



**TRANS CANADA TRAIL**  
**SENTIER TRANSCANADIEN** TM/MC

Amisk Wacîw Méskanaw/Beaver Hill Road, AB;  
River Valley Alliance

# **THE BENEFITS OF CONNECTING CANADIANS**

## **The Economic, Environmental and Public Health Impacts of the Trans Canada Trail**

September 2023



# TABLE OF CONTENTS

<b>ACKNOWLEDGEMENTS</b>	ii	<b>APPENDICES</b>	A.1
<b>INDIGENOUS LAND ACKNOWLEDGEMENTS</b>	iii	APPENDIX A: METHODOLOGIES	A.2
<b>TRANS CANADA TRAIL</b>	iv	APPENDIX B: IMPACTS BY PROVINCE AND TERRITORY	A.3
<b>DISCLAIMER</b>	v	APPENDIX C: IMPACTS BY CASE STUDY TRAILS	A.4
		APPENDIX D: TRAIL TYPOLOGY DEFINITIONS	A.5
		APPENDIX E: ABOUT THE CONSULTANT TEAM	A.6
<b>1 INTRODUCTION</b>	<b>1.1</b>		
<b>2 EVALUATING THE TRANS CANADA TRAIL SECTIONS</b>	<b>2.1</b>		
<b>3 CASE STUDIES</b>	<b>3.1</b>		
1. MARTIN GOODMAN TRAIL/GREAT LAKES WATERFRONT TRAIL	3.3		
2. GALLOPING GOOSE REGIONAL TRAIL	3.7		
3. LE P'TIT TRAIN DU NORD	3.11		
4. ROSSBURN SUBDIVISION TRAIL	3.15		
5. VÉLOROUTE DES GRANDES-FOURCHES	3.19		
6. GREAT LAKES WATERFRONT TRAIL	3.23		
7. AMISK WACÎW MÊSKANAW/BEAVER HILL ROAD	3.27		
8. NEWFOUNDLAND T'RAILWAY AND LOCAL TRAILS – CORNER BROOK TO STEPHENVILLE	3.31		
9. ROCKY MOUNTAIN LEGACY TRAIL	3.35		
10. RUM RUNNERS TRAIL	3.39		

## ACKNOWLEDGEMENTS

Preparation of these impact analyses and local case studies was a considerable undertaking. Trans Canada Trail wishes to thank all those staff, partners and jurisdictions who supported the development of these metrics and local examples, supplied research and best practices, and granted permission to use local images and content for this study. Supportive and collaborative partnerships are truly the foundation of Canada's trail sector.

## INDIGENOUS LAND ACKNOWLEDGEMENT

### **Trans Canada Trail acknowledges that:**

The Trans Canada Trail is situated on the traditional territory of First Nation, Inuit and Métis peoples from coast to coast to coast. We also acknowledge that the Trans Canada Trail includes land and water routes that were created and used, both historically and in some cases presently, by Indigenous peoples as seasonal travel and trade routes.

Our head office is situated on the traditional territory of the Kanien'kehá:ka (Mohawk) Nation, part of the Haudenosaunee Confederacy. We recognize the Kanien'kehá:ka Nation as the custodians of the lands and waters of Tiohtiá:ke (Montreal), which has long been a gathering place for diverse First Nations, including Algonquin-Anishinaabe, Atikamekw and Huron-Wendat.

We are thankful that we are able to collaborate, play and work on the Trans Canada Trail. We support community efforts to sustain a relationship with Indigenous peoples based on respect, dignity, trust and cooperation, in the process of advancing truth and reconciliation.

## TRANS CANADA TRAIL

Connecting Canada from coast to coast to coast, the Trans Canada Trail (the Trail) is the longest multi-use recreational trail in the world. More than 28,000 km in length, the Trail traverses each of Canada's 10 provinces and 3 territories and many Indigenous peoples' traditional territories, and connects 15,000 communities across the country. Approximately 80% of Canadians can access a local section of the Trail within 30 minutes from their home. True to its name, the Trail is a national legacy that connects people living in and visiting Canada to the vastness of our country's landscapes and the diversity of our people. Trans Canada Trail inspires, thrills and contributes to the health, happiness and adventurous spirit of all people.

### Mission

As the longest trail network in the world, the Trans Canada Trail connects Canadians and visitors to nature and to one another, from coast to coast to coast, through accessible and inclusive outdoor activities. Through collaboration and partnerships, we build, maintain and steward Canada's national trail, a unique system of connected urban and rural trails.

### Vision

Building on the achievement of connection, the Trans Canada Trail will continue to inspire everyone to embrace the outdoors, to discover the diversity of our land and people, to enhance their health and well-being, and to share their stories along this globally significant and iconic trail network.

## DISCLAIMER

This report aims to provide local examples in order to contextualize the larger impact numbers projected across the entire Trans Canada Trail. These case study examples explore the benefit of the Trans Canada Trail locally, in different parts of the country. The case studies not only showcase a variety of settings and benefits, but they also provide qualitative and people-centred examples of the Trail's benefits beyond what can be quantified. Note that the assessment zone for each case study varies in distance and scope, sometimes covering multiple jurisdictions. Therefore, the results included in this report are specific to the Trans Canada Trail section and methodology used for this analysis. They might differ from previous and future studies.



Newfoundland T Railway, NL,  
John Duffett

## SECTION: 1

# INTRODUCTION

## The Trans Canada Trail was founded in 1992, with the dream of connecting the country from coast to coast to coast.

Trail networks provide valuable economic, environmental and public health benefits to the communities they serve. However, these benefits are often understated or overlooked when considering investment in trail systems within communities. The purpose of this report is to highlight the Trans Canada Trail's economic and social benefits to help stakeholders understand the estimated value of the network, including opportunities arising for the communities, workers and local businesses throughout the nation.

Research and practice show that active transportation networks are essential infrastructure that improve the economic vitality of communities. As this report will show, the Trans Canada Trail network provides environmental service benefits in the form of flood mitigation, carbon sequestration, and other avoided costs due to the presence of the Trail. In addition to the environmental benefits afforded by the Trail network's presence, the usage of the Trail sections by residents and visitors also provides invaluable public health and economic benefits to local communities across Canada, making these places more attractive for residents and businesses to locate, and bolsters tourism.

The Trans Canada Trail began as a germ of an idea in 1992, coinciding with Canada's 125th anniversary. It was developed by a partnership of national, provincial and territorial organizations, as well as volunteers and local communities. As a network that spans over 28,000 kilometres across Canada, the Trans Canada Trail connects all ten provinces and three territories, from the Atlantic to the Pacific and Arctic oceans. This report covers the benefits of over 19,000 km of the Trans Canada Trail network. The waterway sections are excluded from this analysis.

# A NETWORK OF HUNDREDS OF TRAIL SECTIONS FROM COAST TO COAST

The Trans Canada Trail offers a wide range of activities and experiences, with different sections of the Trail featuring unique attractions and amenities. For example, the Niagara River Recreation Trail is a 55-kilometre section of the Trail that runs along the Niagara River in Ontario, offering visitors the chance to stop at local wineries and vineyards and access popular tourist attractions like Niagara Falls. On the other hand, the North Whiteshell Trail is a 105-kilometre section that runs through boreal forest in Manitoba. This trail is open to camping, hiking, cross-country skiing and snowmobiling in the winter, providing visitors with the opportunity to enjoy the wilderness of Canada. Given that different sections of the Trans Canada Trail offer users distinct experiences, this analysis categorizes each section of the Trail into one of seven typologies based on its characteristics. These typologies consider factors such as trail type, location and amenities, impacting the types of benefits that are relevant to measure.

Section 2 of this report will provide a comprehensive analysis of the benefits of the entirety of the Trans Canada Trail. Section 3 of the report examines case studies of the Trans Canada Trail using the trail typologies noted on page 1.4. Factors such as location and typology were considered in the selection process.

**The Trans Canada Trail provides a wide range of experiences**

*Canada's national trail taps into the variety of natural and cultural environments of all the provinces and territories.*

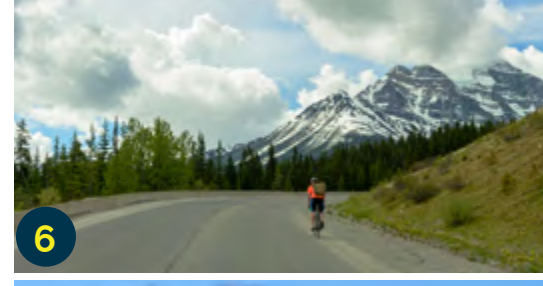
## Trail Typology by Province and Territory in Kilometres\*

	Large Cities		Small/Medium Cities		Wilderness/Rural			Total
	1	2	3	4	5	6	7	
Alberta	122	15	182	65	443	629	822	2,280
British Columbia	116	47	182	121	1,113	562	900	3,040
Manitoba	58	26	170	94	777	590	-	1,715
New Brunswick	24	-	111	64	277	255	-	730
Newfoundland and Labrador	29	-	52	23	756	23	-	883
Northwest Territories	-	-	24	1	45	27	688	785
Nova Scotia	17	9	182	50	868	224	50	1,399
Nunavut†	-	-	-	-	-	-	-	-
Ontario	259	112	428	313	1,077	1,120	-	3,310
Prince Edward Island	-	-	24	2	436	-	-	462
Quebec	224	27	279	88	531	127	136	1,413
Saskatchewan	43	-	96	45	207	638	492	1,520
Yukon	-	-	16	-	128	48	1,272	1,463
<b>Total</b>	<b>893</b>	<b>236</b>	<b>1,745</b>	<b>867</b>	<b>6,658</b>	<b>4,243</b>	<b>4,359</b>	<b>19,001</b>
<b>Percent</b>	<b>5%</b>	<b>1%</b>	<b>9%</b>	<b>5%</b>	<b>35%</b>	<b>22%</b>	<b>23%</b>	

\* Totals may not sum due to rounding.

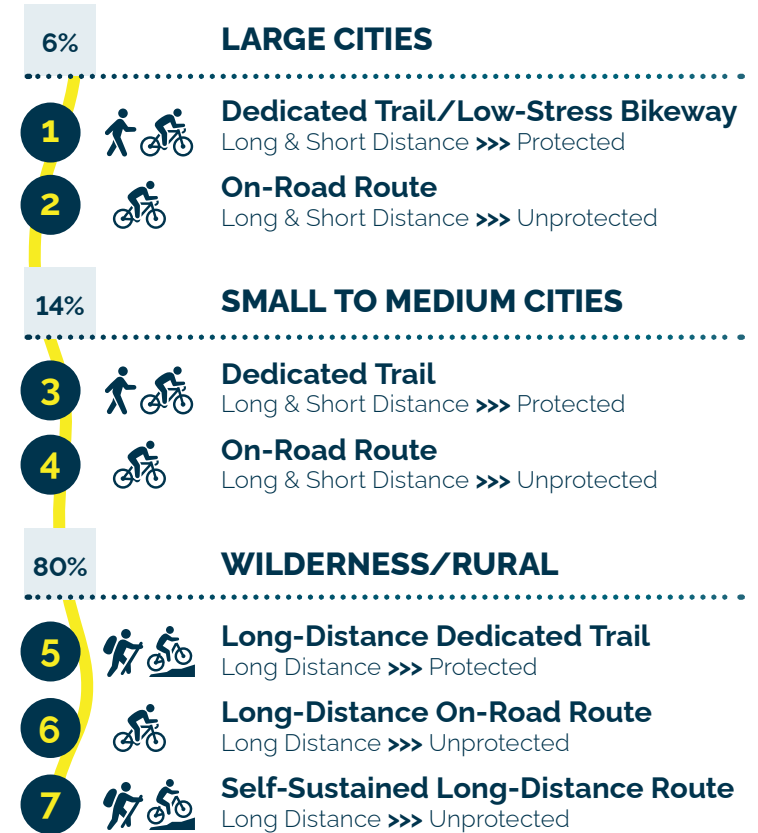
† The sections of the Trans Canada Trail within Nunavut did not match the typologies examined in this analysis and were therefore excluded

Source: *Trans Canada Trail (2023), NV5 (2022), Econsult Solutions, Inc. (2022).*



# SEVEN TRAIL TYPOLOGIES

Roughly 80 percent of the 19,000 kilometres of the Trans Canada Trail included in this study are located in rural or wilderness areas while 14 percent run through small or medium-sized cities. The remaining 6 percent are situated in large cities.



Source: NV5 (for definitions, see Appendix D).

Photo Credits: 1. Large City Dedicated Trail/Low-Stress Bikeway, Waterfront BIA (Martin Goodman Trail, Toronto, ON); 2. Large City On-Road Route, Adobe Stock Image, licensed for use (location unknown); 3. Small to Medium Cities Dedicated Trail, P'tit Train du Nord and Adrénafilm Productions (P'tit Train du Nord, QC); 4. Small to Medium Cities On-Road Route, Adobe Stock Image, licensed for use (Vancouver, BC); 5. Wilderness/Rural Long-Distance Dedicated Trail, Adobe Stock Image, licensed for use (Bécancour, QC); 6. Wilderness/Rural Long-Distance On-Road Route, Adobe Stock Image, licensed for use (Banff, AB); 7. Wilderness/Rural Self-Sustained Long-Distance Route, John Duffet (Newfoundland T'Railway, NL).

