

RM OF ST. CLEMENTS

TRAILS MASTER PLAN

DRAFT - September 2023

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ACKNOWLEDGMENTS

The Rural Municipality of St. Clements is located on Treaty 1 Territory, the traditional lands of the Anishinaabeg, Cree, Oji-Cree, Dakota, and Dene Peoples, and the National Homeland of the Red River Métis.

St. Clements believes that transportation and recreation via trails system has the potential to break down barriers, unite residents, and create a strong and inclusive sense of community. Through the Trails Master Plan, the RM is committed to building on this potential in the spirit of reconciliation.



The St. Clements Trails Master Plan was developed with input from residents and a wide range of community stakeholders. The consultant team would like to acknowledge the valuable contributions from the Municipality's various municipal organizations and facility operators as well as St. Clements residents for sharing your ideas and enthusiasm.

A special thank you is extended to the RM of St. Clements Council and Administration for offering strategic guidance throughout the study process.



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01

INTRODUCTION

2.1 Background

The RM of St. Clements (RM) is a predominantly agricultural community which also features residential areas and seasonal cottages, with a total population of 11,587 in 2021. Its prairie landscape is located south of Lake Winnipeg and Grand Beach Provincial Park, north of Birds Hill Provincial Park, east of the Red River, and west of the RM of Brokenhead. It is located in proximity to urban centers such as Selkirk, Beausejour, and Winnipeg.

Though transportation and recreation in St. Clements the community is alive and evolving across its diverse landscapes of forests, prairies and beaches, specifically along the Trans Canada Trails that go through the RM. Currently, the municipality does not have a comprehensive planning document that assesses current trails and active transportation needs to guide the RM's future decision-making and planning. As the municipality continues to develop, the RM's Recreation department understands the critical need to manage this growth to improve quality of life in the RM for residents of all ages and abilities by developing a safe, comfortable, and connected active transportation system. The development of a comprehensive and robust Trails Master Plan for the RM is a critical first step that will guide the municipality into the future.

2.2 Purpose and Intent

The RM of St. Clements Trails Master Plan (the Plan) is a guiding document that will provide direction and guidance for decision-making regarding the modernization of trails and active transportation service delivery over the next 15 years. It seeks to ensure a proactive approach is taken to managing changing conditions, addressing new and persistent challenges, and responding effectively to emerging opportunities to create a connected trails system.

In turn, a greater degree of predictability can be provided to residents, community organizations, facility operators and other stakeholders who continue to invest time and resources into trails in the RM, while also promoting the community's shared aspirations for St. Clements moving forward. The Plan has been developed by Scatliff+Miller+Murray and the RM based on a thorough analysis of background reports, engagement with community organisations (and trails visits.

The Plan intends to:

1. Define a shared vision for the continued growth and modernizing of the Trails network in St. Clements; and,
2. Identify corresponding recommendations and actions that align with this community vision and help achieve the vision at a regional and local level.

The Plan's analysis and recommendations are based on the situation today and what is likely to happen, given the information available and provided by the stakeholders consulted.



Decision-makers can look to this Plan for guidance in making recreation service delivery decisions to ensure that a connected trail system is being developed. The trail system should addresses the needs and desires of all residents of St. Clements, of all ages and abilities.






Citizens can look to this Plan to see how their input has been used to shape the future of trails in the Municipality. They can also refer to the Plan to ensure that trail development is being delivered according to the guiding principles agreed upon in this Plan.



1.3 Guiding Principles for Trails Development

The design principles, outlined in this sub-section, will guide considerations for trails investment and service delivery for the municipality. They are based on community values and the municipal responsibility for trails development in the RM.

-  **A Complete Trails Network**
-  **A Network Connecting Key Local and Regional Destinations**
-  **A Safe Network for All Ages and Abilities**
-  **An Efficient and Affordable Network**
-  **Sustainable and Easy to Maintain Active Transportation Infrastructure**
-  **Robust Programming to Support Trails Infrastructure**

These principles act as a touchstone for the Plan’s approach and aspirations for the municipality and each community.

1.5 How to Read This Plan

This Plan is broken down into five (5) main sections. The following provides an overview of the general structure and scope of each section to assist users in effectively using this Plan.

01

Introduction

Provides a brief background and contextual information related to the need for this Plan and its intended outcomes, as well as an overview of the Trails Master Plan Document and its guiding principles.

02

Existing Conditions

Details the current on-ground trails infrastructure in the RM of St. Clements and discusses gaps in the overall trails network.

03

Trails Classifications and Types

Defines different types of trails infrastructure for walking and cycling, and details design of these facilities based on use, function, and location.

04

Proposed Trails Master Plan

Considers the gaps in the trails network detailed in Section 2.0 and potential types of trails infrastructure in Section 3.0. This section recommends the overall Trails Master Plan for the community to close gaps in infrastructure, and improve connectivity within each community and between communities.

05

Implementation

Classifies the proposed infrastructure as short (0-3 years), medium (3-7 years), and long (7-12 years) term projects for implementation.



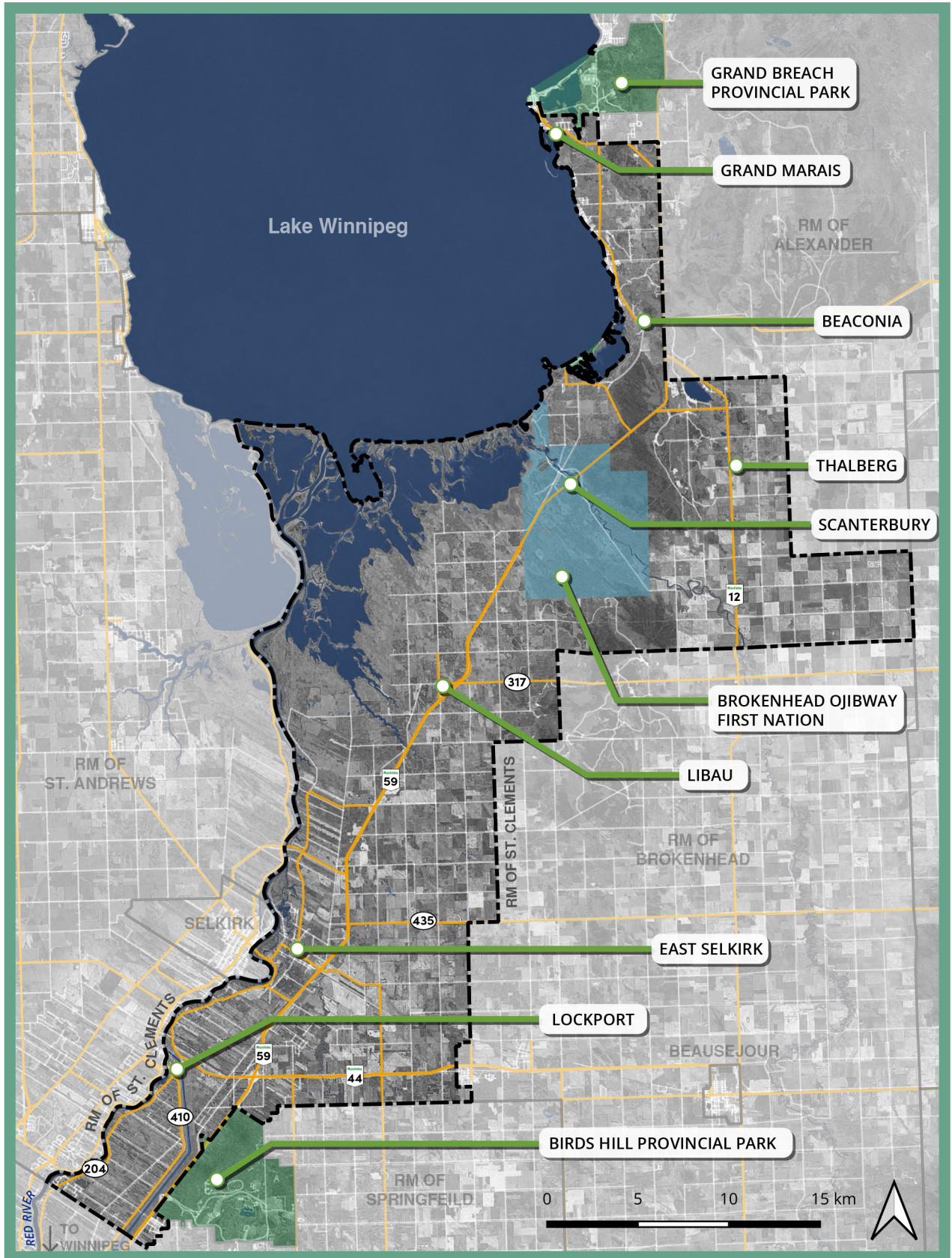


Figure 1: Key Regional Destinations in the RM of St. Clements

SPDR

Sentier paysager Duff-Roblin

Parc provincial Duff-Roblin – km 0

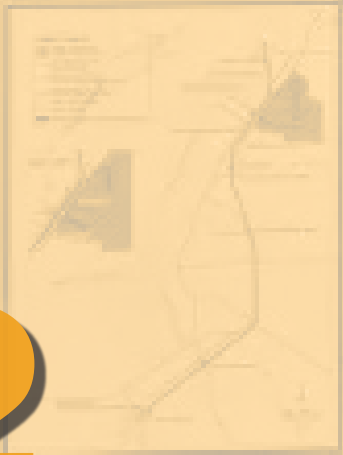
- 1. Le sentier paysager Duff-Roblin est un itinéraire de 45 kilomètres qui relie le Parc provincial Duff-Roblin au Parc provincial de la Rivière Rouge.
- 2. Le sentier est accessible à pied, au patin de course, à vélo ou en ski. Vous pouvez également le parcourir en kayak.
- 3. Le sentier est accessible à tout moment de l'année.
- 4. Le sentier est accessible à tout moment de l'année.
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Bienvenue sur le sentier paysager Duff-Roblin.



