

# **Non-Motorized Trail Plan RM of Piney**

***Creating a Pedestrian Friendly Piney***



*Prepared For*



Rural Municipality of  
**PINEY**

## ACKNOWLEDGMENTS

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We would also like to recognize and express appreciation for the myriad of individuals who participated in the development of this plan.

Special thanks to the Rural Municipality of Piney Council, Administrator and staff for their contributions to the plan and their commitment to making the Rural Municipality of Piney an active and thriving municipality.

# Executive Summary

The RM of Piney is known for its large tracts of undeveloped land, stunning beauty, natural diversity, pristine wilderness and abundance of outdoor recreational opportunities. Rural Municipality of Piney residents are active and enjoy the outdoors and the natural amenities that exist within their communities. Residents and visitors flock to the Municipality to take advantage of the open space and recreational opportunities that exist. Amongst these opportunities, trails are a prominent and cherished amenity for residents and visitors alike.

This trail plan was undertaken to document and put forth planning and development recommendations to ameliorate residents and visitors' experience with healthy and active living on this unique landscape. This plan will link Provincial Parks, adjacent Municipalities and RM of Piney communities through active recreation. It will improve connectivity to local destinations, address the lack of a trail systems, increase accessibility to recreation and provide opportunity to establish trail use for all trail users, support economic development and enhance the quality of life for Piney residents. The plan itself is the culmination of varying interests weaved together into a concise document that provides clear guidance for the future of trail development. The plan's reliance on stakeholder engagement ensures that the trails are constructed where they will be used and that the resulting trails are based on community and economic needs.

The plan provides clear direction to the community and elected officials to invest in future trail connections while fostering opportunities to expand the trail networks. This plan identifies short, medium- and long-term goals. The short-term trail goals provide a series of smaller trails in seven communities. Medium term goals expand the smaller trails within the communities. The long-term trail goal is to create a regional based trail network that will link the communities, neighbouring Municipalities and provincial Parks through a series of active transportation networks.

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A photograph of a dirt trail winding through a forest of tall, slender pine trees. The trail is light brown and curves through the green grass. The sky is a clear, bright blue. The trees are tall and thin, with dark trunks and green needles.

"Walking:  
The most ancient exercise and  
still the best modern exercise"  
Carrie Latet

Be Active, Be Healthy, Be Happy

# Part 1: Trails Matter

## 1.1 Introduction and Purpose

This trail plan is our vision for the development and construction of non-motorized trails in the RM of Piney. This plan was developed with the understanding that trails hold many benefits and assist with environmental stewardship. Over the past twenty years Manitoba's trail network has grown substantially. This growing network is due to the numerous benefits associated with trails such as; providing an active form of transportation, improving access to nature and enhancing quality of life, health benefits, environmental benefits and as a valuable amenity to any town. Trails are accessible amenities since anyone of any age can utilize them to be physically active. While the RM of Piney is rich in natural beauty, Provincial Parks and Forests, Wildlife Management Areas, and outdoor recreation, it lacks any formalized developed non-motorized trails. Its landscape and topography lend themselves to having an active trail system that will benefit local residents and attract visitors to the municipality.

Over the past 5 years, numerous requests for non-motorized trails, from both residents and visitors, have been made. Residents and visitors cite safety and accessibility concerns with walking and cycling due to the current lack of trails. The cumulation of requests for safe walking/ cycling paths, the known economic spin-offs and the Municipality's ties to outdoor recreation, led to the investigation and development of this trail plan. This plan provides clear guidance on the development and construction of a trail network throughout the Municipality. The plan identifies trail location, construction standards, and phases. The plan brings together the vision and goals into a concrete actionable framework that will increase the community's infrastructure for all the above-mentioned benefits.

## 1.2 Context

Situated in the southeastern corner of Manitoba the Rural Municipality of Piney is geographically the third largest Municipality in Manitoba, and boasts a population of 1,843 persons according to the 2021 Census. This is a 6.8% increase from the 2016 Census. Within the RM of Piney boundaries there are numerous Provincial Parks and forests as well as a significant amount of undeveloped Crown Land. It is a diverse Municipality, with a number of different ecosystems, from Whitemouth Lake, to Wampum bog, to Watson P Davidson Wildlife Management Area. The population itself is geographically dispersed throughout the Municipality with larger concentrations scattered throughout the Municipality in a number of urban areas. The Municipality's diverse natural surroundings make the Rural Municipality of Piney a population destination for tourists and local residents looking to experience the outdoors. Seasonal residences within the Municipality have increased in recent years as many Manitobans seeking a second residence or cottage have moved into the area. The Municipality is widely known for its quality berry picking, vast hunting land, and myriad of quad and snowmobile trails. Residents and visitors appreciate the natural beauty of the area and the quiet tranquil atmosphere. The area's primary economic sectors are forestry, agriculture and wildlife.



There are many benefits to augmenting the non-motorized trails and network in the Rural Municipality of Piney. Trails can be developed with a lens to showcase the unique history and heritage of the area. Trails can be utilized as an attraction and increase economic spin-offs. Trails may provide health benefits to residents and visitors and improve their quality of life, among many more. Albeit this document is not an impact study of non-motorized trails, it has been created with the understanding that the numerous benefits that trails provide, creates the rationale and efforts to develop a trail plan and strategy that will provide a clearer direction for the Rural Municipality of Piney with how they proceed with their trail investments in the short, medium and long term.

## 1.3 History

The Rural Municipality of Piney is a location tied to the early settler development of Manitoba. Piney has a rich history dating back to Manitoba's earliest settlers who subsisted off the land by trapping, hunting, and picking berries. When the railroad was constructed in the early 1900's Piney's population boomed and communities such as Badger, South Junction, Vassar and Sprague established along the rail line. Natural resources were an economic stimulus in the area, with logging, aggregate and agriculture all contributing to the Municipalities historical development. This natural resource and agricultural history is an opportunity for heritage tourism to be showcased or incorporated along the trails in the Municipality and another lens to Piney as a developing tourism destination. This notion of heritage trails can be explored further by developing a heritage interpretive plan with the trails as the central focal point.

## 1.4 Regional Connectivity

The Rural Municipality of Piney is ideally situated to create active transportation connections with adjacent provinces, countries and Municipalities on a larger regional basis. The Municipality of Piney is located immediately North of the Canada/ US border and close to the Ontario border. The Rural Municipalities of Stuartburn, Reynolds and La Broquerie all border the Municipality. The Manitoba Trails map shows an extensive trail system throughout the Province, but lacks any formalized trails within the Rural Municipality of Piney.

Located west of Piney, the Rural Municipality of La Broquerie recently adopted a trail plan that identifies a trail connection with Piney. Creating a larger trail plan allows for connections to be made with adjacent Municipalities.

The number 12 Highway bisects the Municipality creating a fast-moving transportation network that connects Canada to the United States. This connection creates an opportunity to connect Canada and the United States via an active transportation corridor. This could benefit not only the Municipality of Piney, but the Province of Manitoba as we attract tourists from other Countries.

Developing trails on a regional scale will provide an opportunity to connect not only Piney communities, but adjacent Municipalities, Provinces and countries. It works to create a robust connected trail network.



## 1.5 Economic Opportunities

Trails generate economic opportunities for local communities. Having a developed trails network will naturally draw trail users and those who are looking to experience the outdoors to the area. As visitors flock to communities to use the trails they generate economic spin-offs for the local businesses. These visitors eat in the local restaurants, purchase gas from the local gas station and buy supplies from the local store. Locating trails in such a manner as to benefit local businesses can just by proxy stimulate additional economic benefits for the community. Further to existing businesses trails can also generate the need for additional businesses such as bike rentals, hotels, and other recreational related needs. This is further explored in Appendix 2.

Trails not only serve as an economic stimulus for visitors, they can draw permanent residents to the area as well. Recent technological advancements as well as the pandemic have shifted live/work balances. Individuals have learned that they can work from anywhere and are now able to live where they want versus where they work. Trails can serve to draw people to locate in a certain area or region, as individuals are looking to live in places that enhance their quality of life. Access to active living and recreational opportunities enhance their quality of life and act as a draw to communities. There is a demand for housing opportunities that have access to trails and outdoor living.

## 1.6 Health Benefits

Trails provide local residents and tourists alike with the benefits of active living. Trails provide a form of physical activity that can be done by all ages, from the young to the elderly. Studies show that people who are more active are less likely to have health issues. Trails create a convenient and affordable means of exercise and recreation. Physical exercise can improve one's mental outlook, social relations and increase self-reliance. The health benefits associated with trails are limitless. This is further exemplified in Appendix 1.

## 1.7 Environmental Benefits

Trails can also help link people with amenities and provide alternative means of transportation when users feel safe. Trails decrease reliance on the private automobile and provide an enjoyable alternative method of transportation. Trails naturally reduce the emission of greenhouse gases.

## 1.8 Conclusion

The RM of Piney's pristine parklike setting and geographic location is naturally situated to create a series of regional trails. Enhanced quality of life, improved access to recreation and additional transportation options are just a few benefits that the trail would offer. In addition, economic benefits are likely given the high levels of recreational demand in the area. The development of the Rural Municipality of Piney non-motorized trail plan, presents an amazing opportunity to enhance quality of life, improve access to recreation and generate economic opportunities for the Province of Manitoba and local Piney residents alike.

# Part 2: Trails Plan Vision Mission and Goals

## Trail Plan Vision

To create a world-class trail system that will enhance resident quality of life, improve access to recreation and public land; and spur economic development opportunities for the Rural Municipality of Piney's local communities.

## Trail Plan Mission

To create a trail plan that will bring Rural Municipality of Piney residents and stakeholders trail needs to fruition by identifying trails within each community that will create safe, accessible, access to recreation and exercise in a natural, quiet, tranquil setting.

