Input: Approach

This preliminary phase of consultation was conducted through a series of informal 1-on-1 or small group sessions with key stakeholder groups in late 2020 through mid to early 2021 using Zoom technology and by telephone interview. The intent of these consultations was to garner initial input on the "principles" that should guide the project including the design and operating model. The comments below reflect all feedback received to date. The Steering Committee appreciates the weekly input of representatives appointed on March 22, 2021 in the form of the Dyer's Bay Association (executive) on aspects of this Discussion paper.

Key comments the Steering Committee heard through these consultations were:

Cabot Head Road Private Landowners Concerns

- People on ATV's are still using Cabot Head road despite the road closure; this is both unsafe and difficult to control
- Cabot Head road use has a spillover effect for the surrounding properties (e.g. trespassing on private lands at the Flume, illegal camping, trampling and garbage dumping)
- Legal liability concerns
- Road is too narrow with blind turns; is unsafe for vehicular traffic and have concerns about serious accident
- Tourists driving on the road (when it was open) were often ill-equipped and uninformed "Can I drive to Tobermory on this road?"
- Need to monitor people entering Nature Reserve to ensure no illegal camping and determine how the area will be enforced and by whom
- Once the Cabot Head Trail is established, it will be a caveat by the private landowners that management must remain as is and that the Trail does not become part of the Bruce Trail so as to preserve the pristine character of the Cabot Head Nature Reserve.
- Landowners wants to be on site during the construction phase.

Dyer's Bay Community Concerns

- Increase in visitors associated with this project, creates concerns regarding the protection of the quiet, safe character of the community. Trespassing, increased noise, illegal roadside parking, littering and stolen property are already on the rise. There must be protection from excessive traffic, over-tourism at the Cabot Head Trail gate, on the Dyer's Bay road, in the hamlet, and in the Dyers Bay parking lot.
- The community has spent time, effort and money protecting the Escarpment meadow in the Dyers Bay hamlet. During NEC re-designation from rural to protected status, ecological studies confirmed habitat of threatened and endangered species on the land adjacent to the current Municipal parking lot. The community is very concerned about protecting water quality, and this sensitive, connected environment from potential environmental risks brought on by development such as expansion of the parking lot.
- The community is concerned about the Municipality's and or the three charities' desire to grow this project. They are not in favour of potential expansion of the project that

includes new and expanded parking areas, shuttle buses and marketing to increase tourist capacity and revenue.
- The community expects full consultation with the Municipality and the charities regarding this project before any decisions are made or changes to our community.

Traffic Management
- Large volumes of vehicular traffic through Dyers Bay was a major concern for the community until October 2016 when the Cabot Head lighthouse was closed for repairs, followed by the Cabot Head Road closure in 2019 due to high-water damage and washout.
- Large volumes of vehicular traffic on the Cabot Head road was causing negative environmental impacts in the area.
- Driving on the Cabot Head road was viewed as unsafe and unsustainable even when the road was in good condition. The environmental effects are still felt today including the uncontrolled ATV and snowmobile use.
- This project will restrict vehicular traffic to any point beyond the Cabot Head Trail Gate, (near the fork on Cabot Head Road) which is welcomed by the community. However, this project may result in more visitors to Dyers Bay as the Cabot Head Trail will be a tourist destination. Nonetheless, traffic will be significantly less than in 2016 when the Lighthouse was accessible by cars and tour buses.
- The community calls for a commitment from the Municipality and the charities to control traffic and limit the number of summer visitors to Dyers Bay.
- **Update as of July 5th, 2021**: NOTE: on July 1st, the proposal for converting the Cabot Head road to a wilderness trail received a **3-to-1 in-favour vote** from the Dyers Bay community (the vote was conducted by the local residents association)

Ensuring Sustainability
- This project eventually needs to generate a revenue stream, to support the future Cabot Head Trail operating costs, as well as the the missions of the three local non-profits organization and any required capital work
- There needs to be a formal, legal agreement between all relevant parties and stakeholders to solve long standing ownership / access rights and issues

This feedback was ultimately summarized into a set of Guiding Principles for the project shown in Table 1 below.