Le sentier se prolonge sur 45 kilomètres. Vous pouvez le parcourir au complet ou en partie, que ce soit à pied, au patin de course, à vélo ou en ski. Vous pouvez également le parcourir en kayak.

Après avoir visité le parc, partez explorer le sentier du canal de dérivation de la rivière Rouge. Vous trouverez, le long du sentier, des panneaux d'interprétation décrivant ce qui vous reste et le fonctionnement du canal de dérivation. À partir d'ici, le prochain point d'arrêt est le chemin Prud'Homme-Julesjarski à l'angle de la route 104 Sud.



Le sentier paysager Duff-Roblin est un itinéraire de 45 kilomètres qui relie le Parc provincial Duff-Roblin au Parc provincial de la Rivière Rouge. Le sentier est accessible à pied, au patin de course, à vélo ou en ski. Vous pouvez également le parcourir en kayak.

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02

EXISTING CONDITIONS

2.1 Introduction

The RM of St. Clements is a large municipality approximately 63 kilometers in length and 48 kilometers in width as seen in Figure 1. Communities are distributed along major provincial highways and around the shores of Lake Winnipeg. The following trails currently exist in the RM and are illustrated in Figure 2:

- A. Brokenhead Wetland Interpretive Trail
- B. Red River North Trail (Trans Canada Trail)
- C. Duff Roblin Parkway Trail

2.1 Existing Infrastructure

The three existing trails are illustrated in a map in Figure 2 in the following page.

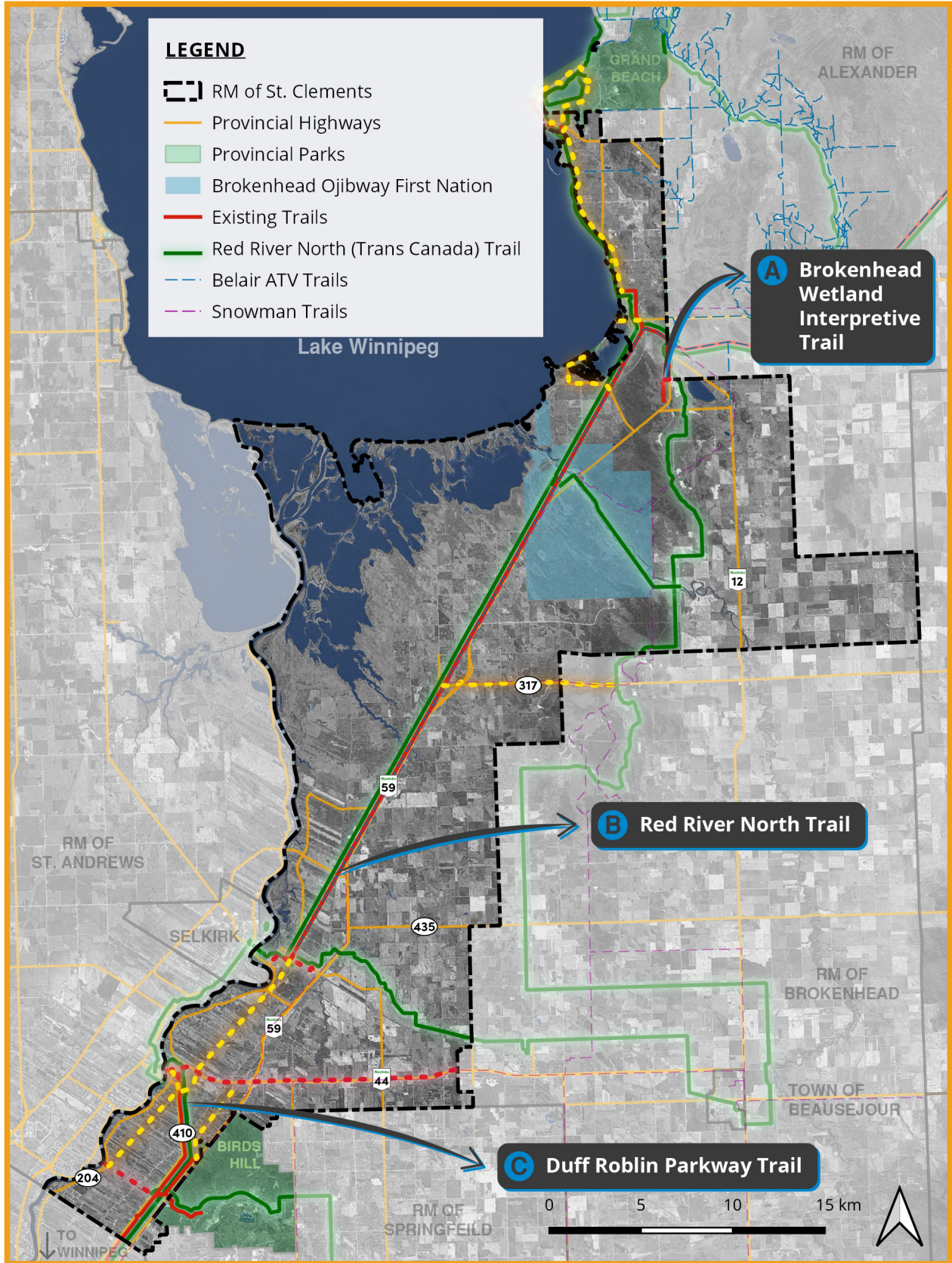
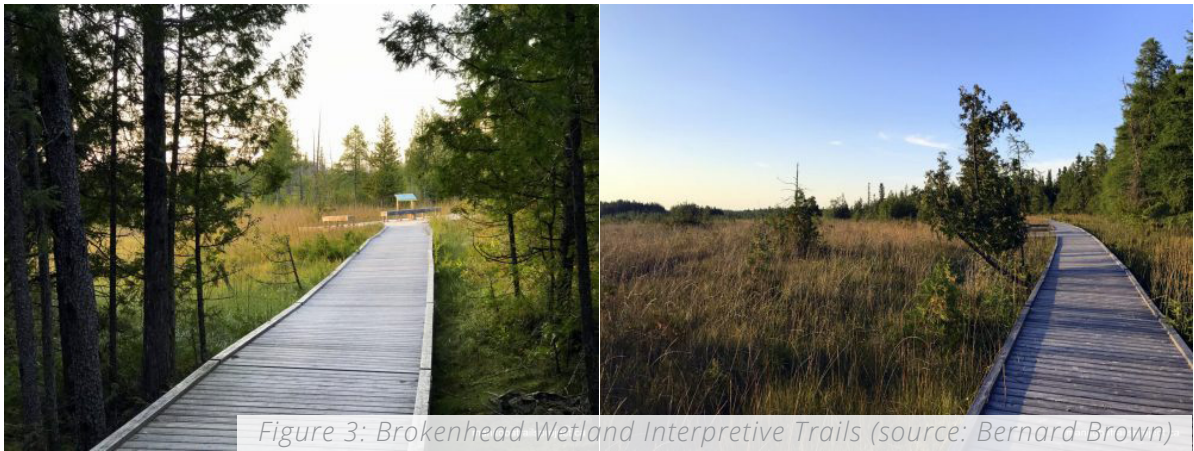


Figure 2: Existing Trails in the RM of St. Clements



A Brokenhead Wetland Interpretive Trail (Walking Trail)



Location: Brokenhead Wetland Ecological Reserve (North Eastern RM)

Length: 1.3 km

Type: Wooden boardwalk (Difficulty: low)

Description: The Brokenhead Wetland Interpretive Trail provides a rare glimpse into the flora and ecology of a calcareous fen - one of the rarest wetland types of North America. This wheelchair-accessible trail consists mostly of wooden boardwalk through boreal forest along the edge of a fen wetland.

Most of Manitoba’s orchids can be found within the cedar swamp and fen portions of this trail. Marly pools of carbonate precipitate can be found along the beautifully constructed boardwalk, as can a number of carnivorous plants including pitcher plant and sundew.

B Trans Canada Trail | Red River North Trail (Multi-Use Trail)



Location: Along Route 59 (Central to North Eastern RM)
Length: Approximately 120km
Type: Gravel/Aggregate (Difficulty: moderate to high)

Description: The Trans Canada Trail is a cross-Canada system of greenways, waterways, and roadways that stretches from the Atlantic to the Pacific and Arctic oceans. The trail extends over 24,000 km (15,000 mi); it is now the longest recreational, multi-use trail network in the world. It is named after the non-profit group that raises funds for the continued development of the trail. However, the trail is owned and operated at the local level.

