municipality's trail network, including priority actions and investments in the short-term, as well as longer-term strategies to support the future development of La Broquerie's trail network.

1.3 How was the Plan Prepared?

The Rural Municipality of La Broquerie, in partnership with the La Broquerie Community Development Corporation (SDC/CDC), initiated the Secondary Planning process in the Summer 2016. The Secondary Plan was informed through a combination of background research, site assessments, stakeholder engagement and public consultation.

The preparation of The Secondary Plan was overseen by a Steering Committee established by Council and the SDC/CDC, consisting of two members of Council and eight public appointees representing a diversity of stakeholder interests. The Steering Committee provided critical input into the overall vision and network plan.

Citizen and stakeholder input were vital in articulating the vision and defining community priorities for the planning and development of this Secondary Plan. In addition to a visioning and planning workshop with the Steering Committee, the Municipality and SDC/CDC hosted two Public Open Houses in November 2016. The information from the Public Open Houses was also posted on the SDC/CDC and Municipality websites accompanied by an online survey to accommodate broader community input.

1.4 Purpose

The purpose of this Secondary Plan is to provide a detailed plan and policies to direct the enhancement and development of local and regional active transportation trail network in the RM of La Broquerie. Accordingly, the RM of La Broquerie Trails Secondary Plan has been prepared to:

- a. Articulate the Vision for trails and active transportation in the RM of La Broquerie;
- b. Serve as a framework to guide decision-making around trail development and investments in active transportation facilities;
- c. Provide guidance with respect to trail design and maintenance standards; and,
- d. Establish strategies and actions for implementation and phasing.

1.5 Location

This Secondary Plan applies to the entire RM of La Broquerie including the Principle Centres of the Local Urban District of La Broquerie (LUD) and the Community of Marchand as identified on *Map 'A' – Active Transportation Trail Network* and *Map 'B' – Phasing* of this Secondary Plan.

1.6 Reading the Plan

The Trails Secondary Plan has been authorized by the RM of La Broquerie and adopted as a By-law under *The Planning Act*.

The Trails Secondary Plan contains Principals, Objectives, Policies, explanatory information and Maps. All development applications and capital infrastructure projects within the RM of La Broquerie are to be reviewed for compliance with the policies of the Secondary Plan.

Active transportation in the Municipality is governed by legislation. The modes of active transportation such as walking and cycling are dealt with in Manitoba's *Highway Traffic Act* (H60) and provincial regulations.

PART 2: VISION AND PRINCIPLES

2.0 VISION

This Secondary Plan is based on a Vision and supporting Principles that were established through the public and stakeholder engagement process and builds on the policy directives of the RM of La Broquerie's Development Plan.

The Vision for the La Broquerie Trails Secondary Plan is to create a comprehensive year-round trail network that enhances community connectivity – locally and regionally – and supports active, healthy and sustainable lifestyles.

2.1 Principles

- a. *Consistency with Provincial and Municipal policy directives* – the development of active transportation infrastructure and amenities shall be consistent with Provincial and Municipal policies.
- b. *Connected communities* – La Broquerie's evolving active transportation trail network shall enhance connectivity between communities, new and old, and connect community amenities and public spaces, including parks, schools, sports fields and recreation facilities. New developments shall be connected and contribute to the growth of the Municipality's active transportation trail network.
- c. *Regional linkages* – active transportation linkages between the RM of La Broquerie and neighbouring municipalities (i.e. City of Steinbach) and regional trails systems shall be promoted. The Municipality will actively seek out partnerships for regional trail construction where feasible.
- d. *Accessibility and inclusivity* – the Municipality's active transportation infrastructure shall be designed to ensure accessibility and for the safe usage by commuters and recreational users of all ages and abilities.

- e. *Stewardship and management* – the Municipality's active transportation trail network shall be promoted, managed and maintained to maximize year-round usage, safety and accessibility.

- f. *Compatible with La Broquerie's character* – the Municipality's active transportation trail network shall be designed and developed to respect and reinforce the character of the areas its transects – whether urban, rural or natural ecosystem.

PART 3: TRAIL NETWORK POLICIES

3.0 TRAIL NETWORK POLICIES

3.1 General Policies

- a. The Trails Secondary Plan establishes the framework for the development, design and operation of a year-round active transportation trail network for the RM of La Broquerie. La Broquerie's trail network is intended for active transportation modes only. Active transportation modes are defined as self-propelled, human-powered movements, including:
 - Pedestrians (walkers, hikers, joggers and runners);
 - Cyclists;
 - In-line skaters, skateboarders, and non-motorized scooters;
 - Users of wheelchairs and other mobility aids (motorized and non-motorized); and,
 - Skiers and snowshoers in winter months.
- b. The policies of the Trails Secondary Plan are intended to result in a trail network that connects the community and evolves in a logical, compatible, efficient, cost-effective manner.
- c. Consistent with the RM of La Broquerie's Development Plan, the trails network shall be recognized as an integral component of the Municipality's overall transportation network in support of the Municipality's efforts to promote alternatives to vehicular transportation and support active transportation throughout the community by design. Furthermore, it shall be recognized that the development of the trails network supports the achievement of the Municipality's broader goals for economic development, sustainability, public health, community building and quality of life – contributing not only to the well-being of individuals but to the sustainability of the Municipality as a whole.
- d. All development applications and capital infrastructure projects within the RM of La Broquerie shall be consistent with the Vision and policies of this Secondary Plan.
- e. Active transportation trails and facilities shall be permitted in all land use designations.

- f. New and infill developments, regardless of land use, shall be connected to the active transportation trail network wherever possible through constructed and/or signed trails as defined in this Plan, or through property easements, land dedications or right-of-way dedications to allow for future trail construction.
- g. Concept Plans for new developments shall incorporate active transportation trails, consistent with the intent and policies of this Secondary Plan, to provide where feasible, multiple (more than one) points of connectivity to adjacent residential developments, natural areas, parks and recreational areas, community facilities (i.e. community centres, schools, libraries, etc.), cultural landmarks and commercial centres.
- h. Consistent with the intent of *The Accessibility for Manitobans Act*, trails and active transportation facilities shall be designed and maintained in accordance with the purpose and principles of the Act and the Municipality's own accessibility plans and policies and their subsequent successors.