Table 1 – Guiding Principles

Principle	Key Takeaways
Embrace & Protect the Environment	• Promote human-powered travel (e.g., cycling, hiking) • Minimize environmental impacts (e.g., garbage,trampling, parking) • Support ecological research (e.g. Bird Observatory)

	• Promote environmental stewardship to visitors (e.g. informative signage at Escarpment meadow next to Dyer's Bay parking lot) • **Update as of July 5th**: based on recent community feedback, we are investigating additional protective measures that may be taken for local wildlife (e.g., snake & mammal kill rates along Dyers Bay Road between Highway 6 and Dyer's Bay)
Improve Safety & Mitigate Risk	• Eliminate vehicular traffic on Cabot Head Road • Remove/mitigate physical hazards • Eliminate unwanted access (e.g. tracking and monitoring visitors) • Ensure insurance coverage & emergency and medical services access • Manage traffic flow through surrounding local areas (i.e., Dyers Bay) • **Update as of July 5th**: based on recent community feedback, we are investigating additional safety and control measures such as caps on the number of visitors to the trail and/or traffic management solutions (e.g., speed bumps and/or further signage)
Preserve & Celebrate Peninsula Culture	• Support the mission of local non-profits • Protect heritage assets from deterioration (e.g., lighthouse) • Encourage environmentally-friendly exploration of the Bruce Peninsula
Embrace & Protect Dyer's Bay Community	Project is managed so as to limit disruption to the Community's safe and quiet character by: • Trail is for cyclists/hikers so small increase of vehicular traffic on Dyers Bay Road over 2017-2020 can be expected • Better enforcement of bylaw against roadside parking • Improved signage e.g. Dead End, Local Traffic Only • Dyer's Bay parking lot not expanded • No shuttle buses • No active marketing of Cabot Head Trail by charities or Municipality (Gravel Gran Fondo marketing is excepted) • Agreed process to manage tourists and traffic e.g. trial ambassador (warden) or staffing at Cabot Head Trail gate and Dyer's Bay parking area • Municipality enforces bylaw violations and introduces higher fines • **Update as of July 5th**: note that on July 1st the proposal for Cabot Trail received a 3-to-1 in-favour vote from the Dyers Bay community (in a vote conducted by the local residents association)

Embrace and Respect Private Landowners	Cabot Head Landowners need to: • Approve general concept, trail design, and risk management plan • Approve any changes to the plan, including during construction • Be named as an insured party • Approve anti-trespassing strategy

2.1 Input: Design

Update as of July 5th: Community consultation is a key component of the final design for the trail. The plan for consultation on the design is currently being developed.

3 Trail Design

This section provides a summary of the proposed design for the Cabot Trail. Update as of July 5th, 2021: the Steering Committee will be retaining the services of a professional trail designer and engineer. The design elements described below will be updated as this work is completed.

3.1 Definitions

To ensure there is a clear understanding of terms related to the proposed trail we offer the following definitions

Cabot Head Road: is a one lane, gravel approximately 8 km stretch of Gerogian Bay shoreline road that starts off Shoreline Road in Dyer's Bay. It has been damaged by the previously high water levels and is now closed with a locked gate across it. ATV's illegally go around the gate to access as do cyclists.

Cabot Head Trail: is proposed to be a wilderness trail created from the above Cabot Head Road. At 24 km round trip from the Trailhead to the Lighthouse the trail is expected to be used more by cyclists than hikers.

Trailhead of the Cabot Head Trail: is at the paid parking lot at Dyer's Bay. Hikers and bikers would begin at this point, traveling through Dyers Bay to the start of the Cabot Head Trail.

Bruce Trail: existing access off Dyer's Bay Parking Lot--anticipated hikers will access the Cabot Head Trail Entrance Gate using this existing Bruce Trail route

Bruce Trail off Lindsay Road 40: alternate existing access route for hikers only to the trail entrance gate. This route ends on Harkins Road from where the hikers would go down the Dyer's Bay Road hill to directly connect with the Trail Entrance gate which avoids the Dyer's Bay village.