## THE BENEFITS OF THE TRANS CANADA TRAIL

 Environmental
  Economic
  Health

The World's Longest Network of Recreational Multi-use Trails



### Northwest Territories

 \$2M

### Yukon

 \$0.2M

### British Columbia

 \$5M
  \$3,237M
  \$306M

### Alberta

 \$10M
  \$2,931M
  \$306M

### Saskatchewan

 \$4M
  \$360M
  \$36M

### Manitoba

 \$19M
  \$448M
  \$44M

### Nunavut

Sections of the Trans Canada Trail within the territory did not have calculable economic or public health benefits because of unavailable data.

### Quebec

 \$8M
  \$5,265M
  \$609M

### Newfoundland and Labrador

 \$7M
  \$197M
  \$20M

### Prince Edward Island

 \$0.3M
  \$69M
  \$7M

### Nova Scotia

 \$3M
  \$456M
  \$44M

### New Brunswick

 \$6M
  \$294M
  \$29M

### Ontario

 \$17M
  \$9,844M
  \$957M



Glenbow Ranch Provincial Park, AB; Harvey Martens

East Coast Trail, Signal Hill National Historic Site, NL; Bich-Anh Nguyen, Trans Canada Trail

The estimated economic value of ecosystem benefits provided by the Trans Canada Trail on an annual basis amounts to **\$82 million.**

SECTION: 2

# EVALUATING THE TRANS CANADA TRAIL SECTIONS

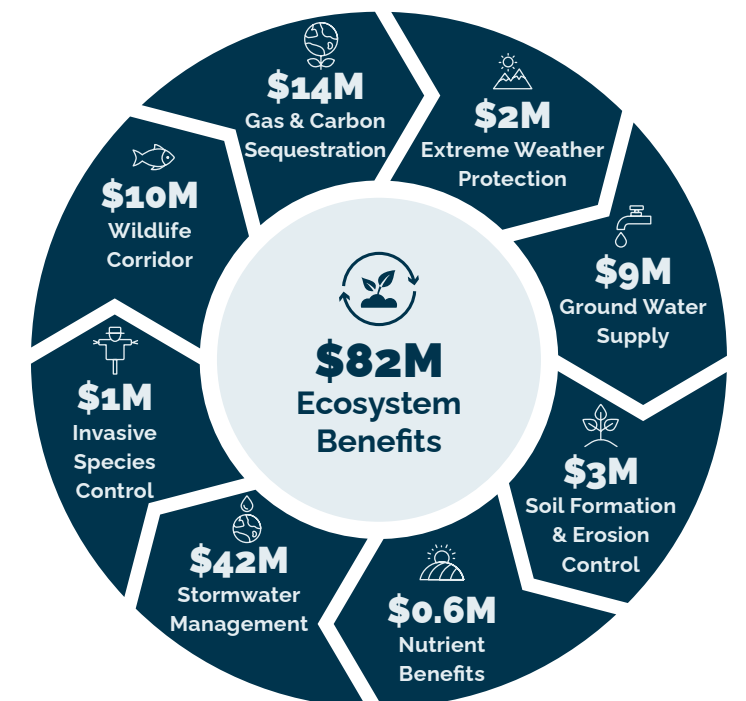


## ENVIRONMENTAL BENEFITS OF TRAILS IN URBANIZED COMMUNITIES

Trail networks such as the Trans Canada Trail provide environmental benefits for the communities they serve by bolstering natural resource management through active environmental conservation efforts. Trail networks help to preserve the surrounding natural environment, which otherwise may be at risk for development or further loss of natural lands. The natural lands adjacent to trail networks provide regulating environmental services such as air pollution removal, the provision of gas and climate regulation, water regulation and supply, soil formation and erosion control and more.

If designed in ways that are mindful of existing ecosystems, the upkeep of the Trans Canada Trail will ensure that the value of the services from the ecosystems are retained. If these ecosystems were removed, local, provincial/territorial and national governing bodies would incur additional costs to recoup their value. In sum, the annual estimated economic value these ecosystems provide is \$82 million.

### Ecosystem Benefits by Type of Service



Source: Econsult Solutions, Inc. (2023).



## PUBLIC HEALTH BENEFITS OF ACCESS TO ACTIVE TRANSPORTATION

The Trans Canada Trail supports healthy lifestyles for Canadians and visitors by providing an easily accessible and low-cost option to engage in physical activity. Trail users who achieve physically active lifestyles due to the Trans Canada Trail gain a range of personal health benefits as well as broader public health benefits for Canada. Positive individual outcomes yield public health value by reducing strain on the health system and lowering overall health care expenditures.

The economic value of these health benefits can be quantified in terms of the healthcare costs avoided, productivity benefits and mental health benefits by physically active users. Using data from the Trans Canada Trail annual user survey, it is estimated that the Trans Canada Trail supports roughly 2.6 million active residents, or 8.1 percent of the adult population.

Applying potential healthcare expenditure savings per active individual (\$651 per user annually) it is estimated that physically active users of the existing network could achieve annual healthcare cost savings of approximately \$1.7 billion per year.

The estimated 1.6 million Canadian workers who maintain recommended levels of physical activity utilizing the Trans Canada Trail are projected to contribute to roughly \$619.4 million in annual productivity cost savings, due to reduced levels of absenteeism.

According to *The Life and Economic Impact of Major Mental Illnesses and Canada*, it is estimated that approximately 11.6% of the Canadian population is impacted by anxiety and mood disorders. However, the study *Spending at least 120 minutes a week in nature is associated with good health and wellbeing* found that spending time outdoors and in nature has a statistically significant impact on individuals' overall sense of well-being.\* In total, it is estimated that the Trans Canada Trail affords Canadians \$62.6 million in mental healthcare savings annually.

\* White, M.P., Alcock, I., Grellier, J., et al., *Spending at least 120 minutes a week in nature is associated with good health and wellbeing*, *Sci Rep* 9, 7730 (2019); <https://doi.org/10.1038/s41598-019-44097-3>

### Health Benefits of the Trans Canada Trail



#### 2.6 MILLION ADULTS

are physically active due to the presence of the Trail resulting in **\$1.7 billion** in avoided health care costs.



#### 1.6 MILLION WORKERS

are physically active due to the presence of the Trail resulting in **\$619 million** in avoided absenteeism costs in the workplace.



#### 351 THOUSAND ADULTS

regularly use the Trail for mental health purposes resulting in **\$63 million** in avoided mental healthcare costs.

Source: Econsult Solutions, Inc. (2023).



Stanley Park, Siwash/Skaksh Rock, BC  
Heath Moffatt/ Destination BC

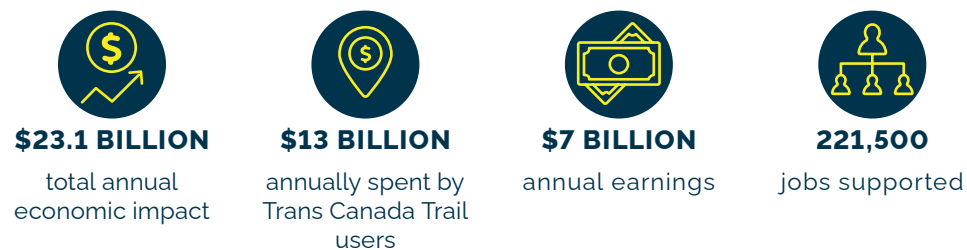
## ECONOMIC BENEFITS OF TRAILS AS A DRIVER FOR TOURISM

Above and beyond the environmental and public health benefits produced by the Trans Canada Trail, the local spending by trail users generates additional economic benefits for the businesses located near the network. Residents and visitors who access the Trail often spend money on both goods and services related to active recreational activity during their trips, which generates additional economic activity in the regions surrounding the Trail and supports local jobs and businesses.

Based on user-provided data, a profile of spending on accommodations, food, attractions, retail and other services was developed for users of variable frequency. The direct spending by users of the network totals over \$13 billion annually.

These direct expenditures are projected to generate approximately \$23.1 billion in total economic impact in the country each year, supporting 221,500 jobs with \$7 billion in earnings annually.

### The Economic Benefits Generated by Trans Canada Trail Users' Spending



Source: Econsult Solutions, Inc. (2023).

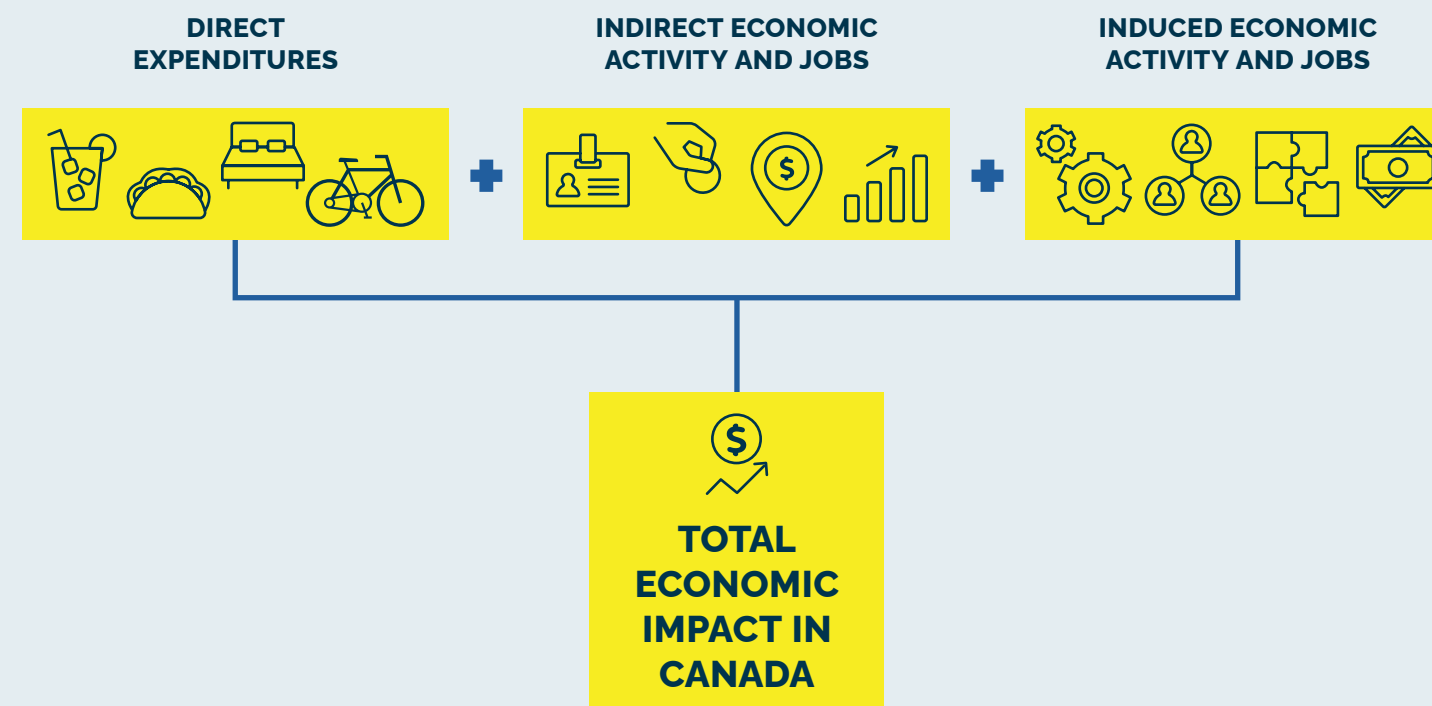


Parc linéaire des Bois Francs, QC; Stéphane Tellier

## Trails Power the Economy

Trail users spend in the communities where trail activities are enjoyed. The following pages present case studies that demonstrate how this is taking place in regions across Canada.

### Direct Spending by Users of the Trans Canada Trail Produces Spillover Impacts (Indirect and Induced) to Generate Economic Impact Across Canada



Source: Econsult Solutions, Inc. (2023).