## Trail Plan Goals

- To create accessible and safe walking paths in each community
- To connect the Rural Municipality of Piney via a series of non-motorized trails
- To ensure that the paths enhance and respect the natural beauty
- To provide recreation and exercise opportunities in each community
- To spur economic development through trail creation



# Part 3: Developing the Plan

## 3.1 Research

This plan builds on existing research and reports that identified walking/ cycling paths as a priority for the Municipality's residents. The Rural Municipality of Piney Strategic Plan, RM of Piney Tourism Strategy and the Age Friendly community consultations all identified the need for safe walking/ cycling paths in the Municipality. These reports, though conducted separately and at different times, all unanimously cite concerns about safety, accessibility, and a lack of trails throughout the Municipality. Those who participated in the consultation processes for these documents highlighted the conflict between motorized and non-motorized recreation users. Walkers and cyclists typically felt unsafe along trails that were dominated by the motorized traffic such as ATVs and motorbikes. The Rural Municipality is locally renowned for its Motorized trails and has a significant amount of traffic that uses these trails each year. From a safety perspective research has indicated that it is necessary to have separate trails for walking, cycling and other forms of active transportation. Other safety concerns that emerged included wildlife, aggressive dogs, lack of lighting and poor trail quality as people are using informal undeveloped paths that are bumpy and uneven.

The Rural Municipality of Piney Strategic Plan supports both the trails plan and creation of paths. This 2016 report identifies under The Economic Development Strategy a need to create a Trail Development Plan. The document notes that the goal of the Trail Development Plan would be to "Increase awareness and development of the trail system within the RM". This means creating a plan to guide the future development of trails. The strategic plan mentions fostering responsible trail use, linking outdoor recreation, promoting tourism and creating the opportunity for residents and visitors to experience the natural areas.

The 2018 Age Friendly Piney Consultation report likewise indicated that there was a lack of; accessible recreation, walking paths, crosswalks, sidewalks and trails. Priority 2 of the Age Friendly Community consultation is "To Create Safer Walking and Cycling Pathways and Improve Safety in Parks and Outdoor Spaces". This priority includes constructing new paths for walking and cycling (in urban areas) and reducing motorized vehicles on paths in and around Hamlets.

The need for walking and cycling paths was also identified as a need in the 2016 RM of Piney Stuartburn regional tourism strategy consultation. As part of the process the consultant conducted a Strength, Weakness, Opportunity and Threat (SWOT) analysis. The SWOT identified the need for cycling and walking trails as both an opportunity and a weakness for the municipality. The report also identified trails as an economic stimulus and tourist attraction.

These three consultation processes and final reports all indicate the need for trails and a plan to guide their development.

Additional research reviewed other walking and non-motorized trail plans to identify precedent for the plans and to provide insight into trail plan policy and direction. This review sought to identify cutting edge ideas and thoughts for planning and preparing for a non-motorized trail.

These documents all support the creation of a trails plan which will guide and develop safe and accessible walking and cycling paths.

### 3.2 State of Non-Motorized trails in Piney

Currently there are not any designated non-motorized trails within the Rural Municipality of Piney. The Rural Municipality of Piney has many motorized trails and undeveloped trails, but no formally adopted trails. The existing undeveloped trails are often shared with motorized vehicles and there are no set policies adopted at a Municipal level. It is recommended that the Municipality create an active transportation policy to coincide with this plan, to guide future decision making, championing and leadership decisions with regards to trail development.

### 3.3 How Consultation Shaped the Process

This plan was created on the premise that for the plan to be successful people have to be able to see themselves and their roles reflected in the plan. It was therefore important from the beginning of the process to engage various stakeholders throughout the process. To ensure that the final trail plan reflected the needs and desires of stakeholders and residents, extensive consultation was used to gather input to determine where, how and when trails should be built. This final plan reflects the outcomes of the consultation process. Unfortunately, the trails plan process coincided with the pandemic. This significantly impacted the ability to engage in-person and relied heavily on virtual consultation processes.

The consultation process included a number of different steps that all worked to engage stakeholders in every step of the process. These steps of engagement are identified below.

Step 1: Provide Residents and Stakeholders with Notice of the Trail Plan, timelines and process. Notice of the trail plan process was advertised in the community newsletter and on Facebook. Residents were informed of the process, timeline and what the intent of the plan was. The notice indicated that various consultation tools and methods were proposed throughout this process. It sought to inform residents of the project, raise awareness and identify stakeholders who would want to be engaged.

Step 2: A community wide survey. A community wide survey was mailed to all residents and was shared at locations throughout the Municipality. Notice of the survey was posted in the community newsletter and on Facebook. The survey received 135 responses. The survey identified trail use preferences, trail needs, trail priorities and tracked current trail usage. Survey responses were received from almost every community within Piney as well as every age group. The survey results indicated that the primary goal of the trail is to provide safe, tranquil, natural places for exercise, walking and natural beauty. Most respondents indicated



that the trails would primarily be used for walking and biking. Survey responses overwhelmingly indicated that individuals thought that trails were important for all communities and that the priority should be placed on developing trails in each community rather than prioritizing one community over another. This would result in a trail plan that will identify short-medium and long-term trail development for some communities with the end goal being the linkage of each community by a series of non-motorized trails.

Step 3: A virtual focus group was held with the RM of Piney Chamber of Commerce. This focus group introduced the trail plan and sought input into the development and location of the trails with the lens of commerce activity and economic spin off potential.

Step 4: Virtual Open Houses. As the consultation process coincided with the pandemic, consultations were done virtually to respect the health and safety of those involved. The first public consultation was advertised in the newsletter, on Facebook, by word of mouth and invitations were sent to individuals who had expressed an interest in the process.

Open House #1: The first consultation had 35 participants assisted in helping to identify the grand vision of where and how trails would be built. Potential trail locations were identified for a variety of communities including Sprague, Woodridge, Middlebro, Vassar, South Junction and Sandilands. The sessions were designed to inform about the trail plan process and seek input into trail features, location and needs. Virtually maps were created identifying the trail locations. Discussion around priorities indicated that residents thought each community should have smaller loop trails that would then join to larger loops and finally would join to a larger regional wide network.

Open House # 2:

In this virtual consultation 11 participants assisted in reviewing the input gathered in the survey and first round of consultation. In addition, this session featured some prioritization of what residents' value as the first steps in trail creation. It further reviewed the trail locations and tried to identify which trail should be constructed first in each community. We heard that many communities wanted to start with a walking loop on a smaller geographic footprint and then build that loop into a larger loop around the communities. The overall end goal would be a non-motorized trail system that would connect each community and Whitemouth Lake with a series of non-motorized paths.

Step 5: A summary of all the materials gathered to date was shared with stakeholders and on the RM of Piney website. This summary included trail location, preferences and goals. Stakeholders were asked to identify any concerns with the maps and provide input. Some residents went as far as to hold their own meetings to discuss trail location, amenities and priorities.

Step 6: Share the draft Plan. The draft plan was circulated to anyone who had participated in the process. It was also put up on the RM of Piney website. Residents were notified of the draft

plan through Facebook and the RM newsletter and asked to review and provide additional feedback and input.

Step 7: Any input on the draft plan was carefully considered. The plan was revised and altered as needed.

Step 8: Follow-up Virtual Open House. A final virtual open house provided stakeholders and residents with an opportunity to further provide input on the draft plan and trail maps. Trail routes were altered and amended at this meeting based on the input that was gathered.

Step 9: Sharing Plan at Coffee with Council. These changes were made to the plan and then shared in-person at 3 different coffee with council. This provided the opportunity for residents and stakeholders to view the final draft plan and ask any last questions/ provide any last minute input.

Overall, the public input shaped the trail locations and helped identify the short, medium- and long-term goals. The input also shared trail priorities and amenity requests. It helped residents engage in the process and shape the plan.

Some communities took the information and went back to their communities to gather additional input and feedback. This input was also incorporated into the plan.

Based on the input received:

- The trail routes and locations have been identified, refined and reviewed by stakeholders for each community.
- The short-term goal was identified by the stakeholders. Stakeholders indicated that the short-term goal for each community is the creation of an accessible walking loop on a smaller geographic area for each community. For example, this could be the creation of a loop around a park or baseball diamonds and would likely be surfaced with more robust materials due to the increase in frequency of use
- The medium-term goal, as identified by stakeholders, is to create a series of trails that will create a larger loop around the entire community. This larger loop will connect with the smaller loop.
- The long-term goal, as identified by stakeholders, is to create non-motorized trails that will eventually connect each community in the entire Municipality. These trails are longer in scope and further exploration for the materials to utilize to develop these requires further consideration.

Throughout the process over 200 people participated in helping develop the plan, resulting in a plan that reflects the needs of the community and the stakeholders.

## Part 4: Building the trails

This section of the plan relates to the trail standards. It identifies what will go into the actual building of the trails, where and how they should be built and what other features will be considered.

### 4.1 Where will trails be built?

Trails will be built on:

- Unused portions of government road allowances. Preference will be given to trails that are located on unused/ undeveloped government road allowances;
- Land secured through the development process (i.e. as a condition of subdivision); or
- By securing a right-of-way.

### 4.2 Types of Trails

There are two main types of trails:

- Off road, meaning the trail is not located on an existing road; and
- On-road, which is located on an existing road. On-road can also include the paving of a shoulder, the widening of an existing road or outlining a bicycle lane on a road.

Preference will be given to off-road trails, but where necessary on-road trails may be established to provide connections and create linkages.



*Example of an off-road trail. Image from The Greater Yellowstone Park Trail Concept Plan*



*Example of an on-road trail. Image from The Greater Yellowstone Park Trail Concept Plan*

## 4.3 Off-Road Surfacing

Off-road trails will be surfaced with; asphalt/asphalt mixture, compact granulars (such as limestone) or woodchips. Asphalt allows trails to be cleared and used year-round, but is significantly more costly. Compact granulars such as limestone screenings create a surface that can be navigable by most users (except in-line skaters). This provides a more cost-effective trail solution. Woodchips in another form of surfacing that can be accessible to users for walking and cycling. All three trail surfacing options are considered appropriate and trail surfacing will vary depending on the trail location and funding.



*Example of a woodchip trail  
Image from Adobe Photo Stock*



*Example of an asphalt trail.*

Unpaved	Paved
<b>Advantages</b> <ul style="list-style-type: none"><li>• Lower construction and maintenance Costs</li><li>• More environmentally friendly</li><li>• Natural feel</li><li>• Simple maintenance</li></ul> <b>Disadvantages</b> <ul style="list-style-type: none"><li>• Not accessible to all users</li><li>• Non-motorized may cover less distance</li><li>• Prone to rutting and erosion</li><li>• May require more frequent maintenance</li></ul>	<b>Advantages</b> <ul style="list-style-type: none"><li>• More accessible (can be used by inline)</li><li>• Less frequent trail maintenances</li><li>• Can be plowed in the winter</li><li>• Can add a sense of marked trail</li></ul> <b>Disadvantages</b> <ul style="list-style-type: none"><li>• More costly</li><li>• Higher long-term maintenance costs</li><li>• More complex maintenance</li><li>• Less natural feel to trail</li></ul>



## 4.4 Trailheads

Trailheads will be identified in each community. This will provide a place where people can easily access the trails. Trailheads will include some parking, signage and other trail amenities. Trailheads have been identified at existing locations that already have parking and other amenities such as washrooms, playgrounds, baseball diamonds, parks, etc. It would also be important for these trail heads to be mapped and pinned on Google Maps for easy reference on the RM of Piney website for visitors. It is also recommended that these trails register on the All Trails App for future markings.

