Cowichan Valley, BC

Trans Canada Trail

2018-2022 Capital Improvement Plan (CIP)
Updated August 2020
The Great Trail Support and Development Guidelines

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Mission: **We will promote and assist in the development and use of The Great Trail of Canada – created by Trans Canada Trail and**
our partners – by supporting success at the local level in the continued improvement and enhancement of this national network.

1. 2018-2022 Capital Improvement Plan (CIP)

The Capital Improvement Plan is a strategic plan that links promising Trail projects to the priorities of Trans Canada Trail (TCT) as approved by the Board of Directors.

The CIP includes the identification and prioritization of selected projects, the justification for their selection, a proposed budget, estimated completion dates and related funding linked to each project.

Implementation of the CIP provides a comprehensive overview of priorities, objectives and collaboration between TCT and its local, and provincial and territorial partners, and allows for rigorous and efficient management of available funds.

2. CIP Program: Changes and Modifications

The following changes have been made to the CIP application process:

- TCT will accept applications on an ongoing basis throughout the year. No deadlines are in place.

- Prior to submitting an application, groups are required to contact Trans Canada Trail to discuss the proposed project. Groups should email project@tctrail.ca to express their interest. TCT will then place the group in contact with the corresponding regional representative to discuss their proposed project. This initial discussion is required in order to be considered for funding.

- A project must be ready for implementation, with all requirements in place (permits, approvals, etc.), before an application is submitted. Eliminating the deadline will ensure greater project readiness by allowing time to confirm matching funding and obtain permits.

- An eligibility survey must be completed after the initial discussion with TCT and should be submitted with the application.

- All applications must be submitted using TCT's online application form. The form has been modified to require more comprehensive information for more complex projects. Questions are adjusted based on responses, so applicants with simpler projects will complete a shorter application form.

- Each project component (construction, signage, etc.) must be ready for implementation prior to submitting an application. If one component is ready and another is not, groups are invited to submit more than one application throughout the year.

- In most cases, groups will be notified of funding decisions within three months of the submission date of a completed application. If an application is considered incomplete, this timeline may be longer.

3. Objective of the Guidelines

The Great Trail Support and Development Guidelines is a resource intended for all Trail groups wishing to submit a project proposal as part of TCT's Capital Improvement Plan.

The guidelines are intended to:

- Define the Capital Improvement Program 2018-2022;

- Outline the priorities and actions for supporting and developing The Great Trail;

- Confirm TCT's desire to protect and increase the number of greenway sections, in accordance with TCT's *Greenways: Vision and Core Principles*.

- Establish and define the framework for supporting Trail projects including:
  - o Project selection, planning and implementation processes;
  - o Eligibility criteria and survey;
  - o Required documents to be completed and submitted;
  - o Criteria for receiving financial support and eligible expenses;
  - o Submission of reports and other documents, as required;
  - o Recognition and promotion

These guidelines will be updated periodically to ensure that they reflect the direction of the TCT Board. TCT's goal is to have its guidelines aligned with provincial, territorial and municipal guidelines, laws and regulations pertaining to specific activities (such as cycling), and with organizations that manage local Trail sections. This version of the guidelines replaces all those previously issued by TCT.

4. Duration of the CIP and calls for proposals

Periodically, TCT will launch a call for proposals, of a fixed or indeterminate duration, typically beginning in the month of August, every year. The first round of projects included and supported through the CIP started on April 1, 2018. All projects under the CIP must be completed by March 31, 2022.

5. Priorities and Actions

5.1. Priorities

The priorities set out below represent TCT's main priorities. These priorities will be reviewed periodically and new priorities may be added, without being explicitly included in these guidelines.

5.1.1   Increase and Improve the Quality of The Great Trail: Built to Standards

This priority is aimed at developing and implementing projects that will increase and improve the quality and value of The Great Trail and the user's experience. In order to ensure the sustainability and the integrity of the network, proposals submitted must identify the trail construction and design code that will be used in the project.

