

# Trans Canada Trail

## Greenways: Vision and Core Principles

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*Mission: We will promote and assist in the development and use of the Trans Canada Trail by supporting success at the local level in the creation of this national network.*

The *Greenways: Vision and Core Principles* document guides the Trans Canada Trail and its local partners in connecting the Trail. The TCT's goal is to be one of the world's pre-eminent long-distance trails; a travel destination for Canadians and international visitors and a unique way to explore Canada's magnificent landscapes, rich history and diverse culture.

### Trans Canada Trail Greenways: Vision and Core Principles

#### Vision

The Trans Canada Trail is a multi-use recreational trail, stretching from coast to coast to coast.

- The Trail is designed to accommodate six preferred activities: walking/hiking, cycling, horseback riding, cross-country skiing/snowshoeing, snowmobiling and paddling
- Made up of hundreds of local trails, joined together to form the world's longest and grandest trail, the Trans Canada Trail offers a multitude of trail experiences from wilderness pathways, rail trails, forested trails, rural tracks, and historic canoe routes to paved urban walkways, downtown streets, country roads, logging roads and secondary highways
- The goal is to maximize greenway sections
- The Trans Canada Trail continually strives to deliver a quality trail experience that is recognized as being best in class. We seek to be one of the world's pre-eminent long distance trails
- The Trail offers Canadians and international visitors a unique way to get outdoors, explore major cities and small towns; experience our ever-changing landscapes; and discover Canada's rich history, diverse cultures, communities and people

#### Core Principles

The Trans Canada Trail is committed to:

- Providing a safe and enjoyable trail experience on high quality trail
- Promoting an active and healthy lifestyle
- Preserving green space, encouraging active transportation and protecting the environment
- As a priority, developing a greenway trail that promotes non-motorized uses in summer (walking/hiking, cycling, horseback riding, and paddling on water routes), as well as cross-country skiing/snowshoeing and snowmobiling on some Trail sections, in winter

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## Defining Trails

To communicate the type of trail experience users are likely to have, the TCT will use the following categories to describe sections of the Trail:

- **Greenway** – a section of the Trail that has been developed for and supports one or more of TCT's preferred activities in the summer – greenways do not allow motorized use in the summer months
- **Road cycling route** – a section of the Trail that is on either a paved or gravel road, where users may be subject to the relevant highway traffic act, motor vehicle code or resource road regulations and/or legislation
- **Yellow Trail** – a section of the Trail that allows for motorized use in the summer months
- **Blueway** – a water route on an established line of travel along a watercourse, where users may encounter motorized watercraft that are subject to relevant legislation or regulations, such as the Navigable Water Protection Act

## Implementing the Greenway Vision

To achieve the Greenway Vision, TCT takes the following approach to Trail development:

- TCT will actively support and promote **Greenways**, that is, sections which have been or will be developed for one or more of the TCT's summer preferred activities
- Where the route of the Trail is on a paved or gravel road, which is shared with motorized vehicles and users and may be subject to the relevant highway traffic act, motor vehicle code or resource road regulations and/or legislation, the TCT will recognize this as a **Road Cycling Route**, until an alternative route, at some point in the future, can be developed.

Forest Access Roads (such as in Ontario) will be considered **Road Cycling Routes** and may allow summer motorized use. TCT will not fund construction of a **Road Cycling Route** except for wayfinding and safety signage, and, if necessary, bridges that will serve as pinch points (locations where two or more Trail sections meet)

- Existing Trail sections with off-highway vehicle (OHV) use, which were registered before December 31, 2009, and where motorized use occurs, will continue to be recognized as Trans Canada Trail, and will be categorized as **Yellow Trail**. However, the long term goal is for all land-based Trail sections to be greenways – over time, TCT will seek to work collaboratively with its partners to achieve this goal. This will require discussions with provincial/territorial partners and local trail groups to plan for alternate routes for motorized use, the removal of motorized use from the TCT, or finding alternate routes for the Trail.
- TCT will not fund improvements on **Yellow Trail** except for wayfinding and safety signage, and, if necessary, bridges, which will serve as pinch points.
- TCT will not support or register new Trail where summer motorized use is permitted, that is, no concept plans or proposals for **Yellow Trail** will be funded or accepted for consideration. Where a gap cannot be bridged for summer non-motorized use before 2017, the section of Trail must be on an existing gravel or paved road trail type and will be categorized as **Road Cycling Route**. TCT will not fund construction of a **Road Cycling Route**, except for wayfinding and safety signage, and, if necessary, bridges, which will serve pinch points
- TCT will continue to support the development of **Blueways**, including providing funding for water route development for non-motorized users

## Winter Activities

Cross-country skiing/snowshoeing and snowmobiling are preferred activities of the TCT in the winter months. The TCT will continue to support Trail sections developed for these uses. Funding for winter-use Trail is based on the trail type constructed for summer-time use.