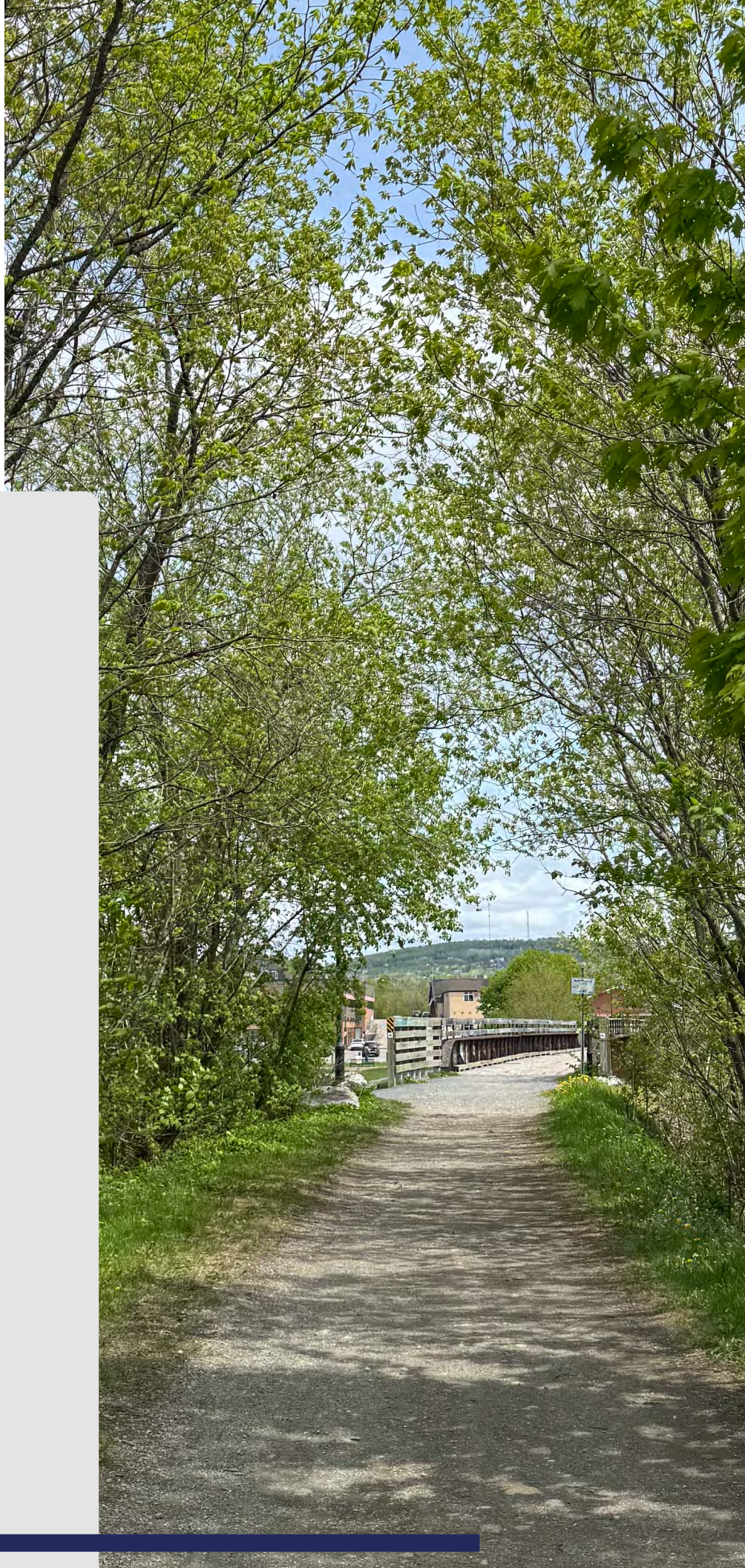
Western New Brunswick
Service Commission

Regional Trails Strategy

December 2025



Acknowledgements

The Western New Brunswick Regional Trails Strategy was developed with input from many different individuals and organizations. For participating in one-on-one meetings, focus groups, public surveys and stakeholder workshops, the project team would like to thank representatives from the following communities and organizations:

- District of Tobique Valley
- Rural Community of Southern Victoria
- District of Carleton North
- Town of Hartland
- Town of Woodstock
- Municipality of Lakeland Ridges
- Western Valley Rural District
- Woodstock TransCanada Trail Committee
- Snowmobile/Motoneige NB
- QUAD NB
- NB Departments of Natural Resources; Tourism, Heritage and Culture; Transportation and Infrastructure; and Justice and Public Safety.

Prepared by:

We6 planning group

terminus.

FEAVER'S LANE EST 2010

Table of Contents

List of Figures

List of Tables

Trail Definitions

Active Transportation: Any form of human-powered transportation – walking, cycling, using a wheelchair, in-line skating, or skateboarding (anything that requires "two feet and a heart beat"). There are many ways to engage in active transportation, whether it is purely for recreation or walking to the bus stop, or cycling to school or work.

All-Terrain Vehicle (ATV): A small, open motor vehicle having one or more seats and four wheels fitted with large tires. It is designed chiefly for recreational off-road use.

Greenway: A trail that supports non-motorized users such as cyclists, hikers, walkers, equestrian, snow-shoers, cross-country skiers, etc.

Managed Trail Network: Motorized trails that have been designated by government for use by a particular type of trail user through the purchase of a trail pass. Examples are snowmobile or ATV trails where the users purchase a trail pass for an annual or a daily fee. (Internally these trails are designated by DNR as managed trails)

Motorized Trails: Trails that permit snowmobiles and/or ATVs/Quads/SxS and/or off-road motorcycles.

Mixed Use: A trail that supports a mix of users that are either classified as non-motorized or motorized.

Non-Motorized Users: Hikers, walkers, cyclists (road, hybrid, mountain bike), snowshoers, cross-country skiers, paddlers, and any other type of self-propelled or non-mechanized use.

ORV: An off-road vehicle includes any motorized mode of transportation built for cross-country travel on land, water, snow, ice or marsh or swamp land or on other natural terrain.

Quad: A common name for an all-terrain vehicle.

Shared Use Trails: Trails that permit motorized and non-motorized users at the same time.

Signature Trail: A trail that has met the criteria set by the Department of Tourism, Heritage and Culture and is promoted by the Department as a tourism product.

Singletrack Trails: A singletrack trail is one where users must generally travel in a single file.

Trail Economy: The idea of generating both indirect and direct revenue through the development and promotion of trails as a product.

Trailhead: An access point to a trail. It is often accompanied by public facilities including signs, maps, parking for vehicles, staging areas for horses, ATVs or snowmobiles, toilets and water.

Water Trails: Trails that traverse bodies of water that have defined access points and portage routes (where necessary).

Acronyms

CSZ	Community Safety Zone
DNR	New Brunswick Department of Natural Resources
DTI	New Brunswick Department of Transportation and Infrastructure
JPS	New Brunswick Department of Justice and Public Safety
SC or WNBSC	Western New Brunswick Service Commission
THC	New Brunswick Department of Tourism, Heritage and Culture

Executive Summary

Introduction

The creation of the Western New Brunswick Regional Trails Strategy is a step towards fostering community connections, enriching recreational opportunities, and preserving the natural landscape that forms the backbone of New Brunswick's western valley region. The Wolastoq Trail is the primary anchor trail that runs north to south along the Saint John (Wolastoq) River, touching multiple communities in Western New Brunswick region along the way.

Initiated by the Western New Brunswick Service Commission (WNBSC), the Regional Trails Strategy envisions a connected network of recreational trails accessible to all users, managed in partnership among stakeholders and communities, with a continued focus to protect public safety, particularly within main community centres. Under New Brunswick's Local Governance Reform process, the mandate of the WNBSC expanded to include regional recreation assets, economic development and tourism, and regional transportation. Among the many benefits of a regional trail system are health and wellness; public safety, social benefits, environmental protection, economic impact, and transportation alternatives.

The Strategy was built upon feedback gathered during an engagement process that included meetings with each local government, the rural district, user groups, and government agencies, an e-survey, and an in-person stakeholder meeting. Generally, there is interest among the local government partners to expand the use of the Wolastoq Trail to shared use, particularly in the "rural area" (i.e., those areas outside of the former municipal boundaries). Within the former municipal boundaries, and particularly the central nodes or downtowns, local governments are looking at one of three ways to ensure public safety while maximizing the use of the trail: community safety zones (reduced speed limits and signage); roadway diversions; and parallel or alternative trails. Following a review of strengths, weaknesses, opportunities and threats, the following shared principles were established:

1. Nature-based recreation is a core value shared across all user groups.
2. Trails should be used to encourage outdoor activity and community wellbeing.
3. Connectivity between communities, attractions, and amenities should be improved.
4. Trail safety, accessibility, and surface quality must be consistently enhanced.
5. Legal, well-regulated trail use is preferable to ongoing illegal use.
6. Public safety is fundamental in all trail planning and management decisions.
7. Nature-based recreation and tourism can build local economies
8. We're stronger and more effective working together
9. Communication between user groups, local governments, and the public must be improved.
10. Public education on safety, responsible use, and sharing the trail is essential.
11. Sustainable trail maintenance requires financial support and collaborative partnerships.

The Regional Trail Strategy

The Trail Assessment found that there are many areas that require surfacing improvements, bridge repairs and better signage to bring it up to an acceptable standard for shared use. Further, community access and amenities for trail users should be bolstered.

Trail connectivity was considered in terms of identifying trail gaps in the region with the key one being located at the Grafton Bridge in Woodstock. At this time, there appear to be no plans by the Province to either repair or replace the former train bridge so this gap will remain for the foreseeable future.

Three approaches were identified for local governments to consider to protect public safety while expanding use of the Wolastoq Trail to shared use:

Community Safety Zones (CSZ) are established in more heavily populated areas where motorized users would be required to reduce their speeds (approx. 20km/h) while they are travelling within these concentrated areas to ensure that walkers, cyclists and other non-motorized users are safe and seen by the motorized users. Adequate signage and community education pieces would be critical.

Parallel or Alternative Trails are established alongside the existing Wolastoq trail but users are separated by safety buffers. These alternative trails would need to be identified and constructed by the local government (with support from appropriate user groups) to a set standard.

Roadway Usage is where off-road vehicles like ATVs and Quads would be diverted for short periods onto public roads where they would be subject to rules approved by the local government through a by-law and the province through Highway Usage Permits.

The local government partners of the WNBSC have identified options to support their chosen approach and the implementation of chosen options may expand over time as funding and provincial approvals are achieved.

Trails Promotion for tourism and recreation was another focus. The Wolastoq Trail was assessed based on the sense of arrival, on the trail experience, trail design, trail experience, and trail town characteristics.

Trail management and oversight is a key component of the Trail Strategy. Lessons learned through four case studies of regional shared use trail systems across Canada informed the strategy development. A regional trails committee under the auspices of the WNBSC Board would: build relationships, clarify roles and responsibilities of all stakeholders, and develop consistency in approaches to safety and enforcement, standards (trail speeds, design, wayfinding and signage), and trail monitoring and maintenance. The committee would also undertake education and outreach, establish a communications strategy, determine priority initiatives and seek funding to implement the plan.

Key Recommendations:

- » WNBSC to renew its License of Occupation for the length of the Wolastoq trail within its boundary.
- » The Wolastoq Trail be considered a Shared Use Trail with Community Safety Zones as identified on Appendix Map A: Wolastoq Trail Map and detailed on Appendix Maps B, C, D and E.
- » Use of the trail within Community Safety Zones shall be determined by each local government with alternative routes identified in Appendix Maps B (Woodstock), C (Hartland).
- » WNBSC identify any liability issues for itself, its subcommittee or local government partners in a shared use approach.
- » WNBSC Board to establish a Regional Trails Committee composed of representatives from key stakeholder groups, including local governments, First Nation communities, user groups, as well as representatives from local business, tourism and recreation sector. Provincial government agencies as ex-officio advisors.
- » Develop a communication strategy around public safety, recreation use, and tourism development
- » Formalize the trail name and brand with direct engagement with First Nations and regional communities.
- » Collaborate with First Nation neighbours to build relationships and enhance trail experience, protect biodiversity, and celebrate natural history and culture.
- » Work collaboratively to leverage funds from various agencies to manage trail maintenance, future development, and related activities.
- » Finally, an implementation strategy detailing actions, leads, partners and proposed timing has been created to help WNBSC proceed through implementation.

Trail Toolbox

Attached to the strategy are a series of schedules that provide hands on options that can be adopted (or adapted) by local governments and the WNBSC Board (or Regional Trail Committee) including:

- Signage options
- Trail etiquette rules
- Trail safety measures
- Conflict resolution protocol
- Terms of Reference for a Regional Trail Committee
- Protocol for working with adjacent landowners
- Key messages to the public regarding shared use
- Trail maintenance checklist

1. Introduction

The creation of the Western New Brunswick Regional Trails Strategy is a step towards fostering community connections, enriching recreational opportunities, and preserving the natural landscape that forms the backbone of New Brunswick's western valley region. The Western New Brunswick Service Commission (WNBSC) undertook this project in 2025 as part of its expanded service mandate under recent Local Governance Reform.

This Strategy outlines fundamental components, goals, and implementation approaches for the comprehensive management of regional trails in Western New Brunswick. By enhancing trail networks and creating areas for shared use, this strategy aims to promote recreation and tourism opportunities and economic growth throughout the region.

1.1 Trail Name

The primary anchor trail that runs north to south through the region is known by many different names. Much of the trail is the former CN Rail line that once connected the region's communities. This trail is composed of (mostly) Crown land and is owned by the Province of New Brunswick and overseen by the Department of Natural Resources. A large segment of it was designated as part of the TransCanada Trail (TCT) during the national push in the early 2000s to develop a non-motorized recreational trail from coast to coast to coast in Canada. In many locations, the trail runs along the Saint John River and leading some to refer to it as the Saint John River trail. The original Wolasoqikik name of the Saint John River, dating back 10,000 years, is "Wolastoq," meaning "the good and bountiful river." In recognition of Indigenous reconciliation efforts throughout the region, the regional anchor trail, as mapped below in Figure 1, will be referred to in this Trail Strategy as the **Wolastoq Trail**.