Project Examples

- Feasibility study, engineering or environmental assessment for a project;

- Improvements to drainage and the structural integrity of the Trail, as well as resurfacing;

- Widening of a Trail section to accommodate wheelchair use or an increased number of users;

- Rehabilitation of a bridge and its approaches;

- Added viewpoints or point of interest stops;

- Construction of new Trail sections and the addition of infrastructure.

5.1.2 Improve Safety and Comfort of Users

This priority is aimed at developing and implementing projects that will improve the safety and comfort of users on The Great Trail. TCT places great importance on the development of new greenways and on the preservation of existing greenways. Projects to convert existing sections of The Great Trail (road or mixed-use with motorized-vehicle sections) into greenway, or to transfer existing Trail sections onto new, alternative greenways are eligible. Projects that implement measures to regulate greenway access and preserve the integrity of existing greenway sections are also eligible.

Other projects that improve the safety and comfort of users are also eligible. Proposals submitted to TCT should identify the construction and design standards that will be used during project implementation.

Project Examples

- Feasibility study for a new greenway section to replace an existing roadway or interim road route;

- Implementation of measures to regulate access to greenway sections;

- Creation of a reserved bike lane on a road section;

- Construction of a uniform trail surface;

- Connection of the Trail to public transportation facilities, urban centres, schools and industrial zones to enable the safe development of active transportation;

- Reconfiguration of an intersection to facilitate crossing for Trail users;

- Implementation of Trail designs that limit the speed of users.

5.1.3 The Great Trail: Being Inclusive

This priority focuses on the development and implementation of projects that will increase, improve and facilitate the use of The Great Trail by individuals and groups not typically represented on the Trail or in TCT's funding programs. All proposals submitted under this priority should clearly indicate any standards, guidelines or bylaws that will be used in the design of the project. This priority aims to support projects that:

- Are carried out by or in partnership with Indigenous communities;

- Work toward the implementation of the Truth and Reconciliation Commission's Call to Action. To learn more, please visit: http://trc.ca/assets/pdf/Calls_to_Action_English2.pdf"

- Facilitate access to The Great Trail for people living with disabilities;

- Encourage new Canadians to enjoy The Great Trail and be engaged in Trail projects;

- Promote justice, equity, diversity and inclusion in trail use and in trail projects

Project Examples

- Indigenous-led projects, project partnerships and consultations with Indigenous communities;

- Installation of interpretive signs that include the acknowledgement of Indigenous land, points of interest, languages, cultural practices and historic information about the area and the people;
- Addition of infrastructure to facilitate and encourage access and use of The Great Trail by all (e.g. railing, ramps, benches, sensory tools, etc.);
- Removal of barriers to travel and Trail usage (e.g. hardening surfaces, re-routing steep slopes or replacing stairs);
- Installation of washrooms and other amenities that follow accessibility standards.
- Addition of other local services and amenities (e.g. toilets, fountains, benches, parking, etc.).

5.1.4 Support Trail Sector and Communities

This priority focuses on providing financial support for initiatives to enhance the overall experience of The Great Trail, including maintenance of the Trail. The purpose of this priority is to support the capacity for trail groups and communities to undertake new trail-based initiatives.

Project Examples

- Repairing and maintaining the Trail;
- Installing bike racks near a school;
- Trail volunteer initiatives;
- Development of projects along the Trail that promote culture and history;
- Installing trail usage counters;
- Indigenous projects that promote storytelling, truth-telling and community approaches to reconciliation;
- Mapping;
- COVID-19 Trail system adaptations;
- Trail improvements to adapt to new active transportation technologies;
- Annual public clean-up events along the Trail.

5.1.5 Provide Signage and Wayfinding

This priority focuses on the development and implementation of projects that will support the installation of wayfinders and other signage infrastructure to enhance the overall experience of Trail users.

Applicants should consult _TCT's Signage Guidelines_. The Great Trail crosses different jurisdictions, and each section of the Trail has its own characteristics; therefore, all project proposals submitted to TCT must identify the regulations, guides and standards that will be used in the proposed project.