## 4.5 Trail Barriers

With the high level of motorized recreational vehicles in the RM of Piney, it is imperative to build trail barriers into each trail along with the appropriate signage to educate users. Trail barriers are intended to allow the free-flowing passage of permitted trail user groups and to prohibit access by non-permitted trail user groups. Examples of trail barriers includes:

- Bollards - can be a fixed wooden or metal post that will limit access to trail for non-permitted user groups such as motorized vehicles.
- Gates - offset swing gates or a single gate at the start of a trail to stop prohibited groups
- Use of natural features such as trees, rocks and plantings
- Use of natural materials to create barriers such as using local wood logs to create a natural fence or gate

Due to the existing conflict between motorized and non-motorized trail users in the Municipality all trails will be designed to incorporate trail barriers. All types of trail barriers are deemed acceptable, but preference will be given to natural barriers (such as log stripped gates from local trees) that will not impede the natural beauty of the area.

## 4.6 Trail Amenities

Trail amenities will be encouraged along each of the trails. Amenities include washrooms, lighting, benches, garbage cans, exercise equipment, gazebos, bicycle parking, etc. Trail amenities can be coordinated with local service groups and should be installed with Municipal awareness and approval.

## 4.7 Trail Accessibility

Trails will be designed with the greatest level of accessibility and will be barrier free. This means that trails will be flat and will have minimal slope. Trailheads will provide easy access to the trails. Any barriers installed at the trail access points will ensure minimum width to allow for a mobility scooter, strollers and/or wheelchair.

## 4.8 Trail Design

- Trails will generally be between 1.0 meter to 2.0 meters wide depending on the planned use of the trail;
- Trail will be built to a minimum design standard as identified by the Municipality;
- Trails will be designed with a cross-slope of 2% to encourage draining away from the trail;
- Cross sloping of trails is preferred to crowning; and
- Trails will be designed to include innovative methods to limit motorized traffic on these trails. This includes using natural barriers such as rocks and trees to discourage motorized traffic, appropriate signage will be placed to direct motorized traffic off the trail.

## 4.9 Trail Loops and Connections

The trails will, wherever possible, be designed and developed with the notion to create a loop within the community as well as integrate themselves into a larger regional wide trail network.

## 4.10 Trail Safety

Trails will be designed to promote safety for trail users. This will include, where feasible, the addition of lighting, level and flat surfaces and trail barriers to limit motorized vehicles. Signage should be posted along the appropriate and highly visible locations to encourage responsible use.

## 4.11 Trail Locations

The trail locations have been identified in the trail plan creation process. Trails are to be located so that they will create connections with the regional area, other trails, local amenities, access to commercial nodes, and connect other recreational uses.

## 4.12 Trail Signage

Signage is a critical element of the trail network and provides many important functions. Signage should include:

- Trail instructions (such as intended users, safety, etc.)
- Trail features such as length, difficulty, route, amenities along the trail
- Identification of any historical, cultural or natural resources (if necessary)
- Additional signs may include maps, advertising and other signs deemed necessary.

## 4.13 Trail Lighting

Lighting on trails in Urban areas will be included as part of the short-term trail loops. Each trail will have lighting to ensure that the trail is usable during all hours, and to ensure safety.

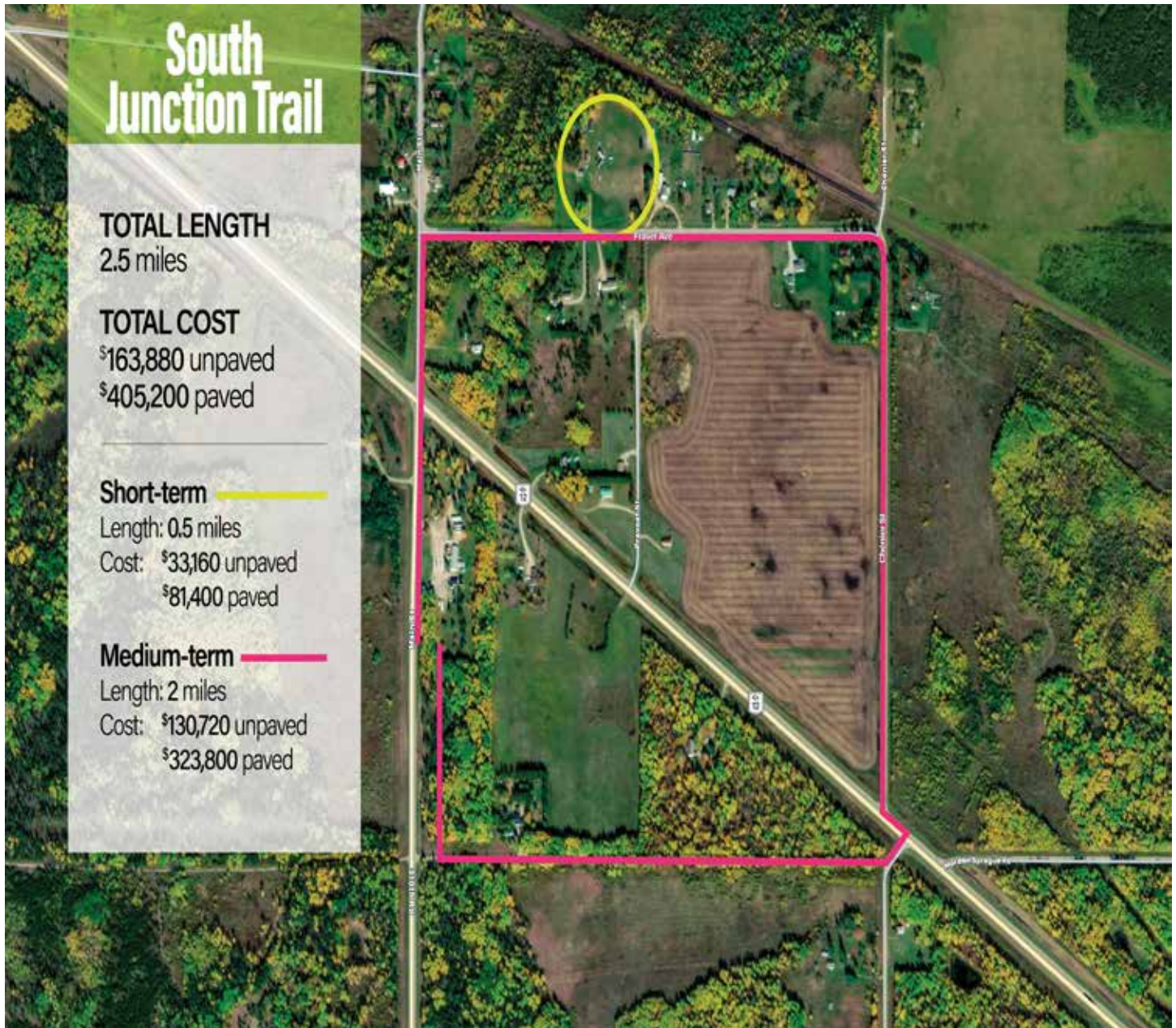


## Part 5: Proposed Projects

The Rural Municipality of Piney is expansive, covering over 600,000 acres of land. The urban areas are geographically spread throughout the Municipality. Currently there are no developed trails in any community. The trail plan starts with small trails in seven communities, the plan then proposes adding onto the smaller trails to create a larger trail system within the community. The plan culminates with the long-term goal of merging all the trails into one larger regional context that connects each community with Provincial Parks, Provincial Forests, other communities and adjacent municipalities. Feedback during the consultation process identified a desire for each community to have walking paths, then to build on the paths and then eventually connect the paths on a larger regional scale. Therefore, each of the seven communities has a short- and medium-term goal. The long-term goal will link all the community trails into a larger regional context. The proposed trail routes were identified in the public consultation process. They are intended to reflect the needs of the community. The exact locations of the trails may differ from what is shown as needs change over time, or when it is more economically feasible to alter the route.



## 5.1 South Junction Trail



The South Junction Trail will start with a walking loop around the South Junction Park. The Trail will then extend the length of Fraser Avenue. The trail will cross the number twelve and continue west for one mile down an undeveloped Government Road Allowance. The trail will then turn north into the co-op land and store finally heading north to reconnect with Fraser Avenue.