3.2 Active Transportation Trail Network

- a. The planned trail network is based on achieving the Vision and Principles identified in Part 2 of this Plan. The planned network is illustrated schematically on **Map 'A'** to this Secondary Plan.
- b. La Broquerie's trail network is intended to connect local neighbourhoods, natural areas, and local destinations such as parks and recreational areas, community facilities (i.e. community centres, schools, libraries, etc.), cultural landmarks and commercial centres. In addition, the trail network is intended to support links with the regional trail and active transportation networks of adjacent municipalities.
- c. **Map 'A'** provides for the general location of the following trail designations:
 - i. On-Street Trail Corridors
 - ii. Separated Trail Corridors
 - iii. Off-Road Trail Corridors

3.2.1 On-Street Trail Corridors

- a. On-Street Trail Corridors are municipal roads designated for shared use by bicycles and other active transportation modes with motor vehicle traffic.
- b. All On-Street Trail Corridors shall be clearly marked and signed so that motor vehicle operators are aware of cyclists and active transportation users using the roadway.
- c. As illustrated in **Figure 1**, designated On-Street Corridors within the LUD shall be paved and maintained to minimize debris. Shared use facilities must be signed and should allow for adequate space for sharing between users. Where present and feasible, shoulders should also be paved and maintained to provide sufficient space for active transportation users.



Figure 1: On-Street Trail Corridor (Urban) with Shared Use Facility

- d. Consideration shall be given for the use of traffic calming measures such as speed humps, curb bump outs, strategic landscaping of boulevards, and/or reduced speed limit signage, particularly on those routes with high active transportation use or high motor vehicle speeds and volumes for On-Street Trail Corridors within the LUD to limit

motor vehicle speeds and volumes and provide safe spaces for active transportation users.

- e. As illustrated in **Figure 2**, where existing urban roads are designated as On-Street Trail Corridors, dedicated space for active transportation users should be delineated with line painting or other pavement markings where space permits.

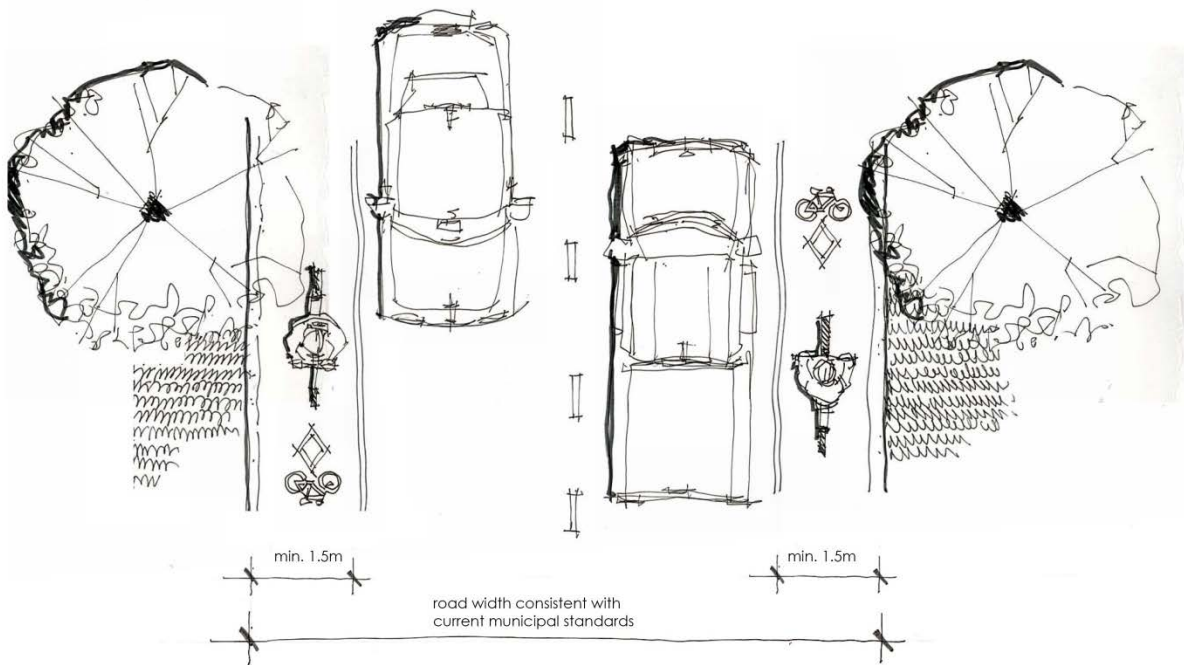


Figure 2: On-Street Trail Corridor (Urban) with Bike Lane Pavement Markings

- f. As illustrated in **Figure 3**, designated On-Street Corridors in a rural setting, shall be surfaced (paved where feasible outside the LUD) and maintained to minimize debris. Gravel roadways designated and signed as On-Street Trail Corridors shall at a minimum be maintained to minimize dust. Shoulders where present, should also be surfaced (paved where feasible) and maintained to provide sufficient space for active transportation users.

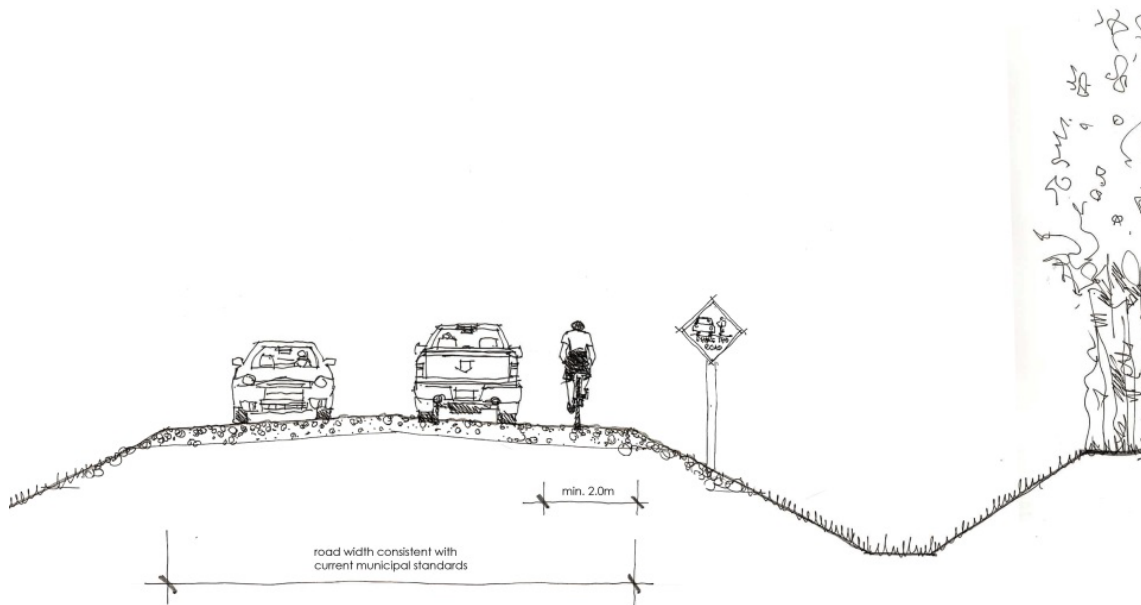


Figure 3: On-Street Trail Corridor (Rural)

- g. Where the width of a right-of-way permits, it should be Council's objective to convert On-Street Trail Corridors into Separated Trail Corridors over time, particularly on those routes with high active transportation use or high motor vehicle speeds and volumes.