Kevin Brunelle, Véloroute Gourmande

SECTION: 3

CASE STUDIES



Martin Goodman Trail/Great Lakes Waterfront Trail; Waterfront BIA



Galloping Goose Regional Trail; Theatre SKAM



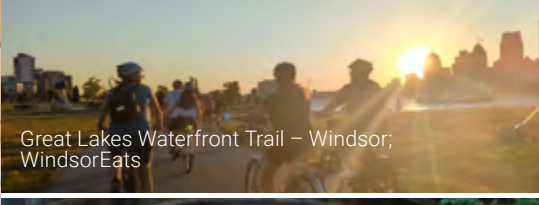
Le P'tit Train du Nord; Marathon P'tit Train du Nord



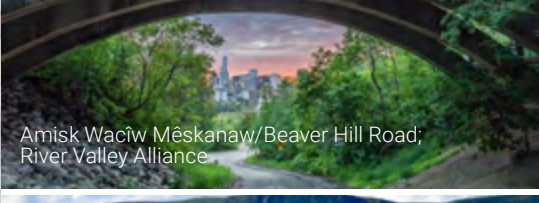
Rosburn Subdivision Trail; Rosburn Subdivision Trail Association



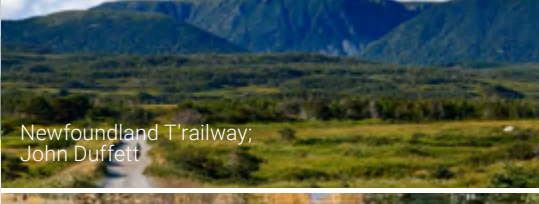
The Véloroute des Grandes-Fourches; Destination Sherbrooke



Great Lakes Waterfront Trail – Windsor; WindsorEats



Amisk Wacîw Mēskanaw/Beaver Hill Road; River Valley Alliance



Newfoundland T railway; John Duffett



Rocky Mountain Legacy Trail; Ken Campbell



Rum Runners Trail; Sweet Ride Cycling

CASE STUDIES

MARTIN GOODMAN TRAIL/GREAT LAKES WATERFRONT TRAIL	3.3
GALLOPING GOOSE REGIONAL TRAIL	3.7
LE P'TIT TRAIN DU NORD	3.11
ROSSBURN SUBDIVISION TRAIL	3.15
VÉLOROUTE DES GRANDES-FOURCHES	3.19
GREAT LAKES WATERFRONT TRAIL	3.23
AMISK WACÎW MÊSKANAW/BEAVER HILL ROAD	3.27
NEWFOUNDLAND T'RAILWAY AND LOCAL TRAILS - CORNER BROOK TO STEPHENVILLE	3.31
ROCKY MOUNTAIN LEGACY TRAIL	3.35
RUM RUNNERS TRAIL	3.39

**Tales from the Trail**  
*Advocates, enthusiasts, entrepreneurs, and community and cultural leaders share their experiences in growing the use of the Trail in various regions of Canada.*



Martin Goodman Trail, Toronto, ON  
Waterfront BIA

## MARTIN GOODMAN TRAIL/GREAT LAKES WATERFRONT TRAIL

City of Toronto, ON

### Impacts and Benefits



**\$0.3M**

Environmental



**\$621.2M**

Economic



**\$15.2M**

Health

### Mutual Relationship with Development

The completion of the final kilometre of the Martin Goodman Trail in 2018 was a milestone for the City of Toronto's trails and open space network. A popular waterfront trail located in the tourism centre of Canada's most populous city, the Martin Goodman Trail is an integral part of the region's Great Lakes Waterfront Trail (730 km), and an important section of the Trans Canada Trail network. From cyclists to pedestrians, locals to visitors, commuters to athletes, the trail provides a connection to nature, culture and recreation for the millions of visitors who enjoy Toronto's waterfront district each year.

The Toronto waterfront has experienced substantial growth since 2010, with the addition of more than 20,000 residents to Lake Ontario's shoreline, with substantial future growth expected in the next decade. Much of this growth is anticipated along the eastern end of the shoreline in the Port Lands, currently one of the biggest development

opportunities in Canada, with the potential to house more than 100,000 new residents. However, this density will require public transit expansion in the form of Toronto's proposed Waterfront East Light Rail Transit (LRT). Expanding public transit is necessary to round out the neighbourhood's active transportation cocktail—a cooperative combination of cycling, walking and mass transit that make high-density development sustainable and attractive to new residents. While the city's LRT expansion plan is not yet funded, the Martin Goodman Trail is already in place, drawing business development to the waterfront district. Tim Kocur, Executive Director of Toronto's Waterfront Business Improvement Area (BIA), highlighted the value of the trail within the context of waterfront development. "I think [businesses] locate here because of the potential for people to get here by all modes of transportation." The presence of the trail and the promise of expanded public transit make Toronto's east waterfront an attractive destination for new businesses to settle in and new residents to call home.

While the trail is destined to support future residents and businesses of Toronto's eastern shoreline, the Martin Goodman Trail promotes active transportation for the waterfront's current residents, many of whom report walking (41%) and cycling (12%) to work.\* Looking beyond the waterfront district, the trail makes important connections to the east of the downtown core with the Pan Am Path, heading north into the city along Don River, and linking to the University of Toronto Connector, creating a network of trails connecting the waterfront to multiple university campuses and surrounding communities. Heading west, the Great Lakes Waterfront Trail reaches into the community of Etobicoke, where Birds and Beans café owner David Pritchard sees groups of cyclists, birders and runners coming from the city, stopping for coffee and snacks. As a long-time resident and business owner, David recognizes the value of being located along the trail, but also identifies the need for improved wayfinding, to help trail users locate business districts adjacent to the trail, but out of immediate sight. "I spent many years on our Business Improvement Area [board] (Mimico-by-the-Lake BIA), which also runs along the trail, and one of the things we were always trying to get was some kind of

\* "Waterfront Commuter Survey," The Waterfront BIA, March 2019, p. 4.

“The Trail has been a tremendous benefit ... it’s definitely been a major motivator in getting people down to the waterfront.”

Tim Kocur, Executive Director, Waterfront BIA

wayfinding signs ... because we’re not actually on the trail ... all those people who are cycling out to Port Credit they don’t even know there’s a commercial district there, that they could go and get lunch or coffee or a juice or ... an ice cream. That is an issue for us.”

Tim Kocur of the Waterfront BIA sees a similar pattern in the waterfront district. “One of our challenges is trying to get people to actually see [adjacent communities] as a neighbourhood where you get off your bike and the trail and actually go into a restaurant. That, I would say, is a huge challenge. We’re trying to push people to visit more of the waterfront (outside of the Harbourfront Centre) because that’s where it’s growing—east and west.” For areas outside the waterfront tourism centre, increased signage, linking the trail to adjacent communities and commercial districts, can help distribute the benefits of the trail more fully along Toronto’s waterfront.

Kevin Currie, business owner and founder of the Waterfront BIA, has run Wheel Excitement, a bicycle sales, rental and repair shop, for the last 31 seasons. Located in the epicentre of the waterfront district, he has a front row view of the trail and its benefits, with 90% of his business generated from a combination of international and regional tourism. Kevin rents bikes to both local day-tripper tourists as well as long-distance bike riders, with some visitors doing the more than 140-km trip from downtown Toronto to Niagara Falls. To better serve the long-distance cycling tourists, he’s been working to ramp up his e-bike business. As a cyclist himself, Kevin uses the trail to commute to his business and notices that despite the wealth of bike lanes in the city, many commuters head down to the trail along the waterfront in the morning for a quieter, traffic-free ride. “Prior to the trail being completed, Queens Quay was the only conduit, essentially sidewalk and roadway, not as hospitable as having the completed trail all the way through ... In prime season it’s chock full of users, mostly cyclists, but also runners and other users.”

As an urban, multi-use trail in the country’s largest city, the Martin Goodman Trail along with the Great Lakes Waterfront Trail have undeniable value to residents, businesses and visitors, as a connection to the waterfront, a path to work, or a backyard for residents without access to their own outdoor space. As an unbroken shoreline route, connecting the full extents of the city from east to west, supporting long-standing businesses and promoting more sustainable future development, the trails now simply need to be more fully connected to its eastern and western Toronto neighbourhoods to fully maximize its benefits.

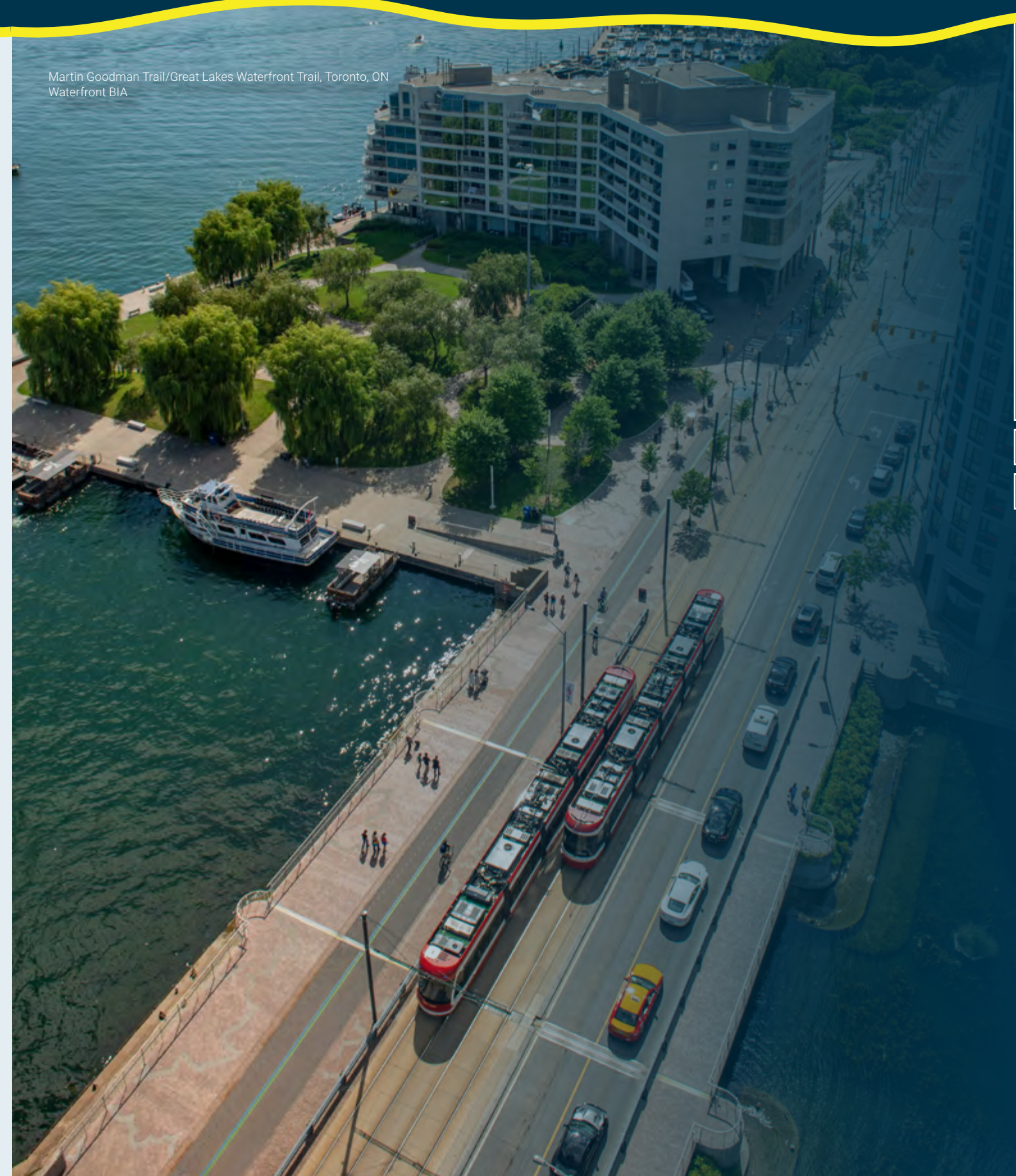
**For more information  
on the Martin  
Goodman Trail and  
the Great Lakes  
Waterfront Trail visit:**

<https://tctrail.ca/explore-the-map/>

<https://www.waterfronttoronto.ca/our-projects/martin-goodman-trail-ontario-place>

<https://waterfronttrail.org/>

Martin Goodman Trail/Great Lakes Waterfront Trail, Toronto, ON  
Waterfront BIA





SKAMpede on the Galloping Goose Regional Trail, BC  
Theatre SKAM

## GALLOPING GOOSE REGIONAL TRAIL

Victoria to Sooke, BC

### Impacts and Benefits



**\$0.1M**

Environmental



**\$131.0M**

Economic



**\$6.9M**

Health

### Culture on the Goose

The Galloping Goose Regional Trail, a popular regional rail trail running along Victoria’s Upper Harbour waterfront, is named for the clunky and noisy gas rail car that shuttled passengers between Victoria and Sooke in the 1920s. Since the rail-to-trail conversion in 1989, the route has become a busy and popular commuter and recreation asset for the region. With the full Galloping Goose Regional Trail stretching over 55 km and integrating with the City of Victoria’s local trail and bike network, this regional trail system connects residents and visitors to the diverse landscapes of Southern Vancouver Island—from urban streets to forests, marshlands and rocky coves.

### SKAMpede Festival on the Trail

Within Victoria, the Galloping Goose Regional Trail’s landscape offers not just nature, but culture as well. Since 2009, the trail has hosted a one-of-kind festival experience, originally called Bike Ride, with attendees cycling between performances scattered along the

trail. Local festival creator, Theatre SKAM, renamed the event SKAMpede in 2013, to encourage attendees of all ages and abilities to walk, ride, skate or scoot between performances. This unique cultural offering takes place over three days each summer, presenting roughly a dozen family-friendly acts from dance to puppetry, opera to comedy, highlighting innovative site-specific performances built for the outdoors. The festival has been an incredible success for the theatre company, funding their expansion into year-round operations to include traditional theatre productions as well as drama classes.

Celebrating SKAMpede’s 15th anniversary, Theatre SKAM continues to refine the festival experience, establishing three performance tour locations for the 2023 event—one on the Galloping Goose Regional Trail, a second on the Songhees Walkway, a pedestrian-only trail just over a kilometre away, and a third on the David Foster Walkway, in the city’s downtown core. With three performance locations and a festival hub located near the downtown Victoria Harbour Ferry terminal, SKAMpede has historically drawn many international and national visitors to the festival. With tourism travel slowly returning to pre-pandemic levels, Theatre SKAM is expecting to see out-of-town visitors return, contributing to a record festival turnout. While the theatre group anticipates over 800 ticketed festival goers enjoying outdoor performances, Logan Swain, the incoming co-artistic producer and SKAMpede lead organizer, also highlights the value of chance encounters with non-festival trail users. “We interact with a lot of people just out using the trail who don’t expect [the festival]. They’re just walking and ... oh, what’s this? A clown juggling bowling pins or somebody doing an interpretive dance. There are all different types of performances populated in those green park spaces along the trail.”