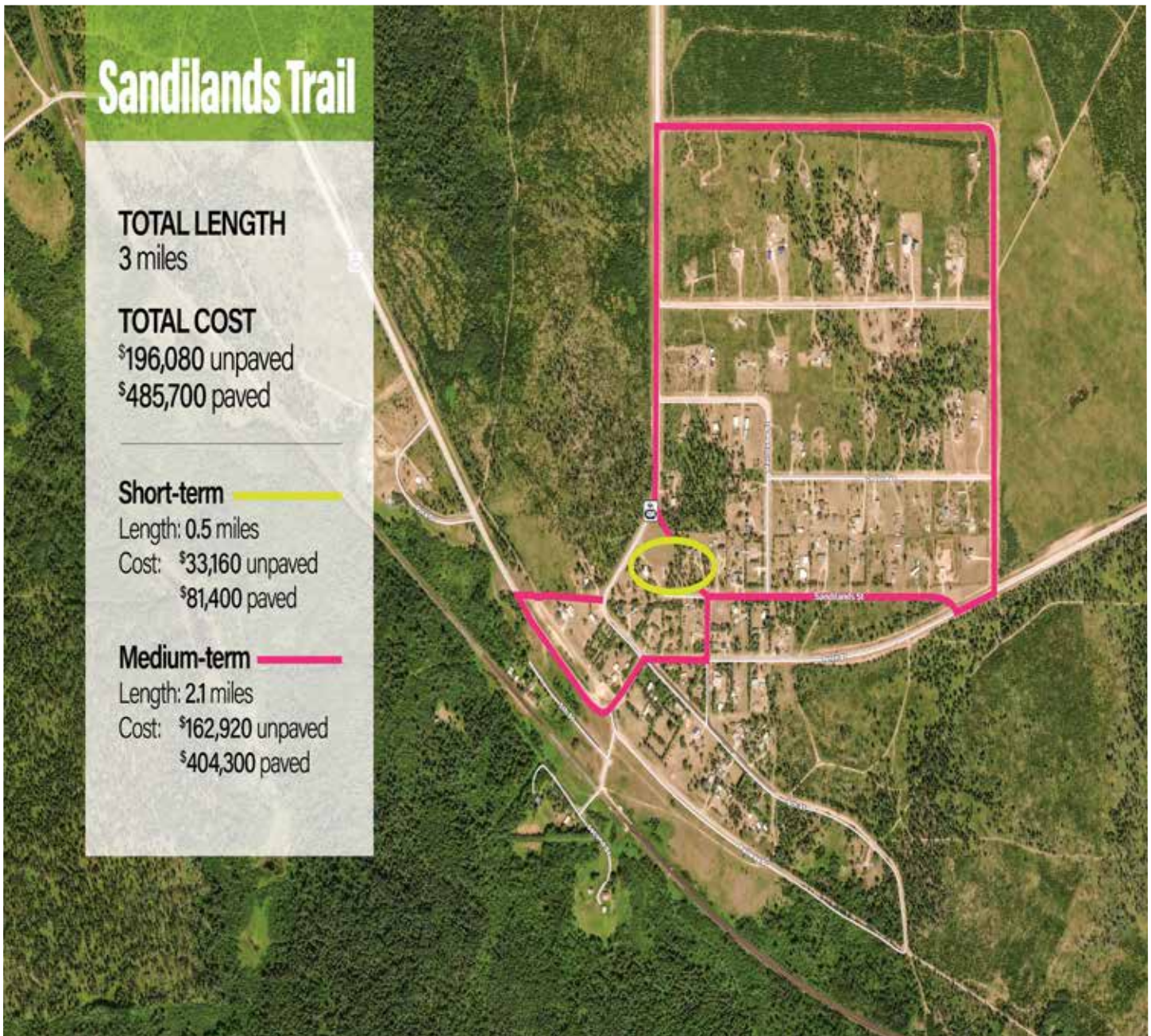
Short term goal: create a walking loop around the park.

Medium term goal: link the walking loop into a larger trail.

Long term goal: connect the loop with an extensive regional wide loop that will connect South Junction with other communities.



## 5.2 Sandilands Trail



The Sandilands Trail will start with a short walking loop around the park. The trail will then extend east until the mile road. The trail turns north until the next mile road and loops back south again to reconnect with the park and the walking loop.

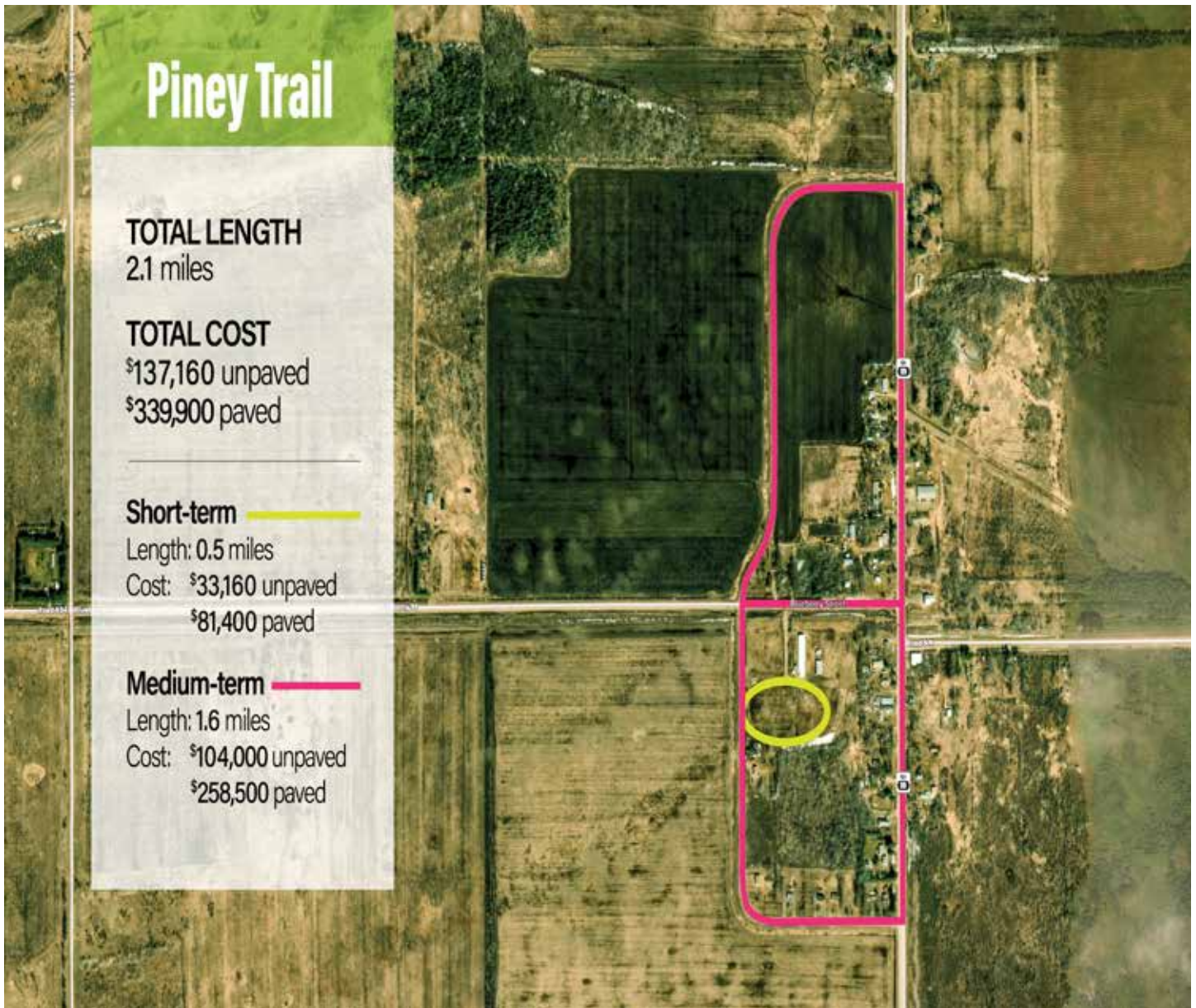
Short term goal: creation of a walking loop around the park. The park would be the trailhead and provide parking and other amenities.

Medium term goal: extend the trail throughout the community.

Long term goal: connect Sandilands to other communities on a larger regional scale.



## 5.3 Piney Trail



The Piney trail begins with a small loop trail around the existing community centre. This trail will then be expanded into the larger community, creating a loop around the town. The trailhead is located at the community centre. From the park the trail will move south along Piney Drive West. It will follow Piney Drive West as the street curves east and connects with PR 89. The trail will turn north and run along PR 89 for approximately one mile until the RM drain. The trail will turn west and follow the drain as it curves south and heads back towards the community centre.

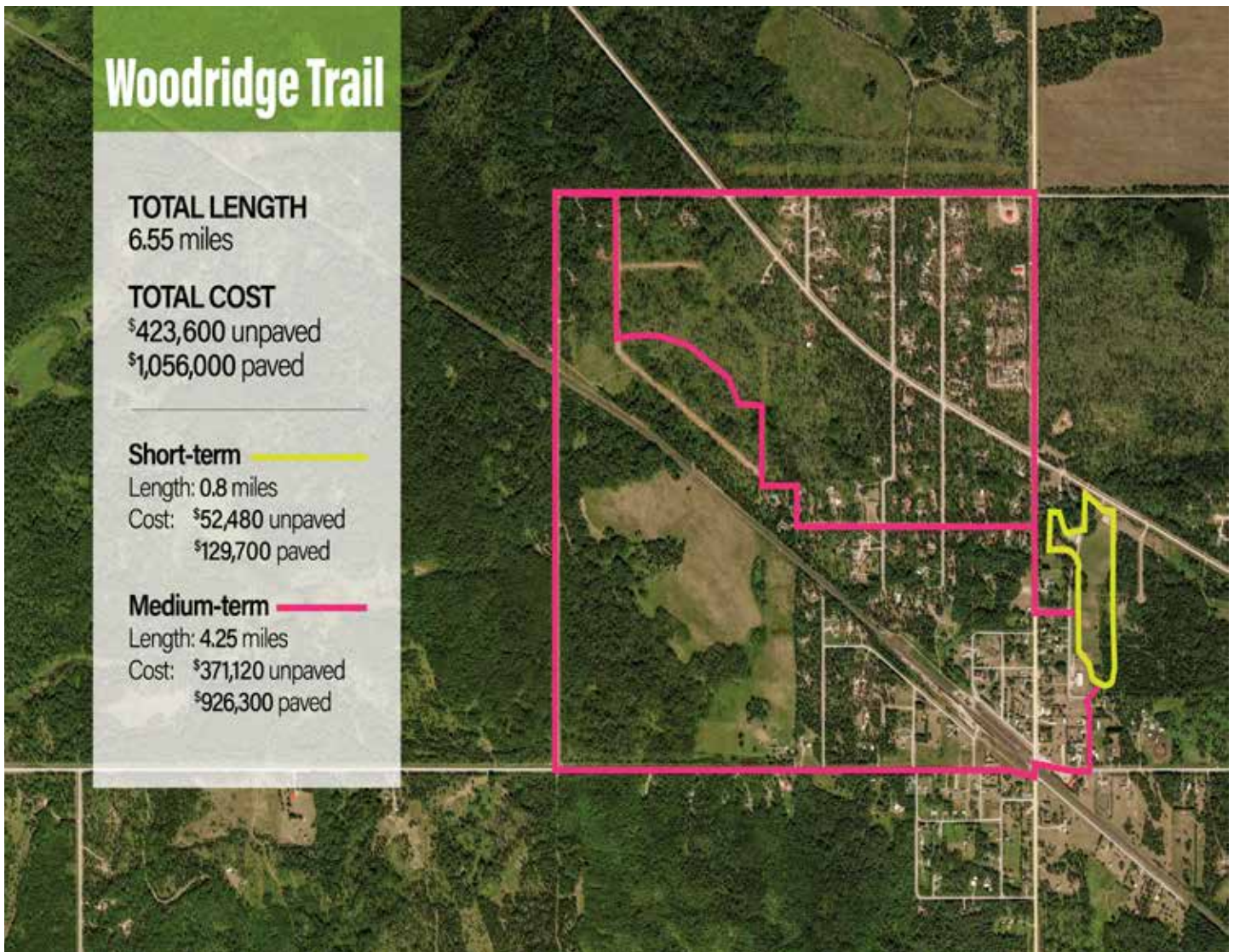
Short term goal: is to create a walking loop around the park.

