

Friday April 27, 2018

HCM Algonquin Trail Consultation

1. What do you see as the future of the rail trail within Head, Clara & Maria?

I believe that the Algonquin Trail through HCM should be a multi-use trail as envisioned by the County of Renfrew. It is my belief that the trail will evolve to the way people who live, work and play in HCM wish to use it.

HCM is the third and last section of trail to be developed. The timeline is unknown right now but will definitely be years away. We should closely follow the trail section developments that precede us and learn from them, the successes and failures.

I have been snowshoeing on the snowmobile trails here and the experience has always been favourable. I particularly remember a wonderful Family Day weekend snowshoe from Pine Valley Road to Smith Lake for the MLSC Family Day event. Every time snowmobilers saw us on foot, the machines slowed and waved as they passed.

2. What development would you like to see within Head, Clara & Maria to take advantage of increased traffic from all users along the rail corridor?

I have read with great interest the ideas of business opportunities that have been part of the Algonquin Trail development discussion as described in the clerk's report "Algonquin Trail in HCM – Moving Forward" on February 13, 2018 and again at this month's council meeting update report on April 17, 2018. There are many that I would welcome in HCM – a local brew pub would be great!

I would like to point out that HCM already has a myriad of choices when it comes to campgrounds! I have done a quick survey of campgrounds here – from east to west we have 6 campgrounds (seasonal and overnight) with approximately 275 campsites and 27 roofed accommodations. Perhaps when the trail is fully developed (10 years from now?) we may need more camping spaces but certainly not at this time.

I would welcome new municipally owned and maintained washroom facilities that would be part of 2 small welcome centres at the east and west end of the trail in our township. It could be an excellent summer job for students (part time winter work for residents?) and a great opportunity to "sell" HCM to travellers!

3. How do you feel about the potential for creation of new business through a municipal corporation to raise funds for the municipality through methods other than taxation?

Absolutely not!

I do not think that it is wise or reasonable for a municipality of our size to create new businesses through a municipal corporation. Let's not pretend that our municipality can run a corporation with volunteer labour!

It is my belief that new business should come from the private sector. Municipal government should be in the business of providing services for the ratepayer. However, the municipality should definitely consider forming an Economic Development committee to help foster growth, develop strategies to entice new businesses and market our area appropriately.

At this week's County council meeting there was an excellent presentation by EORN to update the council on its progress on the current initiative of cellular/broadband connectivity. From the concerns I heard from our neighbouring municipalities, without continuing improvement of connectivity in the upper Ottawa valley there is no economic development! Yes, even for area promoting a recreational trail. This should be a focus for our municipality's development plans.

4. Do you have any concerns with increased development along the trail? For you personally? For the community? For residents who live along the trail?

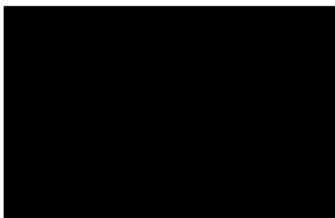
Not too sure what you mean by increased development along the trail?

Safety and security, but that has always been the case with the presence of Highway 17 running through the length of the community. As a resident who lives along the trail the same was true when I purchased my property with the train running by me! It was far noisier then as well.

5. Are you concerned with any negative effects of the trail development? For you personally For the community? For residents who live along the trail?

I think that if there are any negative effects of the trail development those effects can be overcome with thoughtful governance. Most people will resist change but we need to remember that change is a process and it will take time.

Instead of contemplating our ultimate doom, we should be watching the Algonquin Trail develop ahead of us and learn lessons.



April 27/18.



- support for trail - not happy ^{is} mechanized.



- has typed notes. - will provide multi use. - will evolve based on use. watch how other sections develop. snowshoed.

- Thonet Lake Rd. - stopped, smiled, waved. I believe we can share trails too.

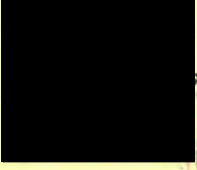
- Safety & Security - same as highway 17.

- too small.



I don't think public funds should compete ^{with} private

- want ec dev - but not competition.



long time before real development - planning

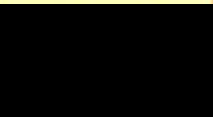
- who's going to pay.

MISC not intent to use whole rail line.

- satisfied ^{with} what we had done so far.

- who is going to pay for it.

- atve's going to care
- do they care \$
- multi purpose.
- MISC - we are impacted by logging. - may use a certain section for this yr. & not agree for 5 yrs.
- 2 - [redacted]'s litter - washrooms.
 - Maintain existence of store - impeding to community
 - washrooms @ Lacrosse park - mess.
- 3. don't think hys s/b in business
 - need county council - internet-free.
 - Weather dependent. cafe - 1st ~~not~~ good. after
 - don't have a big winter base.
- 4. dev. along trail.
- 5 - I don't have any - people will make trail what it is.
 - snowmobilers come because were a link
 - will come no matter what. is fine they're going to come anyway!



bus. owner. - President - not club. trail - multi use.