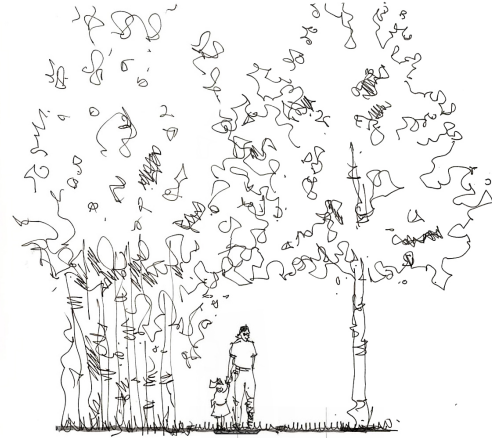


Figure 5: Wilderness Trail

The Red River North Trail, managed by Trails Manitoba, is a Trans Canada Trail that preserves recreational access to varied natural landscapes, connects local communities, promotes awareness of Manitoba’s unique history, culture and heritage, and promotes opportunity for all people to improve their quality of life and wellbeing.

These trails connect the RM of St. Clements to the City of Winnipeg to the southwest and the Winnipeg River to the northeast. This trail traverses from East Selkirk to Beaconia within the RM and further into the RM of Alexander thereafter. Within the RM it connects to East Selkirk, Libau, Brokenhead Ojibway First Nation, Scantebury, and Grand Marais. Within the RM, this trail is predominantly a wilderness trail as illustrated to the right (further described in the following section).

C Duff Roblin Parkway Trail (Multi-Use Trail)

Location: Along Route 410 (Southern RM)
Length: 16.8 km
Type: Paved + Gravel/Aggregate (Difficulty: moderate)

Description: The Manitoba Government constructed the Duff Roblin Parkway Trail as part of the floodway expansion project. The trail supports multi-use, non-motorized, four-season recreational opportunities along the floodway including walking, hiking, biking, cross-country skiing and snowshoeing. The public can walk, run, bike, or ski as much or as little of the trail as they like. Along the way, users follow the floodway channel and have the opportunity to see wildlife, vegetation and agricultural land. Public access to the recreational trail for pedestrian and non-motorized activities may be limited at times when the trail is required for emergency and operational needs of the floodway.

This route is a critical connection from the City of Winnipeg to Lockport in the RM. This route is the primary connection to Birds Hill Provincial Park from the RM. This route is predominantly a multi-use trail parallel to roadway. It runs parallel to either Route 202 or the



Red River Floodway as illustrated in Figure 6 below.

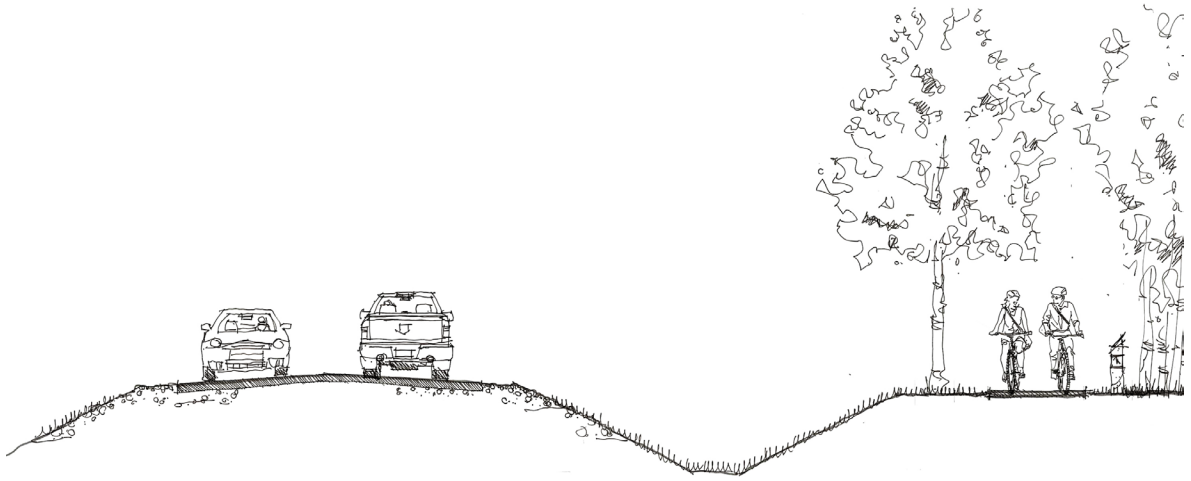


Figure 6: Multi-use Trail Parallel to Roadway



Figure 7: Duff Roblin Parkway Trail (source: Alltrails.com)

2.4 Snowman and ATV Trails

Several ATV and snowmobile organisations operate within the RM of St. Clements. The Brokenhead Trail Blazers, Springhill Trail Blazers, and Springfield Pathfinders are snowmobile operators within this area. The Belair ATV Club operates ATV trails operations in the area. Both these systems are critical trails systems that cater to motorized vehicles.



03

TRAILS CLASSIFICATION AND TYPES

The walking and cycling networks provide connection between key destinations such as schools, parks, natural areas, the river, recreation centers, business areas, and residential neighbourhoods. These routes are used for commuting, leisure, and fitness during all seasons of the year.

The creation of a comprehensive Trails Master Plan for the long-term development of a multi-use trail network for the RM was recommended by the RM's Council, to be implemented by administration. The focus of the Master Plan is to: (i) enhance year-round connectivity between new and established communities; (ii) make regional linkages with neighbouring municipalities, regional trail systems, and regional parks; (iii) ensure accessibility and inclusivity; and (iv) identify opportunities along natural heritage features and linear right-of-ways.

This Master Plan incorporates direction and identifies improvements and projects to address walking and cycling connectivity and accessibility within each of the community centers and along adjacent river corridors. This includes connections between each of the major population centers and other municipalities.

There are several types of trails and corridors used for walking and cycling within the community. The general approach used for evaluating the existing trail network and identifying potential opportunities was to:

- Build upon existing network, identified routes, and desire lines.
- Understand needs of seasonal uses and users.
- Consider new connections to address gaps or missing links.
- Identify improved connections, formalizing desire routes.
- Identify amenities to support and make walking/cycling more comfortable and enjoyable.
- Improve accessibility and quality of experience for all users.

Design of these facilities differs based on use, function, and location. The next subsection outlines many of the different types of trails and pathways that will be proposed in the RM. This classification is used to identify and evaluate existing facilities, and help to identify what type of facility is recommended for the potential users and context.

4.1 Multi-use Trail

Dedicated wide (min. 3 m width) walking and cycling route with hard compact surface (e.g., concrete, asphalt). Separated, parallel, or adjacent to roadway, or in parks. Mostly found in park areas, along roadways with high vehicle volumes or designated active transportation corridors. A typical Section is illustrated below.



Figure 8: Multi-use Trail adjacent to roadway

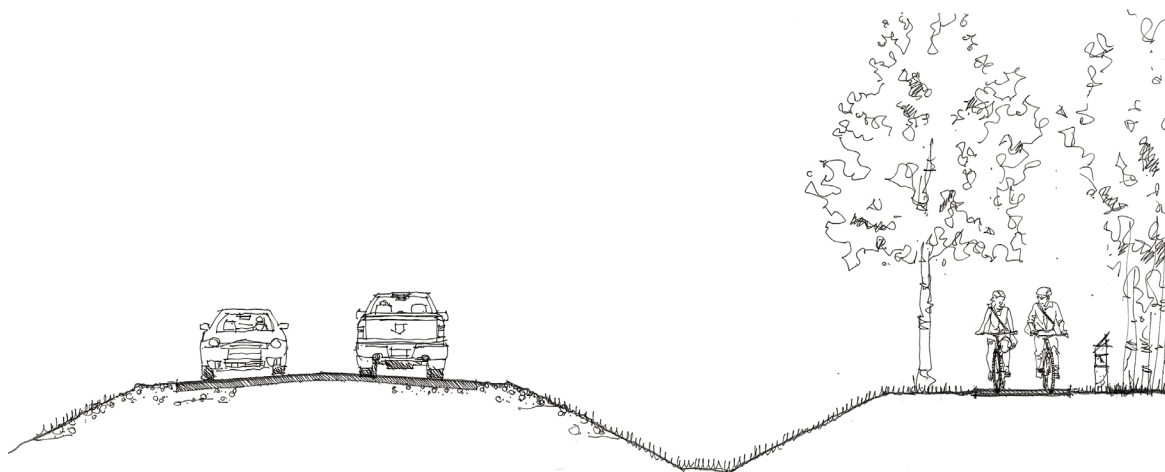


Figure 9: Multi-use Trail parallel to roadway

4.2 Sidewalks

Dedicated sidewalks (min. 1.8 m width), concrete or asphalt surface, located adjacent or parallel to the roadway. Cyclists share the road with vehicles. Mostly found in



urban centers, commercial areas, around schools, and in places with a high number of pedestrians. A typical Section is illustrated below.



Figure 10: Sidewalk corridor

4.3 Shared Road, Shoulder

Locations where sidewalks or dedicated walking/cycling areas are not present. Walkers and cyclists share the road with vehicles or travel along the shoulder of the roadway. Sharing the road is comfortable where vehicle volumes and speed limits are low, there is distance between the vehicles and pedestrians/cyclists, and large vehicles are limited. Shared roads are primarily located on roads in residential areas where there are lower vehicles volumes or low vehicle speeds, or in areas where there are gaps in the sidewalk network.