Dyer's Bay Road: a dead end road through the village of Dyer's Bay which is on Georgian Bay. Prior to 2017 when Lighthouse was closed for repairs it had significant vehicular traffic upsetting the local community.

Cabot Head Trail Entrance Gate: At the fork of Shoreline Road and Cabot Head Trail, there will be an entrance gate beyond which cars and other vehicular traffic will have no access, except for EMS. No parking will be available near this entrance. This gate will be locked and may have a staff attendant in high season. To provide financing for trail maintenance and to sustain the charities, one fee for Cabot Head Trail and Lighthouse access will be required, except for the local community

Birch Road Loop: It is anticipated that some hikers/bikers may be dropped off at the Entrance Gate, and consideration is being given to controlling traffic flow and a potential need for a

turnaround point. Using the Birch Road loop may make construction of a turnaround unnecessary, but clear signage would be imperative.

Cabot Head Lighthouse: is the terminus of the Cabot Head Trail.The Friends of Cabot Head Lighthouse in cooperation with the Department of Fisheries and Oceans who own the site will manage the visitation on site of the Lighthouse, in exchange for a portion of the Trail and Lighthouse access fees.

th3.2 Permitted Uses

It is proposed that Cabot Head Road will become a wilderness trail hereafter called the Cabot Head Trail. Cabot Head Trail will be maintained to a standard that supports human-powered modes of transportation such as hiking, biking, or skiing and emergency and maintenance vehicle access. Additionally staff and volunteers associated with the three charities would be permitted limited vehicular access. Motorized recreational vehicles such as ATVs or snowmobiles would not be permitted due to safety concerns and additional maintenance costs associated with their use on the trail.

Update as of July 5th: note that based on recent community feedback, we are investigating the potential to allow e-bikes on the trail to provide additional, accessible transportation options.

The Cabot Head Trail would restrict all vehicular traffic beyond the Cabot Head Trail Gate, located on Cabot Head Road, just north of the fork in the road at Shoreline Dr. This vehicular restriction beyond the Cabot Head Trail Gate is welcomed by the Dyer's Bay community. It is noted that the nature and volume of traffic on Dyer's Bay Road will be significantly less than the years prior to 2017 when the Lighthouse was accessible by cars and even tour buses. However, this wilderness trail may increase visitors to Dyer's Bay as awareness about the Cabot Head Trail grows and cyclists and hikers seek to experience this tourist and community recreational asset.

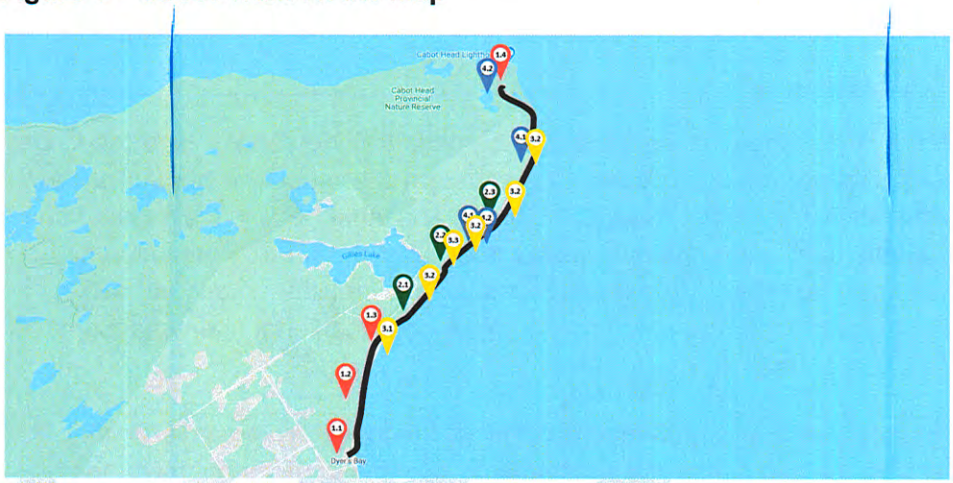
This proposal is based on invaluable input from community consultations that highlighted concerns about the potential and negative environmental impacts of unrestricted vehicular traffic accessing the Cabot Head shoreline road. Converting the road to a wilderness trail limits the traffic flow through the Dyers Bay community and improves safety, security and ecological integrity along the trail itself. Furthermore, the exclusion of motorized vehicles significantly reduces the current and future costs of maintaining a safe gravel base (and related infrastructure) on the trail itself.