3.2.2 Separated Trail Corridors

- a. Separated Trail Corridors are designated facilities constructed within municipal road right-of-ways, but physically separated from on-street traffic for the exclusive use of pedestrians and cyclists, for example, sidewalks and multi-use pathways.
- b. Where Separated Trail Corridors are adjacent to gravel roads, the Municipality shall prioritize dust control.
- c. As illustrated in **Figure 4** and **Figure 5**, Separated Trail Corridors shall be a minimum width of 2 metres to provide sufficient space for all users maneuverability. In areas with high active transportation use, consideration shall be given to increase this minimum width.
- d. For Separated Trail Corridors, where separation from the roadway via a grass boulevard does not exist, consideration should be given to making the pathway wider. A minimum

setback of 0.5 metres shall be provided from the pathway to all obstacles such as light standards, signs and trees.

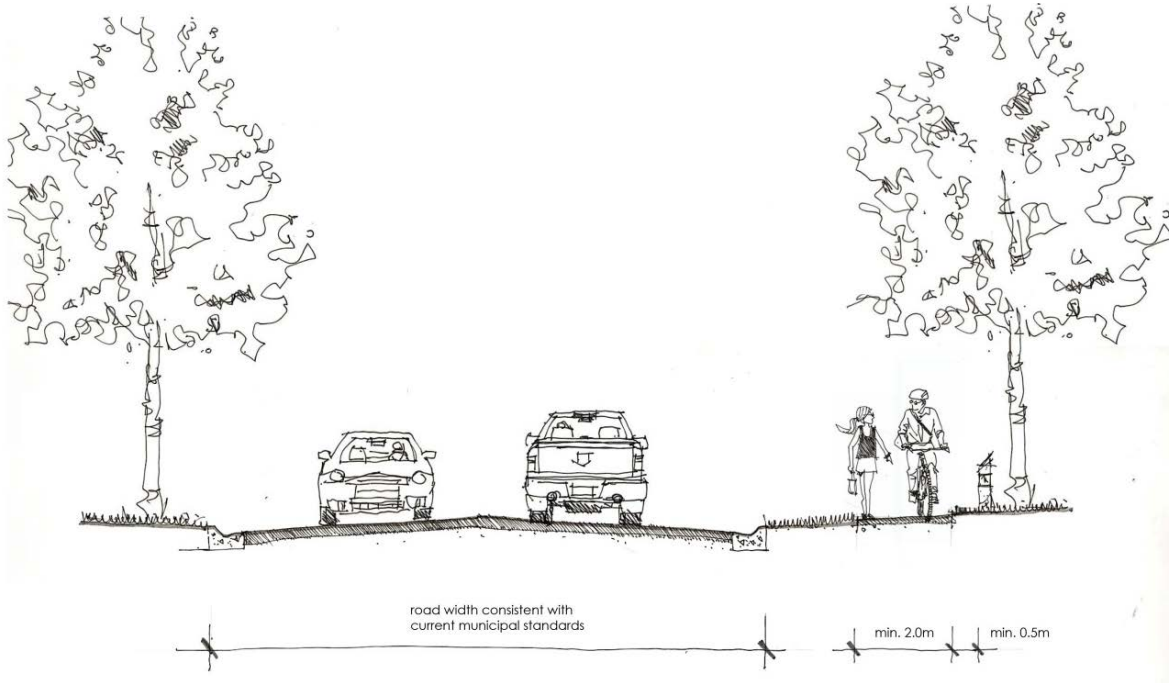


Figure 4: Separated Trail Corridor (Urban)

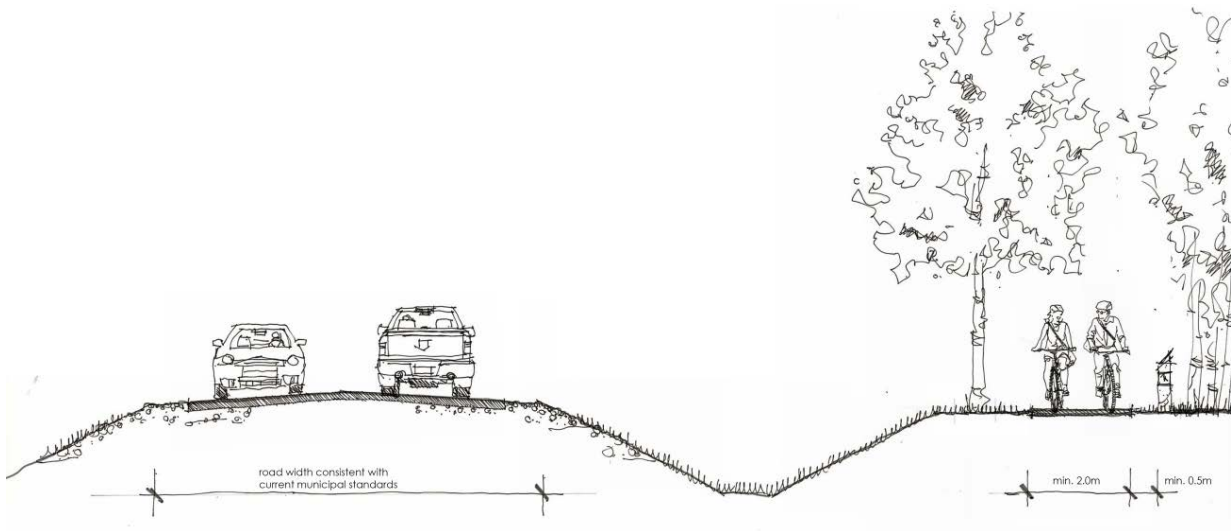


Figure 5: Separated Trail Corridor (Rural)

- e. All Separated Trail Corridors, meeting the minimum width standards as per 3.2.2 (c) shall be clearly marked for shared use.