This priority aims to:

- Replace _Trans Canada Trail_ wayfinders with _The Great Trail_ wayfinders;
- Install new Great Trail wayfinders and directional arrows;
- Improve user experience by adding trailheads that inform users about their location, rules, usage etiquette, permitted uses and associated risks, and contact information in case of emergency;
- Promote accessibility and inclusion on The Great Trail;

- Install interpretative panels that allow the user to discover the local environment, history and culture, as well as Canada's broader culture and natural heritage.
- Convey the culture and history of Indigenous communities through interpretive panels;

Project Examples

- Trailhead design and installation;
- Installation of wayfinding arrows and signage;
- Design and installation of safety signage indicating rules, usages and risks;
- Design and installation of educational interpretative panels.

5.2.   Actions

The actions being taken to achieve these priorities are set out below and will be reviewed periodically. New approaches may be added without being explicitly included in these guidelines.

5.2.1. Project Financial Support

TCT is committed to providing financial support for eligible projects that meet the identified priorities of the organization. Although a project may be considered eligible, TCT does not guarantee financial support for all project proposals received. TCT's contribution framework determines the details of the support that can be provided for each project.

5.2.2. Establishing and maintaining strategic partnerships

TCT recognizes the importance of partnerships in achieving its priorities and has been working for many years to establish strong partnerships with local, provincial, territorial and Indigenous organizations, as a means of ensuring the optimal development of The Great Trail. Partnerships with tourism organizations, universities, transit departments and other groups may be developed to facilitate the implementation of certain projects.

5.2.3. Greenways: Vision and Core Principles

TCT strives to protect and to increase the number of greenway sections on The Great Trail with the *Greenways: Vision and Core Principles* policy. TCT will prioritize funding and support for projects that respect the principles of this policy to protect and maximize greenways.

5.2.4. Emergency support for natural disasters

TCT will accept requests for emergency support to repair and improve Trail sections that are affected by natural disasters (floods, wildfires, etc.).

5.2.5. Traditional Territories acknowledgement

TCT believes that land acknowledgement is an essential component of all projects. TCT encourages Trail groups to recognize and honour First Nation, Inuit and Métis peoples by acknowledging the traditional territories on which the Trail project is taking place. Acknowledgements of traditional territory should be made at the beginning of Trail-related consultations, meetings, presentations and publications.

The recognition of territory shows respect for Indigenous peoples. It testifies to their presence, both historical and current, and ensures a sharing of knowledge between current and future generations. This recognition and respect are essential to the establishment of healthy and reciprocal relationships, and contributes to reconciliation, a process to which TCT is committed.

While acknowledging traditional territory is highly desirable, it is only the beginning of the process that is needed to cultivate strong relationships with First Nation, Inuit and Métis peoples. If a Trail group needs assistance identifying which Indigenous communities are connected to the land on which the project is taking place, there are several resources to help:

- Contact the First Nation, Metis or Inuit communities nearest to the Trail

- Contact a national park, the province, territory or municipality near the Trail

- Refer to the following websites:

  o   https://native-land.ca/

o   https://geo.aadnc-aandc.gc.ca/cippn-fnpim/index-eng.html

6. Framework for Financial Support

This framework describes the process and criteria for selection, financial support, planning, implementation and project management for the CIP.

6.1. Eligibility criteria

The eligibility of a project will be evaluated according to the following criteria:

- The project is located on or is connected to the existing Great Trail network;
- The project is linked to at least one the priorities defined by TCT in section 5;
- The proposal is complete, and includes all required information and documentation;
- The proposal meets the eligibility criteria and respects the trail types established by TCT (See Appendix 1 – Definitions and fill out the eligibility survey at the beginning of the application form). If applicable, additional reference documents may be provided by TCT;
- The project will be completed before March 31, 2022;
- The project is feasible and well-structured with a comprehensive budget, realistic schedule and all applicable project permissions obtained;
- The applicant is able to demonstrate that they can obtain all additional financial support required to complete their project;
- The applicant is able to demonstrate that they are responsible for the implementation of the project and that it is supported by the community;
- The applicant is able to ensure adequate maintenance of the Trail once complete.