3.3 Proposed Route

The proposed route for Cabot Head Trail is shown in Figure 1 below. The Cabot Head Trail begins in Dyers Bay at the municipal parking lot, which serves as the trailhead. From there, hikers follow the Bruce Trail to bypass the Dyers Bay community whereas cyclists will use the Dyer's Bay road. The Cabot Head Trail begins formally at a gated trail entrance point at what is

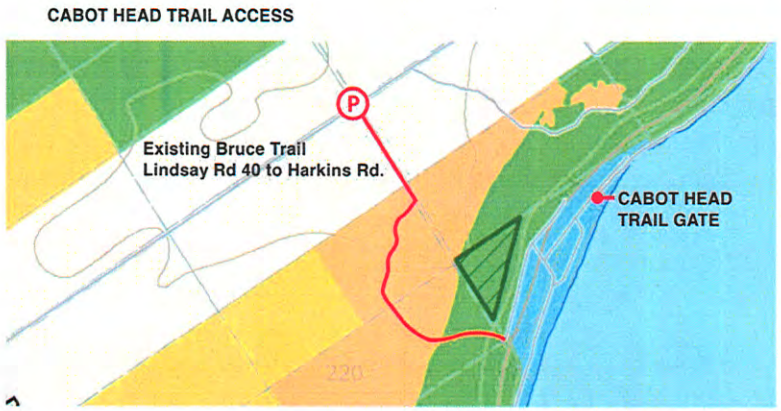
currently called Cabot Head Road, eventually terminating at the Cabot Head Lighthouse. Vehicular traffic may travel through the Dyer's Bay community on Dyer's Bay road to drop off and pick up hikers/bikers at the Cabot Head Trail Gate though no parking will be available at the gate and no vehicles can travel beyond it. As mentioned earlier, a turnaround may be constructed if the existing Birch loop does not suffice.

Figure 1 – Cabot Trail: Route Map



3.4 Alternate Route

An alternate route for hikers exists which takes hikers along the existing Bruce Trail from Lindsay Road 40 to Harkins Road. From there it continues downhill a short distance on Dyer's Bay road which then connects with Shoreline Road and the Cabot Head Trail gate where the trail formerly begins.This Bruce Trail route has free roadside parking on Lindsay 40 but is not as scenic as the Bruce Trail route from the Dyers Bay parking lot, but it is one half kilometer shorter. Hikers would not pass through the village of Dyer's Bay.



3.5 Trailhead

We propose that the trailhead be located at the municipal parking lot at the top of the hill in Dyers Bay. At this location there is a paid municipal parking lot which can serve as the staging area for visitors who would like to access the Cabot Head Trail.

The trailhead will include a large kiosk containing a trail map and key pieces of information related to trail use such as: expectations regarding length / time, emergency contact information, and a visitor code of conduct. All visitors will be reminded about safety - including that there is limited cell service along the trail.. Visitors will also be reminded about bear, snake poison ivy and weather precautions.

We also recommend including an informative signage/trail head exhibit on the edge of the parking area that would invite visitors to observe and listen to the birds in the forest and meadowlands. Signage will be designed to keep visitors out of the meadow as there are threatened and endangered species living and nesting here. Signage will also create a meaningful "platform" to promote interest and awareness about the three charities' conservation, research to hopefully facilitate donations and opportunities for membership.