With regard to the Trail name, it is recommended:

» That the WNBSC or its committee formalize the trail name and develop the "brand" with direct engagement with First Nations and regional communities.

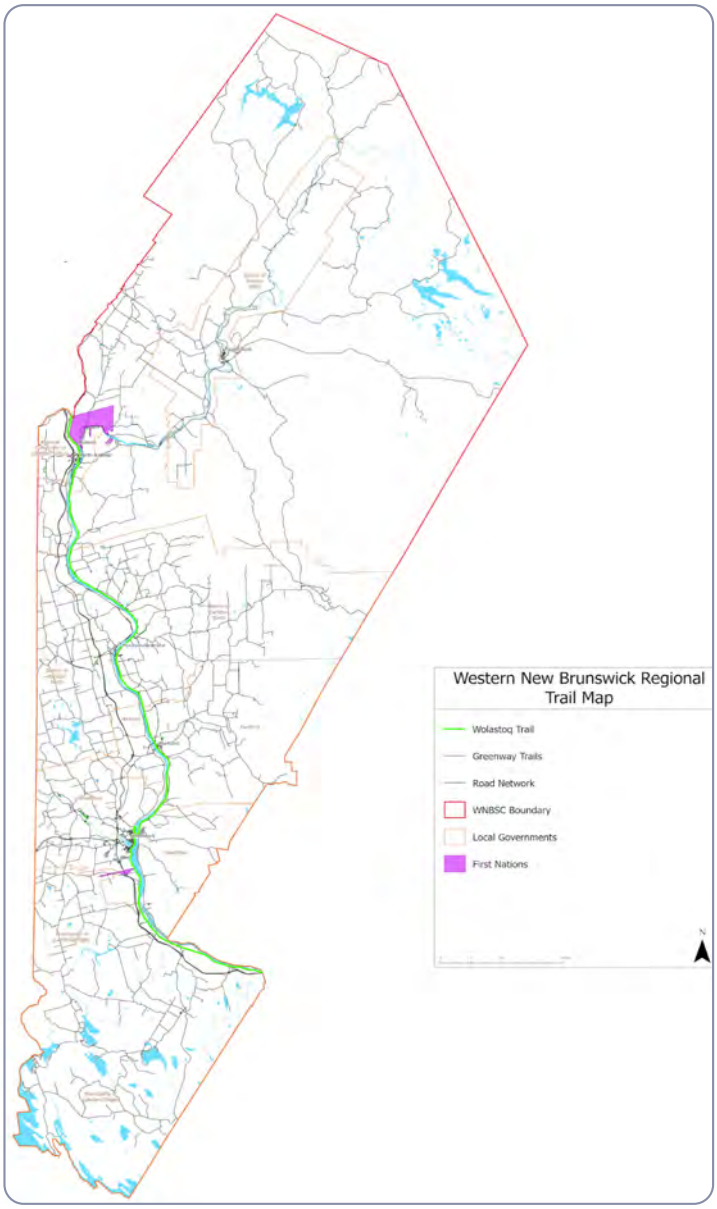


Figure 1 - Wolastoq Trail in Western NB

2. Importance of Regional Trail System

Under New Brunswick's Local Governance Reform process, the mandate of the WNBSC expanded to include regional recreation assets, economic development and tourism, and regional transportation. Among the many benefits of a regional trail system are health and wellness; public safety, social benefits, environmental protection, economic impact, and transportation alternatives.

In the past, local recreational assets were focused on high-value built facilities like arenas, sports fields, and racket courts, while nature-based trail systems were considered secondary recreational assets. In recent years, however, nature-based amenities are becoming increasingly valued by both residents and local government governments given their intrinsic value for community members and visitors of all ages and stages of life.

2.1 Benefits of a Regional Trails Strategy

HEALTH AND WELLNESS

Trails play a crucial role in promoting physical activity, mental health, and social connections. Engaging with nature through walking, running, cycling, or motorized trail riding can reduce stress and improve overall well-being. Taking part in nature-based activities can also lower physical and mental health risks.

PUBLIC SAFETY

Well-designed and well-managed trail networks can greatly improve safety for all trail users and user groups.

ENVIRONMENTAL PROTECTION

Trails provide a structured way to explore natural areas while minimizing human impact on fragile ecosystems including habitat for wildlife and birds. Properly managed trails can also reduce environmental degradation by keeping vehicles on designated paths. Additionally, they serve as platforms for educating the public about environmental preservation.

SOCIAL BENEFITS

Trails provide opportunities for social interactions, facilitating connections to people and other trail users. These opportunities can foster social relationships and a sense of shared responsibility when trails are managed properly.

ECONOMIC IMPACT

Regional trails attract visitors, boost tourism, and drive local economic growth. Businesses such as cafés, bicycle and ATV rental shops, and outdoor equipment retailers often thrive near popular trailheads. As well, the development and maintenance costs relating to trail infrastructure are lower than other transportation infrastructure. Trails can also be enjoyed alongside other nature-based economic activities, such as forestry operations and agriculture.

TRANSPORTATION ALTERNATIVES

Trails can serve as sustainable transportation corridors, reducing reliance on cars for everyday commutes. For rural communities, shared use trails may also provide practical transportation options for accessing remote areas.

3. The Trail Strategy

3.1 Trail Description

The strategy focuses on creating trails that are interconnected, safe, and diverse in their offerings. Trails should cater to various users, including hikers, bikers, runners, motorized users (such as ATVs and snowmobiles), and those seeking leisurely strolls. Special attention should be given to designing trails that are accessible to individuals with mobility challenges and delineating motorized and non-motorized pathways in community centres to ensure safety for all users.

3.2 Vision and Objectives

The regional trails strategy envisions a connected network of recreational trails accessible to all users, managed in partnership among stakeholders and communities, with a continued focus on protecting public safety, particularly in community centres.

OBJECTIVES

CONNECTIVITY:

Enable shared use of the established network linking community centres, rural areas, and natural landmarks.

TOURISM:

Entice visitors to enjoy the natural wonders of the region and support the local economies in communities along the trail system.

PUBLIC SAFETY:

Ensure that public safety needs are protected through the use of community safety zones along trails throughout the region.

SUSTAINABILITY:

Develop trails using environmentally friendly practices that preserve natural habitats and balance the needs of motorized and non-motorized users.

RECREATION:

Expand opportunities for outdoor activities such as hiking, cycling, wildlife observation, as well as motorized trail riding.

COMMUNITY LEADERSHIP:

Foster public involvement in trail planning and stewardship, ensuring diverse perspectives - including both motorized and non-motorized trail users - are considered.

SHARED PRINCIPLES

1. Nature-based recreation is a core value shared across all user groups.
2. Trails should be used to encourage outdoor activity and community wellbeing.
3. Connectivity between communities, attractions, and amenities should be improved.
4. Trail safety, accessibility, and surface quality must be consistently enhanced.
5. Legal, well-regulated trail use is preferable to ongoing illegal use.
6. Public safety is fundamental in all trail planning and management decisions.
7. Nature-based recreation and tourism can build local economies
8. We're stronger and more effective working together
9. Communication between user groups, local governments, and the public must be improved.
10. Public education on safety, responsible use, and sharing the trail is essential.
11. Sustainable trail maintenance requires financial support and collaborative partnerships.

3.3 Trail Infrastructure

Based on the trail assessment, the proposed shared use model, expectations for economic and health benefits, and best practices for trail maintenance, the ongoing maintenance and potential upgrades to the system will be a key component of the future success of a regional Wolastoq Trail.

A trail maintenance checklist has been included in the tool kit and can be found in Schedule 8. The purpose of the trail maintenance checklist is to provide a structured, consistent, and accountable system for managing the trail's condition, safety, and long-term sustainability. It was developed with the intended purpose to:

- Ensure user safety
- Protect the trail's infrastructure
- Provide consistent maintenance standards
- Support liability management
- Protect the environment
- Improve user experience
- Assist in planning and budgeting

Recommendation

» That trail infrastructure be maintained to the standard established in this Strategy or as otherwise recommended by the Department of Natural Resources. See Schedule 9 for shared trail specifications.

ROLES AND RESPONSIBILITIES FOR TRAIL MAINTENANCE

- Establish, through an MOU or similar mechanism, an overview of the roles and responsibilities of the stakeholders as it relates to maintenance of the trail

TRAIL SYSTEM CONNECTIVITY

Given that the Grafton Trail Bridge remains a significant gap in trail connectivity for the Town of Woodstock and the broader region for the foreseeable future, ongoing conversations about opportunities will be dependent on provincial interest in refurbishing or replacing the bridge down the road.

Recommended Trail Specifications

Trail Surface

The trail surface of the Wolastoq Trail needs to be upgraded to a standard that supports the trail user with the best surface quality. This is particularly important with the addition of motorized users on the trail.

Bridges

- Remove rotted boards and replace with pressure treated lumber
- Improve all of the approaches to bridges and remove any rotted or weak railings and replace with pressure treated lumber
- Install runners on bridge decks to reduce impact of ATVs and snowmobiles.
- Conduct a more thorough inspection of the abutments, piers, footings, girders and stringers

Signage

- Conduct an inventory of signage and develop a strategy to address the coordination between the various users - particularly regulatory and wayfinding signage.
- Ensure that all snowmobile signage is removed at the end of the season.
- Review the signage program found in Schedule 1 and identify which (if any) could be used and/or adapted to reflect the new brand

Vegetation Control and Management

- Ensure that vegetation is managed so that there are clear sightlines in order to create a safe environment for all trail users
- Clear strategic locations along the trail to create rest sites with a view of the river

3.4 Protecting Public Safety in Community Cores

Each of the larger communities (Woodstock, Hartland, Carleton North (former Florenceville-Bristol)) and Southern Victoria (former Perth Andover) were given the following three options they could choose to adopt for their respective communities.

- **Community Safety Zones** – this would be the identification of a zone in more heavily populated areas where ATVs would be required to reduce their speeds (approx. 20km/h) while they are travelling within these areas to ensure that walkers, cyclists and other non-motorized users are safe and seen by the motorized users.
- **Parallel Trail** – This would mean identifying where there would be an opportunity to create a parallel trail with an appropriate buffer zone between the two trails to ensure that it is safe. This would come at a significant cost and would take longer to develop and implement; however, the New Brunswick Department of Natural Resources (DNR) is currently developing a standard for the development of a parallel trail.
- **Roadway Usage** – Several considerations must be taken into account should this be the approach a community would like to adopt, including:
    1. Provincial Roads: DTI prefers off-road vehicles remain off-road and will only consider allowing Side-by-sides and Quads on short stretches of provincially-designated roads
    2. Provincial Roads: speed limits and daily usage of the road segment is taken into consideration when DTI reviews requests from QuadNB
    3. Local government Roads: Council can establish a by-law to designate certain roads as "ATV friendly;" however, JPS ultimately has the final say on whether ATVs will be allowed on these roads.

LOCAL GOVERNMENT ENGAGEMENT

Local governments were asked to identify their preferred option, and then to:

- Identify the boundaries of the community safety zone and whether graduated speed limits or special signage is required for in the downtown core (if trail will be shared use throughout the community); or
- Identify the proposed parallel trail on a map; or
- Identify the trail links to and use of proposed public roadways, distinguishing between provincial and local government roads. **Please note:** if the section on provincial roads is more than one kilometre, the local government/QuadNB must make a note of it and provide the rationale as to why it is the only (best) option.

It was critically important that the four communities approached this process with a clear understanding of the realities surrounding their respective trail segments—considering what they could reasonably manage in terms of financial capacity, enforcement, and the potential impacts on trail users and adjacent landowners.

Community-Specific Recommendations

Woodstock (see Appendix Map 2)

- Designated Community Safety Zone within the former Woodstock town boundaries, including reduced speed limits for motorized users and signage directing ATV users to road diversions as appropriate.
- Dedicated ATV trail to be developed to permit access to amenities and services
- Will require a linkage via public road between the Wolastoq Trail and new trail.
- Continued non-motorized uses between the OK Tire and the Woodstock-Grafton highway bridge only, except in winter season where snowmobiles will continue to be permitted.

Hartland (see Appendix Map 3)

- Dedicated Community Safety Zone within the former Hartland town boundaries, including reduced speed limits for motorized users, appropriate signage directing motorized users to road diversions as appropriate.
- Proposed roadway use from the car wash to the trail bridge crossing the Becaguimic River

Carleton North (see Appendix Map 4)

- Dedicated Community Safety Zone within the former Florenceville-Bristol town boundaries including reduced speed limits for motorized users, appropriate signage, and traffic calming features near vulnerable populations.
- Initial discussion for providing access to amenities in the business district was to develop a parallel trail within the trail right-of-way. The Department of Natural Resources has subsequently developed a trail standard for parallel trails which can be used if Carleton North proceeds. At this point the recommendation is to continue to explore options and to monitor how the CSZ are functioning in order for Carleton North to make a more informed decision on the best path forward for the safety of trail users in the community.

Southern Victoria (see Appendix Map 5)

- Dedicated Community Safety Zone within the former Perth Andover town boundaries, including reduced speed limits and shared use notice signage.

Recommendation

» That local governments pursue the selected options to addressing share use and Community Safety Zones in core areas, as identified in the Regional Map (see Appendix Map 1).

3.5 Trails Promotion for Tourism and Recreation

One factor supporting a Signature Trail designation is that communities along the trail are well placed to support trail tourists - particularly those who are walking or cycling, as well as motorized users where there is adequate parking. A number of strategies and initiatives are outlined below to maximize the tourism potential of a regional trail system.