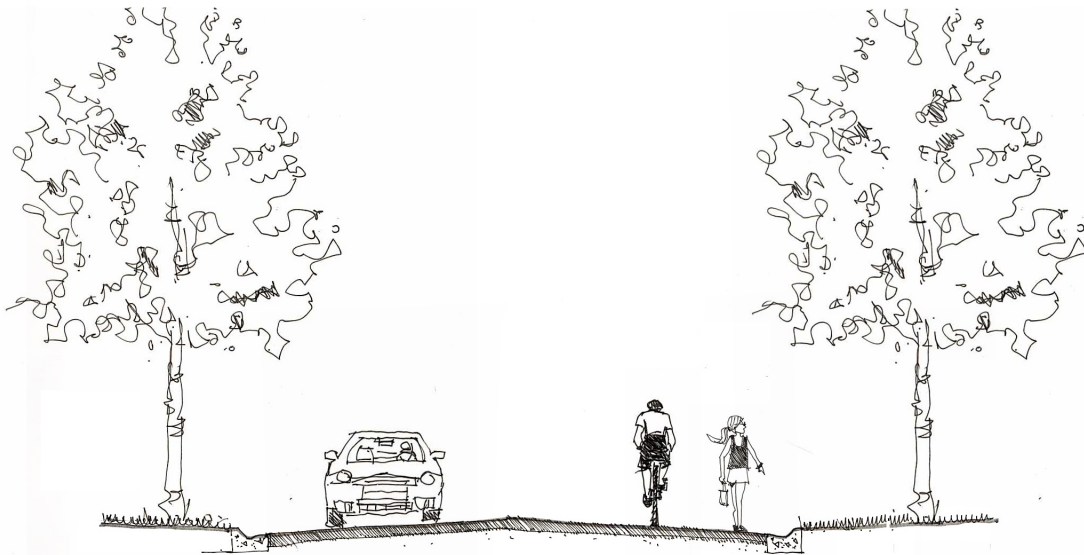


Figure 11: Shared Road, Shoulder

4.4 Wilderness Trail

Formalized pathway for walking or cycling, winter activities and uses. May not be fully accessible for wheeled devices.

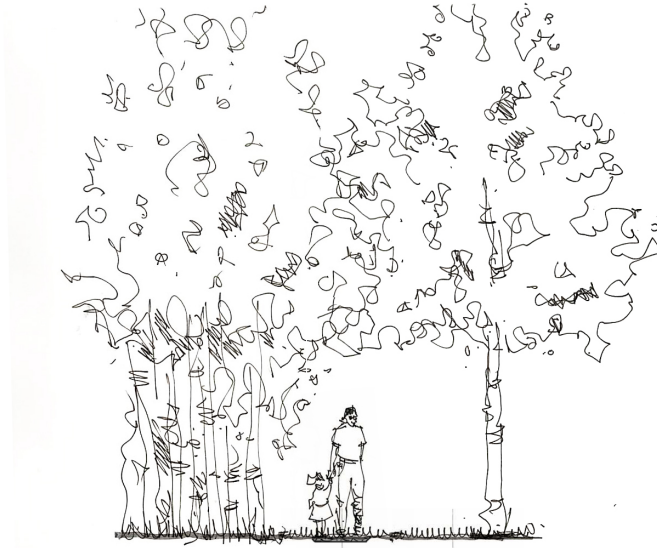


Figure 12: Wilderness Trail

4.5 Seasonal / Winter Trails

Pathways and trails that are created on river corridors or other water bodies through the winter seasons. Typically used for activities such as walking, skating, snowshoeing, cross-country skiing and sometimes snowmobiling. Creation and maintenance of seasonal river trails are typically coordinated by volunteers and local users and groups.



Figure 13: Seasonal Multi-use Trail in natural area



4.6 Informal Pathway or Trail

Pathways that are being used for walking, cycling, or winter activities on private property. Users may or may not have formal permission to use the trails.



04

PROPOSED TRAILS

5.1 Introduction

The Trails Master Plan is illustrated in this chapter. There are 14 projects that have been identified across the RM and have been classified based on priority, trail type, and cost.

5.2 Purpose and Intent

The RM of St. Clements Trails Master Plan (the Plan) is a guiding document that will provide direction and guidance for decision-making regarding the modernization of trails and active transportation service delivery over the next 15 years. It seeks to ensure a proactive approach is taken to managing changing conditions, addressing new and persistent challenges, and responding effectively to emerging opportunities to create a connected trails system.

5.3 Overall Plan

The RM of St. Clements Trails Master Plan proposed routes are illustrated in Figure 14 on the following page.