6.2. Financial support

The amounts and thresholds of financial contributions from TCT are defined below. In some cases, TCT may decide to exceed these thresholds to ensure project completion. In the past, TCT has contributed an average of 35% of eligible expenses.

6.2.1. Financial support for consultation, design, planning and studies

TCT may provide financial support for consultations, design, planning or studies (engineering, environmental impact assessments, etc.), **up to 50%** of the eligible expenses. The maximum contribution for these types of projects is limited **to $30,000**.

All studies that receive a contribution from TCT must be a precursor to a construction project; however, an approved contribution for design, planning or studies does not guarantee financial support from TCT for the construction phase of the project.

6.2.2. Financial support for construction

TCT may provide financial support for the construction of a project **up to 35%** of eligible expenses. The maximum contribution amounts are limited to:

- Trail construction (without infrastructure): $ 75,000 / km

- Major infrastructure (bridge, retaining wall): $ 250,000 / unit
- Minor infrastructure and amenities (parking lot, washroom, access point): $ 50,000 / unit

6.2.3. Financial support for Trail Sector Initiatives

TCT may provide financial support for Trail maintenance projects, or other projects that support the trail sector and local communities on the Trail, **up to 100%** of the eligible expenses. The maximum contribution for these type of projects is limited **to $5,000, per year, per group**. This limit can increase to $10,000 in the case of unique regional or structured projects, carried out with other partners.

6.2.4. Financial support for signage

Wayfinders

For more details on wayfinders, please refer to *TCT's Signage Guidelines*.

Proposed wayfinder locations must be provided with the initial project proposal. The number of wayfinding signs ordered should correspond with the sign locations, plus 10% in case of error. These signs must be posted in the official languages recognized by the province or territory in which they are installed. If the available space is too limited for multilingual rectangular wayfinders, it is strongly recommended to order square unilingual signs in different languages and to install them side by side.

Wayfinders are provided by TCT free of charge; however, the local group is responsible for installation. TCT may provide financial support, including the purchase of signposts and the required installation hardware, **up to a maximum of 35%** of eligible expenses – including sign design. The **maximum contribution is limited to $50 / location**.

Regulatory and Safety Signage

For more details on regulatory signage, please refer to *TCT's Signage Guidelines*.

Project proposals for regulatory signage must include a description of the project, a rationale demonstrating how the project will improve the user experience, a proposed concept, the proposed content and artwork, quotes from local suppliers and the proposed installation location. The use of the official language(s) recognized by the province or territory of installation is mandatory on regulatory signage. It is strongly recommended to determine if adding additional languages is necessary to meet the needs of local users.

TCT may provide financial support for production and installation of regulatory signage, including the purchase of signposts and the required installation hardware, **up to a maximum of 35%** of eligible expenses. The **maximum contribution is limited to $50 / location**.

Trailheads

For more details on Trailheads, please refer to *TCT's Signage Guidelines*.

Project proposals for a trailhead must include a description of the project, a rationale demonstrating how the project will improve the user experience, a proposed concept, the proposed content and artwork, quotes from local suppliers and the proposed installation location. Accepted projects will incorporate The Great Trail logo into the proposed concept. The use of the official language(s) recognized by the province or territory of installation is mandatory on the trailhead. It is strongly recommended to determine if adding additional languages is necessary to meet the needs of local users. Groups are encouraged to consider signage with Indigenous land acknowledgment of traditional territory.

Financial support from TCT is available for the design, production and installation of trailhead infrastructure. TCT may provide financial support **up to a maximum of 35**% of eligible expenses. In the case of a trailhead update or a panel replacement on an existing structure, the **maximum contribution is limited to $1,000 / site**. In the case of new trailhead installation, the **maximum contribution is limited to $2,500 / site**.