SENSE OF ARRIVAL

- Install highway signage at key exits to ensure that trail users know where they can access the trail.
- Identify primary trailheads in Woodstock and Southern Victoria (Perth Andover) with trailhead signage, secure long-term parking for approximately 20 vehicles (also allowing for some trailers), lighting and ideally washrooms, water filling stations and bicycle repair stations (they could also act as central EV charging stations).
- Identify secondary trailheads in Hartland and Carleton North with trailhead signage, secure long-term parking for approximately 10 vehicles (also allowing for some trailers), lighting, and ideally water filling stations, washrooms and bicycle repair stations (they could also act as central EV charging stations).

ALONG THE TRAIL

- Conduct a signage inventory and develop a signage plan. This will require all user groups and communities to work together to ensure that there is a clear understanding of the type of permitted signage along the trail, who is responsible for the installation and maintenance of the signage and the seasonality of the signage placement.
- Install “mile markers” along the trail.
- While the communities along the trail will benefit from both the snowmobile and ATV trail tourists, much of this trail will only act as a link to access other more remote trails given the distance a motorized user can travel in one day. The ideal tourist for the 126.5 km of trail (either using it as a linear or in and out experience) is the hybrid cyclist. With this being the case, the trail tread and bridge decks need to be upgraded to ensure that the trail meets the needs of the cyclist.
- Measures need to be taken to protect the biodiversity of the watershed. There are a number of ways that this can be done; however, the most cost effective would be through an awareness campaign. Adopting an active biodiversity protection campaign is also a way to further engage the trail tourist and general population of the value and importance of the region's biodiversity. This will be particularly valuable as New Brunswick moves toward the protection of 30% of the land and waterways by 2030 as outlined in the Mandate Letter for the Minister of Natural Resources, Hon. John Herron.
- Develop an amenities plan that ensures that all structures installed along the trail are consistently designed and signed (i.e. shelters, benches, washroom facilities, etc).

TRAIL DESIGN

- Community Safety Zones, defined by the former municipal boundaries, must be appropriately designed with adequate signage and maintenance.
- Include traffic calming measures in areas outside of the identified Community Safety Zone where there may be some pockets of population. An example of a traffic calming measure would be the installation of removable and flexible posts that create obstacles to encourage ATVs to slow down, but will not damage the machine or injure the rider if they are hit. This will reduce the dust and make it safer for all trail users.

TRAIL EXPERIENCE

- Build regional interest through the development of an inventory of tourism and cultural assets within a 2-5 km radius of the trail.
- Develop 1-2 day itineraries for the trail through partnerships with outfitters, businesses and tourism operators.
- Encourage community-driven trail friendly events & experiences.
- Create viewsheds/rest areas along the trail to capitalize on the view of the River from the trail.
- Create stronger links to the river, which may include working closely with outfitters to create paddling experiences for trail users.
- Formally adopt the name "The Wolastoq Trail," while ensuring that there is buy-in and support by the First Nation communities in the region.
- Develop a brand identity in order to create a cohesive trail experience.

TRAIL TOWN STRATEGIES

- Identify primary trailheads in Woodstock and Southern Victoria with trailhead signage, secure long-term parking for approximately 20 vehicles (also allowing for some trailers), lighting and ideally washrooms, water filling stations, and bicycle repair stations.
- Identify secondary trailheads in Hartland and Carleton North with trailhead signage, secure long-term parking for approximately 10 vehicles (also allowing for some trailers), lighting, and ideally water filling stations, washrooms, and bicycle repair stations.
    - Signage needs to be installed at all key access points on both the trail and parking/ staging areas (ideally 1 sign visible to the trail and parking lot).
    - Wayfinding signage needs to be installed in order for trail users to successfully navigate through town, therefore a community wayfinding program will need to be developed (ideally consistent along the entire length of the trail).
    - Create a Business Engagement Program
    - Work with businesses (through the business engagement program) to develop packages targeted at trail tourists.

INCREASE AWARENESS

While the field assessment did not extend to trail popularity or profile, it is critical that awareness of the Wolastoq Trail be raised within the region and the province. This will be important in developing a strong connection between the residents and the trail, thus positioning the trail as a critical piece of infrastructure, not only for tourism, but also for recreation and active transportation. Awareness will also assist in positioning the trail as a regional asset. There are a number of ways that this can be accomplished:

- Develop a regional website that provides information about the trail, events, programs, etc., that residents (and tourists) can use to learn about the trail and the activities on the trail.
- Develop partnerships with organizations to host events including the Terry Fox Run, and other fundraising events; establish a new event such as a marathon; or create an event to celebrate the history and culture of the region similar to Trails, Tales and Tunes that is held in Newfoundland and Labrador.
- Ensure that all schools, seniors homes and other groups within the region are aware of the trail and invite them to use it.
- Reach out to businesses, and cultural, historical and environmental organizations to become engaged with the trail. This could be through a business supporting trail users,

cultural, historical and environmental organizations can develop interpretive programs that will benefit both residents and tourists.

It may be helpful to look at how similar trails have been developed as trail tourism products. Nova Scotia has developed three Destination Trails that are shared use, part of the Trans Canada Trail and are relatively the same length as the Wolastoq Trail.

- **Celtic Shores Coastal Trail (92 km)** – This multi-use trail extends from Port Hastings to Inverness, following the rugged and scenic coastline of Cape Breton. Renowned for its cultural richness and breathtaking views, the trail connects communities steeped in Celtic heritage, offering opportunities to integrate music, food, and cultural storytelling into the trail tourism experience.
- **Rum Runners Trail (119 km)** – Linking Halifax to the UNESCO World Heritage Site of Lunenburg, this multi-use corridor traverses communities with rich seafaring history. The trail provides significant potential for cycling tourism and multi-day itineraries that combine outdoor recreation with historic, culinary, and coastal tourism products.
- **Harvest Moon Trail (110 km)** – Stretching from Grand Pré (a UNESCO World Heritage Site) through the heart of the Annapolis Valley to Annapolis Royal, this multi-use trail offers a unique opportunity to integrate agritourism and culinary experiences with outdoor recreation.

Recommendation

» That trail tourism components be built into the long-term management of the Wolastoq Trail.

3.6 Governance and Trail Management

It has been a long-standing practice of various provincial departments in New Brunswick to delegate trail management activities directly to motorized user groups through provincial organizations (i.e., Snowmobile/Motoneige New Brunswick (SMNB) and QuadNB). DNR issues Licenses of Occupation (LOOs) and leases directly to user groups and includes within these agreements schedules for trail maintenance and management. These agreements come with required maintenance schedules that are rarely followed or enforced. DTI issues Highway Usage Permits (HUP) directly to these provincial organizations for highway diversions off of trail systems onto provincial roads. JPS works with local governments to approve local by-laws which outline the expectation of off-road vehicles on public roads. Under the former provincial organization, local government boundaries were very limited and the bulk of the province (and the Crown trails within it) were located in unincorporated areas and, as such, within direct provincial control.

However, in 2022 with New Brunswick's Local Governance Reform Act, local government boundaries were expanded to include many former unincorporated areas. Now throughout the province, and indeed, within the Western New Brunswick Service Commission, local governments boundaries abut one another leaving only relatively small areas of the region unincorporated (within the Rural District). Local governments have long held responsibility for providing and managing recreation services and assets to their residents. The reform process also brought changes to the mandate of the Regional Service Commissions, so that local governments are expected to work towards building shared regional recreation assets.

While building the Trail Strategy, the team met with various government representatives and people from municipalities outside the region to understand the criteria and timeline for HUP and bylaw approvals work. However, it became apparent that local by-laws are not a necessary condition for HUP approval. Further, there is no standard process for negotiating and gaining approval for HUPs. GNB staff were hesitant to provide any guidance for what a community would need to submit, the process that would be followed, or the timeline a

decision would take. One community indicated that while its by-law was not approved, QuadNB was granted its HUP to use the roads within that community. It seems that GNB does not require local government consideration in these discussions despite the roads being located within these expanded local government jurisdictions. The inconsistencies, lack of transparency and, most importantly, not requiring local government approval in decision-making highlights the need for GNB to update its approach in the management of off-road vehicles and trail use.

Given the expanded jurisdictions of the local governments of Western NB Service Commission and the expanded responsibilities for the WNBSC to address shared regional recreation assets, tourism and economic development, it seems an appropriate time to initiate a new governance and trail management system for the region. Trails can be a catalyst to achieving the RSC mandate as it bisects or is connected to every local government in the region. With the RSC, local governments, the rural district, First Nation communities, provincial agencies, and user groups all having a vested interest in the safe and successful use of the trail system, learning from other governance approaches will smooth the path towards a strong trail system.

Recommendations

- Local governments work together to create and enforce bylaws that support safety of trail use (public safety)
- Local groups take the lead role in trail building and maintenance (local leadership)
- Create themes along the trail (linked to local businesses where possible) to enhance trail experience (tourism and economic development)
- Centralize trail information for regional promotion (tourism, recreation)
- Develop a strong public communications for trail and activities promotion (tourism, public safety)
- Leverage funding from a range of agencies using partnerships and charitable status (financial feasibility)

3.7 Enforcement

A key issue for local governments as well as the general public is enforcement of trail rules. Illegal motorized use along the Wolastoq Trail has long been recognized as a public safety issue. While the Province has enforcement officers who patrol trails, there are too few officers responsible for all crown-owned trails.

If local governments have the capacity, by-law enforcement officers could patrol the trails to address illegal use. Local Government By-laws should detail specific rules and expectations for motorized use along trails in their jurisdictions, including in the Community Safety Zones. Trail etiquette rules (see Schedule B) should be publicized widely.

Self-patrolling is another viable option that is used in other jurisdictions to ensure safe and responsible use of the trails. QuadNB and local ATV clubs could set up information booths along well-used sections of the trails to speak about trail etiquette and expectations in areas of shared use. While no process will completely eliminate illegal use, a combination of public education and self-monitoring is hoped to reduce use that puts public safety at risk.

Recommendation

- That the Regional Trails Committee establish a subcommittee to determine approaches for enforcement and trail safety.

4. Implementation

There are a number of key recommendations for implementing the Regional Trail Strategy.

4.1 WNBSC Oversight

To meet its expanded regional service commission mandate, and build on cooperative work started through this Regional Trail Strategy development, it is recommended:

» That the WNBSC renews its License of Occupation for the extent of the Wolastoq Trail within its boundaries.

4.2 Shared Use with Community Safety Zones[1]

Given unanimous support from local governments and the desire for all parties to maximize use of the trail and to build on tourism and economic development opportunities, it is recommended that:

» That the Wolastoq Trail be considered a Shared Use Trail with Community Safety Zones as identified on Appendix Map 1: Regional Trail Map and detailed on Appendix Maps 2, 3, 4 and 5.

» That the use of the trail within Community Safety Zones shall be determined by each local government with alternative routes identified in Appendix Maps 2a (Woodstock) and 3a (Hartland).

» That the WNBSC identify any liability issues for itself, a subcommittee or local government partners in a shared use approach.

4.3 Establishment of Regional Trail Committee

It is further recommended:

» That the WNBSC Board form a committee under the auspices of the WNBSC Board with representatives from each local government, the rural district, each license holder, provincial government representatives, First Nations, and all trail user groups.

» That the Board ensures the committee meets regularly and that its membership remains current.

» That the Board considers the merits of transforming the Regional Trails Committee into a legally registered non-profit or charitable entity in the future.

A Terms of Reference can be found in the Trail Tool Kit. Initially, the committee can be informally constituted with the purpose of:

- Building relationships
- Understanding roles and responsibilities of each participating member
- Developing consistent approaches (bylaw development, enforcement)
- Developing consistent standards (trail speeds, trail design, signage, wayfinding, trail amenity placement)
- Developing a consistent approach to trail monitoring and maintenance
- Promoting trail use
- Undertaking educational outreach with the public and trail users of all kinds
- Determining priority initiatives from the trail master plan.
- Seeking funding to initiate implementation of the trail master plan.

1 This recommendation is specifically for spring/summer/fall and excludes the period of the time period between April 15th and December 15th where SMNB holds the exclusive lease on the trail.

EXISTING AND PROPOSED ROLES AND RESPONSIBILITIES IN WESTERN NEW BRUNSWICK

Name of Organization	*Current Role in Trails*	*Proposed Roles/Responsibilities*
Western New Brunswick Service Commission	Holder of the License of Occupation (LOO) for the Wolastoq Trail (former rail line) within regional boundaries. Board is responsible for economic and tourism development in the region along with creation of shared regional recreation assets.	Oversight of Trail Committee activities; implementation of trail committee recommendations via local government partners.
Local Governments (Lakeland Ridges, Hartland, Woodstock, Carleton North, Southern Victoria, Tobique Valley)	With expanded boundaries, local governments are responsible for recreation services in their jurisdictions. They also are responsible for the creation of bylaws to regulate motorized use of trails and public roads (in conjunction with JPS and DTI).	Prepare bylaws for trail rules within Community Safety Zones and/or off-road vehicle use in conjunction with JPS/DTI Participate in some maintenance support as negotiated with other parties.
Woodstock and Tobique First Nations	These Wolastoquey communities abut the trail and would act in a similar capacity to a local government regarding community safety zones and other considerations as desired by the communities.	Participate in the Trail committee as desired.
NB Dept of Tourism Heritage and Culture	Liaison among GNB departments for trail development, recreation advocacy and tourism opportunities related to the trail system.	Recognize that under Local Governance Reform, local governments have a vested interest in recreation and managing trail use within their expanded jurisdictions. Streamline processes related to trail use, trail management, off-road vehicle use on public roads.
NB Dept of Natural Resources	DNR holds overall management of the trail systems owned by the Crown. Issues Licenses of Occupation (LOOs) and leases to stakeholders. LOOs outline the section of trail and the responsibilities of LOO holders in trail upkeep, signage, etc. Multiple LOOs can be issued for segments of the former rail line/trail system.	
NB Dept. of Transportation and Infrastructure	DTI oversees the management of all provincial roads. Issues Highway Usage Permits (HUPs) to approved applicants like Snowmobile NB or QuadNB	
NB Dept of Justice and Public Safety	JPS oversees the implementation of the NB Off-Road Vehicle Act including contributing recommendations to DTI for approval of HUP (Highway Usage Permits) for off-road vehicles on provincial roads, or local government by-law permitting off-road vehicles to use local government roads.	
QuadNB	QuadNB is a non-profit provincial organization that is the LOO and HUP applicant on behalf of local ATV groups. QuadNB holds the insurance and other legal responsibilities associated with trail maintenance and operation for the length of the trails for which it holds a LOO.	Maintain the trails to the shared use standard set out in LOOs. Educate members on Community Safety Zones, and shared use etiquette Provide maps for road diversions and parallel trails.
Snowmobile/ Motoneige NB	SMNB is a non-profit provincial organization that oversees trail use and maintenance from December 15 to April 15 annually. SMNB holds the LOO and the liability insurance on behalf of its member clubs across the province.	Maintain the trails to the shared use standard set out in LOOs. Educate members on Community Safety Zones.
TransCanada Trail Committee	No current role outside of the Town of Woodstock	Represent and advocate for non-motorized users in the region.