- f. When existing sidewalks and pathways that do not meet the minimum width as per 3.2.2 (c) are scheduled for renewal, consideration shall be given to increase the width to meet the minimum standards where space and property limits permit.

3.2.3 Off-Road Trail Corridors

- a. Off-Road Trail Corridors are designated active transportation facilities not located within or along a road right-of-way. Typically, Off-Road Trail Corridors are built on Municipally-owned or other public land.
- b. As illustrated in **Figure 6**, Off-Road Trail Corridors shall be a minimum width of 2 metres to provide sufficient space for all users maneuverability. In areas with high active transportation use, consideration shall be given to increase this minimum width.



Figure 6: Off-Road Trail Corridor

- c. All Off-Road Trail Corridors, meeting the minimum width standards as per 3.2.3 (b) shall be clearly marked for shared use.
- d. When existing Off-Road Trail Corridors that do not meet the minimum width as per 3.2.3 (b) are scheduled for renewal, consideration shall be given to increase the width to meet the minimum standards where space and property limits permit.
- e. Public parks and open spaces, natural areas, utility corridors, abandoned railway corridors and unopened road allowances should be considered as future opportunities for Off-Road Trails.
- f. Off-Road Trails should be designed and constructed to mitigate potential impacts on environmentally sensitive areas and habitats.
- g. The location of Off-Road Trails may present conflicts with other motorized off-road users such as ATVs, dirt bikes and snowmobiles. When designing Off-Road Trails, consideration should be made for these other user groups, including incorporating consultation with local representatives of these groups to discover potential mitigation measures to resolve conflicts. Possible mitigation measures could include construction and/or designation of parallel separate facilities for these motorized users to discourage the potential conflict.

3.3 Active Transportation Facilities and Amenities

3.3.1 Trailheads

- a. Trailheads, which may include information kiosks and/or directional signage can be used to maximize wayfinding opportunities, for example providing information on the best, safest and quickest routes for cyclists and pedestrians or making users aware of local amenities or popular destinations.
- b. All trailheads, kiosks, and other related signage shall be clearly visible, easy to understand and in compliance with Universal Design best practices.

- c. Placement should not interfere with the direct path of travel along the trail, but shall be accessible from the adjacent trail.
- d. Any trailhead, kiosk, or other related signage proposed within the control area of a provincial highway will require a permit for the Highway Traffic Board or Manitoba Infrastructure. Trail signs shall not be attached to existing highway traffic control devices and they should clearly indicate that they are for an active transportation trail.

3.3.2 Rest Areas

- a. Rest areas along trails provide opportunities for trail users to take a break. Rest areas should include seating, waste receptacles, bicycle parking and signage (location, distance marker, etc.).
- b. Rest areas (at a minimum a bench) should be spaced at approximately 500 metre intervals. Trails that experience heavy use may require additional rest areas to accommodate multiple users.

3.3.3 Bicycle Parking Facilities

- a. Access to appropriate bicycle parking is a key element to encourage bicycling. Bicycle parking is most useful when located at popular destination points such as commercial streets, commercial centres, cultural and historic sites, parks, schools and recreational centres.
- b. Properly designed bicycle parking facilities shall be located conveniently in easily accessible locations, and will not encroach on the trail or create a barrier for active transportation users, especially those who have sensory or mobility impairments.
- c. Bicycle parking facilities shall be included in all trail planning and designs whenever possible.
- d. All new commercial and multi-family developments are encouraged to incorporate bicycle parking into their development plans.

- e. All public buildings, including the Municipal Office, schools, libraries, and recreation or community centres shall incorporate bicycle parking.

3.4 Sidewalks

- a. Existing sidewalks are an important component of active transportation infrastructure, which contribute to the overall connectivity of the Municipality's active transportation network.
- b. Consistent with the Municipality's efforts to promote active transportation and provide greater modal choices, new residential subdivisions within the Municipality shall be designed to incorporate sidewalks or pathways on at least one side of all collector streets.
- c. Sidewalks within the LUD of La Broquerie shall be designed in compliance with the Municipality's current Municipal Standards document. Sidewalks and pathways in all other areas of the Municipality should be a minimum width of 2 metres and to a standard as defined by the Public Works Department or as articulated in subsequent updates to the Municipality's Municipal Standards document.

3.5 Trail Signage

- a. The RM of La Broquerie shall develop and implement an integrated signage strategy for the Municipality's trail network. Trail signage should include:
 - i. The RM of La Broquerie coat of arms;
 - ii. Wayfinding elements;
 - iii. Distance markers to key destinations;
 - iv. Interpretive information about cultural, historic and natural points of interest along trail corridors, where appropriate; and,
 - iv. Regional, Provincial and National Trail markers where routes intersect within the Municipality.
- b. Trail signage should be easily understood, highly legible, accessible and comply with applicable Municipal protocols pertaining to bilingual text.

- c. Trail signage, mapping, and messaging should clearly communicate accessible trails, enabling users to make informed decisions about their trail use.
- d. All regulatory signage and pavement markings should be consistent with the guidelines established by the Transportation Association of Canada's *Bikeway Traffic Control Guidelines for Canada*.

3.6 Promotions and Outreach

- a. Council will encourage community involvement and support in implementing, maintaining and improving the trail network.
- b. Council will take measures to promote and increase public awareness of La Broquerie's Trail Network and active transportation facilities. Specific strategies and actions include, but are not limited to:
 - i. Producing and distributing trail network maps, printed and online;
 - ii. Holding seasonal events like walk-to-school day, or bike-to-work week; and,
 - iii. Provide updates on active transportation projects and events through local and regional news media (i.e. community newspapers, radio, etc.).
- c. Public outreach and trail promotion will include information that encourages the awareness of the health, environmental, social and economic benefits of investing in trail infrastructure.
- d. The Municipality will work in collaboration with local and regional partners to bolster promotion efforts.
- e. Trail mapping should include information on routes, trail etiquette and responsible trail use. Maps should be updated annually to reflect new routes and destinations.

3.7 Stewardship and Maintenance

- a. Operations and maintenance standards for all trail types shall be embedded into the Municipality's Municipal Standards document.
- b. The Municipality should make all reasonable efforts to keep its trails vital, safe, comfortable and in operational condition.