- primarily - who is going to be walking or cycling
- for what section, for how long. - not many.
- we're mistaken if thinking there will be an influx of tourism though item [redacted] yrs. I've seen how it work

- how do we get here.
- no influx of tourists.
- don't see ATVs looking for accommodation
- which would warrant any investment

- washroom @ Streecliffe.

- draw for Yates - want them to go to spend \$

Support local business.

- be careful where you put them.
- no way to get investment in trail w/o motorist

- looking for pastures

- if you make it non-motorized - there will be no \$

- some people using trail whether legally or not

- need a way to get through Streecliffe

- welcome centre - Red forestry - shut it down

- people don't stop.

- if not for whole region

- how will it work here.

- either stop or don't

Washroom for winter time.

- Sign challenges for all season washrooms
- showers / bathrooms.
- travel in own tent.
- Yet not a separate business - from accommodation
- overnight accommodation.
- happy to hear we would do a solid business
- case - public will invest.
- tourism bus is tough - to make \$
- if we had to pay salary - its lifestyle.
- hope to sell property to live as pension
- puts food on the table.
- all home based business - desked.

- understand that
- don't make a whole lot of money.
- trail will happen.
- Concern is how do we handle it as trip
- to keep everyone happy.
- Series of meetings
- initially I thought credit need.
- too long. - trail in general.

- specifically addressing bus. aspect
- demand a hell of a lot
- people don't want to pay.
- don't understand costs.

- beds - didn't work
- increase in business will not make it work
- maybe in time: - more people come to region
- tourism grown over 10 yrs.
- saturation point at this time.
- trail not going to be catalyst that will blow tourism up in an
- not going to happen.

4- not sure what that means

- don't see county mounting - reasonable bus. case.

- types of things they'd see in restaurant - capital - chip stand.

- don't think they're making a fortune.

- see a # of people going down trail.

- access mechanism

5- negative aspect

- ways to mitigate - signage

- make people recognize they're in residential area

- like grow - won't have all answers

- a lot more issues, - state of us.

- we can learn about the area

- not duty to solve problems before we go any where

- do what we can, what we know

been to try to get better what

(6)

- snow country. R.C.A.T.V. group.
- didn't even talk about coming up here.
- plans are about tracts in east.
- sub-lease from snow country
- lease from CN.
- they do work. snow club do work.
- Beron Canyon.
- they didn't talk at all about coming here.
- ATU - part of funding didn't come through.

grading, culvert, - rail under water.

- in county plan - to repair
negotiation to club to supply materials.
County to provide materials in east end.
willing to supply material stone dust etc.
orgs that want it will supply labour
- minus through works dept.

lets be realistic - lag time before county
sites on this end of canyon

- lack of understanding on everyone's
part didn't see big picture
- there were tracts going through here

3

7

- we all moved here = trans.

- we were here for years not off yet - still

more no other thoughts 12 months

- noise - make trail - right of way.
acceleration - not speed.

- going to see whether bellade or be
having excellent

- make sure its away to 2 km.

- only 1 main road. did not force
machines to slow down & would go
along way to reduce noise.

- get speed down

try and minimize stop starting

- remember it was so bad = tram.

2 people & small cars - bump - auto tracks

- cut the bumps down. -

- shock the house.

- effect for 1/2 a mile.

- longer trans before end.

- much more traffic. - and how the sun - here

hook the train away - of course there more - added trucks.

- how does it get there? - (but more the way - how -

we know that. - but - not -

- go to diff websites. around Ontario. # of multi-use trails. -

one resident is enough. - at -

there 250 of us that need to be considered

- a lot of people moved in because we camped.

- all new builds - something

- have we talked u - small -

Bruce Trail

- not motorized - many diff kinds of trails in Ont.

- doesn't hurt to see how others do it

- afraid to walk on trail that snow-bites
one on the road - exit trees etc

- there's no problem at all.

- a person will be retired.

- there's no tracks on it before.

VMUTS - Can jump on ATV? drive anywhere in town.

- our businesses are dying because we can't
get to them
- RAP trail - long bus.

- bollards - traffic calming - most that I'd need to
keep vehicles from accessing trail.
not necessary for speed deterrent

- think about trail - emergency exit out of
community in event of accident.
- highway closed - fire etc.

- Mattawa - back to grocery store - tumble out at
top of hill - miss corner.
- end up past Valois etc. - from accident