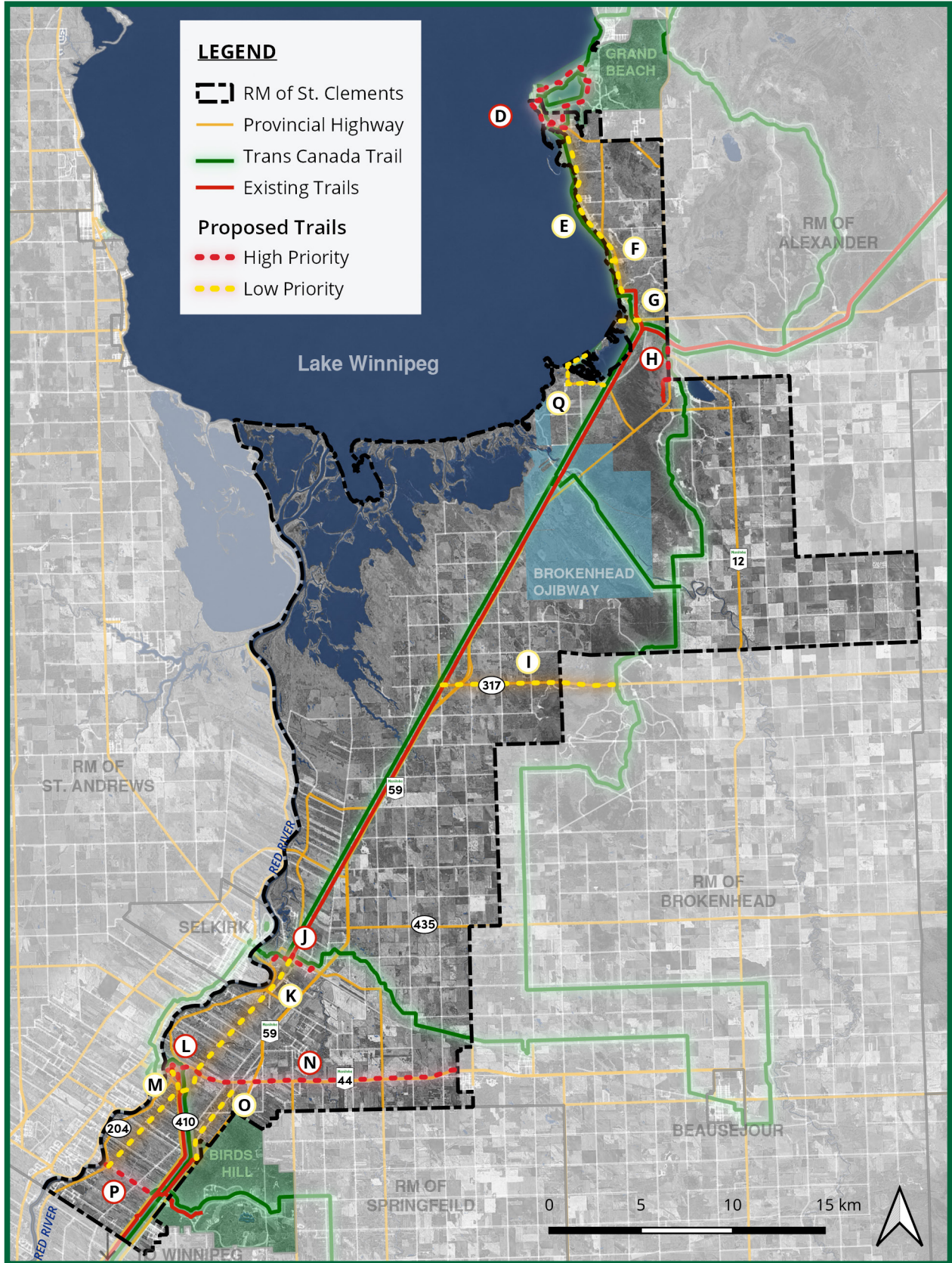


Figure 14: Proposed Trails in the RM of St. Clements



D Grand Marais



Connectivity: Local

Location: Multiple streets in Grand Marais and Grand Beach Provincial Park

Length: 11.5 km

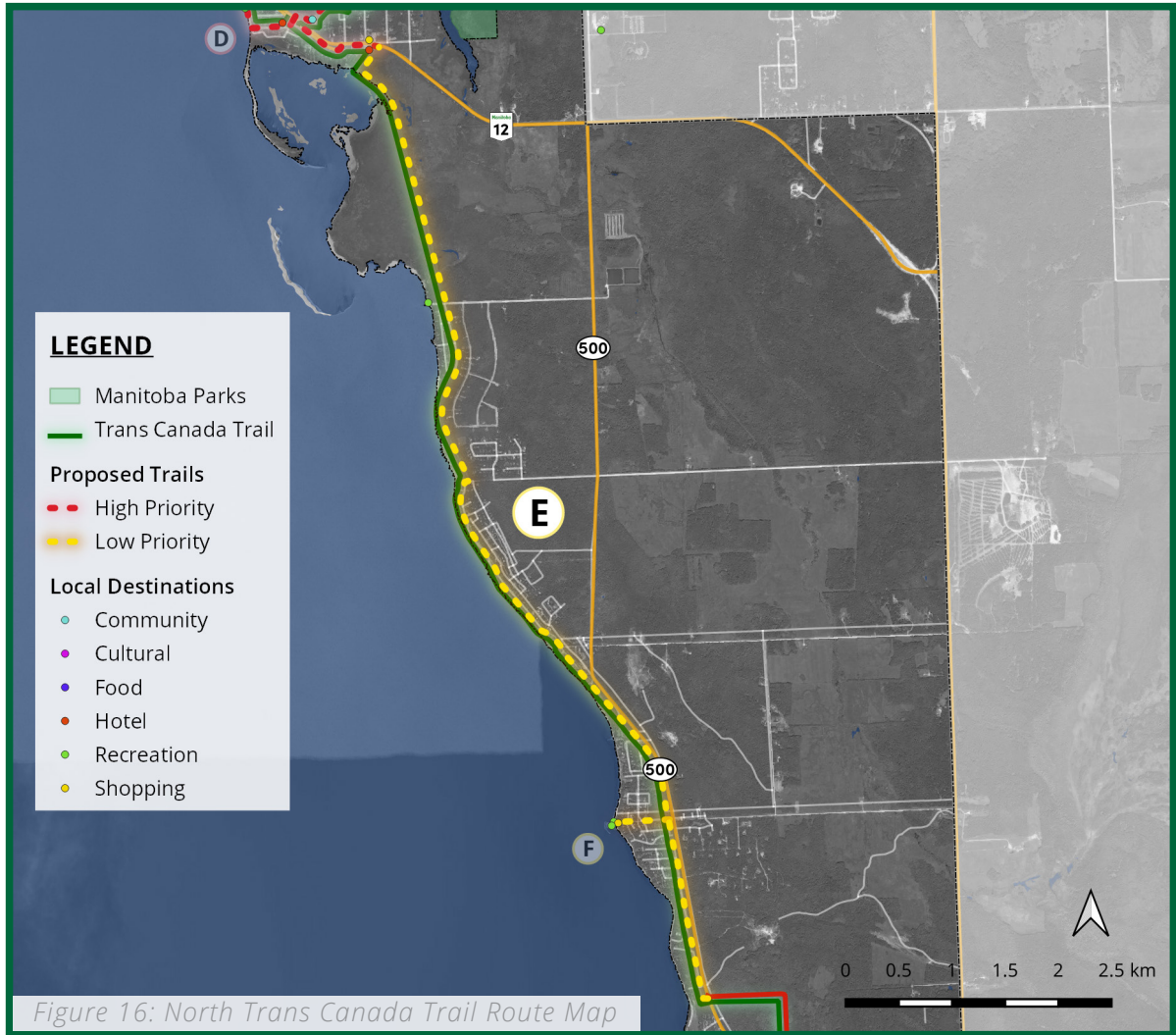
Type: Mixed (Sharrows and Multi-use Path)

Priority: High

Cost: High

Description: This proposed trail route connects local residents and tourists to destinations accessible via active transportation within Grand Marais. The proposed route runs along Provincial Trunk Highway 12 from the Trans Canada Trail exit to Grey Avenue. At this point, this route loops around the community along Grand Beach Boulevard, Parkview Avenue, Grand Beach Road, Piping Plover Way, Road 38E, Causeway Road, Matilda Avenue, and Orvis Street. This route follows the same path as the Trans Canada Trail. This route should be easy to navigate and used by people of all ages and abilities during all seasons. While this route does not run directly along the commercial zone on Grand Beach Road, it does connect to it via low speed local roads. A larger study is recommended to examine the type and material of trails along this route and develop consistent wayfinding and active transportation parking along Grand Beach Road and Grand Beach Boulevard.

E North Trans Canada Trail (Beaconia to Grand Marais)

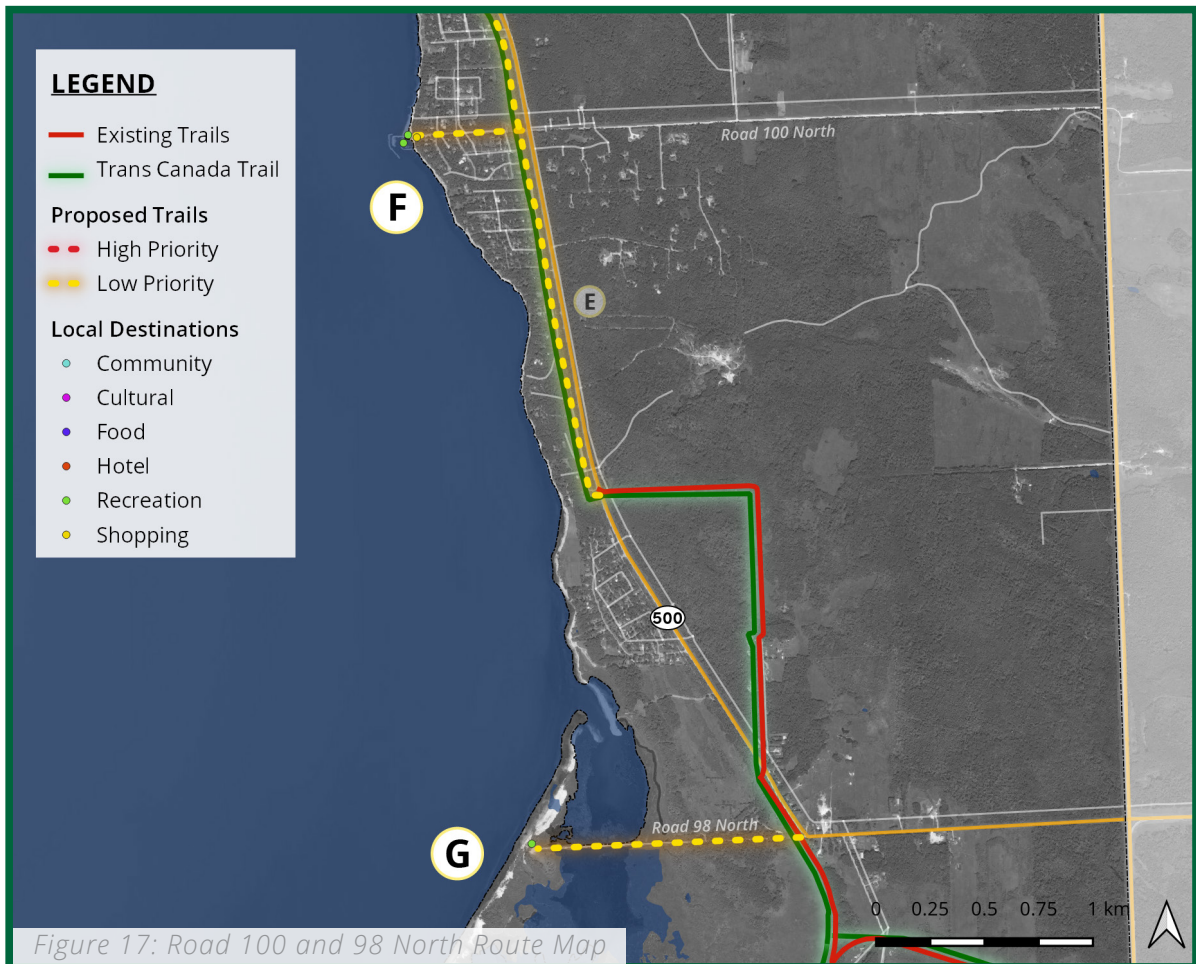


- Connectivity:** Regional
- Location:** Multiple streets along the Trans Canada Trail (Beaconia to Grand Marais)
- Length:** 10.6 km
- Type:** Mixed (Sharrow and Multi-use Path)
- Priority:** Low
- Cost:** Moderate
- Description:** This proposed trail route connects Beaconia to Grand Marais along the Trans Canada Trail. Currently there are rough wilderness trails that have an uneven path and poor signage, as well as routes where trail users will have to share the road with vehicles. This proposed route should be improved with even pathways and better signage to encourage recreational trail usage.