3.7.1 Maintenance Planning

- a. Trail design must take into account the dimensions and operational characteristics of maintenance equipment, as well as the weight of the equipment and any materials they could carry. Discussions should be held with the maintenance forces to determine the type of maintenance that will be required on the proposed facility and the equipment available to carry out the planned maintenance for that facility.
- b. Trail design must include consideration for drainage of water away from the trail. All trails shall be designed with a minimum cross-slope of 2% to encourage positive drainage away from the trail. Sloping in one direction instead of crowning is preferred, in order to simplify construction and ensure effective drainage.

3.7.2 Winter Maintenance

- a. To support the safe year-round use of the active transportation trail network, the Municipality should designate and promote 'winter routes'.
- b. The Municipality shall prioritize leaf and snow clearing on designated winter routes.
- c. Trail design considerations should also include the provision of space for snow storage where required. Separated Trail Corridors located directly adjacent the road may require additional snow clearing maintenance operations to ensure snow cleared from the roadway does not obstruct the clear path of travel of the active transportation users.

3.8 Trail Design

- a. The active transportation trail network shall be planned and designed with the ultimate goal of accommodating all users to the greatest extent possible. Trail design should ensure a high degree of access, connectivity and safety for cyclists and pedestrians.
- b. In order to ensure that trails accommodate the widest range of users and abilities, trail design should consider the following specifications:
 - i. use of firm and stable trail surfacing;
 - ii. maximum longitudinal slopes of 5%;
 - iii. minimum overhead clearance of 3.0 metres; and,
 - iv. incorporate high tonal or textural changes to distinguish trail edges.
- c. Trails shall be designed to minimize conflicts with other modes of transportation through signage, appropriate grades, surfacing width and delineation of rights-of-way, and well-designed transitions where trails merge with roads.
- d. The development of new trails should consider the Province of Manitoba's *Guidelines for the Construction of Recreational Trails on or in Proximity to a Departmental Road*, the *Active Transportation Planning Guide for Manitoba Municipalities* and other Municipal, Provincial or Federal active transportation guidelines and standards.
- e. Trails should be designed for safe passage, to restrict access to adjacent properties and be designed to discourage improper use, the creation of short-cuts, and to restrict human impact on sensitive environmental areas.
- f. Where trails are adjacent to residential properties, trails should be buffered or screened from residential rear yards and side yards to minimize potential impacts on private property where possible.
- g. New trails shall be designed to protect and improve the health of the natural ecosystem, consistent with the policies of the Development Plan. Trails located in proximity to sensitive

natural features, or adjacent to storm water management facilities should incorporate interpretive signage at various locations to promote stewardship initiatives that will protect and enhance the features and functions of the natural environment.

- h. New trail developments and upgrades to existing trails should receive priority for tree planting, landscaping, street furnishings and other elements to enhance the amenity of the trail network. Trail design, particularly for Off-Road Trails, should encourage naturalization and refurbishing of native vegetation.
- i. Intersections, particularly where different modes cross each other, require careful design and must meet requirements under existing legislation and by-laws. Where trails intersect with motorized vehicle infrastructure or roads, clear signage and safety features will be provided for the safety of both the trail user and motorized vehicle user.
- j. Where two trails intersect, care should be taken in the design to ensure adequate sightlines are provided for all users.
- k. For detailed trail design and construction, the Municipality shall engage the services of experienced professionals such as engineers, planners, landscape architects and other specialists.
- l. Trail design should ensure safety at all roadway and railway crossings and comply with applicable Provincial and Federal grade crossing standards.
- m. Grade level railway crossings along existing active transportation routes should be enhanced to ensure safety. Consideration should be made to create separate crossings for active transportation users or better delineate the crossing zone through pavement markings or different paving materials. Likewise, the Municipality should provide signage alerting active transportation users as they approach a railway crossing. On routes with particularly high train and active transportation volumes, installation of automatic pedestrian gates may be considered.

- n. Where possible, a setback of 15 meters from a railway right-of-way should be implemented in the design of all trails adjacent to active rail lines. Furthermore, to discourage trespassing on railway property a 1.83 meter (6 foot) high chain link fence shall be installed. Signage shall be placed along the fence to warn trail users not to trespass on railway property.

- o. All signs regulating the usage of trails within the municipality will be in accordance with the *TAC Bikeway Traffic Control Guidelines for Canada*. All trail signs proposed within the control area of a provincial highway will require a permit for the Highway Traffic Board or Manitoba Infrastructure. Trail signs shall not be attached to existing highway traffic control devices and they should clearly indicate that they are for an active transportation trail.

PART 4: IMPLEMENTATION POLICIES

4.0 IMPLEMENTATION

4.1 Interpretation

The following policies provide guidance for the understanding and interpretation of the text, Maps and Figures of this Secondary Plan:

- a. The Trails Secondary Plan is intended to be comprehensive and integrative. As a result, the Plan should be read as a whole, in conjunction with the Development Plan to assist in setting priorities and guiding decision-making around active transportation trails and the trail network.
- b. It is intended that the location of proposed trail facilities and active transportation amenities identified on the Maps of this Secondary Plan be considered approximate, except where corresponding to existing roads. Adjustments to the location or configuration of these features may result from the preparation of Concept Plans, Secondary Plans, capital infrastructure planning or the development approval process, as more detailed design information is available. Adjustments do not require an amendment to the Plan, but shall be achieved through a resolution of Council provided they meet the general intent of the Secondary Plan.
- c. As new trails are developed in the future, they can be added to the Maps without the need for an Amendment to this Secondary Plan, as per resolution of Council.

4.2 Phasing

- a. **Map 'B'** illustrates the conceptual phasing plan for the development of new trail facilities within the RM of La Broquerie over the next 10 years. The intent of the phasing plan is to ensure that trail development occurs in a logical manner, is cost-effective and aligned with other capital infrastructure projects.
- b. The phasing plan categorizes trail projects into the following three time horizons:

- i. Near Term: 0 to 3 years
 - ii. Medium Term: 3 to 5 years
 - iii. Long Term: 5 to 10 years
- c. Planning for all transportation-related capital projects, the Municipality shall consider this Secondary Plan to ensure alignment with its policies and strategically leverage capital investments to develop new active transportation trails and facilities. Where capital improvements to municipal roads are being planned that follow new trails identified in this Secondary Plan, priority should be given to develop those trails, or at minimum, accommodate their future development, regardless of the timelines stipulated in the phasing plan.
- d. The Municipality shall routinely consider and wherever possible accommodate the needs of the trail users in the design and construction of all infrastructure undertaking such as municipal roads, linear utilities such as hydro and pipeline corridors, bridges and underpasses, and crossings of physical barriers such as waterways, railways, existing and future highways. All new road construction regardless of the planned active transportation network in **Map 'A'** shall consider the inclusion of trail facilities.