Table 1 - Existing and Proposed Roles And Responsibilities in Western New Brunswick

4.4 Communications Strategy Development

Excellent public messaging will be a cornerstone of the Wolastoq Trail success. While New Brunswick's trail culture has often been adversarial (either motorized OR non-motorized), the WNBSC is aiming to create a shared culture that benefits everyone.

FORMALIZE TRAIL NAME AND BRANDING

As noted in section 1, the name Wolastoq was chosen as the Trail name for this Trail Strategy. However, it is strongly recommended that part of the communications strategy include public engagement, and particular outreach and buy-in from local First Nations for the final name selection.

Flowing from the name selection, it will be imperative to identify the trail "brand" using a design that reflects the trail. This logo can then be used on all signs and public messaging to bring consistency and brand recognition to the trail.

"WE SHARE TRAILS"

When the Province of Nova Scotia was granted hundreds of kilometres of abandoned rail corridors in the 1990s, the routes were developed into shared-use trails. This shared-use approach brought together a variety of user groups who collectively embraced a respect-based model of trail management and use.

In 2023, Nova Scotia Trails (NS Trails) and its partners launched the "We Share Trails" campaign to further promote a positive and respectful experience on the province's trails for all users. The campaign encourages courtesy and awareness among trail users by highlighting the importance of communication and mutual respect—such as greeting others, ringing a bike bell when passing, and being mindful of different abilities and experiences. The overarching goal of the campaign is to foster a welcoming and safe trail environment where everyone can enjoy the outdoors. Its key message is that "we all have the power to make the trail experience a fantastic one for each and every user."

It is highly recommended to follow the lead of NSTrails and work to embrace a respect-based model for trail management and use for the Wolastoq Trail.

ONGOING COMMUNICATIONS

Leveraging technology such as interactive maps, mobile applications, and informational signage enhances trail experiences. From protecting trail user safety to enhancing the cultural experience of users, employing strategic communications can significantly improve user experience and the attractiveness of the region to potential trail users and tourists alike.

For example, a cohesive digital platform can provide real-time updates on trail conditions, events, and safety advisories, including specific updates for shared use trails. Advisories of washouts or special events targeted to specific user groups (e.g., marathon day, or poker runs) help other users plan their activities around these events.

Further, the use of QR codes on signage can provide a wide range of interpretive information, maps or notices to the public. The Fundy Biosphere Reserve's Amazing Places initiative is an excellent example of how people can connect with natural vistas or cultural heritage in real-time interactive ways.

Recommendations

» That the Board establishes a subcommittee from the Regional Trails Committee that is focused on communication with the public.

» That the subcommittee creates a communication strategy that sets out: communication needs (e.g., safety, cultural interest), modes of communication (website, social media, printed material), and timelines for delivery of messages.

» That the trail name and logo be a priority for development.

4.5 Working with Indigenous Neighbours

Despite repeated efforts, the team was not successful in engaging leadership of the Woodstock First Nation, Tobique First Nation or the Wolastoq Nation of New Brunswick (WNNB). Early conversations with representatives at WNNB suggested that there are no significant issues related to Rights Holders with the regional trail strategy. However, it is recognized that building strong neighbour to neighbour relations with Indigenous communities, particularly those that are adjacent to the regional trail system, will be an important goal in trail governance and management in Western New Brunswick. Trails are often a less contentious topic with which to begin building those relationships compared to other land use issues.

Recommendations

» That the WNBSC Board and its partner local governments reach out directly to the leadership of Woodstock and Tobique First Nations to request participation in the proposed Regional Trail Committee.

» That First Nations are part of the formalization of the trail name and brand.

» That the Regional Trail Committee continually work to engage and communicate with Indigenous neighbours and partner organizations.

4.6 Leveraging Funds through Collaboration

Implementing a regional trails strategy involves securing funding from multiple sources, including government grants, private sponsorships, and crowdfunding initiatives. Allocating resources efficiently and maintaining trails through regular upkeep are crucial for long-term success. Partnerships with motorized trail associations can also provide additional funding and expertise in managing motorized trail networks.

Examples of funding sources that can be leveraged through collaboration include:

- Trans Canada Trail (non-motorized users, but can potentially be used to support amenity, climate change mitigation and tourism development opportunities along the entirety of the trail)
- DNR-Trail Management Trust Fund (motorized users)
- THC- Trail Infrastructure Fund (TIF) - motorized and non-motorized
- RDC- Tourism development funds
- Federation of Canadian Municipalities (multiple opportunities)
- Federal Active Transportation Fund
- Destination Canada

Recommendations

» That the Committee identify key funding sources that can be harnessed locally.

» That the Committee identify timelines for funding submissions and establish a protocol supporting ongoing trail maintenance, trail development and public safety measures.


DANG
FALLI
SN V

4.7 Implementation Strategy

Table X? Is a compilation of all the recommendations within the Trail strategy identifying implementation leads, required partners, and a proposed timeline. The timelines were determined under the assumption that DNR will be considering approval of License of Occupation arrangements for QuadNB based on the recommendations contained within this strategy. Communications, signage and public safety measures need to be put in place in short order once approval has been given for shared use of the trails. The Community Safety Zones also must be established and appropriately signed.

Key Area	Steps	Lead	Partners	Timing
1. License of Occupation	1.1 Renew the LOO with DNR for the full length of the Wolastoq Trail within the service commission's jurisdiction.	WNBSC - CEO	DNR	2025
2. Shared Use Trail	2.1 Formally recommend "shared use" of the trail to DNR with the caveat of accommodating Community Safety Zones within each local government (based on the former municipal boundaries)	WNBSC Board	DNR	2026
	2.2 Notify DNR of this decision and share the final Regional Trail Strategy as appropriate.	WNBSC Board		
3. Community Safety Zones	3.1 Lakeland Ridges • No direct link to Wolastoq trail. No action required • Work with partners on former rail line connector to improve conditions.	Municipality of Lakeland Ridges	Local ATV clubs, DNR	2026
	3.2 Woodstock • Designate CSZ within former Woodstock town boundaries including reduced speed limits for motorized users • ATV users to utilize road diversions and/or alternate trail established by the town.	Town of Woodstock	TCT group, local ATV and Snowmobile clubs	2026
	• Town to initiate by-law and approvals with GNB.	Town of Woodstock	DTI/JPS, QuadNB	2027
	3.3 Hartland • Designate CSZ within former town boundaries with reduced speed limits for motorized users • Town to apply to JPS/DTI for road diversion route	Town of Hartland	DTI/JPS, QuadNB	2027
	3.4 Carleton North • Designate CSZ within former boundaries of Florenceville-Bristol and Bath with reduced speed limits and appropriate signage, and traffic calming measures as appropriate. • Develop parallel trail options in consultation with GNB and community.	District of Carleton North	DNR, community groups	2027 2028

Table 2 - Key recommendations and implementation steps, roles, and timing

Key Area	Steps	Lead	Partners	Timing
	3.5 Southern Victoria • Establish a dedicated CSZ within former village limits of Perth-Andover with reduced speed limits and appropriate signage. 3.6 Tobique Valley • No direct link to the Wolastoq trail. No direct action required.	District of Southern Victoria	QuadNB	2026
4. Regional Trails Governance and Management Needs	4.1 Establish a Regional Trails Committee (set out in Section 5.1 of this document) 4.2 Adopt a Terms of Reference and operational/reporting protocol for the Committee (see Schedule 5) 4.3 Establish a Memorandum of Understanding with partners clearly outlining the roles of local government, ATV clubs/ Quad NB and local snowmobile clubs/SMNB 4.4 Local governments adopt a consistent set of trail bylaws to support safe trail use. 4.5 Consider formalizing the Regional Trail committee structure as a charitable non-profit.	WNBSC Board WNBSC Board Regional Trail Committee Local governments WNBSC	All DNR, SMNB, QuadNB, and local clubs as appropriate Regional Trail Committee	2026 2026 2026 2026 2030
5. Communications Strategy	5.1 Establish a communications subcommittee dedicated to communications with the public. See Schedule 7 for recommendations for messaging about shared use trails with the public. 5.2 Formalize Trail name and develop Trail brand (logo) 5.3 Establish communications priorities and protocols. 5.4 Create a communication strategy that sets out messaging topics (e.g., public safety, cultural interests), modes of communication (website, social media, printed material), and timelines for message delivery. 5.5 Adopt conflict resolution protocol (see Schedule 4) 5.6 Adopt a standard protocol for working with adjacent landowners with new trail development (see Schedule 6)	Regional Trail Committee	User groups, DTHC First Nations and other local communities	2026 2026
6. Signage and Public Safety	6.1 Conduct an inventory of existing signage along the trail. 6.2 Adopt a consistent trail signage system (see Schedule 1) with a new Wolastoq Trail logo for trail heads and mile markers. 6.3 Adopt trail etiquette protocol (see examples in Schedule 2) 6.4 Adopt trail safety measures for community safety zones (see Schedule 3).	Regional Trail Committee	Trail user groups	2026

Key Area	Steps	Lead	Partners	Timing
7. Develop a Wolastoq Trail Promotion Strategy to contribute to the tourism economy	7.1 Build brand identify with the Wolastoq Trail name including an easily recognizable logo that represents the region. 7.2 Consider actions to establish a sense of arrival (e.g., highway signage, primary and secondary trailhead identification, and identifying locations for trail amenities) 7.3 Consider actions along the trail to make using the trail comfortable and welcoming (appropriate and consistent signage, mile markers, biodiversity and cultural information, and amenities such as benches, shelters, washrooms) 7.4 Consider trail design elements that protect different types of users such as traffic calming measures and friendly signage. 7.5 Enhance the trail experience by collaborating with tourism, business and cultural assets to create events and experiences that draw people to the region. 7.6 Create themes along the trail linked to local businesses and natural assets. 7.7 Centralize trail information for regional promotion (tourism and recreation)	Regional Trails Committee	DTHC, trail user groups, WNBSC Tourism staff	2027
8. Ongoing Trail Assessment Process and Requirements	8.1 Adopt trail surface specs identified in Section 4.1.2 of the report. Or is it in a separate schedule? 8.2 Conduct a detailed inspection of bridges, and run-ups identify repairs needed (replace rotting boards and runners) 8.3 Adopt the trail maintenance checklist and conduct annual assessments of trail within each local government boundary (see Schedule 8) 8.4 Ensure vegetation is managed so that there are clear sightlines, particularly at crossings	Regional Trail Committee DNR Regional Trail Committee Local government staff	DNR SMNB QuadNB and SMNB As per MOU	2026 Ongoing 2027 Ongoing

Key Area	*Steps*	*Lead*	*Partners*	*Timing*
9. Working with Indigenous Neighbours	9.1 Formalize the trail name and logo with direct collaboration with First Nations and regional communities. 9.2 Reach out directly to the leadership of Woodstock and Tobique First Nations to request participation in the proposed Regional Trail Committee. 9.3 Continually work to engage and communicate with Indigenous neighbours and partner organizations.	Regional Trail committee WNBSC Board and staff lead Regional Trails Committee	First Nations, communities User groups	2026 ongoing
10. Funding for Regional Trail development	10.1 Identify key funding sources that can be leveraged through collaboration 10.2 Identify timelines for funding submissions on an annual basis. 10.3 Identify funding priorities to support ongoing trail maintenance, development, public safety and communications. Work with collaborators to submit applications to build the Wolastoq trail brand and experience.	Regional Trails Committee	All partners	ongoing