### Visitor Attraction

Those chance encounters with trail users add up for Theatre SKAM, particularly when it comes time for grant writing to fund the festival, and to pay artists and staff. With an average weekday topping over 2,700 cycling trips on the Galloping

“We’re drawing people to [the trail] and we’re also interacting with it.”

Logan Swain, Theatre SKAM

**For more information on the Galloping Goose Regional Trail visit:**

<https://tctrail.ca/explore-the-map/>

<https://www.crd.bc.ca/parks-recreation-culture/parks-trails/find-park-trail/galloping-goose>

<https://trailsbc.ca/loops/bike-galloping-goose-rail-trail-59-km/>

Goose Regional Trail,\* and additional visitor traffic from city tourists and cruise ship passengers from the nearby ferry terminal, Theatre SKAM’s festival reaches a broad population. But festival goers, visitors and casual trail users are not the only beneficiaries of the event—the performing artists and the local economy benefit as well. From partnerships with local hotels and restaurants, to the Victoria Harbour Ferry, reciprocal promotion between the festival and businesses leads to local spending and continued support of the annual event. Logan further explains the value of the festival for participating artists: “It’s a national festival, so every year we do a call for artists from across Canada. For a lot of artists that we bring from across the country, it’s huge. They’re being flown out and paid to perform professionally in an outdoor theatre festival.” In 2022, the festival brought in a dozen artists groups from Victoria to Montréal, with roughly 25% of audience members travelling from outside of Victoria, bringing visitor dollars to the region.

**Greater Value, Greater Good**

With relationships like the one between the Galloping Goose Regional Trail and the SKAMpede festival, trail networks take on new life and greater value. As a popular active transportation route and important connection to the greater regional trail system, the Galloping Goose provides value to residents and visitors, offering a space away from vehicular traffic to enjoy the outdoors or simply get to a destination. By making the Galloping Goose Regional Trail a centrepiece of the SKAMpede festival, Theatre SKAM not only brings attention to this important community asset, but also benefits from the already in-place audience of trail users and visitors exploring the city’s regional trail system. The festival’s setting then brings the concept of active transportation to theatregoers’ minds, creating an unusual synergy between culture, transportation and recreation. Theatre SKAM has grown their cultural and educational offerings through their success with SKAMpede, while putting a regional active transportation asset centre stage. Maintaining this trail-festival relationship will support their mutual continued success and popularity in the region.

\* “Galloping Goose Trail – Eco-Totem,” Period: May 1, 2022 – October 31, 2022, EcoCounter; <https://data.eco-counter.com/public2/?id=100117730>

Galloping Goose Regional Trail, BC  
Theatre SKAM





Le P'tit Train du Nord, QC  
P'tit Train du Nord and Adrenafilm Productions

## LE P'TIT TRAIN DU NORD

North of Montréal, QC

### Impacts and Benefits



**\$2.2M**

**Environmental**



**\$68.1M\***

**Economic**



**\$10.0M**

**Health**

\*Estimates Calculated by Quebec Consulting Firm, BC2 for the 2023 Parc linéaire Le P'tit Train du Nord Economic Impact Study: \$68.1 million; 920 jobs.

### Increasing Active Transportation in Local Communities

Located in the Laurentians, north of Montreal, Le P'tit Train du Nord linear park is one of the largest multi-purpose trails of its kind in Canada. Hikers, cyclists, skiers and runners are offered spectacular views of nature while passing through more than two dozen towns along the park's 234-kilometre trail, from Mont-Laurier in the northwest, to Bois-des-Filion in the southeast. Opened to visitors in 1996, the P'tit Train du Nord sits on its namesake rail bed, making it a near level (maximum grade of 4% on certain sections), easygoing trail for visitors of all abilities. Over a dozen historic train stations located along the route have been converted to information centres, rest areas and cafes, alerting users to their arrival in one of the trail's many tourist locales. Trail work and maintenance are carried out in collaboration between the surrounding municipalities and the P'tit Train du Nord stewardship organization.

With sustainable transportation as a core value of the P'tit Train du Nord, the trail is integral to the promotion of active transportation in the region. From children cycling to school instead of riding the bus, to employees and business owners cycling or skiing to work instead of driving, the trail has become a strategic location for active transportation. The Corporation's mandate also includes educating residents to use means of transportation other than the car to get around. P'tit Train du Nord Communication, Events and Marketing Coordinator, Diane Pilon, rides her e-bike to work, making her commute shorter than if she drives her car. In a recent survey of park users, it was reported that 68% use the trail for recreation, while 27% visit for sport, and 5% use the trail for commuting to work.\* Diane and her colleagues want to increase this commuter usage but know that improvements to bicycle infrastructure need to come first, particularly in the form of secure destination bicycle parking, bicycle transport options on buses and trains, and more secure bicycle storage options and charging locations for e-bike users.

E-bike usage has rapidly grown in popularity and is particularly well suited to the Laurentians region, a rather hilly landscape once riders venture off the P'tit Train du Nord. The trail is close to Marie Provost's property and business, La Clefs des Champs, a grower and distributor of medicinal herbs. During the summer, Marie opens the garden to the public for events, tours and lectures about medicinal plants and has recently noticed that she is seeing more visitors on e-bikes. She attributes this to the 60m elevation change between the trail and her farm. In response to this trend, she understands the importance of improving bicycle infrastructure at her business to include more secure bicycle parking and charging stations. Both Marie and Diane agree that e-bikes are key to making active transport accessible to more people while also opening up greater recreation opportunities, like longer distance trips and steeper trails within the park, which ultimately connect trail users to adjacent communities and commercial districts.

Marie talks about multiple approaches to promoting active transportation to trail users—demonstrating the different ways to access the trail, while also helping them understand how connected they are to nearby locations, in ways that

\* P'tit Train du Nord Trans Canada Trail Case Study Interview, Diane Pilon, February 2023.



"Going to work, going to school or shopping through this green transport route is good for the body, good for the mind, good for the planet. It is our common responsibility to take care of this great corridor which contributes to the greening of cities."

M. Paul Germain, former President (2021-2022), P'tit Train du Nord Rapport Annuel 2022

**For more information on P'tit Train du Nord visit:**

<https://tctrail.ca/explore-the-map/>

<https://ptittraindu nord.com/en/>

driving a car doesn't offer. She believes that once residents begin using the trail as an active transportation artery in the region, they'll begin to understand how quickly they can reach their destination away from the trail, be it school, work or a nearby restaurant. To better serve residents, the P'tit Train du Nord offers an interactive map on its website, allowing individuals to locate themselves on the trail and discover nearby shops and services. Signs along the trail direct users to inns, cafés, microbreweries and attractions.

While the trail is typically dominated by cyclists (72%), use by walkers, hikers and runners (28%)\* is growing. There is no doubt that the Marathon P'tit Train du Nord has increased the popularity of the trail among runners. Having hosted five marathons on the trail, Alain Bordeleau, a former Olympic marathon runner, and his partner Guylaine Handfield, are increasing the international awareness of the P'tit Train du Nord. Held annually in October, the marathon starts in Val-David and has a slow and steady 220-m drop over the entirely off-road point-to-point course. The marathon is highly ranked, qualifying many runners to participate in larger races like the Boston Marathon. Drawing nearly 13,000 attendees (5,962 runners for the 2022 edition) for the last six years, from 15 countries, 10 Canadian provinces and 350 different cities in Québec, the race generated 2,862 nights booked in local hotels.† This unique, one-of-a-kind athletic tourist event not only brings economic wealth to commercial businesses along the course, but to local organizations as well. With the intention of promoting healthy habits and giving back to their community through the marathon, Alain and Guylaine have donated nearly \$172,000 to local running clubs, the P'tit Train du Nord park and trail, and Saint-Jérôme Hospital since the race's inception. In addition to this three-day event, the pair arrange marathon and half-marathon training on the trail, drawing runners and athletes to the park throughout the year. "We are very involved in the Laurentian community. Our mission is to promote health and healthy lifestyles, running and physical activity." Guylaine Hanfield, co-founder, Marathon P'tit Train du Nord.

\* Rapport Annuel 2022, Bureau Administratif du P'tit Train du Nord, March 2023, p.11.

† Marathon P'tit Train du Nord, 1 & 2 Octobre 2022, 5<sup>e</sup> Édition, January 1, 2023.

Le P'tit Train du Nord, QC  
Marathon P'tit Train du Nord



"The P'tit Train du Nord allows the entire population to recharge their batteries, stay healthy and connect with nature. It's an essential economic infrastructure, serving as a gateway to many of the region's tourist attractions."

Diane Pilon,  
Communications,  
Marketing and Events  
Coordinator, Le P'tit Train  
du Nord



Rossburn Subdivision Trail, MB  
Rossburn Subdivision Trail Association

## ROSSBURN SUBDIVISION TRAIL

Neepawa to Russell, MB

### Impacts and Benefits



**\$1.1M**

Environmental



**\$3.1M**

Economic



**\$0.1M**

Health

### Connecting Rural Communities

Once the Canadian National Railway Company closed the Rossburn Subdivision rail line in southwest Manitoba in 1996, a motivated group of municipalities banded together with the Manitoba Recreational Trails Association (now Trails Manitoba) to establish the Rossburn Subdivision Trail Association (RSTA) to convert the abandoned rail corridor to off-road multi-use trails. Opened just a year later in 1997, the 176-km gravel route serves hikers, bikers, horseback riders, snowshoers, cross-country skiers and snowmobilers. As part of the larger Trans Canada Trail network, the Rossburn Subdivision Trail runs from Neepawa in the southeast to Russell in the northwest, connecting two dozen municipalities, including two First Nation communities, ranging in size from as little as a dozen households to over 5,600 residents. The trail serves both locals and visitors as a fully off-road trail offering an abundance of nature experiences, from wildlife sightings to vistas of Manitoba’s rolling hills and meadows.

Harrison Park councillor, local business owner and avid cyclist, Steve Langston observes the trail’s value for the community. “I see many benefits in the trail—I think quality of life for residents is number one. I see people walking on the trail with their dogs, having moved from a city where they couldn’t do that. [The trail also] helps people age in place. I think as electric bikes become more relevant, [the trail] is going to link [our] communities and promote local tourism.” Locally, Steve sees the trail draw in crowds of snowmobilers in winter, while cyclists and horseback riders from out of town make the trip for summer trail use.

Councillor Shirley Kalyniuk, who served as the first woman mayor of Rossburn for 21 years, is a founding member of RSTA and sees the trail as a tourism generator for her community. “Tourism is a huge component for our area, but we need to make it a four-season, year-round tourist attraction.” Returning to the Rossburn Council for a second time, she wants to see more consistent trail use throughout the year, building beyond the trail’s winter popularity as a snowmobile route. She envisions collaboration between municipalities to create new trail-focused events that create stronger connections between neighbouring communities.

Ilse Ketelsen, a fellow Rossburn resident, and owner of HI 9 Finger Ranch, has been an RSTA member since 2006 and is currently serving as the secretary and treasurer of the trail organization. Her ranch offers lodging, as well as horseback riding tours on her property and beyond in the neighbouring Riding Mountain National Park and UNESCO Biosphere Region. Running parallel along various sections of the national park, the Rossburn Subdivision Trail offers two new links between the Trans Canada Trail and Riding Mountain—the Elk Link Trail originating in Erickson, and the Paba Mashiwat Kinew / Flying Eagle Link Trail in Rossburn. As the realization of a decade-long RSTA goal of improving connectivity in the regional trail network, the Flying Eagle Link Trail, a 36-km multi-use, non-motorized trail running along Birdtail Creek, was opened in 2022 and connects the municipality of Rossburn, the Waywayseecappo First Nation, and the national park’s larger trail network. As part of the link trail development, a series of 15 interpretive signs were installed, telling the stories of the people and communities that have called the region home. The signage is an opportunity to educate

“Rossburn is proud to be one of the municipalities the Trans Canada Trail, and with it, the Rossburn Subdivision Trail runs through. The trail is well signed, and you can join for a short walk within town, discover the next town by foot or bike (or horseback) or discover the rest of Canada if you are ambitious.”

Rossburn Subdivision Trail Association (website), 2023

**For more information on the Rossburn Subdivision Trail visit:**

<https://tctrail.ca/explore-the-map/>

<https://rossburnsubdivisiontrail.ca/>

<https://www.trailsmanitoba.ca/trail-info/trans-canada-trail/western-uplands-mixed-grass-prairie/rossburn-subdivision-trail/>

visitors and encourage them to learn more about the history of the land, the life of the Waywayseecappo First Nation, and the agricultural legacy of the region. Through a strong relationship with the national park, Ilse and the RSTA board continue to develop the trail network, with the ultimate goal of establishing a larger loop trail utilizing Riding Mountain Park’s trail network, the Trans Canada Trail Rossburn Subdivision Trail and the RSTA link trails.

At the Rossburn Subdivision Trail’s southeastern terminus in Neepawa, town councillor Jason Nadeau recognizes the value of the trail for his residents, while noting the opportunity for exploration beyond town limits. “We value our trail system. People walk within our town through the trails, but as you start leading yourself out of town, you have to be committed to do those long journeys.” With two representatives from each trail municipality comprising the RSTA board, the organization is well suited to develop and promote longer journeys between communities while considering necessary infrastructure and signage required to encourage broader trail use beyond town limits. Thanks to the Rossburn Subdivision Trail and the RSTA, these southwest Manitoba communities have been physically and cooperatively linked together. The municipal collaboration through the RSTA board supports not only the maintenance and further development of the Rossburn Subdivision Trail, but the trail communities and residents as well.