4.3 Securing and Acquiring Land for Trails

- a. The Town may acquire land to implement any components of this Secondary Plan in accordance with the provisions of *The Planning Act* and other applicable Provincial Statutes and Regulations.
- b. Municipal land assembly for trail uses shall be encouraged in appropriate locations within the planned active transportation trail network.
- c. Arrangements for the conveyance of lands into public ownership shall be undertaken before or concurrent with the approval of development applications through the development approval process and may include mechanisms identified in this Secondary Plan.

- d. In accordance with the provisions set out in *The Planning Act* and the RM of La Broquerie Development Plan, Council reserves the right to implement land dedication requirements, as a condition of subdivision applications, to acquire land for trails or cash in lieu payments to support the development of the active transportation trail network.
- e. Other mechanisms available to the Municipality to secure lands through development approvals or other processes include:
 - i. voluntary sale and public purchase through funds allocated in the Municipality's budget or from funds raised through the cash in lieu of land dedications, where appropriate;
 - ii. land exchanges;
 - iii. donations, gifts, bequests from individuals and/or corporations; and,
 - iv. other appropriate land acquisition methods.
- f. Trail access to and along the Seine River is encouraged, particularly in the Principal Centres and Rural Residential Areas as defined by the Development Plan. Consistent with the policies of the Development Plan, the Trail Secondary Plan encourages the preservation of the natural riverbank forests as public open space, with opportunities for new trail development, through the development approval process, by establishing setbacks, land dedication or the acquisition of riverbank lands.
- g. In the long-term, the Municipality should monitor and be responsive to new trail opportunities offered by utility corridor development, unopened road allowances, abandoned rail corridors, new open spaces, future roadway improvements, partnerships and funding programs. Opportunities that enhance connectivity of the existing trail network and extend trail connections locally and regionally shall be prioritized.
- h. Council may authorize staff to pursue funding partners and other funding opportunities for the purpose of land securement to achieve the objectives of the Secondary Plan.
- i. It is recognized that Council may not be able to secure in public ownership all of the lands required to achieve the objectives of this Secondary Plan. Where substantial efforts have been

undertaken in accordance with the land securement policies of the Secondary Plan, Council will negotiate with the landowners in an effort to facilitate trail developments on private lands. In these instances, Council shall consider the following stewardship techniques to ensure the appropriate level of protection and, where appropriate, public access to the privately-owned lands in order to achieve the objectives of this Plan:

- i. municipal land use controls, including zoning;
 - ii. information and education programs;
 - iii. stewardship agreements;
 - iv. charitable tax receipts;
 - v. trail easements; and/or,
 - vi. any other appropriate agreements with the landowners.
- j. Council shall consider the potential for future trail connectivity before declaring any municipal property or road right-of-way surplus.
- k. In the planning and design of new separated and/or off-road trails, the Municipality shall consult with the Province of Manitoba, Mines Branch, to ensure there are no conflicts with existing mineral dispositions or sand and gravel deposits.
- l. In the planning and design of new separated and/or off-road trails, the Municipality shall consult with the Province of Manitoba, Historic Resources Branch, to confirm there are no conflicts with potential heritage resources. Potential conflicts may exist at the following locations, which may require a heritage resource management strategy:
- i. NW 31-6-8 E
 - ii. SE 31-6-8 E
 - iii. NW 35-5-8 E
 - iv. 34-5-8 E
 - v. 35-5-8 E
- m. For any proposed trails to be located on Crown Land, the Municipality will apply for a Crown Land Disposition as per the *Crown Lands Act* to authorize the trail and its occupancy on Crown

Land. Prior to constructing any trail on Crown Land, the Municipality will consult with the Regional Wildlife Manager and the Regional Forester to review known wildlife concerns as well as address any timber valuations that may require compensation.

4.4 Coordination

- a. The trail network provides increased opportunity for coordination with regional efforts to coordinate trails in related capital infrastructure projects and budgets. Consistent with the Development Plan, the Municipality shall and will engage adjacent municipalities in the development of regional trail connections.
- b. The Municipality shall seek to coordinate with local and regional pedestrian/cyclist events.
- c. The Municipality will employ a coordinated planning approach that encourages local and regional connections throughout the Municipality and seeks partnerships for connectivity with neighbouring municipalities.
- e. The RM will work collaboratively with the Province of Manitoba regarding any future upgrades to P.T.H. 52. The RM will advocate for alternative modes of active transportation, including bicycling and walking, to be safely incorporated into the design of the right-of-way.
- f. The Municipality will work collaboratively with the Province of Manitoba to consider possible regulatory options to permit the use of low speed electric vehicles (LSEV), and golf carts, on active transportation trails and/or municipal roadways within the Rural Municipality of La Broquerie. Any future by-laws or regulations permitting the use of LSEVs or golf carts on either active transportation trails or municipal roadways shall:
 - i. conform with the Municipality's broader transportation policies;
 - ii. conform with applicable Provincial legislation, including the *Manitoba Highway Traffic Act*;
 - iii. be consistent with the Municipality's *Climate Change Action Plan*; and,
 - iv. include strategies to mitigate possible conflicts with existing users of those transportation facilities.

4.5 Zoning By-Law

- a. Council shall review the Zoning By-law to ensure that it allows for active transportation infrastructure and facilities to be permitted wherever possible, in as many zones as possible.
- b. The Zoning By-law may be amended to include minimum standards for trail construction including provisions for the buffering of private properties as described in section 3.8.f.