Interpretive Panels

For more details on Interpretive Panels, please refer to *TCT's Signage Guidelines*.

Project proposals for new interpretive panels must include a description of the project, a rationale demonstrating how the project will improve the user experience, a proposed concept, the proposed content and artwork, quotes from local suppliers and the proposed installation location. Accepted projects will incorporate The Great Trail logo into the proposed concept. The use of the official language(s) recognized by the province or territory of the installation is mandatory on the interpretive panels. It is strongly recommended to determine if adding additional languages is necessary to meet the needs of local users. Groups are encouraged to consider signage with Indigenous land acknowledgment of traditional territory.

Financial support from TCT is available for the design, production and installation of interpretive panels. TCT may provide financial support **up to a maximum of 35%** of eligible expenses. In the case of a panel update or replacement of an existing structure, the **maximum contribution is limited to $500 / site**. In the case of a new interpretive panel installation, the **maximum contribution is limited to $1,000 / site**.

6.3. Determining the Project Total Cost and Eligible Expenses

6.3.1. Eligible cash and in-kind expenses

To be eligible, expenses must be directly linked to the priorities of TCT and the investments must be made on or near The Great Trail.

Contracts (consultants, contractors, site controls and laboratory fees)

Expenses related to the hiring of external contractors to execute the completion of a project are considered eligible project expenses.

Time donations (in-kind contributions) by contractors are also eligible to be applied towards the total cost of the project and will be considered when calculating the contribution from TCT. Their value must be estimated according to actual and fair market value.

Materials

The purchase of materials necessary to complete the project is considered an eligible project expense.

Any external materials or the donation of supplies (in-kind contributions) are eligible to be applied towards the total project cost and will be considered when calculating the contribution from TCT. Their value must be estimated according to actual and fair market value.

Equipment

Any equipment rental necessary for carrying out a project is considered an eligible expense. For equipment owned by a Trail group, only the fees attributable to the use of the equipment for the project (depreciation, operators, fuel, wear and maintenance, insurance) are considered eligible project expenses.

External equipment donations (in-kind contributions) are eligible to be applied towards the total project cost and will be considered when calculating the contribution from TCT. Their value must be estimated according to actual and fair market value.

Labour and travel expenses

TCT acknowledges the importance of the work done by the employees of local groups toward the development of Trail projects, and will therefore provide financial support for certain expenses incurred by the group for this type of work, with the following limits:

- Project manager salary: actual salary cost related to the supported project, plus contributions and deductions, without benefits, up to $45 / hour;

- Internal technical team salary: actual salary cost related to the supported project, plus contributions and deductions, without benefits, up to $35 / hour;

- Wage earners / labourers: actual salary cost related to the supported project, plus contributions and deductions, without benefits, up to $25 / hour;

- Travel expenses: max. 50 km / workday – all vehicles combined. Reimbursement rate: 50 cents/km;

- Salary expenditures for project management by a municipality or city, which have already been included in the municipal budget, are not eligible.

6.3.2. Ineligible cash and in-kind expenses

The following is a partial list of expenditures not eligible for financial support:

- General administration costs of the organization, including administrative salaries (office admin, accounting, etc.);

- Volunteer time. Although it is of great value, volunteer time is not eligible and cannot be added to the total cost of a project;

- Office expenses (rent, telephone, computers, photocopies, insurance, etc.);

- Financial support application fees;

- Private land use expenses, including rent or taxes;

- Land purchase costs;

- Financial expenses (interest, bank charges, etc.);

- Unforeseen expenses and contingency budget items;

- Sales tax.

6.3.3. Project cost calculation - Example

For the construction of a new trail (1 km), the manager estimates the project costs to be:

- Purchase of various materials = $5,000

- 200 hours – project manager at $ 32 per hour = $6,400

- 1,000 hours of work at $19 per hour = $19,000

- 200 hours of volunteer time = $0

The Trail manager also anticipates receiving the following donations:

- 200 tonnes of gravel for construction, fair market value = $4,000
- 100 hours of equipment time (e.g.: backhoe), fair market value = $7,600

The total eligible expenses for the project are $42,000. The potential maximum contribution from TCT for this project would be $14,700 (35%).