Rossburn Subdivision Trail, MB  
Rossburn Subdivision Trail Association



“[The trail also] helps people age in place. I think as electric bikes become more relevant, [the trail] is going to link [our] communities and promote local tourism.”

Steve Langston  
Harrison Park Councillor



Sherbrooke, Marché de la Gare, QC  
Daphne Caron

## VÉLOROUTE DES GRANDES-FOURCHES

Sherbrooke, QC

### Impacts and Benefits\*



**\$0.8M**

**Environmental**



**\$51.7M**

**Economic**



**\$4.6M**

**Health**

\* These numbers represent the Sherbrooke portion of the Trans Canada Trail.

### From Local Trail Development to Sustainable Tourism

At the confluence of the Saint-François and Magog Rivers sits Sherbrooke, a city of rivers. Near the centre of town, visitors and locals flock to the Parc Jacques-Cartier and the Lac-des-Nations Promenade for annual festivals, concerts, outdoor recreation and a gourmet farmer’s market, among other family-friendly activities. In a city of approximately 175,000 residents, the year-round fully accessible Lac-des-Nations Promenade sees over 500,000 pedestrians and 100,000 cyclists annually,\* bringing substantial tourism to the city.

With three rivers cutting through the downtown core, Sherbrooke’s identity is strongly influenced by its riverine landscape and industrial history. In 2002, then Mayor Jean Perrault had a vision for Sherbrooke’s

\* “Cycling Network of Grandes-Fourches, Results from Counting Stations, Esplanade (Lac-des-Nations) 2017,” Provided by Destination Sherbrooke, March 2023.

Lac-des-Nations, an artificial lake that was created in 1927 from damming the Magog River for industrial power generation. Mayor Perrault envisioned transforming the lake into a recreational asset, making it accessible to residents and drawing visitors to the city. What was viewed by some as a costly investment in public recreation, resulted in a cascade of trail network development that helped Sherbrooke become a tourism destination. Today, the Lac-des-Nations Promenade, a 3.5-km, multi-purpose, wheelchair-accessible path, is an integral part of Sherbrooke’s trail network, connecting the city to Québec’s Eastern Townships tourism region, and beyond, through the Trans Canada Trail network.

William Hogg, a resident of neighbouring Magog and daily Trans Canada Trail user, has been working to promote tourism in Sherbrooke and the Eastern Townships region since 2015 as a delegate of Destination Sherbrooke. The paramunicipal economic development organization has been continuing Perrault’s vision to develop new, trail experiences in Sherbrooke, as well as promote regional cycling tourism, like the recently launched Véloroute Gourmande. Building from Québec’s provincial bicycle network, La Route Verte™, and the Trans Canada Trail network, three regional tourism organizations came together to develop and promote this new culinary-themed 235-kilometre route connecting Sherbrooke to Montréal. The trail’s foodie-theme tour touts 120 gourmet attractions less than 5 km from the route, 81 accommodation options, 28 cultural activities and 20 family-friendly outings along the way.

As regional tourism offerings like the Véloroute Gourmande gain in popularity, drawing in visitors from across Canada and the United States, Destination Sherbrooke is as motivated as ever to focus their attention on expanding the city’s green transportation network.

Beyond using trails to promote tourism, Hogg is looking toward other components of sustainable tourism and trail development—biodiversity and environmental education. “Ecological education for Trail users and the communication

“As part of their weekend away or going to work, or going shopping at the railway station, which is right on the Trans Canada Trail, we have festivals and events around the lake that are drawn in because of the development of the walking trail around the lake. The Lac-des-Nations Promenade is an integral part of connecting us to the Trans Canada Trail, and without the investment by our former mayor, it could have never happened.”

William Hogg, Delegate, Destination Sherbrooke

**For more information on Véloroute des Grandes-Fourches visit:**

<https://tctrail.ca/explore-the-map/>


<https://www.destinationsherbrooke.com/fr/visiteurs/quoi-faire/veloroute-des-grandes-fourches-circuit-des-grandes-fourches>

<https://www.cantonsdelest.com/velo/circuit/12/veloroute-des-grandes-fourches-circuit-des-grandes-fourches>

<https://veloroutegourmande.com/en/>

of information about the importance of the Trail and the protection of biodiversity is one aspect of the sustainable tourism to leverage and take into consideration in the development of the destination.” The Trans Canada Trail’s presence in Sherbrooke allows it to attach the desired importance to this. From a commercial point of view, the Trans Canada Trail’s passage through the city is a great advantage. The promenade du Lac-des-Nations is a fine example of positive impact of trails on the city. From connecting and engaging visitors with nature along the trail, to drawing international conferences on public health and forests, the presence of the Trail in Sherbrooke opens a wealth of opportunities, well beyond Destination Sherbrooke’s tourism focus.

Véloroute des Grandes-Fourches, QC  
Charles Dion



“Sherbrooke’s reputation as a city with a lot of urban nature, which involves the Trans Canada Trail, the efforts that we make into protecting our urban forests, which follow along the side of the Trail at different points, all of that allowed us to win a huge international conference on public health and forests.”

William Hogg,  
Delegate,  
Destination  
Sherbrooke



Great Lakes Waterfront Trail, ON  
WindsorEats

## GREAT LAKES WATERFRONT TRAIL

City of Windsor, ON

### Impacts and Benefits



**\$0.3M**  
Environmental



**\$89.0M**  
Economic



**\$2.7M**  
Health

### Growing the Cycling Community

In 2004, Adriano Ciotoli saw an opportunity to grow the local food scene by starting WindsorEats, originally an online restaurant and menu guide for the Windsor-Essex region. Upon discovering an untapped community interest in local wine and beer-themed cycling tours, he created the WindsorEats' Wine Trail Ride. An instant success upon its launch in 2007, the Wine Trail Ride quickly doubled in size and increased in frequency, running every weekend from May to October. This award-winning cycling tour connects both locals and tourists to regional boutique wineries in the greater Windsor area through a leisurely 30-km ride, in part, on the Trans Canada Trail's Chrysler Canada Greenway. The Greenway's route through the Essex wine region makes the cycling tour accessible to less seasoned riders, keeping them off county roads and separated from vehicular traffic. With safety in mind, Adriano sees routing the tour on the Greenway as playing a major role in creating a successful and safe tour experience.

Knowing that only a small portion of his business can be supported by Windsor's limited tourism industry, Adriano is keenly aware that appealing to locals is key to staying in business. With this in mind, WindsorEats developed a shorter, local and more accessible community-focused tour for less experienced riders or those who don't cycle regularly, reaching beyond the avid cyclist market. The Friday Night Lights bike ride was conceived in 2014 to appeal to the many Windsor residents who aren't yet confident cyclists. Drawing close to 200 participants each Friday, riders make their way through the city, utilizing the Great Lakes Waterfront Trail, a mix of off-road and on-road routes, to visit local pubs and restaurants. As a night event, riders are encouraged to decorate their bikes with brightly coloured LED lights, making this weekly tour, as Adriano refers to it, "Canada's brightest and most colourful bike ride". As a tour more focused on fun and community, the Friday Night Lights ride has encouraged more locals to bike in the city, and Adriano has witnessed the results firsthand. "We had many people come out and still do, who say, 'You know I haven't ridden my bike in 15 years, and I really wanted to do this.' And from there, we saw the progression." Adriano observes Friday Night Lights riders gaining confidence to go on longer tours like the Wine Trail Ride, and eventually become daily commuter cyclists: "Now they've bought a brand-new bike and ride every day to work during the spring and summer." The increased participation in WindsorEats tours has been good not only for Adriano's business but also for the City of Windsor's active transportation community.

While the Great Lakes Waterfront Trail in Windsor is regularly included in the Friday Night Lights route, Adriano experiences some challenges in expanding the use of the trail for his tours. The Great Lakes Waterfront Trail, a 25-km route tracing along the banks of the Detroit River in downtown Windsor, sees intense use throughout the spring and summer. While the trail's popularity is a testament to its benefits for residents and visitors, it is a challenge for the WindsorEats tours. "The success of the trail itself makes it more difficult to be able to do a ride of the Friday Night Lights sorts, but it's still a huge benefit." Adriano limits the time the Friday Night Lights ride spends on the trail, but he sees the value of exposing riders to

“For the Wine Trail Ride, the trail plays a huge part.”

Adriano Ciotoli, Founder, WindsorEats

it. “Because we do get people coming from out of town, bringing them on their bikes to our waterfront, which has the trail, has the parks, has the beautiful Detroit skyline, plays a nice part in showcasing not just what we’re doing, but the city itself, too.”

Windsor’s Trans Canada Trail network, encompassing the Great Lakes Waterfront Trail, connecting to the Herb Gray Parkway trails southwest of the city, and further on to the Chrysler Canada Greenway stretching into the Essex wine region, has created an environment in which businesses like WindsorEats can thrive. While the trails play an integral role in his business, Adriano also sees opportunities for better connections between the city and regional networks. He highlights the importance of improving trail network connections for less experienced riders as the trail heads out of the city. “The waterfront trail is marked, but there is no comfortable way for a casual cyclist to get over [to the Herb Gray Parkway] in a manner that would make them feel comfortable. You’re sharing roads with no bike lanes.”

Through a focused effort to create more off-road trail connections between city and regional networks, more of Windsor’s casual riders can safely become daily cyclists and active transportation ambassadors as they feel more comfortable venturing out on the larger regional bike network.

**For more information on the Great Lakes Waterfront Trail, City of Windsor visit:**

<https://tctrail.ca/explore-the-map/>

<https://waterfronttrail.org/places/communities/windsor/>

<https://waterfronttrail.org/>



Great Lakes Waterfront Trail, ON  
WindsorEats

Friday Night Lights riders



Amisk Wacîw Mêskanaw/Beaver Hill Road, AB  
River Valley Alliance

## AMISK WACÎW MÊSKANAW/BEAVER HILL ROAD

City of Edmonton, AB

### Impacts and Benefits



**\$1.2M**  
Environmental



**\$145.0M**  
Economic



**\$3.9M**  
Health

### Connecting the World's Largest Metropolitan River Valley Park

Beginning as landscape architect Frederick Gate Todd's vision in 1907, the development of a preserved and united North Saskatchewan River Valley Park has been over a century in the making. Within the largest metropolitan river valley park system in the world,\* the Amisk Wacîw Mêskanaw trail (Beaver Hill Road) has become a cornerstone of the region's identity and is cherished by its residents. In 2003, the non-profit River Valley Alliance (RVA) was established to realize the vision of a 100-kilometre trail and park system linking six shareholder municipalities and preserving the ecology of the region's river valley. The backbone trail of Edmonton's River Valley stretches through central Alberta, connecting the Town of Devon, Parkland County, the City of Edmonton, Strathcona County, the City of Fort Saskatchewan and Sturgeon County. The trail travels through a diversity of

\* "About Us," River Valley Alliance, April 5, 2023; < <https://rivervalley.ab.ca/about/> >

landscapes, from urban neighbourhoods and city parks to stands of old growth trees and rural farmland, criss-crossing the river eight times via pedestrian and vehicular bridges and connecting to eight river boat docks and countless local parks. The RVA wants to see the trail connect users with nature and one another, while encouraging physical activity, preserving 7,300 hectares of parkland, and promoting cultural awareness and economic diversity. As a point of pride for the region and a major tourism destination, the Amisk Wacîw Mêskanaw supports Albertans throughout the Edmonton metro region.

As the steward of public funds to implement the trail, RVA works closely with municipal, provincial and federal governments, as well as Trans Canada Trail, to complete capital projects and expand local trail connections. Kristine Archibald, RVA's Executive Director, explains the trail's funding structure. "We are federally, provincially and municipally funded, one third each, to build this trail. It's been over 20 years in the making. With the help of Trans Canada Trail as well, \$110 million has already gone into it. We need about another \$20 million to finish it." Closing the final gap in the trail will connect Devon to the southwest corner of Edmonton, fully linking the six trail shareholder municipalities and their neighbourhoods to one another. Kristine describes the importance of this project within the larger trail system. "We're in conversation with Trans Canada Trail in the southwest to help us close our 25-kilometre gap, because it's a key priority for them as well, getting people off roadways. There are currently no safe [multi-use] trails in that region. There are new residential neighbourhoods going in and it's considered a plus if you have trails running along the back of your property here." With the support of the City of Edmonton, RVA can more easily realize their goals of a fully connected trail system. For some new residential constructions in Edmonton, Kristine explains, the City requires developers to include a connection to the trail within their development plans, and at their own cost.

Making trail access integral to residential development means that smaller, micro-connections from residential neighbourhoods create greater access for locals, promoting wider use of the trail for recreation as well as active transportation. Kristine describes residents' ability to simply walk out their back doors and use neighbourhood



"The River Valley is really the iconic hub of this region, you can't be here and not be aware of it!"