Appendices

Map 1 - Regional Map

Map 2 - Woodstock

Map 2a - Woodstock Alternate

Map 3 - Hartland

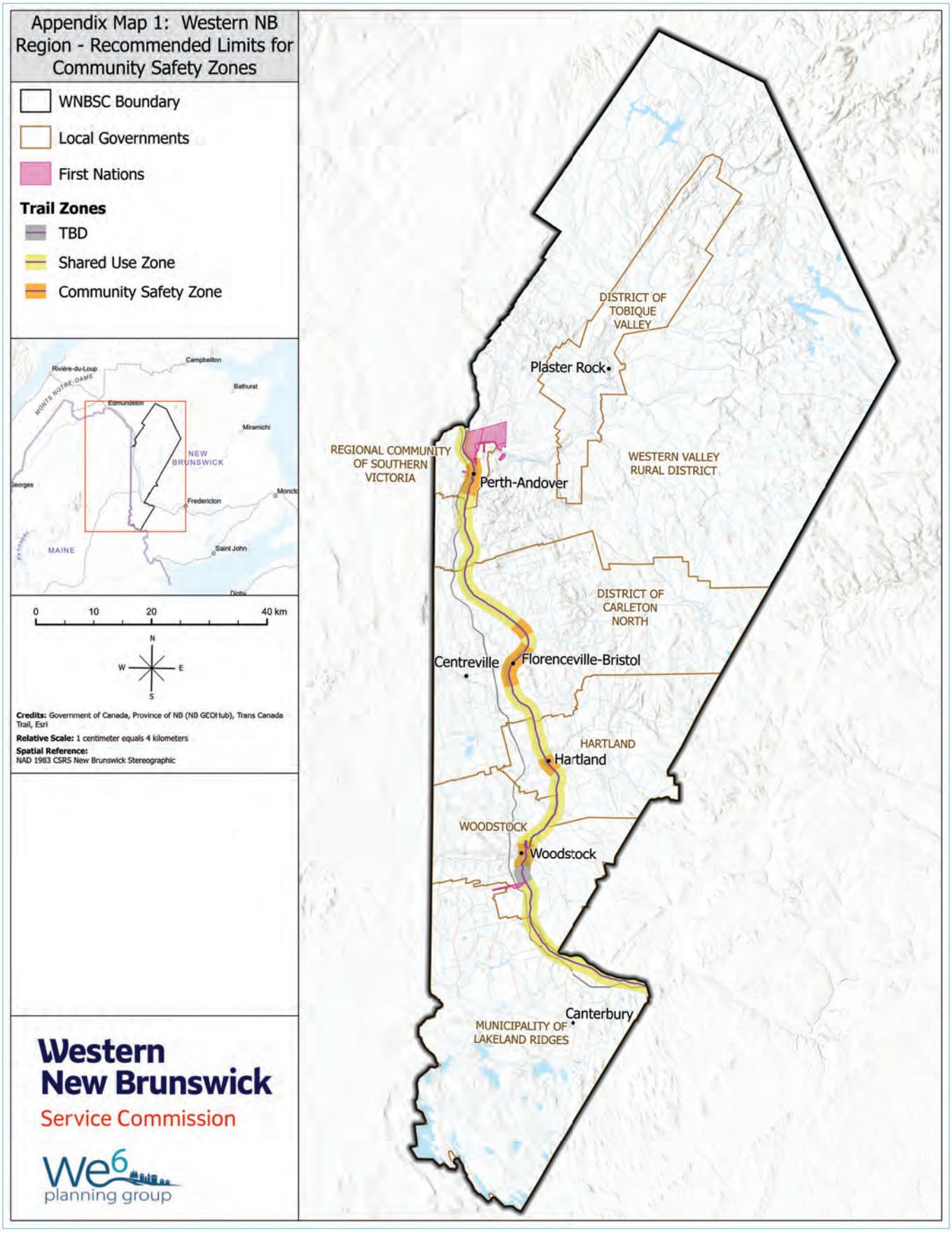
Map 3a - Hartland Alternate

Map 4 - Carleton North

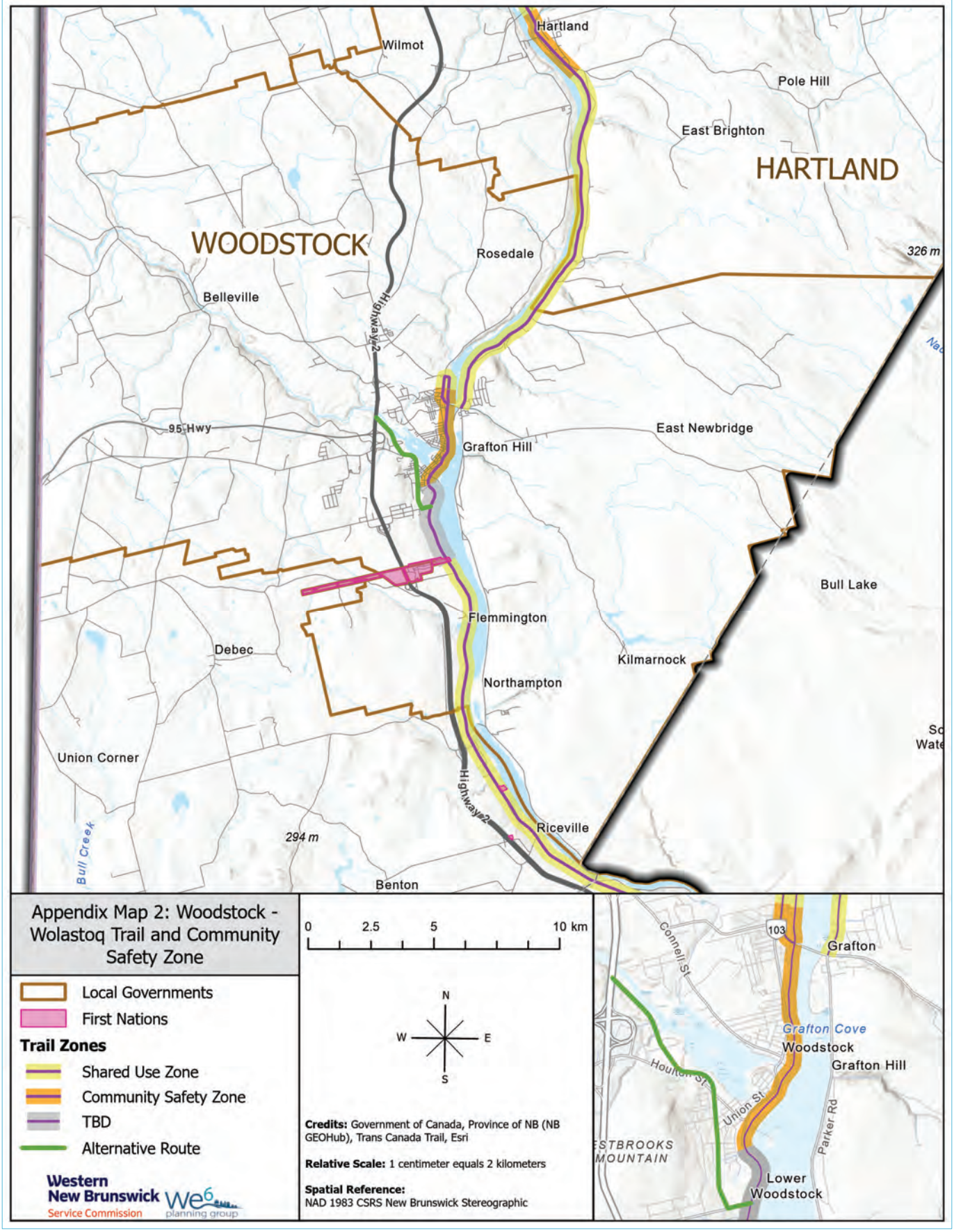
Map 5 - Southern Victoria

Background — Engagement and Assessment

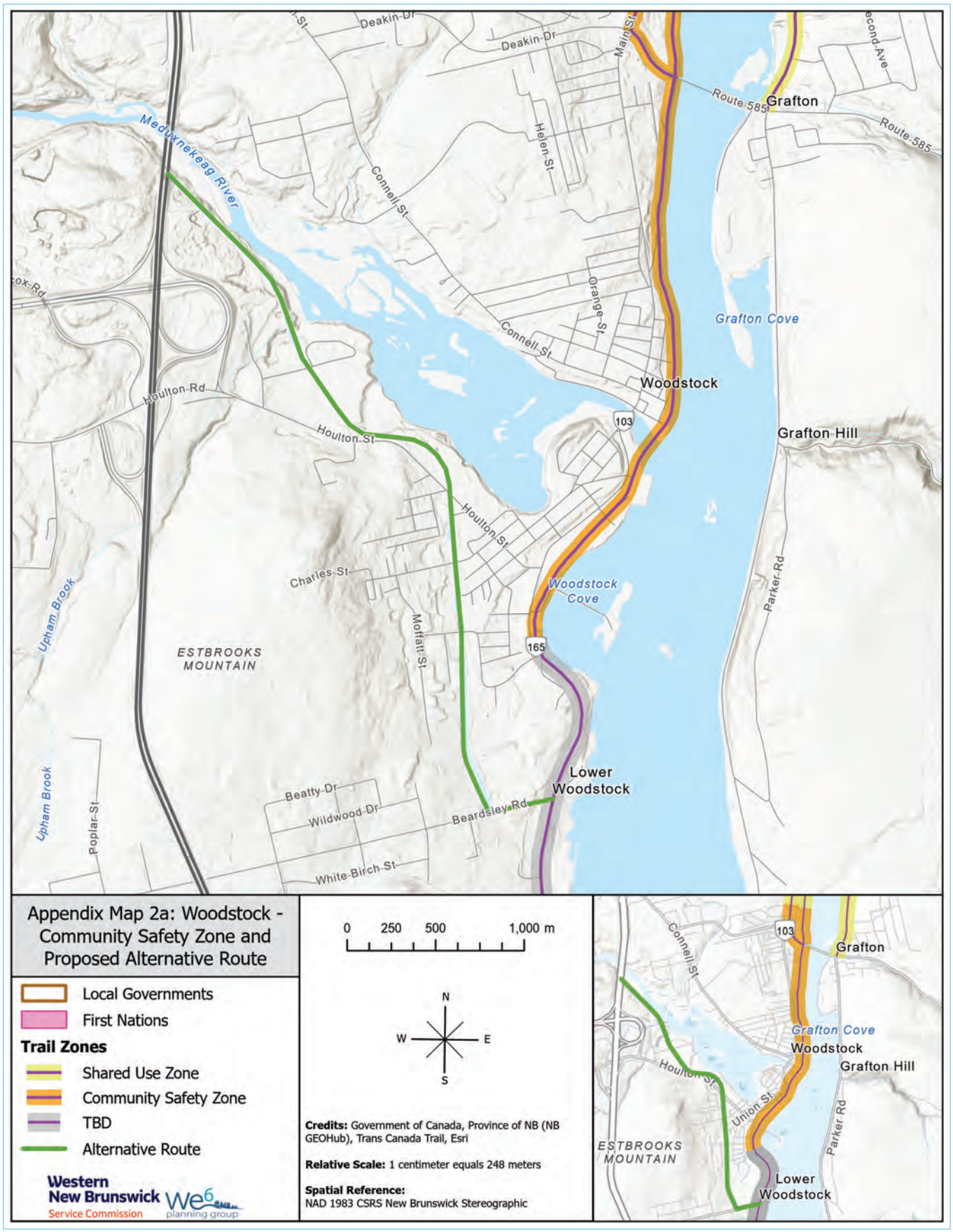
Map 1 — Regional Trail Map



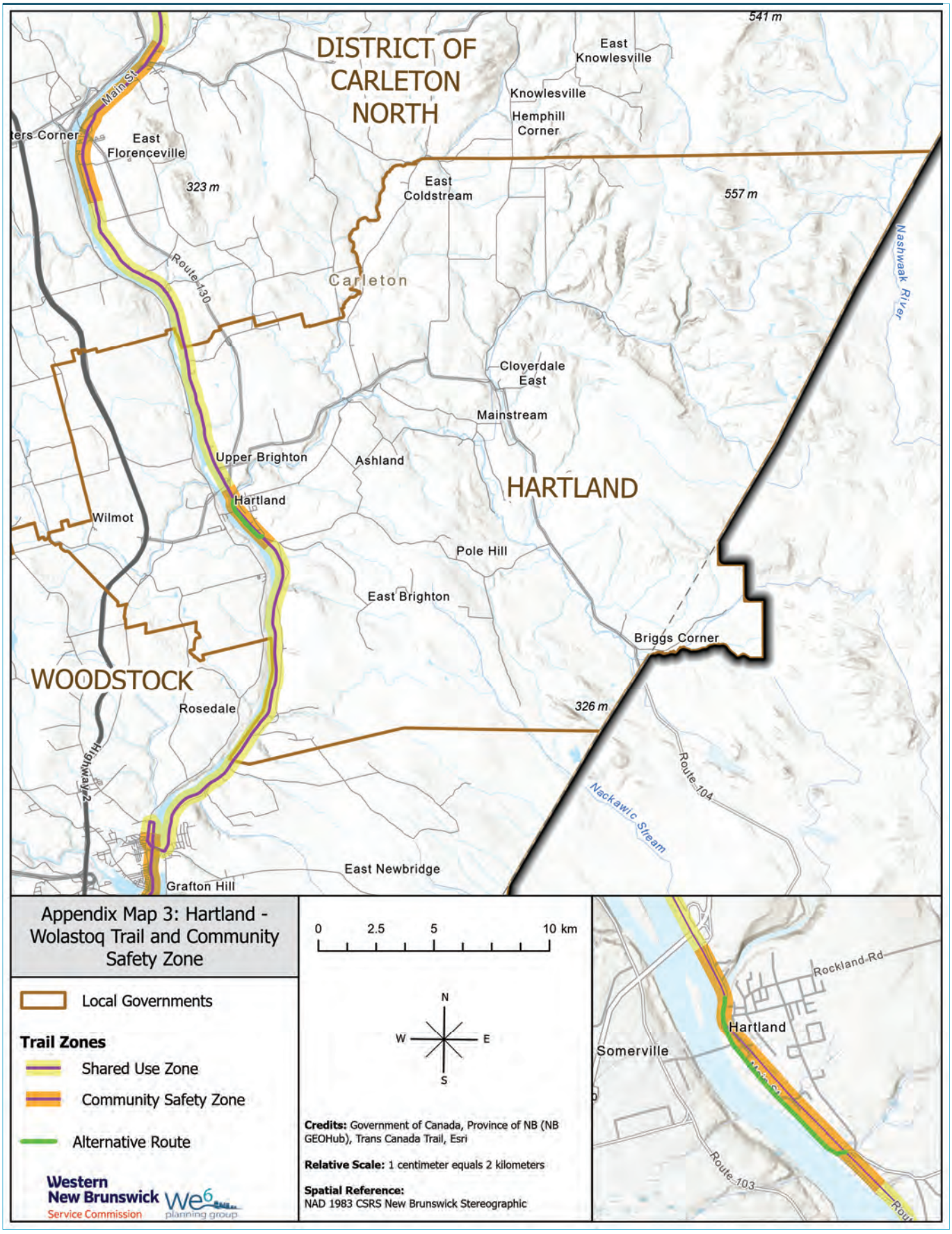
Map 2 — Woodstock



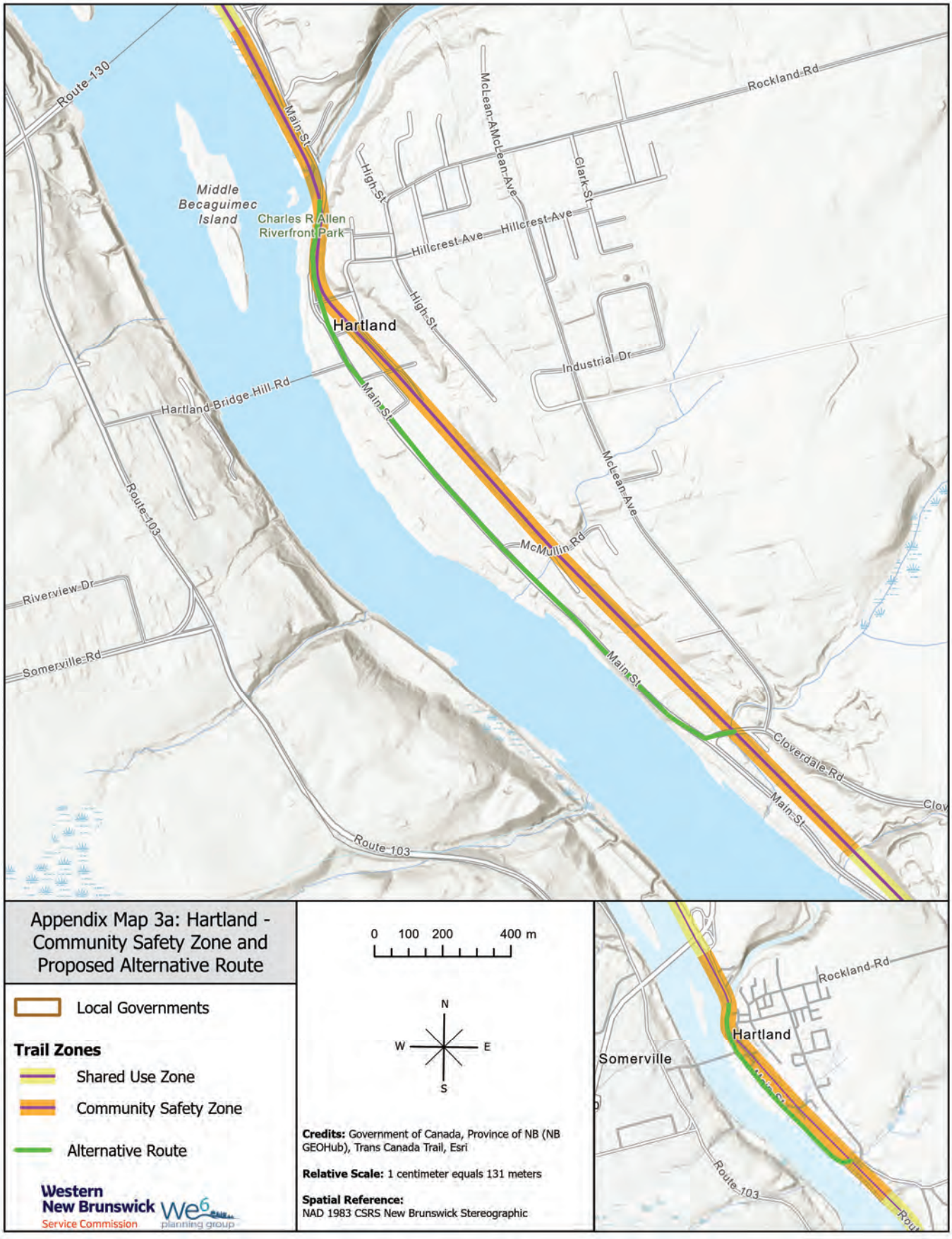
Map 2a — Woodstock Alternate



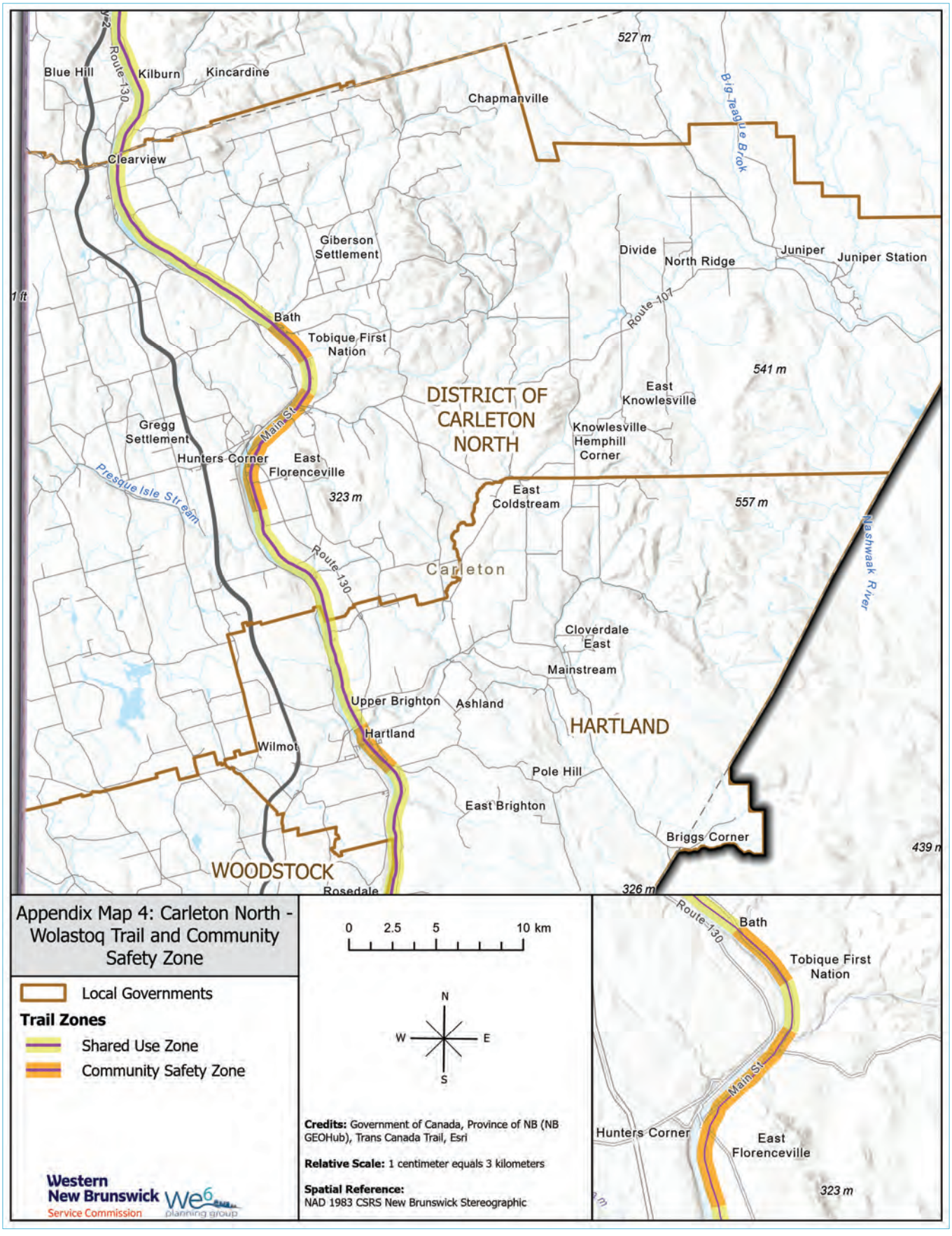
Map 3 — Hartland



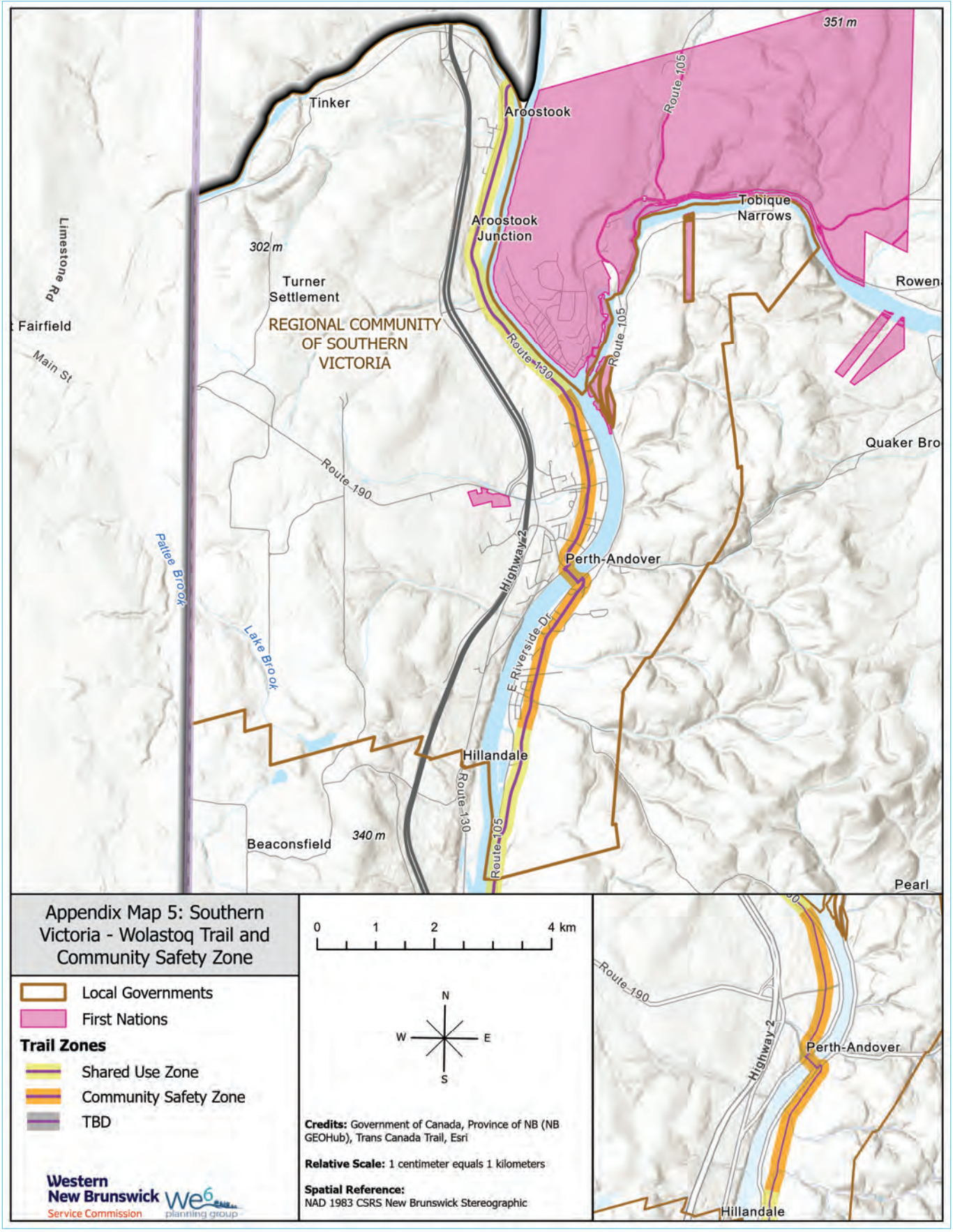
Map 3a — Hartland Alternate



Map 4 — Carleton North



Map 5 — Southern Victoria



Background — Engagement and Assessment

What We Heard

From May to September 2025, the project team gathered input on the trail system from a variety of perspectives. The team held a series of in person meetings in May with each of the local governments to talk about the existing trail system, how well it was working, and what their vision of the trail system would be for both their local government and for the region as a whole. The team then met with user groups including SnowmobileNB, QuadNB and various local ATV club representatives, as well as Woodstock's TransCanada Trail committee, to gather their thoughts on the future use of the Wolastoq Trail.

LOCAL GOVERNMENT PERSPECTIVES

Generally, local government representatives described the trail as a central focal point for all types of people and user groups for a variety of reasons. Local government observations included:

- Trail maintenance is a challenge, especially following extreme weather events that cause washouts.
- No single party currently appears to be responsible for trail upkeep; local governments support a shared governance model for surfacing, repairs, and vegetation management.
- Riverbank erosion is a major concern where the trail runs close to the water's edge.
- Garbage management requires more consistent attention, particularly in high-use areas.
- Wayfinding signage is inadequate and inconsistent and needs improvement across the network.
- There is insufficient parking and drop-off space for quad users.
- Local governments are interested in expanding local opportunities for the quad community. There is also strong interest in growing tourism opportunities for snowmobilers.
- Broad support exists for shared use of the Wolastoq Trail in the regions outside the village/community core areas.
- Within central village or community core areas, local governments prefer separating motorized and non-motorized users to enhance safety.

