

Trans Canada Trail

Greenways: Vision and Core Principles

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

Board Approved March 28, 2009

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.