F Road 100 North Improvements

G Road 98 North Improvements

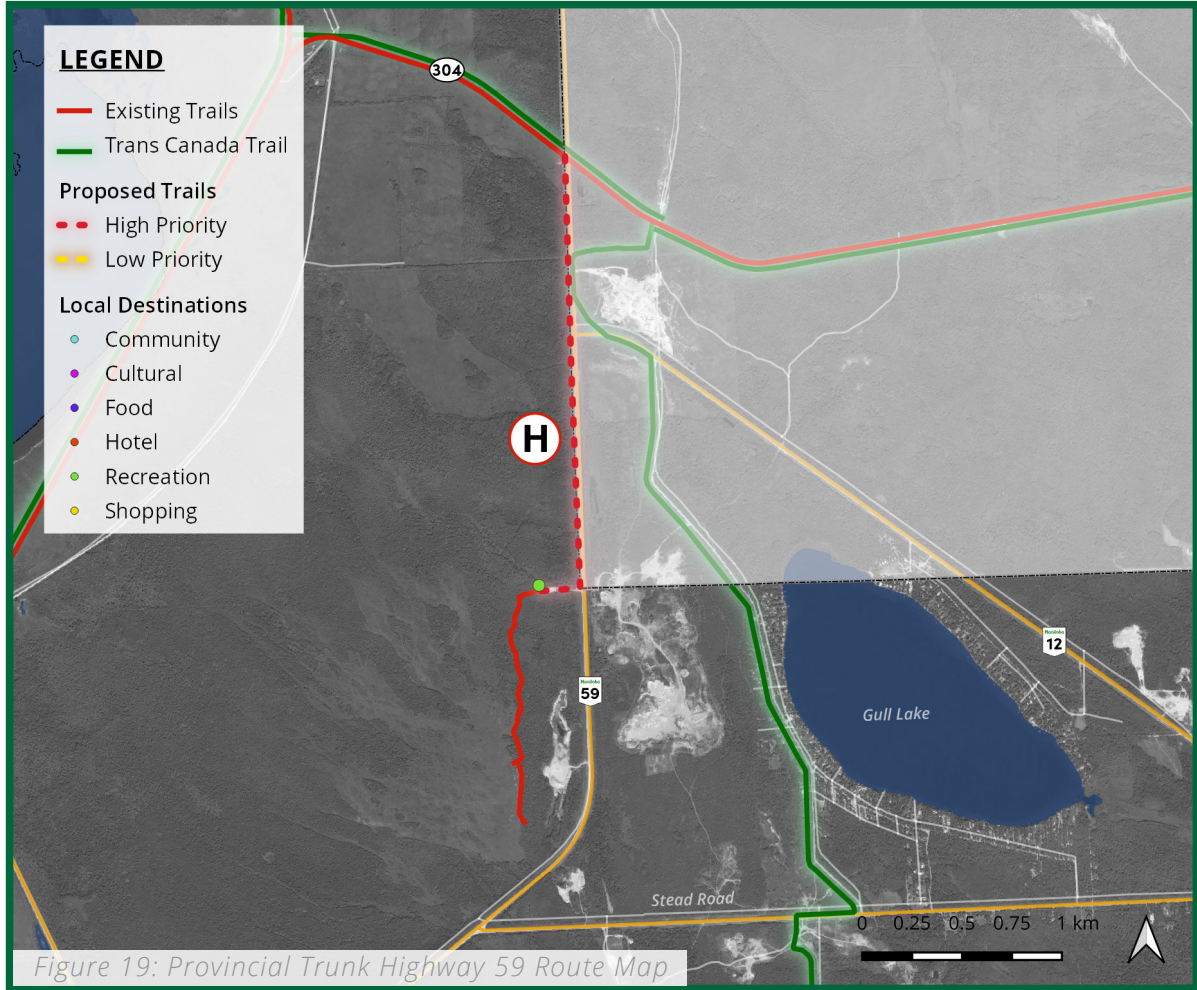


Connectivity: Local
Location: Road 100 North and Road 98 North
Length: 0.5 km (Road 100 North) & 1.2 km (Road 98 North)
Type: Sharrow
Priority: Low
Cost: Low

Description: These routes connect the Trans Canada Trail between Grand Marais and Beaconia, along Road 100 North and Road 98 North to marinas and recreational fishing spots. These routes should be improved to be designated as a sharrow, with better signage and bicycle parking at destinations.



H Provincial Trunk Highway 59



Connectivity: Local

Location: Provincial Trunk Highway 59 between Provincial Road 304 and Brokenhead Wetland Interpretive Trail

Length: 2.3 km

Type: Mixed (Sharrows and Multi-use Path)

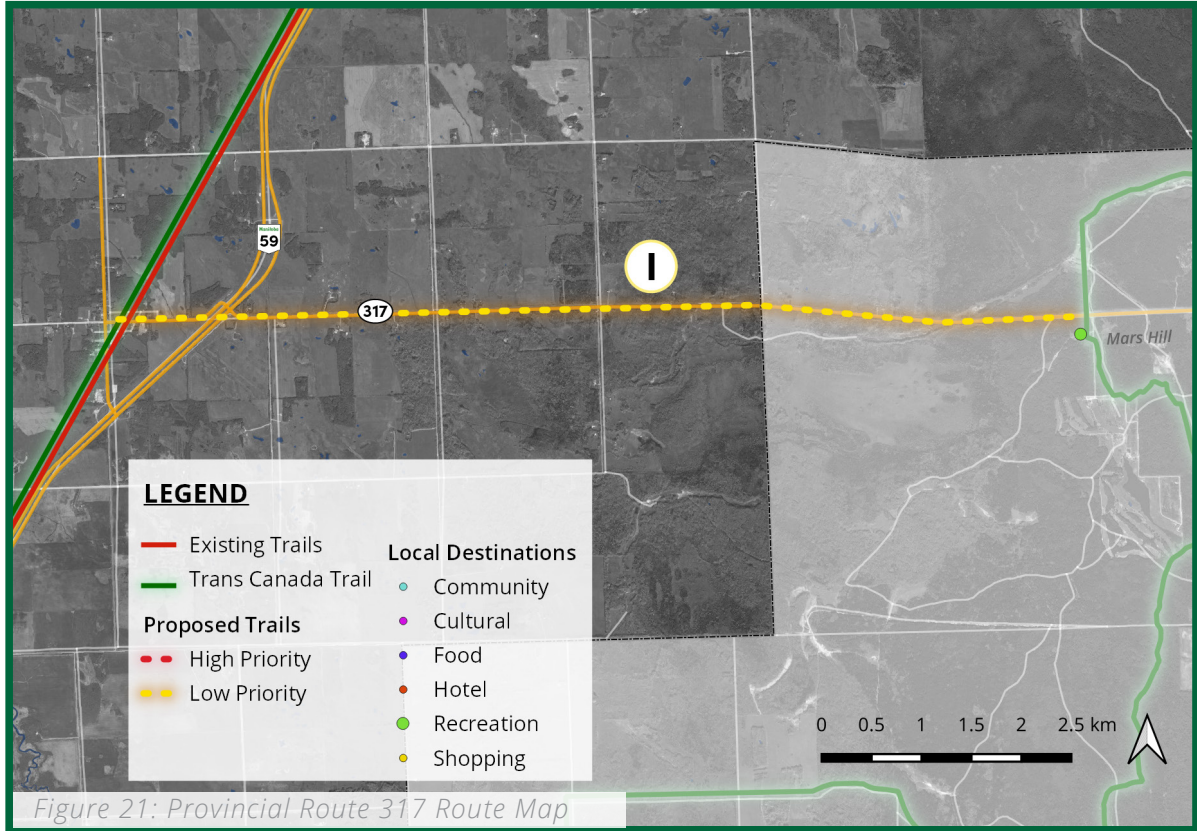
Priority: High

Cost: Moderate

Description: This proposed trail route connects the Trans Canada Trail along Provincial Route 304 to the Brokenhead Wetland Interpretive Trail via Provincial Trunk Highway 59. A dedicated protected trail facility is proposed here to connect existing trails infrastructure to an important recreation and ecological community asset.



I Provincial Route 317 to Mars Hill



Connectivity: Regional
Location: Provincial Route 317 between Provincial Trunk Highway 59 and Mars Hill
Length: 9.7 km
Type: Sharrow
Priority: Low
Cost: Low

Description: This proposed trail route connects the Trans Canada Trail and Provincial Trunk Highway 59 with the Mars Hill Recreation area. Minimal interventions are proposed along this route has low vehicular and active transportation traffic. These routes should be improved with dedicated on-street trails infrastructure, including better signage to Mars Hill and bicycle parking at Mars Hill. This project can be initially trialled with temporary quick build infrastructure to understand need and usage before more investment is dedicated.