Medium term goal: is to link the walking loop into a larger trail. Depending on funding availability the medium term may be broken into two, creating either the north half of the trail or the south, then connecting the two trails.

Long term goal: connect Sandilands to other communities on a larger regional scale.



## 5.4 Woodridge Trail



The Woodridge trail begins with a 0.8 mile loop trail around the existing park and baseball diamonds. This trail will then be expanded into the larger community, linking the store with the park and the new residential area. The trailhead is located at the park. From the park the trail will move west towards PR210 it will then turn north until Duke Street. The trail will go west along Duke street and meander north west through the new residential area to the mile road. The trail will run south down the mile road until it connects to Provincial Road 203. The trail will extend east down PR 203, cross the rail tracks and then head north on Denis Street back to the walking loop/ trail head.

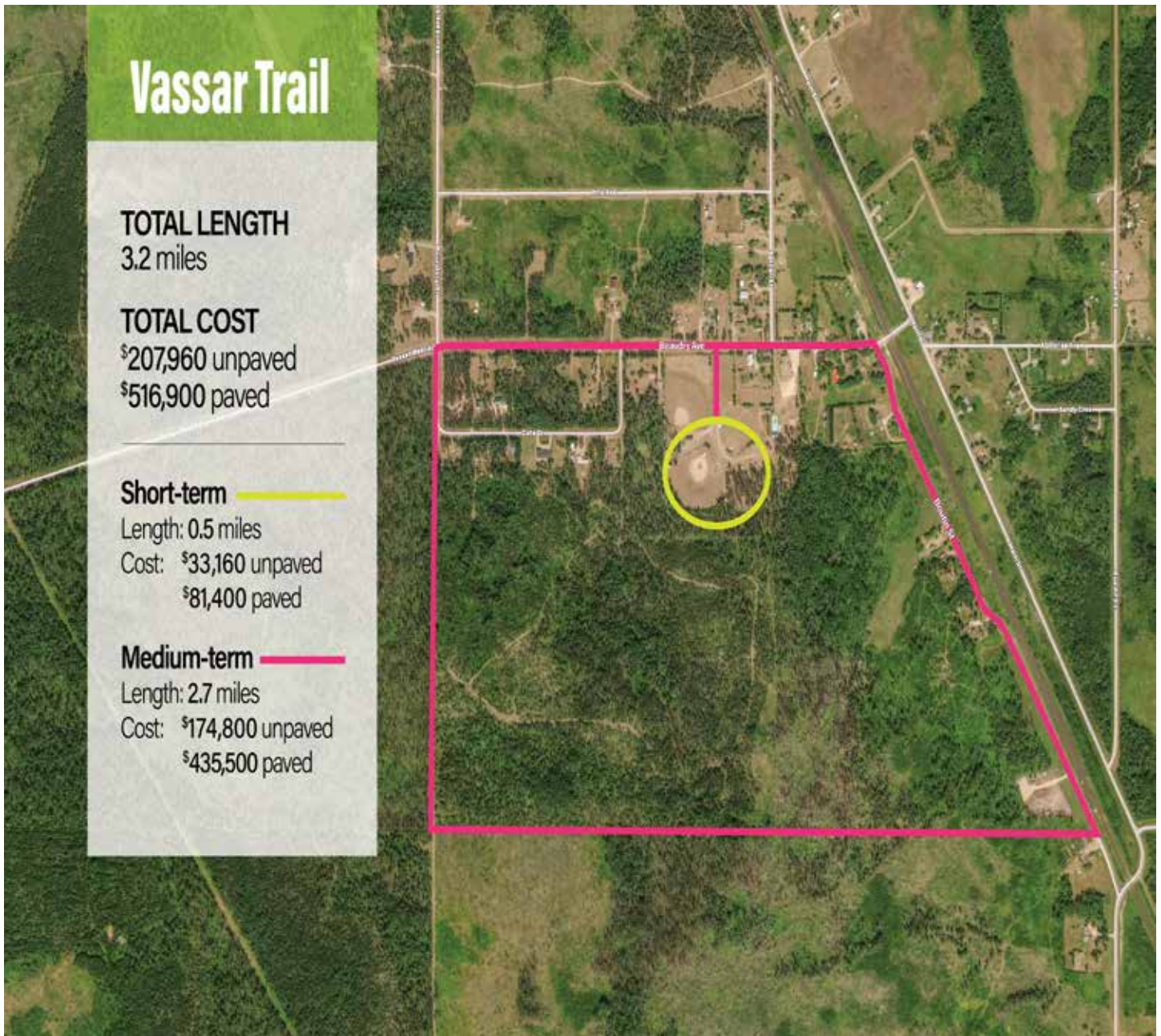
Short term goal: is to create a walking loop around the park.

Medium term goal: is to link the walking loop into a larger trail. Depending on funding availability the medium term goal may be broken into multiple projects, focusing on developing the trail in the north first before extending the trail south.

Long term goal: is to connect the loop with an extensive regional wide loop that will connect Woodridge with other communities.



## 5.5 Vassar Trail



The Vassar Trail starts with a walking loop by the pool/ baseball diamonds. The trail will then extend along Beaudry Avenue towards Boutin Street. The trail will then go south down Boutin Street towards the government road allowance. It will follow the government road allowance west for one mile. The trail will turn north at the next mile road and connect up with Beaudry Avenue again.

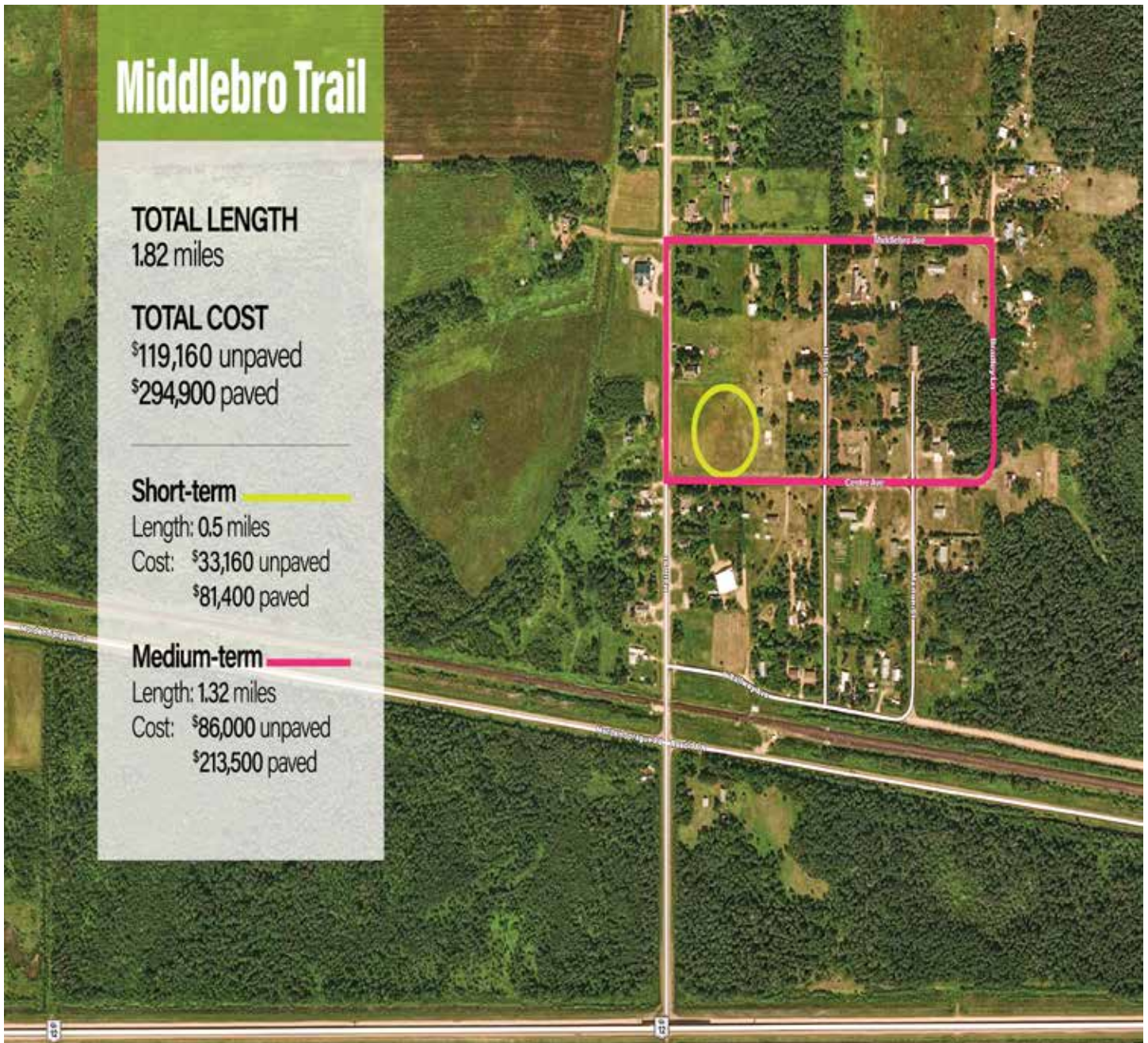
Short term goal: is to create a walking loop around the park.

Medium term goal: is to link the walking loop into a larger trail.

Long term goal: is to connect the loop with an extensive regional wide loop that will connect Vassar with other communities.



## 5.6 Middlebro Trail



The Middlebro trail begins with a walking loop around the park. The trail then goes east along Centre Avenue until the mile road. At the mile road the trail turns north until Middlebro Avenue. It follows Middlebro Avenue west until Main Street. At Main Street the trail turns south to reconnect with Centre Avenue.