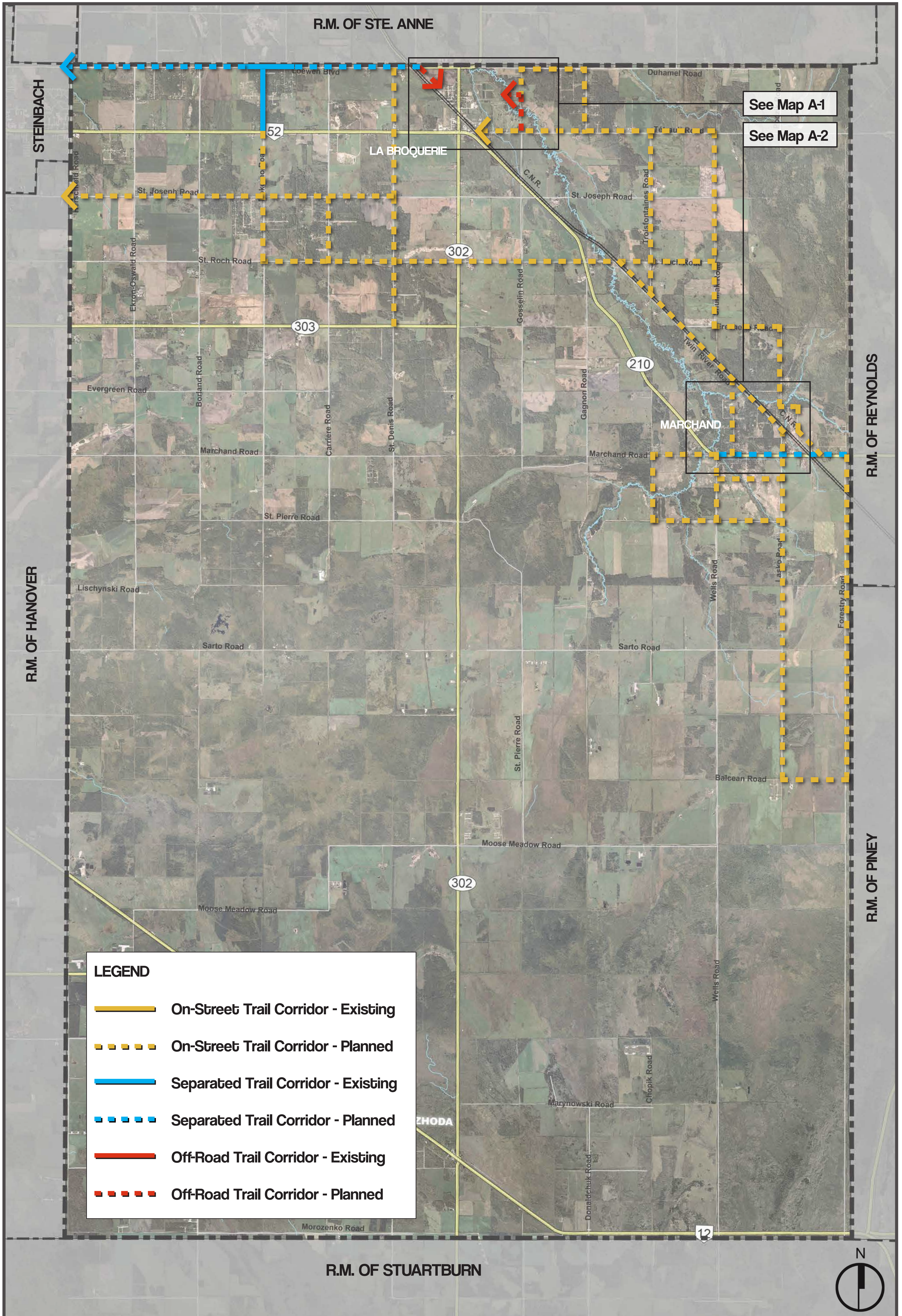
4.6 Capital and Operating Budgets

- a. Council shall integrate the Municipal Operating and Capital budgets with the Secondary Plan policies and objectives to identify priorities for capital and maintenance expenditures associated with the active transportation trail network.
- b. The Municipality shall pursue available grant (e.g. Small Communities Transportation Fund) and partnership opportunities to fund the development and maintenance of trails.

4.7 Monitoring

- a. Trails should be monitored to ensure they function as designed. If and when functional deficiencies are identified, trails should be modified and maintained to ensure continued safe use.
- b. The Municipality may enlist volunteer trail ambassadors to assist in monitoring trail conditions, gather information on user satisfaction and support promotion and outreach efforts with respect to the La Broquerie Trail Network.