Kristine Archibald, Executive Director, River Valley Alliance

**For more information on the Amisk Wacîw Mêskanaw/Beaver Hill Road visit:**

<https://tctrail.ca/explore-the-map/>

<https://rivervalley.ab.ca/>

[https://www.edmonton.ca/activities\\_parks\\_recreation/parks\\_rivervalley/river-valley-trail-maps](https://www.edmonton.ca/activities_parks_recreation/parks_rivervalley/river-valley-trail-maps)

connecting trails to access the Amisk Wacîw Mêskanaw: "Residents use the trail in many ways, from fat biking and snowshoeing in the winter to scooter and e-bike usage in the summer." The trail is accessible to a wide variety of users throughout the four seasons, she explains, "[The trail] is very cycle-able, it's walkable, it's hike-able and it's runnable in the wintertime. There are a lot of groomed cross-country ski paths that connect to it. People snowshoe, and they walk their dogs. [The trail runs] through parkland but also connects to the city core."

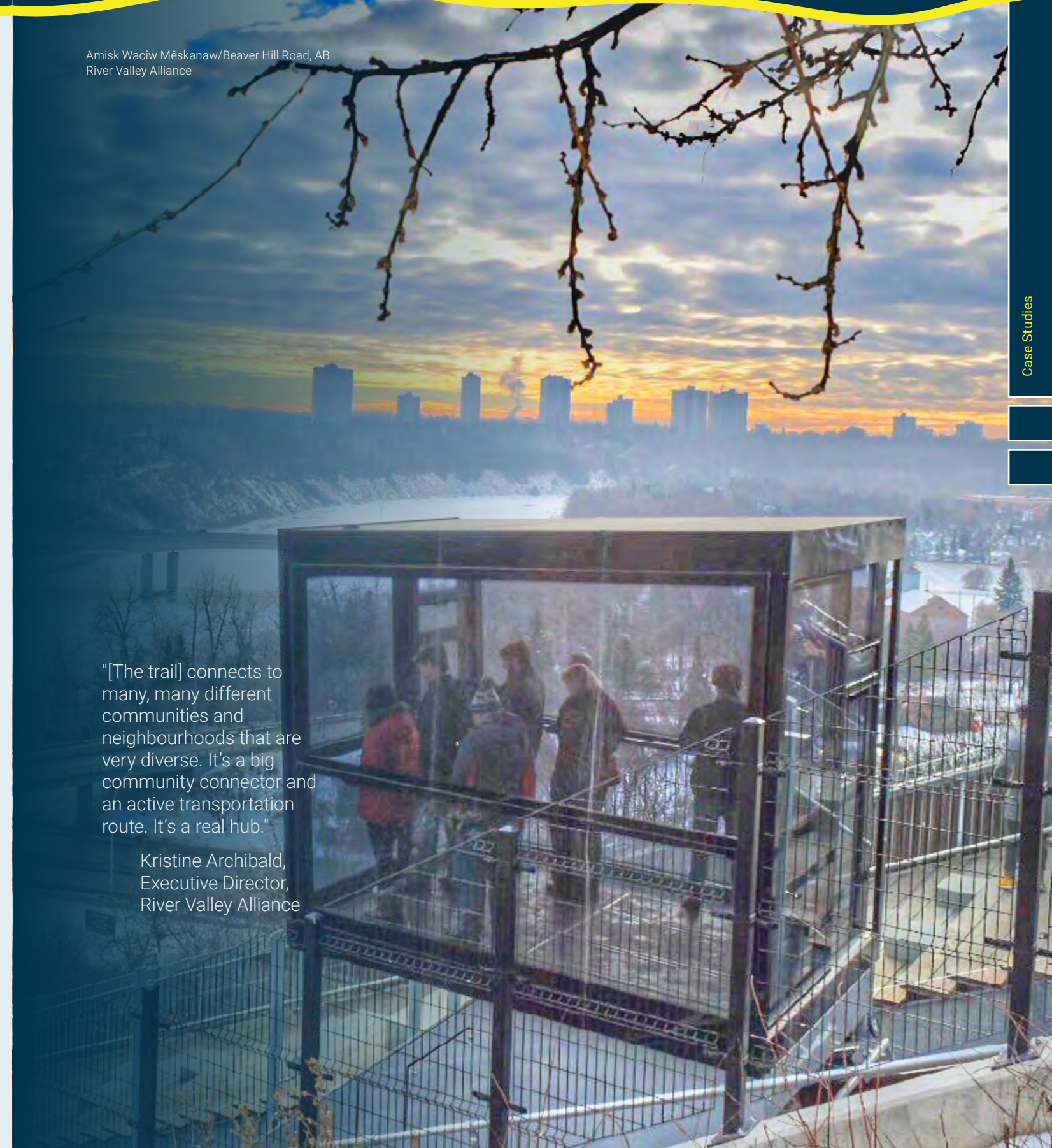
Protecting the river valley's ecology, integral to RVA's mission, means preserving the trail's parkland and supporting the park system as an important ecological corridor. Kristine describes how the preservation mission also benefits trail users. "You can be in the middle of the City of Edmonton and if you're on the trail, you're surrounded by nature. You can't see buildings, you can't hear traffic. You are literally immersed in old growth trees and the river beside you." This access to nature and escape from the urban landscape was particularly important during the pandemic when residents were looking for ways to get outside and safely see family and friends. Trail usage tripled during the pandemic and remains at double the usage levels seen prior to 2020.\* Kristine reasons that many residents didn't fully appreciate the trail they had access to in their own backyard, and have come to truly value it.

Beyond its value to the region's residents, the Amisk Wacîw Mêskanaw is also a draw for Edmonton's visitors looking for outdoor exploration. Kristine describes how Edmonton's River Valley is iconic for the region, and an important piece of what draws visitors to the city. "A lot of people are looking for that authentic outdoor experience and that's what the River Valley offers. If there's one thing that defines our region, it is the River Valley and, of course, the trail system is a key part of that." While the RVA hasn't yet secured the funds to close the trail's final southwestern gap, she recognizes its importance to residents, visitors and the river valley's ecology. With nearly 90% of residents stating that nature and parks are important to their quality of life in Edmonton,† the Amisk Wacîw Mêskanaw is key infrastructure for residents, a guiding influence on future development, and a draw for the Edmonton Metro region's tourism.

\* Amisk Wacîw Mêskanaw/Beaver Hill Road Trans Canada Trail Case Study Interview, Kristine Archibald, March 8, 2023.

† "Resident Survey, February 2021," Explore Edmonton, p. 5.

Amisk Wacîw Mêskanaw/Beaver Hill Road, AB  
River Valley Alliance



"[The trail] connects to many, many different communities and neighbourhoods that are very diverse. It's a big community connector and an active transportation route. It's a real hub."

Kristine Archibald,  
Executive Director,  
River Valley Alliance



Newfoundland T'Railway, NL  
John Duffett

## NEWFOUNDLAND T'RAILWAY and Local Trails, from Corner Brook to Stephenville, NL

### Impacts and Benefits\*



**\$0.2M**

**Environmental**



**\$21.8M**

**Economic**



**\$2.3M**

**Health**

\* These numbers represent the Corner Brook to Stephenville section of the Trans Canada Trail.

Ruth Forsey-Gale and her partner Paul Gale have been connecting residents and visitors to southwest Newfoundland's natural beauty for over two decades. As the proprietors of Pirate's Haven RV Park and Chalets in Robinsons, the pair have built a successful business by combining lodging, hospitality, ATV tours, and RV accommodations with direct access to the Newfoundland T'Railway. After making the move from Ontario back to Newfoundland in the late 90s, the couple began acquiring land to establish a vacation destination where snowmobilers, hikers, cyclists, equestrians, anglers, and the budding ATV touring crowd could find family-friendly lodging, home-cooked meals, and a connection to nature. An important key to their success has been location. Pirate's Haven is located directly on the Newfoundland T'Railway—an 888-kilometre multi-use trail established along a retired Canadian National rail bed from Channel-Port aux Basque to St. John's. The T'Railway passes through urban, rural and wilderness landscapes, tracing the western coast of the island, running north alongside Exploits River, and arching south along Trinity Bay coast toward the Avalon

Peninsula. Over the last decade, the T'Railway has gained popularity, drawing hikers, cyclists, horseback riders, summer motorized users, cross-country skiers and snowmobilers from across the country, as well as the United States. Today, Pirate's Haven is a destination in Newfoundland thanks to its proximity to the T'Railway. This notoriety brings travellers and economic benefit not only to the Gale's establishment, but to businesses located along the T'Railway throughout Newfoundland. Four-season trail use is supported by organizations like the Newfoundland and Labrador Snowmobile Federation, providing winter trail grooming and maintenance along the more rural sections of the T'Railway that remain aligned to the original rail bed.

In urban settings, like the City of Corner Brook, where the rail bed has been obscured by decades of development, trail legibility and usage has become more of a challenge. As the largest municipality on Newfoundland's western coast, Corner Brook is an important regional commercial hub and outdoor tourism destination with connections to Gros Morne National Park, and the scenic Humber Valley and Bay of Islands. However, the trail alignment doesn't serve locals or visitors as one would expect in a commercial and tourist destination such as Corner Brook. As the Trans Canada Trail passes through the city, it shares its route with an inconsistent mix of local streets, highways, road shoulders and existing trails, limiting trail usage for many winter activities, as well as warm weather use for those who aren't comfortable sharing the road with vehicles. Recognizing the trail's importance for residents and local tourism, the City undertook a multi-use trail study in 2019\* to identify an improved route that aligns with the City's regional destination status. In addition to identifying and implementing a new trail routing through Corner Brook, the study highlighted the need for additional signage along the route, to make the trail's existence known while improving users' experience. Through public meetings associated with the trail study, it became clear that many of the city's own residents and stakeholders were not aware of the current route through Corner Brook, reinforcing the need for improved trail signage.†

\* "The Great Trail Multi-Use Trail Study, Final Draft Report," City of Corner Brook, The Great Trail, September 2019, p. 6.

† Ibid., p.25, 28.

"We built our business on the T'Rail. It's a big economic boost to the community, to the people and to the region."

Ruth Forsey-Gale, Proprietor, Pirate's Haven RV Park and Chalet

**For more information  
on Newfoundland  
T'Railway visit:**

<https://tctrail.ca/explore-the-map/>

<https://www.trailway.ca/>

Former Newfoundland resident, long-distance cycling enthusiast and mechanical engineer John Duffett confirmed the need for trail signage, not only in Corner Brook but throughout the T'Railway's larger provincial route. He rode the entirety of the T'Railway from St. John's to Channel-Port aux Basques and described his experience as one requiring "self-sufficient" navigation in order to stay on the route, due to a lack of signage and trail legibility. On future T'Railway rides, John hopes to see more signage directing riders along the route, while also highlighting opportunities for users to connect to adjacent trail systems and nearby communities. John's desire for greater trail system connectivity is shared by the City of Corner Brook's residents and trail stakeholders, with many seeing an improved routing of the trail through the city as advantageous to both residents and the local tourism industry.\*

The City of Corner Brook has begun making improvements to the trail experience by establishing a new off-road trail segment connecting downtown Corner Brook to neighbouring Mt. Moriah, through a combination of provincial and Trans Canada Trail funding. Currently under construction, the off-road trail will accommodate users of all ages and abilities and includes wayfinding signage as well as educational signage focused on the history of Corner Brook's Indigenous communities. This increase in signage and wayfinding is a critical component of improving trail legibility for the City of Corner Brook's Sustainable Development Technician, Samantha Young. With the goal of connecting residents and visitors alike to trail systems within Corner Brook and the surrounding Newfoundland landscape, Samantha is looking forward to increased signage and infrastructure to improve access to the city's future and existing trails. "These are two things that we're really missing and would be extremely beneficial for getting people to use these systems." While the full buildout of the trail rerouting will take a few more years, Samantha sees improved trail signage and infrastructure as an immediate way to make trails more accessible for the community while supporting the region's growing tourism industry. She acknowledges that people are starting to see the value of the trail and this visibility effort will have a large impact.

\* "The Great Trail Multi-Use Trail Study, Final Draft Report," City of Corner Brook, The Great Trail, September 2019, p.26, 28.

Newfoundland T'Railway, NL  
Ruth Forsey-Gale





Rocky Mountain Legacy Trail, AB  
Ken Campbell

## ROCKY MOUNTAIN LEGACY TRAIL

Canmore to Banff, AB

### Impacts and Benefits

Environmental impacts not modeled due to this case study includes trails that are of typologies 5-7.



**\$47.6M**

**Economic**



**\$0.5M**

**Health**

The Rocky Mountain Legacy Trail is a 20-kilometre, off-road, multi-use paved trail connecting Canmore to the Town of Banff and Banff National Park in the Bow Valley of Alberta's Rocky Mountains. Safely separating trail users from the adjacent Trans-Canada Highway, the Rocky Mountain Legacy Trail offers an alternative to driving, with outstanding views of the surrounding mountains. The trail is open from mid-April through mid-October, hosting over 1,600 trail users on peak summer days,\* serving a mix of commuters, travellers, athletes and locals out for recreation. Built in honour of Banff National Park's 125th Anniversary in 2010, the 3-metre-wide trail is fairly flat, in an otherwise mountainous area, making it a route for all ages and abilities.

