



## **Info for Trail Builders/ Organizations:**

- aMTB is still developing and there are several resources for building, but there are no universally accepted standards for building or rating trails. Even if you build with accessibility in mind, it is not recommended to call those trails “certified aMTB trails” as it brings on additional liability and could create a false sense of security for novice adaptive riders. You can refer to them as aMTB-friendly if they are mostly accessible without modifications or aMTB-optimized if they have been modified with adaptive bikes in mind and tested with adaptive equipment for accessibility
- Adaptive trails are any trails that an adaptive rider rides; rider equipment and experience will dictate what someone is capable of/comfortable riding
- aMTB trails and riders are just as diverse as upright riders, people don't always want to ride the same thing (i.e. don't assume we all want high excitement trails such as you see in many posted videos or that all aMTB riders want flat trails)
- Trail features are great for some, but not all riders. Please don't rush to remove them. Consider adding ride arounds that are suitable for all aMTB and upright riders
- Many trails are already aMTB friendly even if they weren't built with adaptive bikes in mind, and sometimes no mods are required, or small cost efficient modifications can go a long way in improving aMTB access for existing trails.
- Trail mods can often be as simple as grinding out a few stumps or moving a rock 8” to one side to give enough width to keep flowing on a trail. Hitting short stumps can really derail an adaptive bike, especially when hidden under brush
- There are a wide variety of adaptive bikes, so what works well for one bike/rider may not work for another
- There is a section on Trailforks to log aMTB trails and it is very helpful when people add photos, descriptions, and information about bridges, pinch points,

tight switchbacks, maximum slope/camber, mandatory drops, features with no ride around

- Main considerations:
  - WIDTH: 40" would be ideal but not always possible
  - CORNERS: increased turn radius due to longer wheelbase
  - OUTSLOPE: off camber terrain, caution on downslopes when entering into a sharper corner, narrow bench cuts and switchbacks make it difficult to have any flow on the trail
  - EXPOSURE: how much potential for tumble down a steep slope from an off camber trail is there? Pay attention to high consequence fall zones. Remember aMTB riders are strapped into a heavy bike and most times can't get off the bike and walk out
  - SIGHT LINES: since riders are much lower than on an upright bike, you need to consider blind corners, drops, and visible entry into features
- Access begins in the parking lot- accessible parking, accessible washrooms, no barrier/boulder/gate in front of trail entrance
- **Adaptive riders will be stoked to answer questions and they are your best asset/ally in the trail assessment process- ride with them BEFORE building aMTB trails. Builders should also ride an adaptive bike wherever possible as it gives you firsthand perspective.**

## Resources:

- Best Day Ever- Film trailer & YouTube 3 episode series on adaptive trail building  
<https://www.youtube.com/watch?v=VLmq9z7hBNc>
- American Trails- Webinar Recording (*highly recommend, also see their reference list*)  
<https://www.americantrails.org/training/a-guide-to-adaptive-mountain-bike-trailbuilding>
- Beyond the Ashes- aMTB Film about Bentonville's amazing adaptive optimized trails  
<https://www.singletracks.com/mtb-trails/new-beyond-the-ashes-documentary-shows-the-importance-of-inclusive-mtb-trail-design/>
- Trail Holistics- Guide based on Sport On Explorer bike access needs (wider 38") so very inclusive

<https://www.trailholistics.com/amtb-design-build>

- Trans Canada Trail Guidelines

[https://tctrail.ca/wp-content/uploads/2022/02/2021-12-09-TCT-National-Guidelines\\_002\\_SECTION-2.pdf](https://tctrail.ca/wp-content/uploads/2022/02/2021-12-09-TCT-National-Guidelines_002_SECTION-2.pdf)

- KASA Guidelines- designed in 2020, some good info but fairly rigid and limiting in terms of passable trails

<https://sci-bc.ca/resource/adaptive-trail-standards/>



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