Additionally, the trailhead will serve both as a payment point for use of the parking lot and also for a combined separate trail user and/or Lighthouse entrance fee. There would be a secondary trail user payment point potentially at the Cabot Head Trail Entrance gate.

3.6 Parking

It is recognized that the Dyer's Bay parking lot is currently well used by Bruce Trail hikers, and the broader Peninsula community of local residents who park boat trailers and cars before fishing for the day and by day use visitors who use the dock. Dyer's Bay residents use the parking lot when launching their boats and for resident's guests if there is insufficient space on private property. We recommend the parking lot's utility be increased by including parking "curbs" to delineate exacting parking spots. The question arises as to how much extra capacity there is for the cyclists / hikers who would wish to park in the lot, so they can use the Cabot Head Trail.

It is recognized that a solution for traffic overflow on long weekends and other high season times, be crafted. This solution must not include expanding parking in the meadow where PPS Significant Wildlife Habitat of Endangered and Threatened species have been recently observed and confirmed. Options will be explored as the project evolves such as that described in the Alternate Routes section above.

We note it will be important to have signage throughout the Dyer's Bay community to discourage parking anywhere in the village, except at the municipal parking lot and that an investment in increased by-law enforcement be made. For example, we suggest consideration be given to posting a sign on Dyer's Bay Road (just before you enter the village) that says "Dead End-Local Traffic Only".

We suggest locals without parking would be eligible to obtain a free parking permit for on street parking. Signs would need to be posted indicating "No on-street parking without a permit".

3.7 Parking Lot Capacity

It is estimated that the Dyer's Bay parking lot has capacity for approximately 30 vehicles but this will need to be confirmed after a period of operation. We believe there is a need to empirically establish the Dyer's Bay parking lot's true capacity. It is proposed that through data collection during the 2021 and 2022 summer seasons that the capacity of the Dyer's Bay parking lot be established. One caution is that Covid-19 has and will impact traffic levels as a lack of ability to travel over the past year may impact the 2021 summer's volume. Hence, another year (2022) may provide a more accurate projection of future use. At present, we recommend increased enforcement and fines be considered and used by the municipality as potential mitigants to any traffic issues in Dyer's Bay.

3.8 Trail Length

The Cabot Trail begins at the north end of Dyer's Bay and is approximately 11.5 km in length. Travelling from Dyer's Bay to the trail terminus at the Cabot Head Lighthouse represents an average round-trip of approximately 4-6 hours of time for hikers and approximately 3-4 hours for cyclists. Cyclists are likely to explore the grounds of the lighthouse and its trails around Wingfield Basin and even enjoy a picnic lunch before heading back to the parking lot at Dyer's Bay. There are several features along the trail that are envisioned to help uphold the safety of trail users including:

- Distance markers every 2km so trailer users plan their trip accordingly
- Access barriers / restrictions at key areas of trespass where private land owner rights will be honored and upheld (e.g., The Flume)

Additionally, there are several other features important for visitors being explored:

- Two lookout points that will provide visitors with a safe rest stop, and,
- Signed swimming spots to preserve "no people" shore views

3.9 Trail Terminus

The terminus of the Trail is the Cabot Head Lighthouse. Visitors can walk the grounds, have a picnic lunch and hike down to Wingfield Basin. Washrooms and bike racks will be provided to facilitate this experience.

Update as of July 5th: Other features at the Lighthouse are currently under discussion with the Department of Fisheries and Oceans Canada. This plan will be updated as those details are finalized.

3.10 Trail Construction

Built as a road, the Cabot Head Road is about 20 feet wide, which provides ample room for a wilderness trail which requires substantially less width. In general the approximately 8 km Cabot Head Road is in proper condition for a wilderness trail, except for four areas that total approximately 450 metres of road that have been damaged by high level wave action. These areas are still passable with a truck and regular cars and with some minor grading it would be suitable for bike traffic. There are some points along the route where remedial work will be required to stabilize the trail bed and make it safer for cyclists.