6.4. Project Administration

6.4.1. Initial contact with TCT required to submit an application

Before applying, groups must contact a representative from TCT to evaluate the eligibility of their project. If you do not have a representative, or to obtain the contact information for your regional TCT representative, please contact project@tctrail.ca. Following the initial evaluation and once all the project requirements are in place, the application can be submitted to TCT.

6.4.2. Decision and Contribution Agreement

A formal letter will be sent to all funding applicants with the results of their application, within three months of a complete application having been received by TCT. If the project is approved, the letter will indicate the maximum financial support offered, as well as any prerequisites and additional information to be submitted before the execution of the contribution agreement. Signing TCT's contribution agreement is mandatory and confirms the financial contribution.

6.4.3. Reports

The group must submit project reports to TCT according to the schedule set out in the contribution agreement. The reports must include:

- Changes to the project (an explanation must be provided for any changes);
- Confirmation of the project schedule (an explanation must be provided for any changes);
- Budget confirmation (an explanation must be provided for any changes);
- The total project and in-kind expenditures to date;
- Any other information or documents required, in accordance with the contribution agreement;
- Supporting documents for expenses may be required;
- Photos (before and after the project).

6.4.4. Payments and Maximum Contribution

Groups will be asked to submit a cash flow forecast to assist TCT in estimating payment amounts over the course of the project. Payments will be made within 30 days of the approval of a project report. Individual payments will be based on TCT's project contribution percentage multiplied by the eligible project expenditures reported, and may not exceed the maximum amount outlined in the contribution agreement.

The total contribution may be less than originally planned if the eligible expenses incurred by the group are less than those provided in the application.

The group is required to inform TCT, in writing, if they receive additional funding for their project. The cumulative financial support cannot exceed the total cost of the project. If the total funding received exceeds this limit, the overpayment amount will have to be repaid to TCT.

6.4.5. Promotion and Recognition

Groups must comply with TCT's *Acknowledgement Guidelines*.

7. Contact information

If you are interested in submitting a project, or if you have questions about the eligibility of a potential project, or for any other enquiries please email project@tctrail.ca or call 1-800-465-3636 ext. 4373.

Appendix 1

Trail Types and Definitions

Depending on the season, a Trail section can be classified under more than one definition (e.g. a Trail used for cycling in the summer and snowmobiling in the winter). Other or more detailed Trail types and definitions may be used by local Trail groups, organizations and provincial/territorial associations. TCT uses the most common terminology in use across the country.