J East Selkirk



Connectivity: Local

Location: East Selkirk

Length: 3.5 km

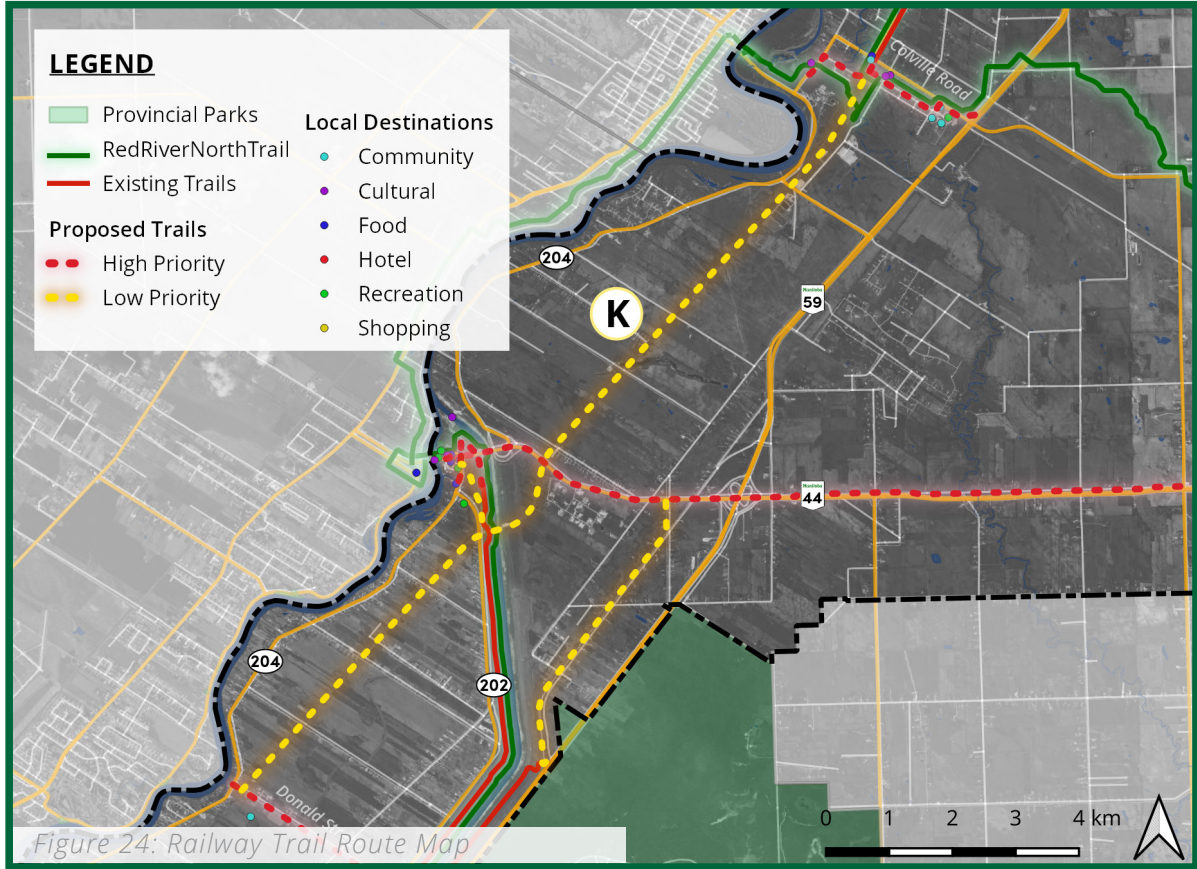
Type: Mixed (Sharrow and Multi-use Path)

Priority: High

Cost: High

Description: This proposed trail route connects East Selkirk to the City of Selkirk to the west and Provincial Trunk Highway 59 to the east. This route is critical to improve active transportation connectivity within the East Selkirk Community. This route predominantly follows the Trans Canada Trail. South of Colville Road, the community east and west of red river are not connected via active transportation. A bridge connecting Church Road to either side of Red River can considerably increase connectivity and access to the commercial stores, recreation facilities, school and administrative services west of Red River. This route should be further studied, including the trail types, design and materials along with the bridge location and design. (1) These lands belong to Manitoba Hydro. In the future, if these lands are available for development, trails can be proposed along the river.

K Railways Trail



Connectivity: Regional

Location: Railway tracks between Donald Road and Colville Road in East Selkirk

Length: 15.1 km

Type: Separated Multi-use Trail

Priority: Low

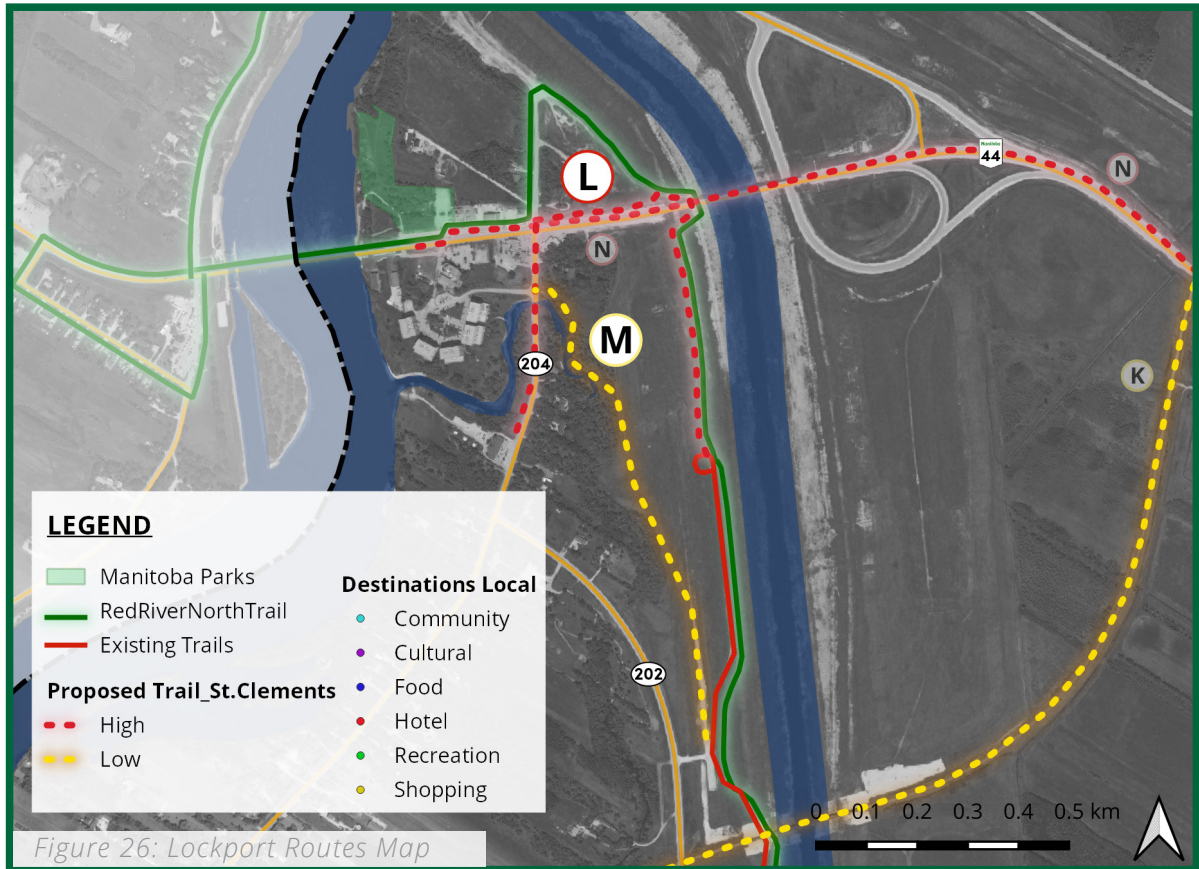
Cost: High

Description: This proposed trail route is a regional route running along railway tracks extending from Donald Street near Birds Hill Park to Colville Road in East Selkirk. A separated multi-use trail is proposed here for seamless long distance recreation walking, bicycling, ATVs and snowmobiles. Preexisting bridges at railway crossings and water bodies should reduce overall costs.



L Duff Roblin Extension

M Lockport River Route



- Connectivity:** Local
- Location:** Lockport
- Length:** 1.2 km (Duff Roblin Parkway Extension) and 0.4km (Lockport River Route)
- Type:** Mixed (Sharrow and Multi-use Path)
- Priority:** High (Duff Roblin Parkway Extension) and Low (Lockport River Route)
- Cost:** Moderate to High
- Description:** Two routes are proposed in Lockport. The Duff Roblin Parkway Extension is of higher priority as it is needed to close the current connectivity gap between the Duff Roblin Parkway Trail and Lockport. This route will further extend north from its current terminus near Lockport, cross north of Provincial Trunk Highway 44 and loop back to Provincial Trunk Highway 44 via Provincial Route 204. Currently, a north existing along the current Trans Canada Trails Path, north of Provincial Trunk Highway 44. However, a trail running immediately north along Provincial Trunk Highway 44 is preferred. This route will connect all the primary destinations in Lockport. The second route, the Lockport River Route, is a low priority trail proposed from the Duff Roblin Parkway Trail, along the river, to the road leading to River Creek Estates at Provincial Route 204.