Ken Campbell, recently retired General Manager of HI Canada's Banff Alpine Centre and Wilderness Hostels, has been riding the Rocky Mountain Legacy Trail since it opened over a decade ago. A life-long cycling enthusiast, Ken made the daily commute to

\* Canmore (CA) Key Numbers, EcoCounter, Eco-Totem; <<https://data.eco-counter.com/public2/?id=100117698>>

work by bicycle before the trail existed between Canmore and Banff. Prior to the establishment of the trail, Ken's route involved riding on the shoulder of the Trans-Canada Highway, which eventually resulted in a serious crash with a vehicle, sending him to the hospital and putting an end to his bicycle commute for a number of years. Once the Rocky Mountain Legacy Trail was established, Ken again felt comfortable making the cycling trip between the two towns. Ken recalled the opening of the trail and his return to bicycle commuting. "I got on the trail and loved it. It's fantastic—it's safe and takes you the same amount of time to commute [as if travelling by car]. The trail is paved and easy to use for basically anybody of any age or ability." On his daily, three-season commuting rides over the last 13 years, Ken has seen fellow commuters, athletes training on Nordic skate skis, skateboarders, hikers and plenty of cyclists.

During his 30-year tenure with HI Canada, Ken has had countless interactions with guests and opportunities to observe how they use local trails. With the hostel situated in the midst of a 6,641 square-kilometre national park that is 96% wilderness,\* Ken sees the Rocky Mountain Legacy Trail as an accessible opportunity for guests seeking their own "self-managed, self-propelled adventures", who may not be ready for an independent wilderness experience. Working with local bicycle rental shops, HI Canada has promoted the trail as a great way to get between Banff and Canmore, as well as to get out and see the landscape. Ken is passionate about getting people out from behind the wheel of their cars and experiencing the outdoors. "It's much nicer to see the mountains from a bicycle than it is from the windshield of a car!"

Ken is not alone in his desire to get people out of their cars and onto bicycles or alternative forms of transit in Banff. A major tourism destination and a designated UNESCO World Heritage Site, Banff National Park sees an estimated four million visitors each year, with the small Town of Banff (8,305 residents†) seeing more than a quintupling of people in

\* "Learn About Banff," Town of Banff; <<https://banff.ca/252/Learn-About-Banff>>

† Census Profile, 2021 Census of Population, Banff, Alberta [Population Centre], Statistics Canada; <<https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/details>>

"I got on the trail and loved it. It's fantastic—it's safe and takes you the same amount of time to commute [as if travelling by car]."

Ken Campbell

**For more information on the Rocky Mountain Legacy Trail visit:**

<https://tctrail.ca/explore-the-map/>

<https://parks.canada.ca/pn-np/ab/banff/activ/cyclisme-biking/cyclismeroute-roadcycling/Heritage-Legacy>

town during busy summer months.\* As tourism traffic peaks each year, the town experiences high amounts of vehicular traffic congestion as a mix of visitors, workers and residents use vehicles to access town. A recent Parks Canada study on sustainable transportation in the Banff Bow Valley area sees routes like the Rocky Mountain Legacy Trail as one tool to alleviate area traffic congestion. Promoting active transportation, through support of cycling and scooter rentals from local businesses to the development of active transport routes, the area is working towards sustainably managing park tourism traffic.†

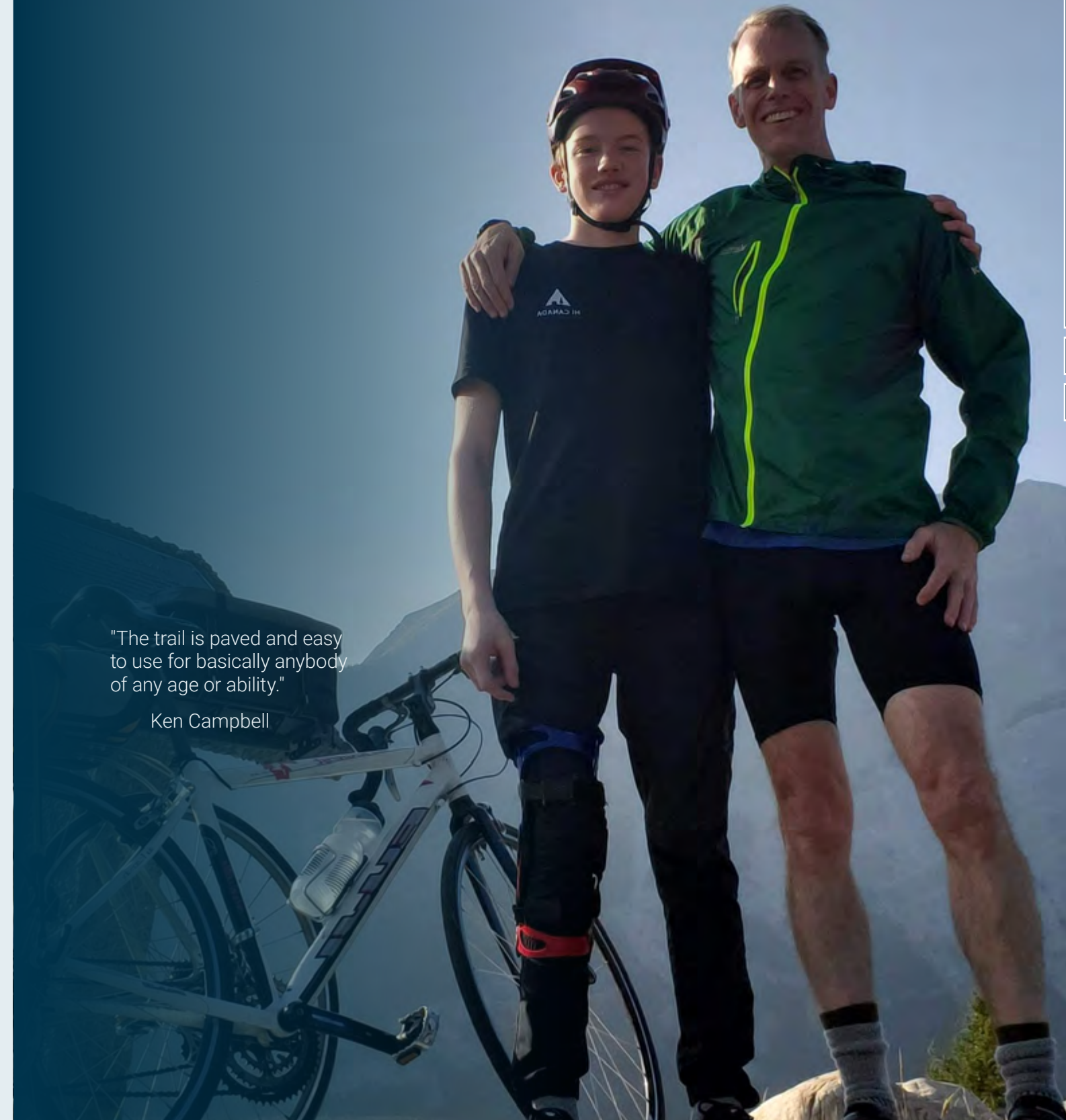
In an ongoing effort to reduce vehicular traffic and encourage more cycling in the park, Parks Canada initiated a pilot program in 2020, north of the Town of Banff on Highway 1A/Bow Valley Parkway, seasonally closing a portion of the scenic route to gas-powered vehicles. This seasonal closure is intended to provide cyclists and hikers, as well as wildlife, a space to ride and roam from May through June, and again in September, without the stress of sharing the road with vehicles. Thanks to trail counters installed along the Parkway, Parks Canada is able to compare usage between the pilot road closure route and the Rocky Mountain Legacy Trail. Exhibiting near equal popularity, counters logged 34,000 trips on the Bow Valley Parkway and 32,357 on the Rocky Mountain Legacy Trail during May and June, 2022.‡ When the Bow Valley Parkway pilot program ends in 2024, cycling enthusiasts like Ken hope the demand and popularity illustrated by these trail and road closure routes result in the development of additional multi-use trails in the Bow Valley. Providing safe, accessible options for recreation, commuting and travel aligns with the Park's sustainability initiatives while keeping trail users safe and active.

\* "Learn About Banff," Town of Banff; <<https://banff.ca/252/Learn-About-Banff>>

† Expert Advisory Panel on Moving People Sustainably in the Banff Bow Valley, August 2022, Parks Canada Agency; <<https://parks.canada.ca/pn-np/ab/banff/info/gestion-management/involved/transport-movement/groupe-consultatif-advisory-panel>>

‡ "Bow Valley Parkway closure keeping pace with cyclist volumes on Legacy Trail," CBC News; <<https://www.cbc.ca/news/canada/calgary/bow-valley-parkway-banff-alberta-1.6683509>>

Rocky Mountain Legacy Trail, AB  
Ken Campbell



"The trail is paved and easy to use for basically anybody of any age or ability."

Ken Campbell



Rum Runners Trail, NS  
Sweet Ride Cycling

## RUM RUNNERS TRAIL

Halifax to Lunenburg, NS

### Impacts and Benefits



**\$0.5M**

**Environmental**



**\$15.5M**

**Economic**



**\$3.2M**

**Health**

### Nova Scotia Destination Trail

For the small town of Mahone Bay, the Rum Runners Trail has a big presence. As a designated Nova Scotia Destination Trail, the Rum Runners Trail is part of both the national Trans Canada Trail as well as the Blue Route cycling network, a province-wide initiative to create a continuous network of cycling infrastructure. The 120-kilometre, seven-segment trail system is a destination for a wide array of users, from locals to regional and international travellers. Running from the provincial capital of Halifax in the northeast to the UNESCO World Heritage port town of Lunenburg in the southwest, the multi-use rail-trail offers a comfortable, flat, off-road experience throughout all four seasons. From walkers, hikers, runners and cyclists to cross-country skiers, snowshoers, snowmobilers and fat tire bike riders, the trail connects users to dozens of nearby parks, beaches and hiking trails, as well as restaurants, shops and attractions in adjacent South Shore coastal communities.

For Mahone Bay's residents, the trail provides a safe space for local schools to train for cross country and track, residents to escape into nature, and visitors to explore the South Shore region. Rosemary MacEachern, owner of Sweet Ride Cycling, situated less than a kilometre from the trail, has an inside view of how the trail serves residents, visitors and local business owners. After opening Sweet Ride Cycling in 2012, she quickly realized the importance of being involved with the trail system and the impact this regional amenity would have on her business. Now, as Chair of the Bay to Bay Trail Association and member of the board of directors for the past eight years, she promotes the trail not simply as a destination for recreation and exercise, but also for the benefits trail traffic brings to nearby businesses.

As a bike sales, rental and repair shop, Sweet Ride Cycling engages directly with many trail users—from selling new bikes to riders, to fixing flat tires and providing day and week-long bike rentals. Prior to the pandemic, Rosemary had begun to see a substantial increase in her rental business, with a 160% jump between 2017 and early 2020, as the trail gained popularity and was drawing in visitors from the region and beyond. While the pandemic put a temporary damper on bike rentals, bike sales continued to be strong. As travel patterns continue to return to pre-pandemic levels, Rosemary is seeing visitors planning their vacations around the trail. "[Visitors] are choosing their B&Bs and rental properties based on the accessibility to the trail. We really see that over and over again."

Beyond lodging, Rosemary sees local coffee shops and restaurants in town benefit as well. The cafes are a popular destination for both visiting and local trail users, with parking lots and streets lined with bicycles, and cars with bike racks. "Coffee shops here in town do extremely well with the cyclist traffic." Rosemary has also started seeing new businesses pop up along the trail, from small restaurants to take-out eateries. She comments on the realization in the business community that the trail is getting more local use as well as bringing visitors to town. "Everybody is recognizing the fact that there's a lot more traffic on [the trail], whether they are walkers, cyclists or other users."

While Rosemary sees some visitors making the trip to Mahone Bay to walk or hike the trail and parks, the predominant

"[The Rum Runners Trail is] a significant boost to the economic infrastructure in Mahone Bay."

Rosemary MacEachern, Owner of Sweet Ride Cycling

**For more information  
on the Rum Runners  
Trail visit:**

<https://tctrail.ca/explore-the-map/>

<https://destinationtrailsnovascotia.com/trails/rum-runners-trail/>

use is by cyclists. As regional travel increases again, Rosemary is seeing a return of the trail vacationers, the 55- to 65-year-old cyclists who plan their trips around using the trail. On an off-road rail trail, she explains, these cyclists feel safer and more comfortable being separated from vehicular traffic. With the growing popularity of e-bikes and Nova Scotia's Electrify Rebate Program, offering \$500 to buyers of new e-bikes, Rosemary has seen e-bike sales grow, especially to the more mature, avid cycling crowd. The extra assist that e-bikes offer help riders to keep pace with their riding group and to consider longer distance trips, with potential stays in multiple towns along the Rum Runners Trail.

Although the height of the Mahone Bay tourism season is in the summer months of July and August, Rosemary has seen an ever-growing trend in winter trail cycling with the introduction of fat tire bikes to the market. Fat tire bikes, or fat bikes, have wide 3.5" to 5" width tires that allow bikes to tackle tougher terrain like sandy beaches, snow, mud or a typical mountain biking trail. To increase and promote trail usage in the winter, Sweet Ride Cycling runs a fat bike ride every Saturday morning, November through March, utilizing parts of the rail trail that connect to mountain biking routes heading into the forest. Rosemary sees nearly 30 people each Saturday, with as much as 75% of the group travelling 10 kilometres or more from outside of Mahone Bay to participate. After the ride, the fat tire biking group lingers in town, filling up local coffee shops. Rosemary sees that as "a significant boost to the economic infrastructure in Mahone Bay." While fat tire biking has substantially increased winter traffic on the trail, Rosemary highlighted the bike's more universal appeal. "The fat bike is very well suited to riding on the rail trails of South Shore Nova Scotia because [riders] can navigate all conditions, ranging from coarse gravel and ruts to sand and mud, and snow-covered, compacted and icy trail conditions." From winter rides in the snow to summer rides along sandy shores, cycling on the Rum Runners Trail is growing the trail network's four-season appeal as well as Mahone Bay's local business community.