**MAPS TO THE RURAL MUNICIPALITY OF LA BROQUERIE
TRAILS SECONDARY PLAN**

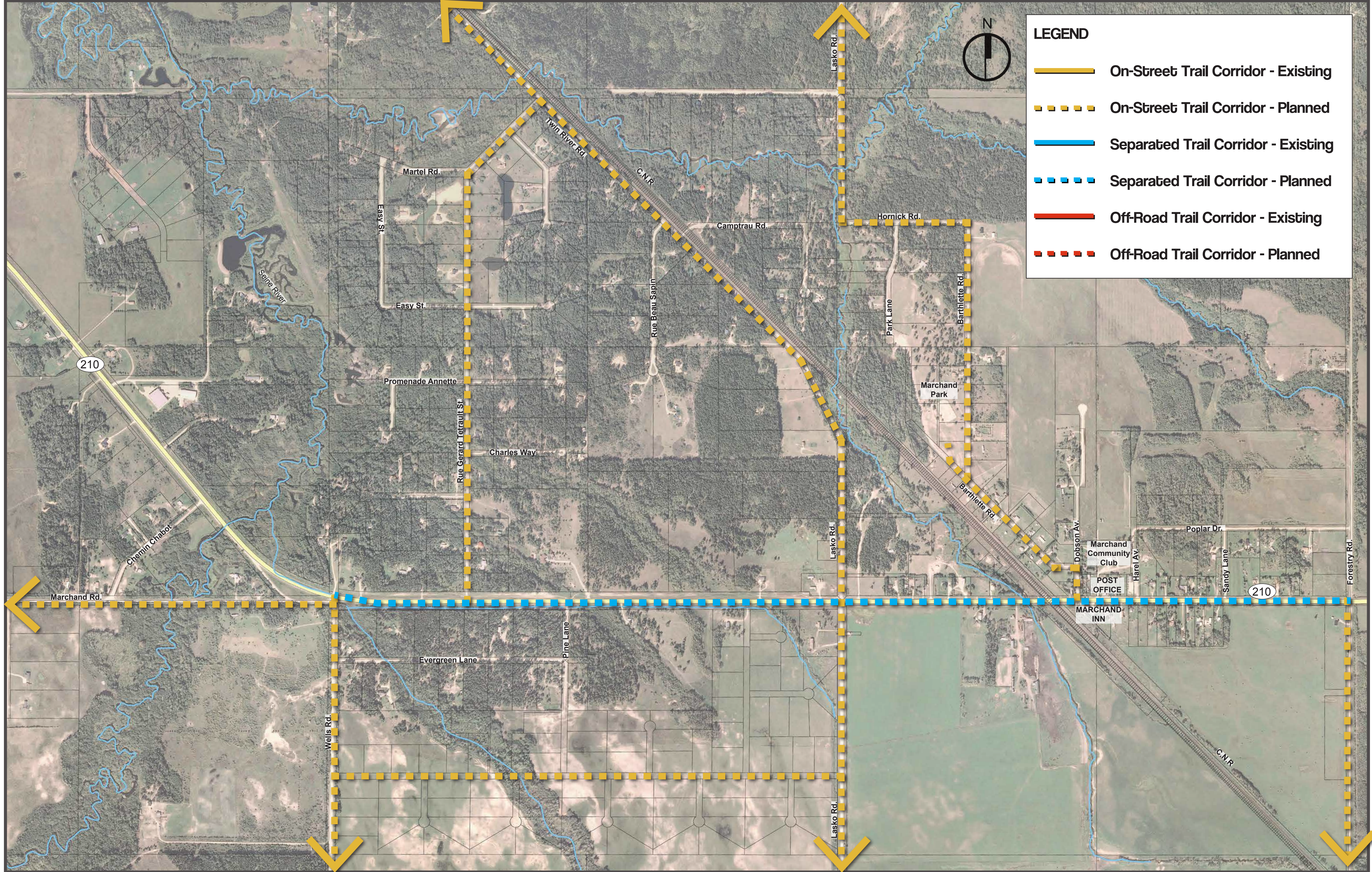


LEGEND

- On-Street Trail Corridor - Existing
- On-Street Trail Corridor - Planned
- Separated Trail Corridor - Existing
- Separated Trail Corridor - Planned
- Off-Road Trail Corridor - Existing
- Off-Road Trail Corridor - Planned

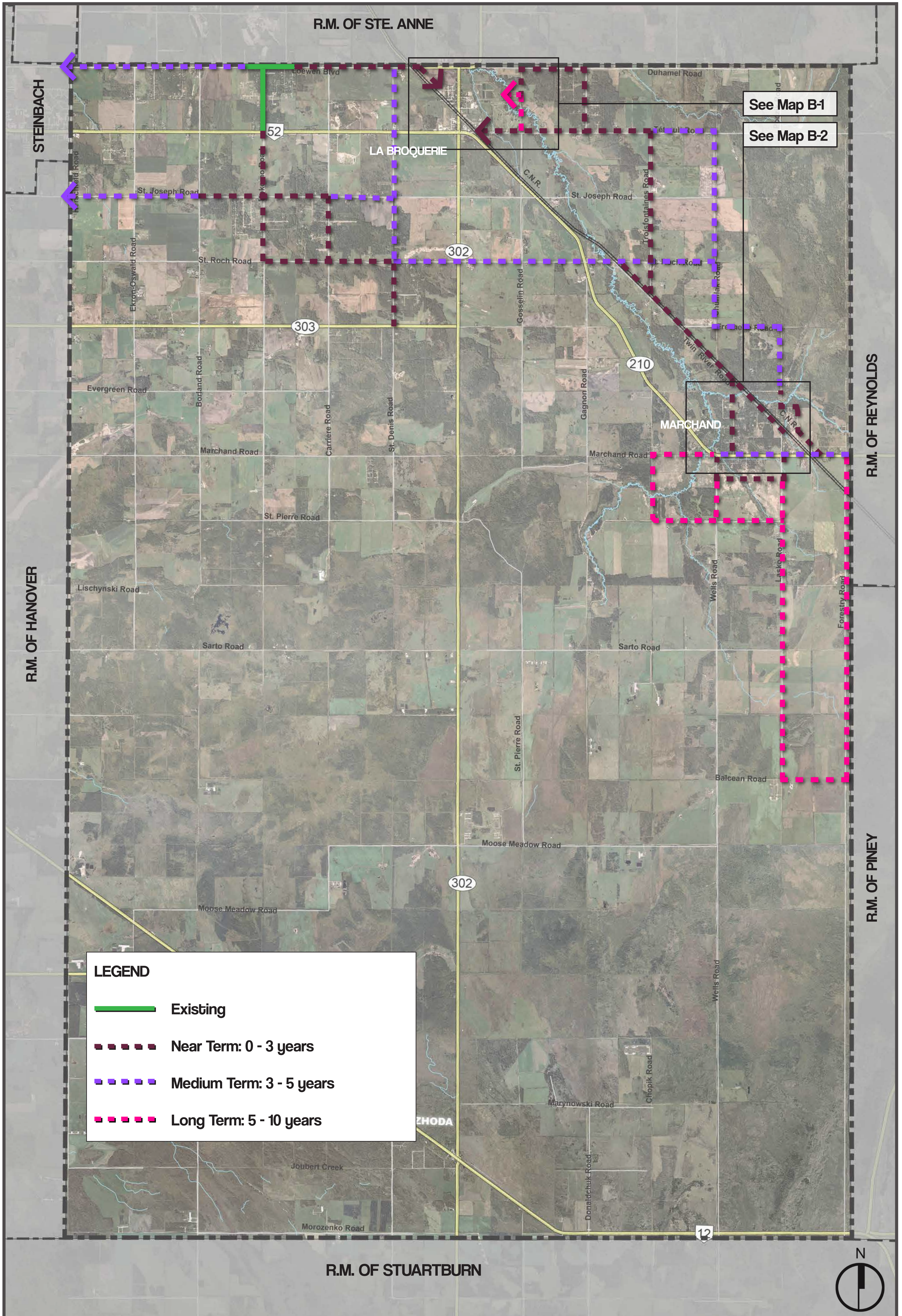
See Map A-1
See Map A-2





LEGEND

- On-Street Trail Corridor - Existing
- On-Street Trail Corridor - Planned
- Separated Trail Corridor - Existing
- Separated Trail Corridor - Planned
- Off-Road Trail Corridor - Existing
- Off-Road Trail Corridor - Planned



LEGEND

- Existing
- - - Near Term: 0 - 3 years
- - - Medium Term: 3 - 5 years
- - - Long Term: 5 - 10 years



