

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 canoeing.
- Made up of hundreds of local trails which are being 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, historic canoe routes to paved urban walkways, downtown streets, country roads, logging roads, and secondary highways.
- The goal is to maximize greenway trail segments.
- 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, and diverse cultures, communities and people.

Core Principles

The Trans Canada Trail is committed to:

- provide a safe and enjoyable trail experience on high quality trail
- promote an active and healthy lifestyle
- preserve green space, encourage active transportation, and protect the environment
- as a priority, develop a greenway trail that promotes non-motorized uses in summer (walking, hiking, cycling horseback riding, and canoeing on water routes), as well as cross-country skiing, snowshoeing and snowmobiling on some trail segments, in winter

Board Approved March 28, 2009

The *Greenways: Vision and Core Principles* guides the TCT and the local trail partners as the plans to complete the Trail are developed. The TCT seeks the Trail 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.

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 Trail**, a section of the Trail that has been developed for and supports one or more of TCT's preferred activities in the summer – a Greenway Trail does not have motorized use on it in the summer months
- **Roadway Trail**, 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 will likely have motorized use in the summer months
- **Blueway Trail**, a water route on an establish line of travel along a watercourse where users may be subject to motorized watercraft which are subject to relevant legislation or regulations such as the Navigable Water Protection Act

Where the use is not known, the TCT will categorize the trail as **Undefined**.

Implementing the Greenways Vision

To achieve this Greenways Vision, the TCT takes the following approach to trail development:

1. The TCT will actively support and promote **Greenway Trail**, that is, sections which have been or will be developed for one or more of the TCT's summer preferred activities.
2. Where the route of the Trail is on 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 **Roadway Trail** until an alternative route, at some point in the future, can be developed. Forest Access Roads (Ontario term) will be considered a **Roadway Trail** and may allow summer motorized use. The TCT will not fund construction of a **Roadway Trail** except for wayfinding and safety signage and if necessary bridges, which will serve pinch points.
3. On existing trail with off-highway vehicle (or OHVs) use that was registered before December 31, 2009 and where motorized use occurs, the TCT will continue to recognize this as the Trans Canada Trail and categorize it as **Yellow Trail**. The long term goal is for all sections to be Greenway Trail – over time the TCT will seek to work collaboratively with its partners to achieve this goal. This will require discussions with provincial partners and local trail groups to plan for either alternate routes for motorized use, removing motorized uses from TCT, or exploring alternate routes for the Trail.
4. The TCT will only fund improvements to existing **Yellow Trail** to meet the long-term accessibility, safety and user experience of TCT's summer preferred activities until March 31, 2011. After this date, the TCT will not fund improvements on **Yellow Trail** except for wayfinding and safety signage, and, if necessary, bridges, which will serve pinch points.

5. The TCT will not support or register new trail where summer motorized use is permitted, that is, no funding will be considered, or concept plans funded or accepted for consideration with proposals for **Yellow Trail**. Where a gap cannot be completed for summer non-motorized use before 2017, the section of trail must be on an existing Gravel Road or Paved Road trail type and will be categorized as **Roadway Trail**. The TCT will not fund construction of a **Roadway Trail** except for wayfinding and safety signage and, if necessary, bridges, which will serve pinch points.
6. The TCT will continue to support the development of **Blueway Trails** 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 trails developed for these users. Funding for winter-use trails is based on the trail type constructed for summer-time use.