Rum Runners Trail, NS  
Sweet Ride Cycling





Ali Tawfiq, Unsplash.com

# APPENDICES

## APPENDIX A

# METHODOLOGIES

A full summary of our methodology is provided in the longer technical report provided to Trans Canada Trail done by Econsult Solutions, Inc. (ESI).

### Environmental Services

To quantify environmental services impacts, ESI calculated the land cover variation for the network and applied the values associated with each of the ecosystem services available within proximity to the sections in the urbanized and suburban trail typologies. Dollar values approximating the economic value of each of these services are based on peer-reviewed estimates of value on a per-acre basis. These total value estimates represent the costs avoided by not having to artificially replicate the ecosystem services currently provided by the Trans Canada Trail.

### Public Health

To calculate the public health benefits of the network, ESI utilized data from Stats Canada, as well as survey data and research from Trans Canada Trail-funded Leger survey to estimate frequent trail users and active adults. Measures from the *Canadian 24-Hour Movement Guidelines for Adults* and *Health Care Costs of Physical Inactivity in Canadian Adults* were used to quantify the estimated value of an active lifestyle. ESI also evaluated the mental health benefits of physical activity, leveraging data from *The Life and Economic Impact of Major Mental Illnesses and Canada*. More details on this methodology are available in the technical report.

### Economic Impact Modelling

The estimated economic outputs, jobs and employee compensation calculated in this study used inputs provided by Trans Canada Trail's Leger survey regarding local spending. Inputs were further reviewed by ESI for validation that they were reasonable expenditures. Using these inputs, ESI estimated potential economic activity resulting from the resident and visitor spending while they are accessing the Trail using Stats Canada multipliers, an industry-standard input-output model, to quantify impacts on the country. Input-output models determine linkages between industries and forecasts the magnitude and composition of impacts from a dollar spent in any one industry on all industries. According to this model, the total economic impact of the Trans Canada Trail is the sum of the direct activities analyzed (local spending by users) plus the indirect and induced effects generated by that direct investment.



APPENDIX B

## IMPACTS BY PROVINCE AND TERRITORY

### Local Spending Benefits Details

	Output (\$M)			Wages (\$M)			Jobs		
	Direct	Indirect & Induced	Total*	Direct	Indirect & Induced	Total*	Direct	Indirect & Induced	Total*
Alberta	\$1,730	\$1,200	\$2,930	\$630	\$270	\$900	21,100	5,300	26,500
British Columbia	\$1,880	\$1,360	\$3,240	\$640	\$320	\$960	23,000	7,700	30,700
Manitoba	\$290	\$160	\$450	\$100	\$40	\$130	3,900	900	4,800
New Brunswick	\$190	\$110	\$290	\$70	\$20	\$90	2,800	600	3,400
Newfoundland and Labrador	\$130	\$70	\$200	\$40	\$20	\$60	1,600	400	2,000
Nova Scotia	\$290	\$170	\$460	\$100	\$40	\$140	4,100	1,000	5,100
Nunavut†	-	-	-	-	-	-	-	-	-
Ontario	\$5,230	\$4,610	\$9,840	\$1,850	\$1,110	\$2,960	66,800	23,300	90,100
Prince Edward Island	\$50	\$20	\$70	\$10	\$0	\$20	600	100	800
Quebec	\$2,990	\$2,280	\$5,270	\$1,060	\$530	\$1,590	41,300	12,800	54,200
Saskatchewan	\$230	\$130	\$360	\$80	\$30	\$110	3,300	700	4,000
<b>Total*</b>	<b>\$13,010</b>	<b>\$10,100</b>	<b>\$23,100</b>	<b>\$4,580</b>	<b>\$2,370</b>	<b>\$6,950</b>	<b>168,600</b>	<b>52,900</b>	<b>221,500</b>

Source: Econsult Solutions, Inc. (2022).

### Public Health Benefits Details

	Estimated Health Care Savings of Physical Active Adults (\$M)	Estimated Absenteeism Costs Savings from Physically Active Adults (\$M)	Mental Health Costs Savings (\$M)	Total* (\$M)
Alberta	\$211	\$89.2	\$6.0	\$306
British Columbia	\$218	\$79.8	\$8.3	\$306
Manitoba	\$32	\$10.9	\$1.9	\$44
New Brunswick	\$21	\$6.4	\$1.2	\$29
Newfoundland and Labrador	\$15	\$4.2	\$0.8	\$20
Nova Scotia	\$32	\$10.0	\$1.8	\$44
Nunavut†	-	-	-	-
Ontario	\$681	\$249.4	\$26.2	\$957
Prince Edward Island	\$5	\$1.8	\$0.3	\$7
Quebec	\$436	\$158.4	\$15.0	\$609
Saskatchewan	\$25	\$9.5	\$1.3	\$36
<b>Total*</b>	<b>\$1,677</b>	<b>\$619.4</b>	<b>\$62.6</b>	<b>\$2,359</b>

Source: Econsult Solutions, Inc. (2022).

\* Totals may not sum due to rounding.

† The sections of the Trans Canada Trail within Nunavut did not match the typologies examined in this analysis and were therefore excluded.

APPENDIX C

## IMPACTS BY CASE STUDY TRAILS

### Local Spending Benefits Details

	Output (\$M)			Wages (\$M)			Jobs		
	Direct	Indirect & Induced	Total*	Direct	Indirect & Induced	Total*	Direct	Indirect & Induced	Total*
Newfoundland T'Railway (Corner Brook)	\$15.0	\$6.8	\$21.8	\$4.8	\$1.8	\$6.5	160	40	200
Amisk Waciw Miskanaw/Beaver Hill Road	\$85.8	\$59.2	\$145.0	\$31.3	\$13.1	\$44.4	1,040	265	1,305
Galloping Goose Regional Trail	\$76.6	\$54.4	\$131.0	\$25.8	\$12.9	\$38.7	915	310	1,225
Rosburn Subdivision Trail	\$2.0	\$1.1	\$3.1	\$0.6	\$0.2	\$0.8	20	5	25
Véloroute des Grandes-Fourches	\$29.6	\$22.1	\$51.7	\$10.4	\$5.1	\$15.6	395	125	520
Rocky Mountain Legacy Trail	\$29.5	\$18.1	\$47.6	\$9.6	\$4.2	\$13.8	290	85	375
Great Lakes Waterfront Trail	\$47.3	\$41.7	\$89.0	\$16.8	\$10.0	\$26.9	605	210	815
P'tit Train du Nord†	n/a	n/a	\$68.1	n/a	n/a	n/a	n/a	n/a	920
Martin Goodman Trail/Great Lakes Waterfront Trail	\$333.0	\$288.2	\$621.2	\$116.4	\$69.8	\$186.1	4,095	1,460	5,555
Rum Runners Trail	\$9.8	\$5.7	\$15.5	\$3.4	\$1.3	\$4.7	140	35	175
<b>Total*</b>	<b>\$806.5</b>	<b>\$620.5</b>	<b>\$1,427.0</b>	<b>\$273.1</b>	<b>\$147.5</b>	<b>\$420.6</b>	<b>9,570</b>	<b>3,235</b>	<b>12,805</b>

Source: Econsult Solutions, Inc. (2022).

### Public Health Benefits Details

	Estimated Health Care Savings of Physical Active Adults (\$M)	Estimated Absenteeism Costs Savings from Physically Active Adults (\$M)	Mental Health Costs Savings (\$M)	Total* (\$M)
Newfoundland T'Railway (Corner Brook)	\$1.8	\$0.5	\$0.0	\$2.3
Amisk Waciw Miskanaw/Beaver Hill Road	\$2.7	\$1.2	\$0.0	\$3.9
Galloping Goose Regional Trail	\$5.0	\$1.9	\$0.1	\$6.9
Rosburn Subdivision Trail	\$0.1	\$0.0	\$0.0	\$0.1
Véloroute des Grandes-Fourches	\$3.3	\$1.2	\$0.1	\$4.6
Rocky Mountain Legacy Trail	\$0.4	\$0.2	\$0.0	\$0.5
Great Lakes Waterfront Trail	\$1.9	\$0.7	\$0.0	\$2.7
P'tit Train du Nord	\$7.2	\$2.7	\$0.1	\$10.0
Martin Goodman Trail/Great Lakes Waterfront Trail	\$10.9	\$4.1	\$0.2	\$15.2
Rum Runners Trail	\$2.3	\$0.8	\$0.0	\$3.2
<b>Total*</b>	<b>\$35.5</b>	<b>\$13.2</b>	<b>\$0.6</b>	<b>\$49.4</b>

Source: Econsult Solutions, Inc. (2022).

\* Totals may not sum due to rounding.

† Estimates Calculated by Quebec Consulting Firm, BC2 for the 2023 Parc linéaire Le P'tit Train du Nord Economic Impact Study: \$68.1 million; 920 jobs.

## TRAIL TYPOLOGY DEFINITIONS

**1.** Trails categorized as **Large Cities Dedicated Trail** are short distance trail systems, local trails, protected or low-stress sections of long-distance trails, and on-road protected bicycle accommodations within urban population centres. They allow for greater all-ages and -abilities use and are expected to have the highest volume. This type of trail is used by residents, commuters and visitors.

**2.** Trails categorized as **Large Cities On-Road Route** are typically short distance sections of road routes that are part of larger trail systems, and sections of road without bicycle infrastructure within urban population centres, including unprotected bike accommodations. They are expected to have moderate to high volume use by residents, commuters and visitors.

**3.** Trails categorized as **Small to Medium Cities Dedicated Trail** may be part of a long-distance excursion trail within a town, or a shorter, local trail. They accommodate bicycles and pedestrians with multi-use paths, greenways or trails, and protected bicycle lanes, allowing for more all-ages and -abilities use. These trails are expected to have moderate volume use by residents.

**4.** Trails categorized as **Small to Medium Cities On-Road Route** may be part of a long-distance excursion route within a town. These trails have very limited accommodations for bicycles except for roadway shoulders. They are expected to have lower volume use by residents.

**5.** Trails categorized as **Wilderness/Rural Long-Distance Dedicated Trail** are long-distance trail routes that are protected/separated from vehicular traffic. They are located outside of urban, medium or small population centres and in limited development or agricultural areas. These trails accommodate bicycles and pedestrians with multi-use paths, greenways or trails and protected bicycle lanes. They are expected to have moderate volume use by long distance riders as well as residents.

**6.** Trails categorized as **Wilderness/Rural Long-Distance On-Road Route** are long-distance, on-road routes located outside of urban, medium or small population centres and in limited development or agricultural areas. These trails have very limited to no specific accommodations for bicycles, except perhaps roadway shoulders. They are expected to have medium to low volume use, mostly by long-distance riders, and even more limited use by residents.

**7.** Trails categorized as **Wilderness/Rural Self-Sustained Long-Distance Route** are long-distance trails that are a mix of on-road and protected trails. They are far outside of any population centres in wilderness areas and typically lack specific accommodations for bicycles, except rougher trails and perhaps roadway shoulders. These trails are expected to have very low volume use, mostly by long distance self-sustained riders, and they offer a greater variety of topographic change.

## ABOUT THE CONSULTING TEAM

### Econsult Solutions

Econsult Solutions provides businesses and public policy makers with economic consulting services in urban economics, real estate economics, transportation, public infrastructure, development, public policy and finance, community and neighbourhood development, planning, as well as expert witness services for litigation support.

ESI's team of economists and planners have completed several studies quantifying the economic, environmental, and public health benefits of trail systems throughout the United States. Some of these projects include:

- Capital Trails Network, Washington, DC Metropolitan Area
- Central Ohio Greenways, Franklin County, Ohio
- ECWRPC Bike and Pedestrian Infrastructure, East Central Wisconsin
- Schuylkill Banks Trail, Philadelphia, Pennsylvania
- East Coast Greenway
- Delaware River Trail, Philadelphia, Pennsylvania

### NV5

NV5 is an international multidisciplinary planning and design consulting firm that specializes in creating sustainable places and adding value to local communities. NV5's engineers and planners provide support to public and private clients in the infrastructure, environmental health, building, utility, testing & inspection, and geospatial sectors.

NV5's planners and engineers have completed numerous trail master plans, routing and feasibility studies, concept plans, and final designs on trails across North America and throughout the urban, suburban, and rural transect. Some of these projects include:

- Manhattan Waterfront Greenway, New York City
- Delaware River Trail, Philadelphia, Pennsylvania
- Historic Columbia River Highway Trail, Oregon
- Legacy Trail, New Mexico
- Morris Canal Greenway Feasibility Study, New Jersey
- Quantifying the Impact of Completing the East Coast Greenway in the Delaware River Watershed: Delaware, New Jersey, Pennsylvania



Village of Haines Junction, YT;  
Michael Schmidt



## **Trans Canada Trail**

300-321 rue de la Commune West  
Montreal, Quebec H2Y 2E1  
Charitable BN 829708403RR0001