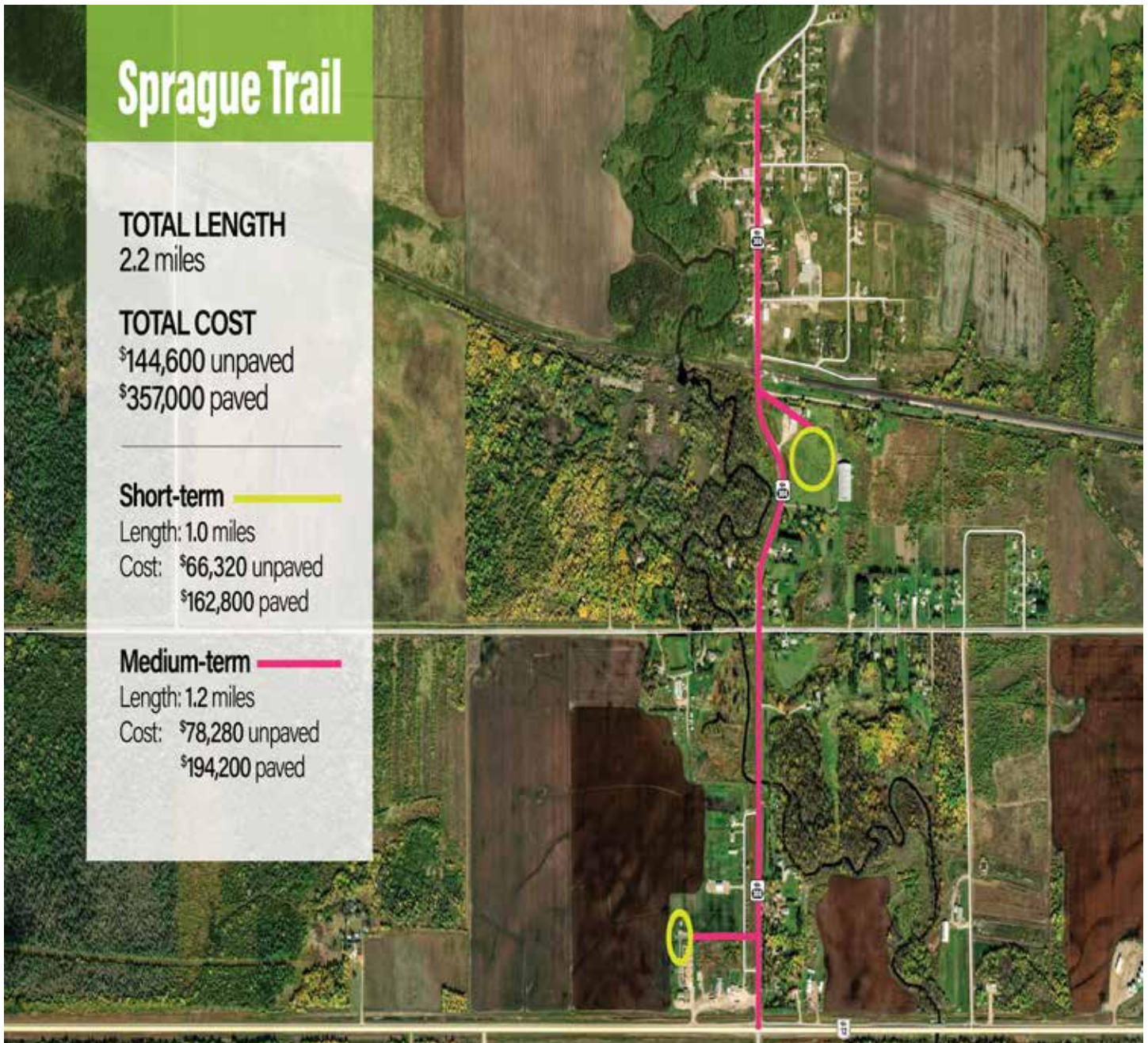
Short term goal: is to create a walking loop around the park.

Medium term goal: is to link the walking loop into a larger trail.

Long term goal: is to connect the loop with an extensive regional wide loop that will connect South Junction with other communities.



## 5.7 Sprague Trail



The Sprague Trail creates two smaller walking loops. One is by EBCH and the other by the Community Centre. These two loops will then be connected by a longer trail that will follow PR 308 through Sprague. The trail will connect local shops and amenities by a walking path.

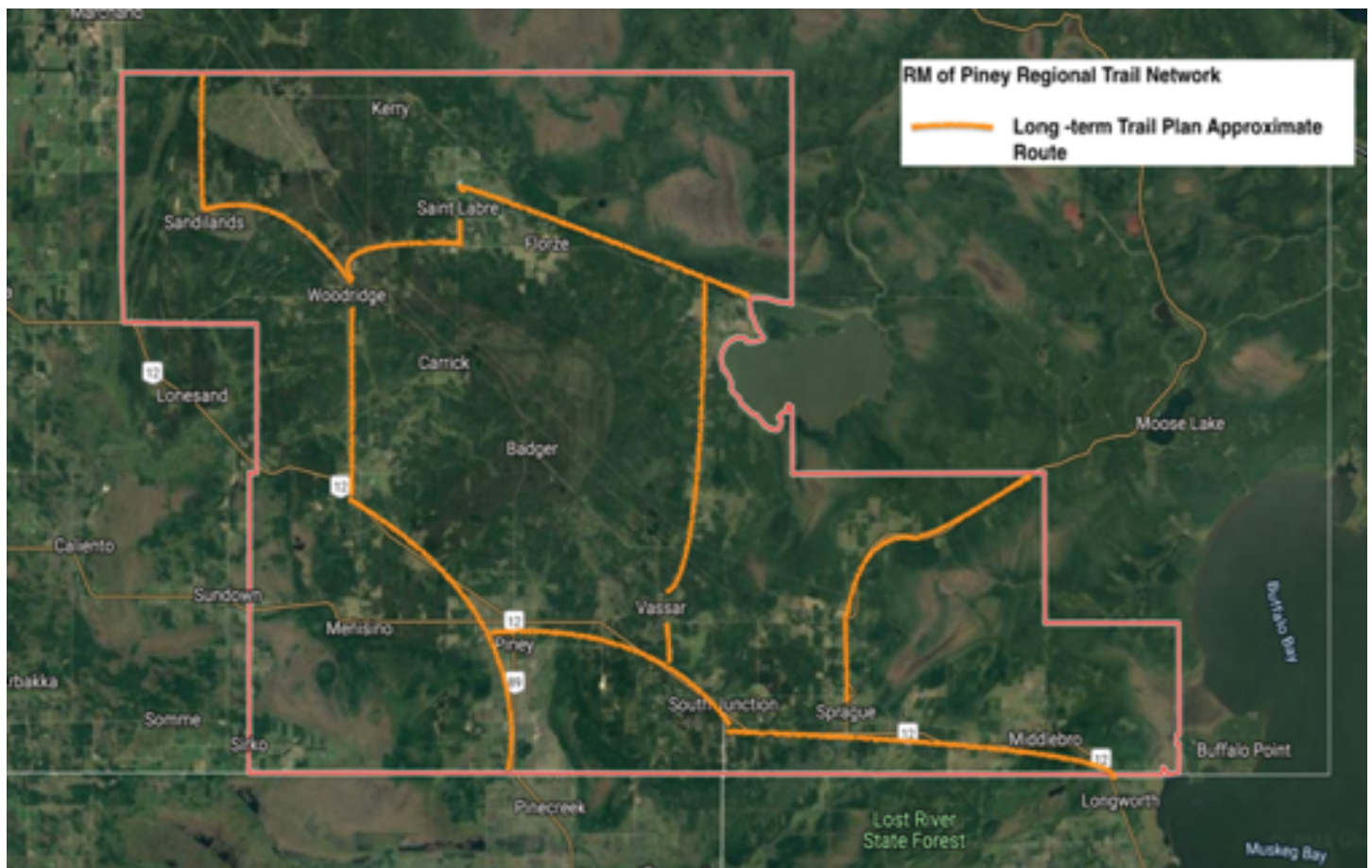
Short term goal: is to create two walking loops, one around the park and the other by EBCH.

Medium term goal: is to link the two walking loops into a larger trail.

Long term goal: is to connect the loop with an extensive regional wide loop that will connect Sprague with other communities.



## 5.8 Regional Trail



The long-term goal is to connect Piney Communities to one another as well as create a regional trail network that will link Piney to adjacent Municipalities, Countries and Provinces. Throughout the consultation's stakeholders identified a desire to ultimately connect the various communities and local amenities such as lakes, provincial parks and forests by active transportation routes. These trails would have many purposes from creating a sense of community within each community, to creating connections between communities, to providing recreational opportunities, to attracting residents to the Municipality.

This larger regional trail would stimulate economic growth and development, it would draw visitors to the Municipality and create various economic spin-offs such as hotels and a demand for recreational services such as bike and fatbike rentals. The trails would also link the RM of Piney with the adjacent Municipalities, creating a larger regional trail. These trails would improve local resident quality of life providing recreation and physical exercise options. It would also serve as a draw to the Municipality. The consultations showed that the priority is to develop a trail in each community. It then indicated that the larger trail network should build on this system and ultimately connect into a larger regional route. The exact locations and routes of these trails have not been formalized, but rather the overall concept that the long-term goal is to work on creating linkages between Whitemouth lake, the RM of Piney Hamlets, the Provincial Parks and Forests. Exact routes and locations will be explored closer to the time of construction and will be heavily based on community and stakeholder consultation.



# Part 6: Implementation and Action Steps

## 6.1 Implementation

Implementation of this vision will require widespread coordination between the various stakeholders. It will require partnerships and assistance obtaining the funding necessary to bring this vision to fruition. These pages identify the project priorities and action steps to bring the trails from a plan to a reality.

Projects have been classified into three categories; short term, medium term and long term. Short-term are projects that the Municipality will focus on within the next seven years. These are projects that are smaller and will set the base building block for future trail development. Medium term are larger projects that will build on the short-term projects and will connect the individual communities with walking trails. These projects will continue to expand the trails system and should be completed within the next 20 years. Long term projects are the more complex longer trails that will eventually seek to link the Municipality by a series of active transportation corridors.

Short term: (projects within the next 7 year)

Projects that are anticipated to start and be completed within the next 7 years. These are the smaller loops that will become integrated into the larger community loops, that will then be integrated into the long-term project which will link the entire Municipality.