It is important to note that lake levels have dropped by almost 50 cm since the high point in 2019-20, when the bulk of the damage to the road occurred. In the past, lake levels have varied from high to low usually over a 7 year period, and it would appear that we are seeing a lowering trend in the water levels. Any design options would have to address the possibility of lake levels rising again.

Updated as of July 5th: The charities are in the process of hiring a professional trail designer to assess the road and make recommendations to convert the road to a class two wilderness trail. Once plans are developed they will be shared with the stakeholders. We are grateful for the considerable assistance of Bruce County Trail Specialist Andrew Breumer

3.11 Trail Operations

Like other similar routes, Cabot Head Trail would be designed to be largely a "self-service" wilderness trail for users and visitors. This will help avoid large management overheads required for guided experiences. Visitors would be expected to self-navigate and self-regulate along the majority of the trail and adhere to a code of conduct.

However, given the historical concerns regarding overcrowding and traffic issues in the community of Dyers Bay, the proposal envisions the potential for small summer staffing elements to complement and help inform and direct users and visitors.

Various models are under consideration. This includes seasonal staff / volunteers to manage or monitor the Dyer's Bay parking lot; the Cabot Head Trail Gate and Lighthouse site and roving trail ambassadors/wardens who move up and down the trail. Under these options, staff / volunteers would be seasonally engaged for the months that the Cabot Head Trail is open. They would be expected to work part-time through the week and full-time on weekends when the trail is expected to be busier.

The staff roles at the parking lot and at the Cabot Head Trail gate would be to ensure payment is made correctly, to report any illegal vehicles that are parked in the hamlet (in and outside of the lot), and to ensure a steady flow in / out of the parking lot. The roles will include monitoring the security of the Lighthouse grounds and buildings, and along the trail-adjacent to Ontario Park grounds, and to investigate and report issues along the trail.

Beyond the duties shared above, all of the typical trail maintenance and emergency situation management activities would be required and performed by the Municipality. This would also include a more detailed monthly inspection of the trail for specific improvements that need to be made.

Updated as of July 5th: The provision of staff for the trail is pending further discussions with representatives from the Municipality.

4 Operating Model

This section describes the proposed approach for day-to-day and long-term management of Cabot Trail in a way that ensures its ongoing success and sustainability.

4.1 Roles & Governance

Frequently, trails like the one proposed for Cabot Head, would be overseen and managed entirely by the municipality and / or park authority in which it was located. In the case of the Cabot HeadTrail, management is recognized to be more complex. For example, while the Municipality of Northern Bruce Peninsula could oversee the trail - as they have been maintaining Cabot head Road for fifty years - they do not fully own or have title to the Cabot Head Road. Additionally, the Municipality does not have the available financial resources nor does it consider it a priority to support the capital investments required to redevelop the road for vehicular traffic.

Hence, the three Charities who have formed the Steering Committee on this project obtained the necessary financial resources and have invested noteworthy volunteer hours and efforts that if commercially valued, would exceed the Ontario Trillium Foundation's financial contribution to the project.

4.1.1 Prior to Construction

It is envisioned that the three charities and the Municipality will work collaboratively to complete the proposal for Cabot Head Trail. The work would take advantage of the three charities grant funding to support third-party services that are required (e.g., trail design and construction) as well as municipal staff's expertise to ensure that the eventual plan meets its requirements.

4.1.2 During Construction

During construction, it is envisioned that the three charities would provide the funds for the redevelopment of the Cabot Head Road to the Cabot Head Trail using the Ontario Trillium Foundation Grant money received. Beyond the above, the three charities and Municipality would develop a clear division of labour on several key activities, including:

- Developing a Construction Plan containing: safety and interpretive signage requirements, aggregate requirements, amenity infrastructure (gates, washroom, benches, barricades etc.) Trail infrastructure, repairs for washouts and other improvements such as a turnaround point at the Cabot Head Trail entrance gate.
- Developing a Comprehensive Management Plan to address standards and operational issues i.e.Garbage disposal, illegal camping monitoring, inspections.
- Overseeing and directing the construction and maintenance of the trail and
- Developing a Risk Management Plan that includes regular trail inspections and strategies to reduce dealing with any physical risks along the trail path.