N Provincial Trunk Route 44

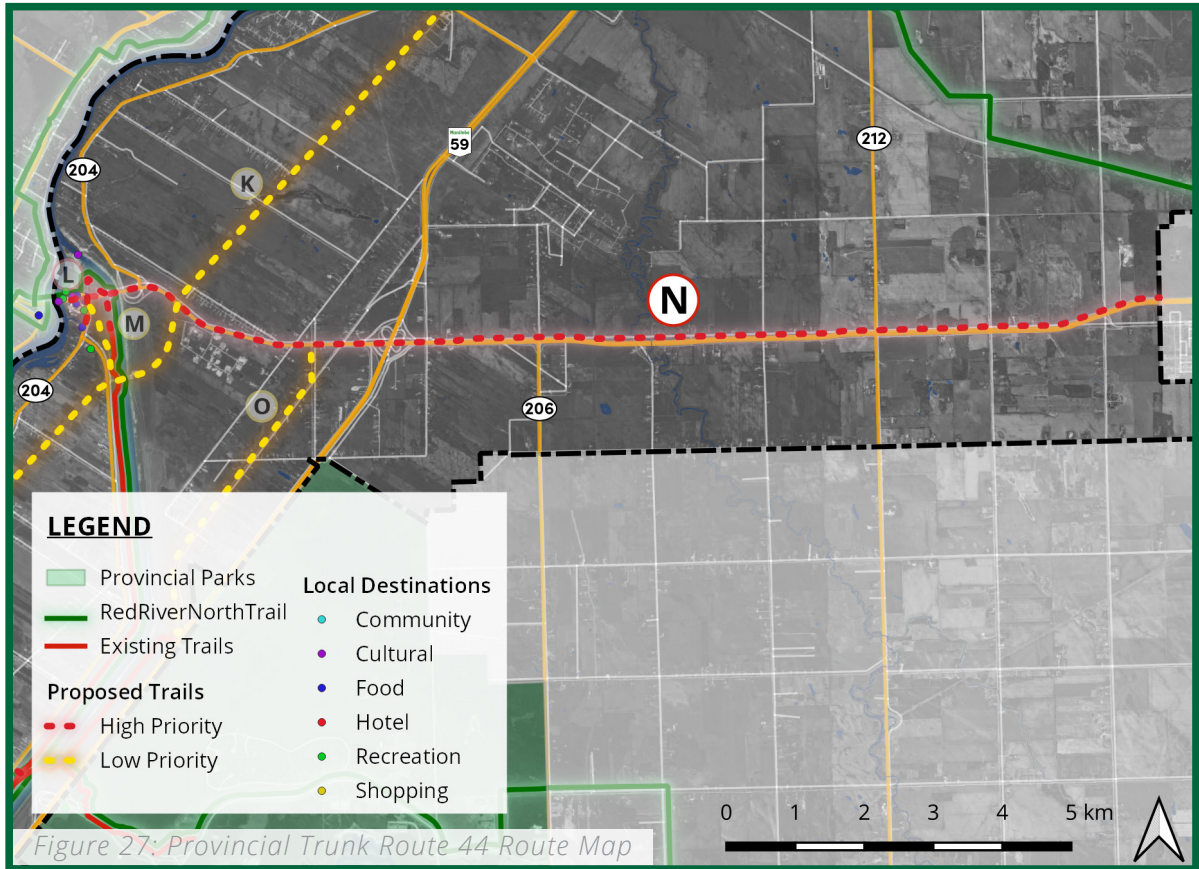


Figure 27: Provincial Trunk Route 44 Route Map

- Connectivity:** Regional
- Location:** Provincial Trunk Route 44 from St. Andrews Lock and Dam to Eastern RM boundary (next to Garson)
- Length:** 16.1 km
- Type:** Mixed (Sharrow and Multi-use Path)
- Priority:** High
- Cost:** Moderate

Description: This proposed trail route is a regional active transportation connection connecting St. Andrews and Lockport to the Local Urban District of Tyndall and Garson in the RM of Brokenhead. The dedicated infrastructure can be built in the roadway and along service roads where available. This project can be initially trialled with temporary quick build infrastructure to understand need and usage before more investment is dedicated to it.



Figure 28: PTH 44

Kirkness Road



Connectivity: Local

Location: Kirkness Road from Duff Roblin Tail Kirkness Spur to Provincial Trunk Highway 44

Length: 5.0 km

Type: Sharrow or Multi-use Path

Priority: Low

Cost: Moderate

Description: This route is proposed as a regional connection to connect the Birds Hill Provincial Park to Provincial Trunk Route 44. This project can be initially trialled with temporary quick build infrastructure to understand need and usage before more investment is dedicated to it.



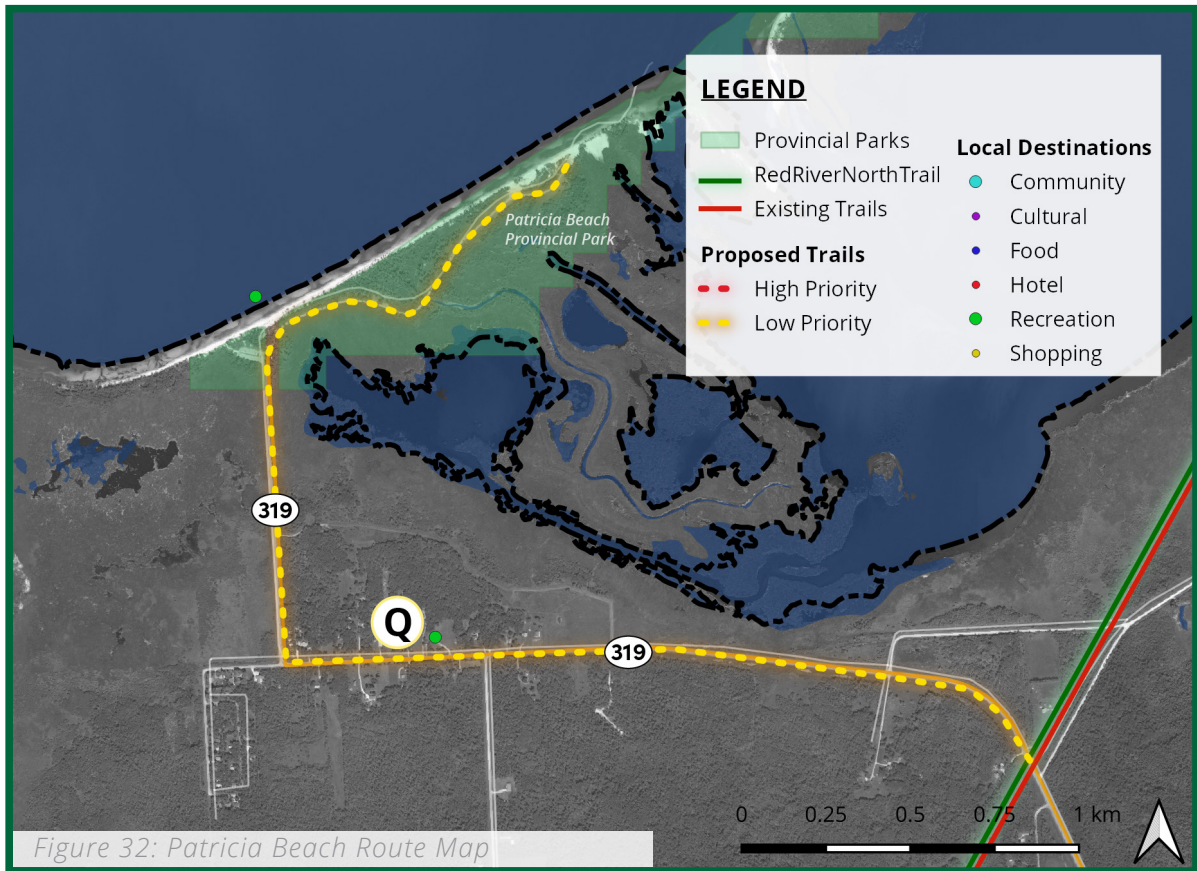
P Donald Road



- Connectivity:** Local
- Location:** Donald Road Between Provincial Route 204 and 202
- Length:** 3.1 km
- Type:** Mixed (Sharrow and Multi-use Path)
- Priority:** High
- Cost:** Moderate
- Description:** This route is proposed as a regional connection to connect the Birds Hill Provincial Park to the new community center on Donald Road. This project can be initially trialled with temporary quick build infrastructure to understand need and usage before more investment is dedicated to it.



Q Patricia Beach



Connectivity: Local

Location: Provincial Route 319 between Red River North Trail and Patricia Beach Provincial Park

Length: 4.4 km

Type: Mixed (Sharrow and Multi-use Path)

Priority: Low

Cost: Moderate

Description: This route proposed as a local connection to connect the Red River North Trail to Patricia Beach Provincial Park. This project can be initially trialled with temporary quick build infrastructure to understand need and usage before more investment is dedicated to it.







05

IMPLEMENTATION

The projects are classified as short (0-3 years), medium (3-7 years), and long (7-15 years) term projects for implementation based on need, priority and overall costs.

#	NAME	LENGTH	PRIORITY	COST
SHORT TERM				
H	Provincial Trunk Highway 59	2.3	High	Moderate
L	Duff Roblin Extension	1.2	High	Moderate
TOTAL		3.5		

MEDIUM TERM				
D	Grand Marais	11.5	High	High
F	Road 100 North Improvements	0.5	Low	Low
G	Road 98 North Improvements	1.2	Low	Low
J	East Selkirk	3.5	High	High
N	Provincial Trunk Route 44	16.1	High	Moderate
P	Donald Road	3.1	High	Moderate
Q	Patricia Beach	4.4	Low	Moderate
TOTAL		40.3		

LONG TERM				
E	North Trans Canada Trail (Beaconia to Grand Marais)	10.6	Low	Moderate
I	Provincial Route 317 to Mars Hill	9.7	Low	Low
K	Railways Trail	15.1	Low	High
M	Lockport River Route	0.4	Low	High
O	Kirkness Road	5	Low	Moderate
TOTAL		40.8		



RM OF ST. CLEMENTS