Medium Term: (projects in 7- 21 years)

There are projects that are anticipated to be completed within the next 21 years. They will build off of the short-term projects and expand the trail system throughout the community. These will provide larger scale

Long term: 21 years plus

These are projects that are anticipated to take 21 or more years to complete. This will link the medium-term projects and create a regional wide trail system.



Short Term (high priority)		
Project Name	Project Description	Project Cost
Sprague Trail	Two Walking loops, First by Community Centre second by EBCH	\$66,320 (unpaved)- \$162,800 (paved)
Vassar Trail	Walking loop by the park and pool	\$33,160 (unpaved)-\$81,400 (paved)
Sandilands Trail	Walking loop at the park	\$33,100 (unpaved)-\$81,400 (paved)
Middlebro Trail	Walking loop around the park	\$33,100 (unpaved)-\$81,400 (paved)
South Junction Trail	Walking loop around the park	\$33,160 (unpaved)-\$81,400 (paved)
Piney Trail	Walking loop around the park	\$33,160 (unpaved)-\$81,400 (paved)
Woodridge trail	Walking loop around the Woodridge Park	\$52,480 (unpaved)-\$81,400 (paved)



Medium Term		
Project Name	Project Description	Project Cost
Woodridge Trail	This phase will create a larger walking loop extend from the walking loop at the park to PR 210, west of Duke Street, then north west until the GRA. It will go south down GRA until PR 203 The trail will extend down PR 203, cross the rail tracks and then head north on Denis Street back to the walking loop/ trail head. Priority will be given to the trail north of the rail line.	\$371,120 (unpaved)- \$926,300 (paved)
Sprague Trail	This phase will connect the two walking loops by a link.	\$78,280 (unpaved) - \$194,200 (paved)
Vassar Trail	This phase will extend the trail from the park along Beaudry Avenue towards Boutin Street. Then south down Boutin Street towards the government road allowance. West of GRA for one mile then north at GRA until Beaudry Avenue.	\$174,800 (unpaved)- \$435,500 (paved)
Sandilands Trail	This phase will extend east from the park until the mile road. The trail turns north until the next mile road and loops back south again. There was additional demand to bring the trail further south and extend the trail to access the post boxes.	\$162,920(unpaved) - \$404,300 (paved)
Middlebro Trail	This phase will extend the trail along Centre Avenue east until the mile road. At the mile road the trail turns north until Middlebro Avenue, runs along Middlebro until Main Street. At Main Street the trail turns south to reconnect with Centre Avenue.	\$86,000 (unpaved) - \$213,500 (paved)
South Junction Trail	Loop 1 mile down Fraser Avenue, south down GRA, cross #12, then west down GRA for one mile, then north up Main Street until Fraser Avenue.	\$130,720 (unpaved) - \$323,800 (paved)
Piney Trail	The medium term phase will extend the trail along the Municipal road which runs south of the community centre and curves east to connect to PR 89. The trail will run north along PR 89 until it connects with the Municipal Drain. The trail will follow the drainage easement west and south until the trail reconnects at the community centre. A trail along Blueberry Street will create another smaller trail within the trail.	\$104,000 (unpaved) - \$258,500 (paved)

# Part 7: Land Acquisition and Funding

The completion of the trails is dependent upon acquiring land for trails and funding the various projects. This section outlines how land can be acquired as well as capital funding opportunities

## 7.1 Land Acquisition

Land for the trails may be acquired through:

- The development process. If land is proposed to be subdivided or developed adjacent to a proposed trail route, land for the trail may be requested through the subdivision process. This may occur along paths marked for trails or other lands deemed necessary for trail development. Additional fees may be attached to subdivisions to help offset the cost of trail development.
- Securing rights-of-way. If land is needed for trail development, trail development can also happen on land secured via a right-of-way agreement. The right-of-way provides flexibility and ensures that the trail can legally use the land, but ensures that the trail cannot be sold and will be accessible to trail users.
- Utilizing unused portions of road allowances. Proposed trails can and will primarily be located on unused portions of road allowances. Trails will be situated so as not to impede future development of the road. These road allowances can be used to provide connection between communities

## 7.2 Trail Funding Opportunities

Trail construction funds may be achieved through:

- **Land Development Process.** The Municipality may raise funds for the development of trails through the subdivision process, if deemed necessary
- **Partnerships.** The Municipality may partner with the community or other corporate groups to help secure necessary funding. These partnerships could include Manitoba Hydro, local and international businesses, etc.
- **Municipal Budgets.** The Municipality, where deemed appropriate, may add monies into the budget for the development and construction of trails along the identified trail routes
- **Grants.** A recent movement towards active living and increasing active transportation routes has resulted in a number of Grants specifically designed to help foster the development of a trail network. The Municipality will actively seek to obtain grants for trail construction.



## 7.3 Potential Grant & Partners

1. FCC Agri-Spirit <https://www.fcc-fac.ca/en/in-your-community/giving-back/fcc-agrispirit-fund.html>
2. Hometown Manitoba. <http://www.gov.mb.ca/agriculture/rural-communities/economic-development/hometown-manitoba.html>
3. Small Capital Sponsorship Program <http://www.manitobalotteries.com/communities/small-capital-sponsorship-program>
4. Enabling Accessibility <http://www.esdc.gc.ca/eng/disability/eaf/index.shtml>
5. Community Futures Triple R <https://cfmanitoba.ca/triple-r>
6. Community Small Grant [https://www.gov.mb.ca/mr/bldgcomm/recreg/small\\_grant\\_program.html](https://www.gov.mb.ca/mr/bldgcomm/recreg/small_grant_program.html)
7. Funding for small projects. <http://www.esdc.gc.ca/eng/disability/eaf/index.shtml>
8. Province of Manitoba - Building Sustainable communities <https://www.gov.mb.ca/grants/grant-name.html>
9. Co-op, Community Spaces <https://www.co-op.crs/>
10. Trails Manitoba <https://www.trailsmanitoba.ca/grants/>
11. Mountain Equipment Coop <https://www.mec.ca/en/explore/outdoor-impact>
12. Heritage Trail Interpretation Panels - Manitoba Historic Resource Branch, Heritage Grants Program [https://www.gov.mb.ca/chc/grants/heritage\\_grants.html](https://www.gov.mb.ca/chc/grants/heritage_grants.html)

### **Trail Stakeholder Groups in Manitoba**

1. Trails Manitoba - <https://www.trailsmanitoba.ca/>
2. Eastman Tourism- [www.eastmatourism.ca](http://www.eastmatourism.ca)
3. ATV Manitoba - <https://www.atvmb.ca/>

### **Other Regional Trail Groups**

1. Dawson Trail Treasures <https://dawsontrailtreasures.ca/>
2. Crow Wing Trail Association (trans Canada trail between Emerson and Winnipeg) [www.cwta.ca](http://www.cwta.ca)
3. Boreal Shores Art Tour - <https://borealshoresarttour.ca/>

# Part 8: Trail Maintenance

## 8.1 Trail Maintenance & Monitoring

Monitoring and maintaining trails is an important component of having trails and keeping them in good condition. Keeping trails to a standard is important as trail conditions can play a large role in user satisfaction. Generally, maintenance can be divided into two categories, routine maintenance and major maintenance which involves capital repair. Routine maintenance are things that are done annually or more frequently and need to be done to keep the trail functioning, such as grass cutting and brush clearing. Major maintenance also needs to be done, but on a less frequent basis. This can include things like grading the trail or adding more granular material. Necessary types of maintenance will vary depending on trail surfacing. Monitoring involves the continual and regular inspection of the trails to ensure that the trails are kept in good repair and continue to be accessible. Maintenance is the actual work that is done to upkeep the trails.

## 8.2 Monitoring

Trails will be regularly monitored to ensure that they are kept safe and accessible. There will be a two different monitoring tools that will be enacted:

1. Monitoring of each trail will be conducted by the Municipality on a yearly basis. This will include a visit to the trails to visually inspect the trail.
2. Trail users will also assist in monitoring and reporting trail issues to the Municipality. Trail signs and notices can let users know where to report any issues thus ensuring that monitoring is continually occurring.



## 8.2 Maintenance Schedule

Routine Maintenance	Function	Frequency	Cost
Mowing trail shoulders*	To keep the trail path clear and stop encroachment	Twice annually, early spring & later summer (or as deemed necessary)	\$128/ mile
Tree and brush trimming	To keep trail accessible and clear of any encroachments	Yearly	\$257/ mile
Weed Control	To ensure trails are free of weeds/ not being overgrown	As needed	\$100/ mile
Sign Inspection/ Maintenance	To ensure that the signs are still functioning/ still in place	Yearly	\$50/ sign
Snow Removal**	To keep path, clear of snow during the winter months	As needed	\$257/mile
Crack Sealing and Repair	To keep the trail is good shape and help it function better long term	As needed	\$180/ mile
Capital/ Major Maintenance	Function	Frequency	Cost
Regrade (if granular)	To limit low spots, ponding and erosion	Every three years	\$2112/ mile
Seal Coat (if paved)	To maintain the quality of the asphalt	Every five years	\$13,200/ mile

\* Trails will be mowed more frequently if they are a loop around an existing park as they are already maintained by the Municipality. This maintenance cost is associated with trail with the medium-term trail goals.

\*\*Most municipalities do not maintain trails during the winter months. Those that do maintain only primary trails. The RM will explore the costs of maintaining trails during the winter months. If it is deemed feasible a pilot project will be conducted on maintaining trails in the winter month to gain a better understanding of the effort, costs and trail usage.

## 8.3 Maintenance Funding Opportunities

In order to offset the costs of maintaining the trails there will be a number of funding strategies that will be explored. These strategies are:

1. Grants- Capital Grants will be routinely explored and sought after.
2. Municipal Budget - Some of the costs of maintenance may be added into the Municipal budget.
3. Partnerships - Partnerships will be explored between local businesses and other larger corporations such as sponsorship and donation of materials.
4. Private Fundraising- The Municipality will support the private fundraising efforts and donations towards the costs of maintaining the trails.
5. Development Process - costs for trail development and maintenance may be addressed under the subdivision process as a capital levy fee or recreational levy.

Trail maintenance provision will be evaluated to improve trail services over time. Any changes will be subject to approval by the Council of the day.