Throughout this work, Cabot Head Road Private landowner rights and concerns will be protected through the following provisions:

- That the land owners[1] will be named as an insured party in the general liability insurance for the trail
- That landowner approval will be sought for the general concept plan and risk management plan
- That prior to any changes to the plan land owners will be consulted, and,
- That the land owner will be consulted and approve, a Non Trespassing Strategy which may include signage, fencing or any other strategies to discourage unlawful trespassing onto private land.

Note: it is envisioned that in the development of the trail, if a deviation off the travelled portion of the former road is required, the affected landowners will be consulted and must approve the work prior to any work commencing.

4.1.3. Post Construction / During Operations

Once complete, it is envisioned that the three charities and the Municipality will continue to collaborate to ensure the safe operation of the Cabot Head Trail. There are a variety of potential models that could be used for this phase. For example, the Municipality could take on the

[1] Do these landowners include all whose properties about the trail? Andrew says landowners would be under municipality's insurance.

day-to-day management of the trail and while the three charities transitioning to an operational support / advisory role.

All parties will strive to collaborate to preserve the quiet and safe character of the Dyer's Bay community while ensuring the ongoing financial viability of the charities' operations. These goals will be achieved through the following actions by the parties:

1. The Dyer's Bay parking lot will not be expanded and shuttle buses will not be permitted on Dyer's Bay Road.
2. The Municipality and the three charities will not advertise the Cabot Head Trail or the lighthouse, except in connection with the Gravel Grand Fondo and the annual Open House

Update as of July 5th: additional discussions with Municipal staff is required in order to finalize the roles and responsibilities for the trail, post launch.

4.2 Financial Management

The financial needs and requirements for Cabot Trail can be broken into three components: (1) Capital costs for construction (2) Operating , and (3) Reserves for long term repairs.

Updated as of July 5th: The financial projections for this project will be developed by the charities working with the Municipality. This analysis is underway.

4.3 Risk Management

There are four primary risks that must be effectively managed including: (1) Structural, (2) Environmental, (3) Community, and (4) Legal.

Structural Risks relate to the ongoing viability of the trail, typically as a result of changes in water levels (such as the records seen in 2019-2020 that damaged the road). In the past lake levels have cycled from high to low usually over a 7 year period, and it would appear that we are seeing a lowering trend in the water levels (e.g., as of February 2021 lake levels are down 27 cm from the previous year).

It is suggested that no major capital improvements be made to the shoreline until it can be determined that the water levels are heading lower and a marine engineer be consulted to determine the best way to address damage caused by wave action and high water levels.

Environmental Risks Although significantly less environmental risk exists for a trail versus a road, private landowners and Ontario Parks suggest a strategy needs to be developed that would keep people off the significant and sensitive natural areas. This could be achieved through:

- Prominent display of a Code of Conduct in several key locations - Dyer's Parking lot, Trail entrance gatehouse and key areas along the trail
- A signage plan that educates users about
    - the ecological importance and vulnerability of the area to trampling
    - consequences of trespassing
    - interesting ecological features such as shingle beach.
- The placement of natural barriers in areas that have been accessed in the past by campers and hikers

Community Risks result from the potential negative consequences for local community members from the presence of a trail or to the three charities if there is no access at all to the Cabot Head area and they are forced to cease operations.

All parties agree that in converting Cabot Head Road to a trail we all must strive to create a mutually beneficial partnership for the Dyer's Bay Community and the three charities. No one wants to see a similar negative impact caused to the Dyers Bay community as when the road and lighthouse were open to the public and thousands of cars travelled through the hamlet.