MAJOR CATEGORY: TRAILS AND PATHS	
PRIMARY TYPE: GREENWAYS	
SUBTYPE	**DEFINITION**
Multi-use (non-motorized)	A non-motorized path or a trail physically separated from motorized traffic by an open space or barrier that is either within the road right-of-way or within an independent right-of-way. Those trails are used by a diverse set of users representing different travel modes, using different types of equipment and travelling at different speeds. Multi-use trails may also be referred to as multi-use paths (MUP), non-motorized shared-use trails, bike paths, bike lanes or hiker/biker trails, footpath. Multi-use trails can be used by pedestrians, cyclists and other non-motorized users. In some areas, multi-use trails are designed and managed to accommodate equestrians, cross-country skiers, mountain bikers and other specialized recreational activities. Those trails serve a wide variety of purposes including commuting, exercising, observing nature, and seeking recreation and enjoyment of the outdoors; people of all ages and abilities use multi-use trails. During winter, certain sections of greenways on The Great Trail are use by snowmobiles. Multi-use trails do not allow motorized vehicles, however, there are important exceptions to consider: • Access for emergency vehicles, police and maintenance vehicles • Use of electric wheelchairs or other mobility devices (e.g.: Cowichan Valley Trail, BC) ***TCT position on E-Bike/E-device:*** *TCT wants to maximize greenway and does not believe the definition of "motorized vehicles" should be so broadly construed as to automatically prohibit the use of bicycles or other devices equipped with electronic assistance. Decisions as to which classes of e-device should be permitted on the Trail are best made by provincial/territorial and local organizations, since Trail conditions, facilities and uses vary. Central considerations should be: user's safety, user's experience, and the compatibility of Trail uses—including e-devices—to ensure that user expectations are met.*
Undesignated	Considered and registered as greenway by Trans Canada Trail, these Trail sections are often located on Crown land, and are often managed by a provincial/territorial department. They are undesignated because there are no provincial/territorial regulations or local restrictions associated with trail usage, allowing any type of non-motorized and motorized usage without any restrictions (with the possible exception of on-road vehicles). (e.g.: Kettle Valley Rail Trail, BC)
Expedition Route	Trail sections that are typically in remote areas with minimal signage and facilities, and limited access to emergency assistance. Use of these Trail sections implies a certain level of risk and danger; and should only be attempted by those who are trained and prepared for extreme conditions. (e.g.: Itijjagiaq Trail, NU)

Appendix 1
Trail Types and Definitions

MAJOR CATEGORY: TRAILS AND PATHS (continued)	
PRIMARY TYPE: MIXED-USE TRAIL	
SUBTYPE	**DEFINITION**
Designated / Official	When a combination of non-motorized use (single or multi-use), and motorized use is permitted on the same Trail. Permissions respect community decisions, local bylaws and provincial/territorial regulations in place. (e.g.: Short Line Railroad Trail, NS)
MAJOR CATEGORY: WATER	
PRIMARY TYPE: WATER ROUTES	
SUBTYPE	**DEFINITION**
Paddling Trail	Also referred to as blueways, marked routes on navigable waterways such as rivers, lakes, canals and coastlines, for people using small non-motorized boats such as kayaks, canoes, paddleboards or rowboats. These routes may require portaging between bodies of water. Some sections of paddling trails may also be used by motorized boats. (e.g.: Path of the Paddle, ON)
Expedition Route	Specific water routes that involve an element of danger and risk, provide minimal to no signage or facilities, and limited access to emergency services. People attempting these expedition routes should be trained and prepared for extreme conditions. (e.g.: Mackenzie River Trail, NWT)
Ferry	Land connection by ferry. (e.g. Traverse Rivière-du-Loup— Saint-Siméon, QC)
MAJOR CATEGORY: ROADS	
PRIMARY TYPE: ROADWAYS	
SUBTYPE	**DEFINITION**
Shared	A roadway that can serve pedestrians, cyclists and motor vehicle traffic in the same slow-speed travel area. In urban areas, when necessary, markings identify proper positioning within the roadway to alert all users to the presence of non-motorized users. In rural areas, gravel roads are considered shared roadway when traffic volume is low. This category also includes forest roads. (e.g.: Northern Trails of Saskatchewan, SK)
Shoulder	Shoulders on the edge of roadways (preferably paved) that serve as functional spaces for cyclists and pedestrians to travel in the absence of other facilities with more separation. Motorists may only enter the shoulder in case of emergency. (e.g.: Voyageur Cycling Route, ON)
Sidewalk and Walkway	Sidewalks and walkways provide a dedicated space for pedestrians. Sidewalks are comfortable, accessible to all and are physically separated from the roadway by a curb or unpaved buffer. This also includes alleys, pedestrian streets and plazas (e.g. David Foster Pathway, BC)

Appendix 1
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Connector	A route with high volume, high-speed motor vehicle traffic where motorized users are prioritized. TCT recommends travelling on these sections using extreme caution, only during daylight hours and under appropriate weather conditions. Users should use or investigate alternate routes to connect from these points (e.g. Navette halte sentier des Pointes à Saint-Urbain à La Traversée de Charlevoix, QC)