TRAIL USER GROUPS FEEDBACK

- Trails are generally flat and accessible to a wide range of users, particularly within community core areas.
- Habitat protection for species at risk needs to be considered in trail use guidelines and maintenance planning.
- Residential properties border sections of the trail; some residents who use motorized vehicles want convenient access, while others are concerned about noise and dust from fast-moving motorized traffic.
- Many rural trail segments are in poor condition, largely due to illegal ATV use; currently, no entity is responsible for ongoing maintenance.
- ATV riders would like better access to community services such as gas stations, accommodations, and restaurants.
- Non-motorized users have major safety concerns related to current illegal motorized use and are worried these risks could increase if full motorized access is permitted.
- Both motorized and non-motorized users agree that, if trails are shared, a respectful shared-use plan and broad user education for all users and the general public will be essential.
- There is interest in standardized trail signage and the creation of community safety zones in populated areas to protect public safety.
- Trails have significant potential to support tourism and local economic development along the route.
- Marketing tools—such as QR codes, story maps, and organized events (e.g., marathons, cycling tours, joint motorized/non-motorized activities)—can help position the trail as a regional attraction.
- First Nations participation in decisions being made regarding the trail is essential, particularly with Woodstock, which is located adjacent the trail, and Tobique First Nation.
- E-bikes—and the need to clarify they are considered “motorized”—was noted; bicycles and e-bikes are currently permitted on both roadways and trails as Active Transportation.

PUBLIC FEEDBACK THROUGH E-SURVEY

A public survey was posted through WNBSC’s social media channels of WNBSC, as well as those of its partner local governments (primarily on Facebook), and was also shared with the memberships of the trail user groups. The survey was live from May 27th to August 18th 2025. The trail survey collected input from users to better understand their experiences, priorities, and concerns. Responses highlighted both the positive aspects of trail use as well as key areas where improvements could be made. By combining mapped spatial data (such as reported hazards and frequently used areas) with a summary of participant comments, the results provide a clear picture of how the trails are currently being used and what users value most.

In total, there were 216 responses submitted. Of the respondents, approximately 36% were motorized users, 39.5% were non-motorized users and the remaining 24.5% used the trails in both modes.

How survey respondents used the trail:

40% — non-motorized activities
36 % — motorized activities
24% — both motorized & non-motorized activities

Respondents used the trails at various times of the day and accessed them mainly by walking or driving to the trail head. Almost half of respondents indicated they used the trail weekly, while just under 25% used the trails daily. More than 60% of survey respondents indicated the trails were easily accessible from their homes. More than half of respondents felt there were some significant trail gaps in places but the average trail rating was 3.5/5, meaning the trail was considered "fair" to "good."

The aspects most appreciated by trail users were the natural surroundings, recreational opportunities and the connections to communities. The biggest issues users identified included conflicts between user groups (motorized vs non-motorized), personal safety, trail maintenance, and environmental impact. User groups identified opportunities for improvement as identified in Figure 3.

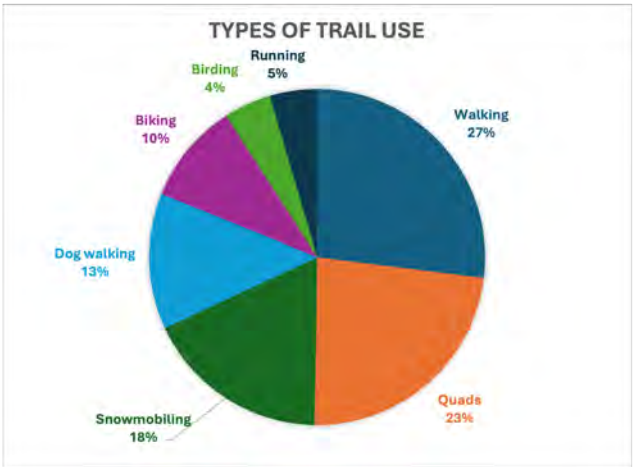


Figure 2 - Types of trail use by survey respondents

Figure 3 - Opportunities for trail improvements according to survey respondents

Survey respondents used digital maps to identify key trail gaps, trail access points, as well as flood-prone areas, and poor or hazardous conditions along the trail. This information was cross-referenced with the trail assessment conducted by the team and the Department of Natural Resources (DNR) in May.

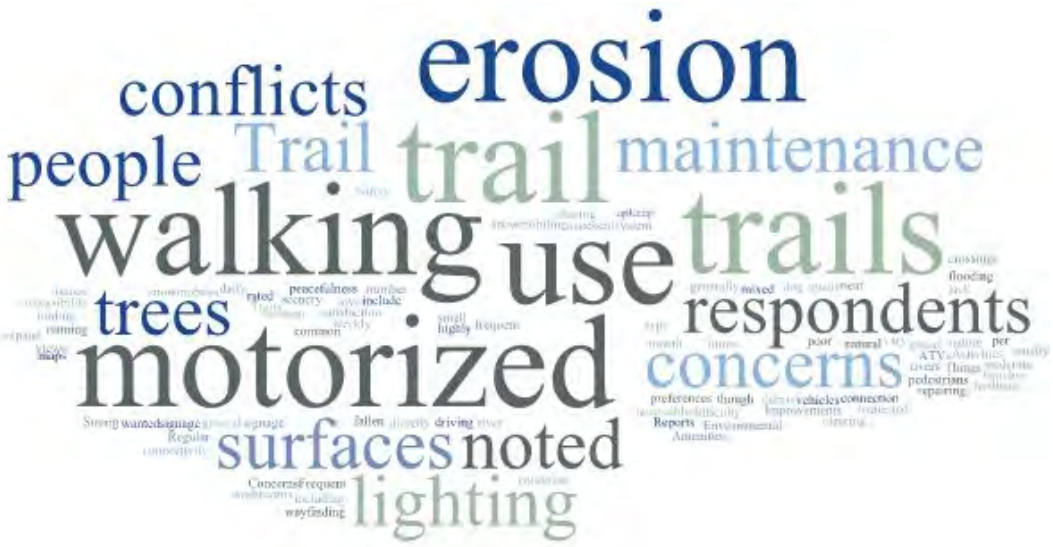


Figure 4 - Common themes in survey results

STAKEHOLDER MEETING

Thirty participants from user organizations, local governments and provincial government agencies attended a stakeholder meeting in October 2025 in Centreville. As a separate conversation continues to be sought with Rights holders, there were no direct invitations to the Wolastoq Nation of New Brunswick (WNNB) or either of the First Nations.

Participant goals

- Shared use
- Financial stability (for trail maintenance)
- Safety/surface maintenance
- Accessibility – all users/abilities, including individuals with mobility challenges
- Signage, mile markers, dissemination/promotion, trailheads with info on amenities
- Establish and improve communication between user groups
- Better enforcement and policing on trail
- Increased connectivity & connection to tourist attractions, interpretation
- Increased use of trails overall
- More shelters in strategic locations, including seating and all weather shelters
- Water access (water trail), launches, and fishing access

Shared Use Discussion

There is clear support from local government partners for a shared use model for trail use. This support is strongest in relation to areas outside the core downtowns and community centres. The higher levels of non-motorized use—and the presence of vulnerable populations—in the community centres prompted greater safety concerns for those areas.

Key concerns around shared use

- Limited funding to support the development and maintenance of alternative trail routes.
- Process of securing GNB approval and support for roadway diversions, which require lengthy negotiation.
- Public safety concerns, including perceived loss of safe and reliable access to the trail.
- Challenges with enforcing trail rules and policing user behaviour within local governments.
- Lack of harmonized regulations across local governments, leading to inconsistent rules and expectations.
- Constraints related to trail width, as some areas cannot be widened to safely accommodate multiple user types.
- Limitations on diverting trails onto provincial roads, as trails often run close to highways.
- Ensuring safe, accessible trail connections for schools, daycares, and seniors' homes.
- Absence of a unified organization representing Active Transportation users, leaving their interests under-represented in decision-making.

The concept of "Community Safety Zones" within each community in the more densely populated areas was introduced. Community Safety Zones would include the use of signage and reduced speed limits for all users in all seasons. Some communities could also consider the establishment of parallel/alternative trails in these core areas or roadway diversions (moving ATVs to public roads, maintaining a non-motorized section of the trail in that community). Ultimately, it was recognized that there is a need for flexible solutions tailored to local contexts.

Benefits and Opportunities of Collaboration

- Local governments can create an inventory of existing businesses and undertake deliberate business development to support business and tourism development by taking advantage of trail access points.
- Collaboration would allow groups to pool funding instead of competing for it or missing out on funding opportunities.
- Potential to link communities that are not directly on the trail
- Trail rules and enforcement become a shared interest
- Legal motorized use would bring QuadNB in as a partner in trail maintenance
- Trail events could be mutually supported by different user groups (e.g., Boston qualifier marathon, poker rallies, strategically planned around each other)

Approach to Regional Trail Governance

Participants discussed opportunities for creating a regional approach to trail management and governance that would support all types of users and the local governments in which the trail asset are located. It was determined that the following were needed:

- Creation of a Committee of the WNBSC Board to address trail management, development, promotion and advocacy, with the role of the committee being to streamline trail access processes, maintenance responsibilities, tourism development and event/usage schedules;
- A Terms of Reference outlining roles and responsibilities of all parties; and
- Participation from each of the local governments, First Nations, and user groups, along with GNB participants and WNBSC staff as ex-officio (proposed).

Summary of Input

Generally, there is interest among the local government partners to expand the use of the Wolastoq Trail to shared use, particularly in the "rural area" (i.e., those areas outside of the former municipal boundaries). Within the old municipal boundaries, and particularly the central nodes or downtowns, local governments are looking at one of three ways to ensure public safety while maximizing the use of the trail: community safety zones (reduced speed limits and signage); roadway diversions; and parallel or alternative trails. These options will be discussed in detail in the following sections.

What we heard SWOT

STRENGTHS

- Natural beauty of the region
- 4-season attraction
- Many existing trail assets and connections
- Trails are accessible (relatively flat, easy to navigate)
- Trail intersects with several communities along the way

WEAKNESSES

- Trail surfaces in poor condition in places (washouts in spring, erosion along the river, damage to Woodstock walking bridge)
- Gaps in trail connections (especially over the river)
- Lack of wayfinding / signage
- Lack of parking and marshalling areas
- Garbage along trail

OPPORTUNITIES

- Trails are an existing recreation asset for all users
- Trails are a tourism and economic development asset for whole region
- Cultural, heritage and nature interpretation opportunities along trail
- Seems to be a willingness to work together

THREATS

- Competing interests
- Lack of respect between users
- Public safety on trails
- Public safety on streets/roads for motorized users
- Habitat protection for species at risk

What We Saw - Trail Assessment

A key component of the development of the Regional Trails Strategy included a detailed assessment of the current state of the trail. The Wolastoq Trail is a 126.5 km of trail that runs along the Saint John River and connects the communities of Woodstock, Hartland, Southern Victoria, Carleton North, District of Tobique, Lakeland Ridges, and Woodstock and Tobique First Nations. It is important to note that the trail assessment is a snapshot in time, particularly when it is done at the beginning of the season, as some of the deficiencies may have already been addressed through regular maintenance.

FINDINGS

At the time of the inspection, the trail was in satisfactory condition for the intended users (cyclists, equestrian and walkers) in the more rural areas, however there were some sections with some minor washouts and pooling of water as a result of spring rain. Within the old town boundaries, the trail was in better condition, with the exception of a washout by the Shititahawk Bridge in Florenceville-Bristol.

OTHER OBSERVATIONS:

- The trail between to old town boundaries from Woodstock to Hartland and Florenceville-Bristol to the Aroostook Bridge requires resurfacing and regrading due to minor washouts and significant pooling of water in area
- The trail between the old town boundaries from Hartland to Florenceville-Bristol is relatively good condition (with the exception of a significant washout at the Shititahawk Bridge), but will need to be graded
- There are a number of gates that are posing a safety issue or are broken and are in need of repair.
- Significant damage observed at the Stickney Bridge
- A number of culverts either need to be replaced or unplugged
- Approaches to bridges are in poor condition
- Signage is infrequent and inconsistent
- There are fences and a wooden retaining wall along the trail near Stickney that need to be repaired or replaced.
- Snowmobile signage remained on the trail in Florenceville-Bristol (near the Shititahawk bridge) at the time of the assessment

TRAIL SYSTEM CONNECTIVITY

The most significant and challenging gap along the trail route is the Grafton Train Bridge, located north of Woodstock above the Woodstock–Grafton Highway Bridge. In 1987, two spans of the structure were destroyed by spring flooding, resulting in the full closure of the bridge and the abandonment of this section of the former rail line.

Since that time, multiple feasibility studies have examined options for repair or refurbishment of the bridge. However, with no remediation undertaken, the structure has continued to deteriorate, increasing both the complexity and cost of any future intervention.

Currently, non-motorized trail users (pedestrians and cyclists) cross the Saint John River using the adjacent highway bridge and are able to continue along the designated route. This option, however, is not available to motorized users. ATV and side-by-side riders are prohibited from using the highway bridge, resulting in a complete discontinuity for this user group. Snowmobilers rely on a seasonal river ice crossing, but with a changing climate, the window for safe ice travel is becoming increasingly limited—and may soon no longer be viable.

It is understood that the Province has no plans to refurbish or replace the Grafton Trail Bridge. As such, this will remain a significant gap in trail connectivity for the Town of Woodstock and the broader region for the foreseeable future.

What We Know - About Trail Tourism

Trail use increased significantly during the COVID-19 pandemic, fostering greater awareness and appreciation for the value of trails. In 2022, nearly all Trans Canada Trail survey respondents who reported increased trail use during the pandemic indicated that they planned to continue this activity post-pandemic.[1] More than half also noted that they intended to include a trail experience in their next vacation. As outdoor recreation becomes an increasingly important factor in travel decisions, the tourism value of trail development is both clear and compelling.

Trails generate tourism activity and support local economies. Eighty-five percent of Canadians reported that they patronize nearby businesses when using trails. With trail use expected to remain strong, the economic impact of trails will only continue to grow.

The development of a high-quality trail and authentic trail experiences that will showcase the unique character of the region will attract visitors from across Canada and beyond. When travellers arrive in communities that embrace their trails, they are more likely to stay longer, spend time locally, and immerse themselves in the region's culture. By creating complementary experiences both on and off the trail, communities can cultivate strong and sustainable trail tourism products that benefit residents and visitors alike.