Equally important is that no one wants to see the historic and iconic Cabot Head lighthouse site closed and sold off , nor the Bird Observatory to cease its Canadian-significant bird migration monitoring nor the Biosphere Association be unable to continue to undertake its water quality improvement work and habitat restoration - due to the loss of its annual major fundraiser, the Gravel Grand Fond bike tour.

Some of the risk mitigants for the Dyer's Bay Community include:

- Have all cars parked at the trailhead and people will ride their bikes or hike from the parking lot.
- Consider feasibility of using automated reserved parking system similar to Parks Canada's
- "No parking signs" being placed along the paved road stating that all parking would be by permit only.
- Encouraging Residents to pick up their free parking pass at the Municipal office similar to the process currently used in Tobermory and the area.
- Post "No parking" signs at the Dyers Bay Dock for people who are launching boats People need to launch boats and leave immediately.
- Advising Residents that have a municipal parking pass they will be able to park in the trail head parking lot for free.
- Notifying Dyer's Bay residents who wish to hike or bike the Cabot Head Trail that they would have to present their municipal parking pass to a seasonal employee.

- Discourage trespassing through significant signage, access barriers to private properties along the trail, and trail monitoring

Legal Risks result from the potential liability for owners / operators of the trail due to injury or other harms experienced by users. Although the municipality has been maintaining the Cabot Head Road for over 50 years as a municipal road, at best, the status of the road would be a trespass road, whereby the municipality would only have jurisdiction over the actual travelled portion of the road (Tire Tracks). To establish a conversion of the road to a bike path will require some realignment of the road to accommodate past flood repairs, perhaps adding benches, porta potties and garbage containers at the side of the trail.

For this reason it is key that the Cabot Head landowners be consulted and support the establishment of the Cabot Trail through a formal agreement. Such an Agreement should include the following:

- That the land owners will be named as an insured party in the general liability insurance for the trail.
- That landowners approval will be sought for the general concept plan and risk management plan.
- That prior to any changes to the plan, land owners will be consulted
- That the land owners will be consulted and approve, a Non Trespassing Strategy which may include signage, fencing or any other strategies to discourage unlawful trespassing onto private land.

If, in the development of the trail, a deviation off the travelled portion of the former road is required, the affected landowners will be consulted and must approve the work prior to any work commencing.The agreement will assign a designated person (who will be the key contact person) to liaise between the land owners and operators of the trail.
The structure of the agreement could be modelled on similar agreements used by the Bruce Trail and/or the snowmobile clubs in Grey Bruce.

Ongoing Risk Management. After a period of two years of full operation, the Cabot Head Trail be reviewed in consultation with all parties to consider:

- Operational successes and challenges
- Risks - demonstrated and potential
- Future Opportunities.

5. Implementation

Updated as of July 5th: The detailed construction plan and future timeline for the project is pending additional discussions with the Municipality. The overall timeline remains that construction is targeted for completion in 2021 (in order to adhere to the terms of the Ontario Trillium Foundation grant) with trail opening scheduled for late 2021 or early 2022.

DRAFT

6. Appendix - Detail Project Chronology

Event	Date
First Meeting with all stakeholders including MP Ruff and MPP Bill Walker	May 5th , 2020
Three charities formed a collaborative to write grant	August 2020
Approval for Trillium Grant $124,000	December 2020
Consultations begin	January 2021
Meetings with Ned and Mary Crawford.	Jan. 4th, Jan. 14th, Jan. 21st, & Jan. 27th, & May 0th (2021)
Meetings with DBA, Municipality, and DFO	January 28th, 2021
Steering Committee Meetings	Mar. 22, Mar. 29th, June 7th, June 14th, June 21st (2021)
Steering Committee Meetings with members from DBA	Apr. 12th, Apr. 19th, Apr. 27th, May 10th (2021)
Site Inspection	April 7th & June 15th (2021)
Meeting with Zain (trail designer) at trail	May 12th, 2021
Meeting with Andrew Burgess - Engineer	May 26th, 2021
Meeting with DBA	June 14th, 2021
Draft Proposal Presentation to Dyer Bay	June 28th, 2021