# Part 9: Appendices

## 9.1 Appendix 1 Health Benefits of Active Transportation

### **Heart and Stroke Foundation - Cancer Care Manitoba - Alliance for the Prevention of Chronic Disease - Health in Common**

Making the Case for Primary Prevention: An Economic Analysis of Risk Factors in Manitoba  
From a Global News Article upon release of the report:

"Manitoba taxpayers are on the hook for \$4.7 billion in increased health care expenditures and lost productivity over the next 15 years, due to obesity, physical inactivity and smoking.

The enormous cost estimate was released Tuesday by the Heart and Stroke Foundation of Manitoba, CancerCare Manitoba and other groups who warn lifestyles have to change for the better, before health care costs spiral out of control. "This report is a wake-up call to all Manitobans that there is an urgent need for more money to be invested into primary prevention programs aimed at reducing risk factors for chronic diseases" Mark McDonald, Chair for the Alliance for the Prevention of Chronic Disease is quoted in a news release.

"If we do nothing, in 15 years our health care system may not be sustainable." The report titled Making the Case for Primary Prevention: An Economic Analysis of Risk Factors in Manitoba says 55 per cent of the population of Manitoba is overweight or obese, 45 per cent are inactive, and 27 per cent are smokers. The authors say reducing those numbers only a fraction each year - one or two per cent - could save Manitoba up to \$3.5 billion in direct health care costs and indirect costs to the economy - money that could be spent on roads, infrastructure or tax reductions. "This is more than a health care issue - it is an economic priority," says Dr. Donna Turner, Committee Member and Epidemiologist/Provincial Director at CancerCare Manitoba.

### **World Health Organization**

"...Many costly and disabling conditions - cardiovascular diseases, cancer, diabetes and chronic respiratory diseases - are linked by common preventable risk factors. Tobacco use, prolonged, unhealthy nutrition, physical inactivity, and excessive alcohol use are major causes and risk factors for these conditions. ... Changes in activity patterns as a consequence of the rise of motorised transport, sedentary leisure time activities such as television watching will lead to physical inactivity in all but the poorest populations. Many diseases can be prevented, yet health care systems do not make the best use of their available resources to support this process. All too often, health care workers fail to seize patient interactions as opportunities to inform patients about health promotion and disease prevention strategies.

..."<http://www.who.int/mediacentre/factsheets/fs172/en/index.html>

"The cost of doing nothing far exceeds the cost of implementing primary prevention programs within the province. It just makes better sense to address chronic illness before it starts by spending money on keeping people healthy rather than paying the cost of health care." The authors are suggesting governments invest hundreds of millions of dollars in healthy living programs next year - which they say will pay off in savings of billions of dollars in health care costs in future years.

## 9.1 Appendix 1 Health Benefits of Active Transportation Continued

### The Center for Disease Control and Prevention

- Implement and promote safe walk and bicycle to school programs; develop programs to support safe walk-to-school events and programs and to teach youth and parents about the benefits of walkable communities; and encourage building schools in more central and walkable areas.
- Develop and encourage the use of local bicycle and pedestrian project funding criteria to increase efforts in areas with higher concentrations of youth, elderly, low-income, and ethnic minority populations.
- Adopt and support "Complete Streets" ordinances, which ensure that streets are designed and operated to enable safe access for all users.
- Collaborate with transportation planning agencies in the development of short and long-range master plans.
- Plan, build, and retrofit residential and mixed-used streets to reduce speeds, accommodate bicyclists, and improve the walkability of the environment.
- Plan, build, and maintain a well-connected network of off-street trails and paths for pedestrians and bicyclists.

[http://www.cdc.gov/physicalactivity/downloads/PA\\_State\\_Indicator\\_Report\\_2010\\_Action\\_Guide.pdf](http://www.cdc.gov/physicalactivity/downloads/PA_State_Indicator_Report_2010_Action_Guide.pdf)

## 9.2 Appendix 2 Economic Benefits of Active Transportation

- Building bike lanes also creates jobs and other economic spin-offs, according to a study from the Political Economy Research Institute in Amherst, Massachusetts, titled "Pedestrian and Bicycle Infrastructure: A National Study of Employment Impacts". Researchers found that "bicycling infrastructure creates the most jobs for a given level of spending." For every \$1 million spent, cycling projects created an average of 11.4 jobs in the state where the project was located, pedestrian-only projects created about 10 jobs, and multi-use trails created about 9.6 jobs. Infrastructure combining road construction with pedestrian and bicycle facilities created slightly fewer jobs for the same amount of spending, and road-only projects created the least, with a total of 7.8 jobs per \$1 million. source: Bicycling infrastructure pays dividends By David Suzuki with contributions from Ian Hanington, Communications and Editorial Specialist
- Bicycle touring has long had an honored place in the tourism economy and culture. This doesn't go unrecognized: In Wisconsin, bike tourism is estimated to contribute \$1.5 billion to the state's economy every year. source: <http://www.grist.org/biking/2011-06-06-the-grand-tour-how-bike-tourism-helps-local-economies>
- The benefits of bike tourism aren't just for rural communities. In Portland, with its well-established bikeway network, a survey found that 78 percent of visitors said that the city's bicycle-friendly reputation played a role in their decision to travel here. Bikesare systems can change a visitor's experience of a city. source: <http://www.grist.org/biking/2011-06-06-the-grand-tour-how-bike-tourism-helps-local-economies>
- "In Portland, the entire cycling network cost \$60 million to build: the same amount as one mile of greenfield roadway." - Barbara McCann, Executive Director, Complete Streets Coalition (US)
- A shift to cycling and walking leads to lower roadway costs. An urban roadway can carry 7 to 12 times as many people per metre of lane per hour by bicycle than by automobile. Trails and pathways are even more efficient, handling 20 times the volume of users per hour than roads for automobiles... Shifts from driving to walking or cycling are estimated to provide roadway facility and traffic service cost savings of 5 cents per mile and 3 cents per mile for rural driving. (B.E.A.T.: Built Environment & Active Transportation - The Path to Health, A joint initiative of BC Recreation and Parks Association and the Union of BC Municipalities, [http://physicalactivitystrategy.ca/pdfs/BEAT/BEAT Publication.pdf](http://physicalactivitystrategy.ca/pdfs/BEAT/BEAT%20Publication.pdf))
- Active Transportation provides local economic benefits. Money spent on automobiles and fuel generally leaves the local economy, therefore the more people walk and cycle, the more money they have available to spend at local businesses. (B.E.A.T.: Built Environment & Active Transportation - The Path to Health, A joint initiative of BC Recreation and Parks Association and the Union of BC Municipalities, [http://physicalactivitystrategy.ca/pdfs/BEAT/BEAT Publication.pdf](http://physicalactivitystrategy.ca/pdfs/BEAT/BEAT%20Publication.pdf))



## 9.2 Appendix 2 Economic Benefits of Active Transportation Continued

"Quebec's Route Verte Attracts Significant Economic Benefits "Route Verte is Quebec's provincial cycling network. It extends more than 4,000 kilometres and includes sections of the Trans Canada Trail. Vélo Quebec announced the project around the time the province adopted the 1995 Bicycle Policy, which provided for the development of cycling routes on approximately 40 per cent of the roads under the responsibility of the ministry of transportation. Work on this network involved a number of regional municipalities and organizations. It is featured prominently in the marketing of Quebec as a cycling destination." - Quebec ministry of transportation, Bicycle Policy (May 2008) 15 "The economic benefits associated with the Route Verte are significant:

- In 2000, Route Verte cyclists spent \$95.4 million. This corresponds to approximately 2,000 jobs (per person, per year) and revenues of \$15.1 million for the government of Quebec and \$11.9 million for the Government of Canada.
- People who live near the Route Verte spend over \$24.5 million on route-related activities." - Retombées économiques de la Route verte - March 2003<sup>16</sup>

- "Cultural and ecotourism are among the fastest-growing segments of the global tourism market. Manitoba is uniquely positioned to capitalize on this trend toward sustainable tourism and this new development will provide visitors from all over the world a place to learn about the people and environment that make Manitoba special." - Minister Flor Marcelino, Manitoba Culture, Heritage and Tourism

- Manitoba budgeted expenditures for 2009-2010 show that, on average, \$440 per enrolled student is spent on school bussing - yet many students do not benefit at all from this expenditure. Conversely, individual schools that wish to encourage active school travel are faced with raising funds for secure bicycle racks and storage facilities for inline skates and skate boards - which is enough of a barrier to lead to the outright discouragement of active school travel. (Saving Money and Time with Active School Travel, Green Action Centre (formerly Resource Conservation Manitoba), [www.greenactioncentre.ca](http://www.greenactioncentre.ca))

"The average Canadian makes over 2,000 journeys of less than three kilometres by car every year, whether it's leaving work for a business lunch, dropping the kids off at school, going to a class at university or travelling to the local grocery store

What if just half of those trips were human powered trips as they may have been only a generation or two ago? How would our communities look? Would we have fewer cars on our roads? Would we have less need to fund road and bridge repairs? Would our cities have lower infrastructure deficits? Would our healthcare system have less pressure from chronic diseases related to diet and poor exercise such as hypertension or Type 2 diabetes? Would we know more of our neighbours and know more about our own communities?

source: Greater Strides: Taking Action on Active Transportation [http://www.gov.mb.ca/consevation/pdf/atag\\_report6.pdf](http://www.gov.mb.ca/consevation/pdf/atag_report6.pdf)

## 9.2 Appendix 2 Economic Benefits of Active Transportation Continued

### - Active Transportation Will Save Billions in Healthcare Costs

In 2010, a joint report from the Heart and Stroke Foundation, Cancer Care Manitoba, Alliance for the Prevention of Chronic Disease and Health in Common found that preventable factors including physical inactivity and obesity would cost Manitobans \$4.7 billion in increased health care expenditures and lost productivity over the next 15 years.\*

: Mark McDonald, Chair for the Alliance for the Prevention of Chronic Disease Making the Case for Primary Prevention: An Economic Analysis of Risk Factors in Manitoba

"This report is a wake-up call to all Manitobans that there is an urgent need for more money to be invested in primary prevention programs aimed at reducing risk factors for chronic diseases. If we do nothing, in 15 years, our health care system may not be sustainable."

Source: Cancer Care press release, The Cost of Apathy: Report Reveals Manitoba Taxpayers To Pay Billions for Unhealthy Living, September 14, 2010