> "There aren't cash registers on the trail. If you want trail users to boost your local economy, you have to tap your town in that opportunity – actively. Move your whole community forward by transforming into a trail-friendly destination where people want to stay, explore, and spend" (The Trail Town Program – American Trails).

WHAT IS TRAIL TOURISM?

Trail tourism products have the highest tourism and recreation value, offering a variety of experiences such as walking, hiking, cycling, snowmobiling and ATVing. They are major regional tourism attractions and are considered economic revenue generators.

A trail tourism product draws people for reasons as diverse and individual as those who use it. Generally, it is set in a distinctive landscape that reflects a region's most distinguishing characteristics such as views, natural features, culture or heritage. A destination trail is often "themed," and elicits a "WOW" factor.

1 https://tctrail.ca/news/national-leger-survey-confirms-canadians-increased-trail-use-during-covid-19/ (November 23, 2022)

Trail tourism products encourage ease of continuous movement through a potential system of linear, looped and linked pathways that are primarily separated from traffic. Some trail tourism products are accessible to all, while others attract a focused market niche. A trail tourism product has high quality standards for design, maintenance and amenities. It has trained and knowledgeable staff and/or volunteers dedicated to the management and maintenance of the trail and its amenities, who provide good quality tourism services.

THE TRAIL TOURISM ASSESSMENT PROCESS

The field assessment took place from May 20-23rd, 2025, with the majority of the tourism assessments taking place on May 20th and 22nd, focusing on the following criteria:

- **Sense of Arrival:** including ensuring that the tourists have a clear and defined access point for parking and accessing the trail;
- **On the Trail:** including trail signage and trail conditions and maintenance;
- **Trail Design**: including assessing the trail route and alignment, conservation, safety and interpretation;
- **Trail Experience:** assessing the overall brand/theme of the trail and how it connects with the tourist and the region as well as the natural features of the trail; and
- **Trail Town Assessment:** reviewing basic tourism services, access to communities, package/itinerary development, transportation, washrooms, and garbage/waste disposal.

FINDINGS

The Wolastoq Trail has the potential to become a trail tourism product and to be designated as a provincially-recognized Signature Trail. However, there are a number of deficiencies that need to be addressed before a designation could be considered.

- Signage is inconsistent along the entirety of the trail. This includes wayfinding, branding and regulatory signs.
- The trail lacks character and interest, despite being a relatively accessible trail with easy grades (typically 2%) and clear site lines.
- Infrastructure along the trail needs to be upgraded to be more visually appealing to the trail users.
- Communities need to become fully engaged and supportive of becoming a trail town.
- There is no cohesive brand for the trail.

What We Learned – Trail Governance

The background assessment also identified some beneficial management practices (BMPs) among similar regional trail systems in other parts of Canada. Lessons learned and recommendations for the Wolastoq Trail are provided following the case studies.

BEST PRACTICES OF SUCCESSFUL REGIONAL TRAIL SYSTEMS

Iron Horse Trail, Alberta

The Iron Horse Trail is a multi-use recreational trail using the former route of the Canadian National Railway. Consisting of three branches covering 278 kilometres, the eastern branches extend from the City of Cold Lake and the Community of Heinsburg to join at the Abilene Junction, near the Community of Ashmont. The trail then extends westward to terminate at the Community of Waskatenau. The portion of the trail which passes from Heinsburg to Waskatenau is part of the Trans-Canada Trail. The 99-foot-wide corridor passes through 10

communities. Users include off-road vehicles including snowmobiles, mountain bikes, horses, horse-drawn wagons, cross-country skiers and hikers.

The former route of the Canadian National Railway is owned by North East Muni-Corr Ltd., a not-for-profit company established in 1999 to take ownership of and govern the management of the abandoned railway right of way. Its board of directors are appointed by each of the 10 municipalities located along the trail corridors. The board provides governance relating to land use, approvals and development within the trail corridor. According to its master agreement with the 10 municipalities, North East Muni-Corr Ltd. is responsible for maintenance and repair of the trestles.

The Riverland Recreational Trail Society is a not-for profit organization which leads the development, management and operation of the Iron Horse Trail through a long-term lease from North East Muni-Corr Ltd. The society represents trail users, recreational groups and community organizations.

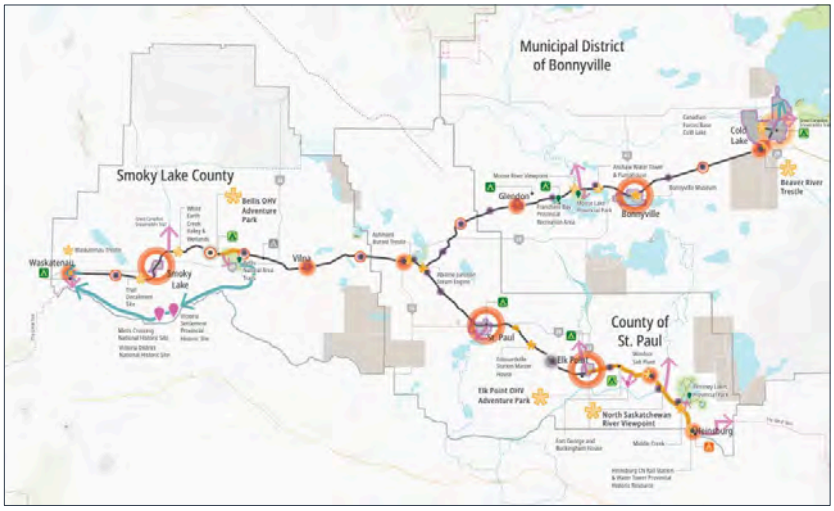
In 2021, "A Master Plan to Unlock Our Potential" was prepared for the Riverland Recreational Trail Society with the purpose of:

- Growing visitation and economic benefits
- Enhancing visitor experiences
- Improving the trail to meet needs of residents and target markets
- Enhance and develop visitor amenities including access
- Manage the trail effectively
- Encourage usage by residents and visitors

The importance of reigniting the political support, cooperation and funding from the 10 municipalities along the trail route was recognized as a fundamental requirement for implementing the plan. Priorities included securing long-term resourcing and capacity with actions including:

- Working with member municipalities to develop a capital asset replacement fund
- Establish new revenue streams to support the development, maintenance and management of the trail
- Develop a corporate partner program to increase corporate in-kind and volunteer contributions to the development, maintenance and management of the trail
- Undertake board succession planning
- Implement a comprehensive volunteer steward program.

Existing local government bylaws indicate a consistent approach in which off-road vehicles are permitted on the Iron Horse Trail. Some bylaws specify rules of the road for off-highway vehicles, others permit off-road vehicles to use the right of way of roads to access services and amenities. Some bylaws specify dates where exclusive use is reserved for tracked off-highway vehicles plus non-motorized users. Enforcing bylaws falls to local government enforcement officers or peace officers.



Governance		
Municipality	***By-law***	***Key Features***
City of Cold Lake	Off-Highway Vehicles Bylaw NO. 814-PL-23	Iron Horse Trail identified as a designated off-highway vehicle trail
Municipal District of Bonnyville	Use of Corridor Regulation Bylaw 1874	Permits Off Highway Vehicles in the corridor subject to compliance with rules of the road. Tracked OHV and non-motorized users from Jan 1 to March 31 and OHV and non-motorized uses from Apr. 1 - Dec. 31.
Town of Bonnyville	Traffic Safety Bylaw No. 1160-99	
Village of Glendon	Operation of Off-Highway Vehicles Bylaw 437/14	Muni Corr Trail should be used as the primary route as much as possible
Town of Elk Point	Off-Highway Vehicle Bylaw 778/18	Persons operating an off-highway vehicle may travel on that portion of the Iron Horse Trail designated for motorized use. Motorized vehicles are only to be operated on gravel portion areas designated as Iron Horse Trail.
County of St. Paul	Corridor Regulation Bylaw 2024-02	Off highway vehicles are permitted to operate on the corridor subject to specified rules of the road. Tracked OHV and non-motorized users from Jan 1 to March 31 and OHV and non-motorized uses from Apr. 1 - Dec. 31.
Town of St. Paul	Discontinued Railway Lines By-Law No. 1050	Demolition and clean up of discontinued railway lines. Off highway vehicles are permitted to operate on the corridor subject to specified rules of the road. Tracked OHV and non-motorized users from Jan 1 to March 31 and OHV and non-motorized uses from Apr. 1 - Dec. 31.
Village of Vilna	No bylaw in effect	
Smoky Lake County	Operation of Off-Highway Vehicles Bylaw 1454-24	Iron Horse Trail identified as a permitted use area of off-highway vehicles
Town of Smoky Lake	Corridor Regulations Bylaw 03-2024	Identifies activities not permitted in the corridor. Outlines conditions for off-highway vehicles. Tracked OHV and non-motorized users from Jan 1 to March 31 and OHV and non-motorized uses from Apr. 1 - Dec. 31.

Users Groups	***Governance***	***Municipalities***	***Partners***
Off-Highway vehicles including snowmobiles	Owned by North-East Muni-Corr Ltd.	Most of the municipalities along the trail have bylaws in place which allow off-highway vehicles along the trail	10 municipalities
Bikes	Leased by Riverland Recreational Trail Society	No route diversions to avoid developed portions of municipalities	Alberta TrailNet
Horses	Master Plan prepared in 2021	Some municipalities allow off-highway vehicles on road right of ways.	Travel Lakeland
Horse Drawn Wagons	Financial sustainability for both the North East Muni-Corr Ltd. and the Riverland Recreational Trail Society appear to be an on-going consideration	Other municipalities restrict off-highway vehicles to the corridor and routes to access services such as gas station or amenities such as accommodation	
Cross Country Skiers			
Hikers			

Tables 3 and 4 - Governance and User Groups | Iron Horse Trail

Victoria Rail Trail and Kawartha Trans Canada Trail, City of Kawartha Lakes, Ontario

The Victoria Rail Trail extends 85 km with corridors linking Kinmount to Bethany, passing through Fenelon Falls and Lindsay. Only certain portions are fully shared use. Some portions have restrictions with respect to two-wheeled off-road motorcycles and ROVs. Other portions, especially within urban areas, do not allow for motorized vehicles or only allow for snowmobiles. In some places, such as Fenelon Falls, the trail is along public roads and there is a winter diversion.

The Kawartha Trans Canada Trail extends 54 km across Kawartha Lakes with a trail surface 3 metres wide stretching from the Regional Municipality of Durham, though Lindsay and Omemee to the County of Peterborough at Fowler's Corner. On the Kawartha Trans Canada Trail, all motorized vehicles including ATV's and dirt bikes are prohibited but snowmobiles are allowed except for the portion of the route through Lindsay. The Kawartha Trans Canada Trail Association is a volunteer not-for-profit charitable organization with the mandate to develop, operate and promote the Trans Canada Trail in the City of Kawartha Lakes. It holds a lease for the trail from the Ontario Government.

Partners use volunteers for maintenance, repair and brushing trimming subject to City input and approval. Application of dust control where residences exist may be applied by partners subject to consultation and approval of the City. Partners also responsible for education regarding policies and conduct on the trails.

Completed in 2023, the Kawartha Lakes Trail Master Plan Update, is intended to be a blueprint for trail planning, design, implementation and maintenance for the next 20 years including integration with the Active Transportation Master Plan. Principles include:

- Improving use experience and safety
- Improving accessibility and reducing trail barriers
- Connecting community destinations
- Optimize municipal resources and prioritize recommendations that are environmentally, socially and economically responsible
- Support sustainable implementation by addressing funding and maintenance
- Establish clear communication by trail classifications, signage and wayfinding
- Foster stewardship by involving people and groups in partnerships
- Establishing a regime of monitoring to support day to day trail management, and
- Ensure that the plan is adaptable to changing circumstances.

Along with establishing trail standards, the Master Plan identified specific improvements. One of the recommendations was the development of a motorized by-pass at East Cameron Lake which included restricting use on an existing section of the Victoria Rail Trail and using an on-road by-pass to accommodate motorized vehicles. The proposed trail classification system clarified permitted users, user restrictions, design features such as width and surface, accessibility along with supplementary features such as trail amenities, and safety features such as crossings.

With respect to governance, the Master Plan recognizes the need to support partnerships with key stakeholders. The Master Plan recommended improving clarity with respect to specific roles and responsibilities for primary stakeholder groups which may trigger the need to update historical agreements. The need to coordinate information provided on the City website, the dedicated Kawartha Trans Canada Trail website and the City's tourism website was highlighted to ensure that information was consistent and up to date.

The Master Plan also recommended revisions to the Official Plan, secondary plans and bylaws. Of specific note, trails and other recreational infrastructure are eligible projects under the

Development Charges (DC) By-law. The City appears to have carried out changes to the By-law to Regulate Trails and the By-law with respect to Off-Road Vehicles.

Governance		
Municipality	***By-law***	***Key Features***
City of Kawartha Lakes	Regulate the Operation of ORVs on Municipal Highways By-Law 2024-085 Regulate the Governance of all Trail Use in the City of Kawartha Lakes By-Law 2025-063	Identify highways where ATVs only are permitted. Identify highways where ATVs and ROVs are permitted. Operation restricted to the shoulder of the highway. Contains route restrictions. Permits or membership in the OFSC, KATVA, OFTR and/or reciprocal organizations required. Contains restrictions based on season. Contains speed limits. City retains the right to revoke privileges of partner organizations. Enforcement by municipal law enforcement offices and policy officers.

Users Groups	***Governance***	***Municipalities***	***Partners***
Hiking	Owned by the Ontario Realty Corporation (KTCT)	Located within the City of Kawartha Lakes	Kawartha ATV Association (KATVA)
Cycling	Leased to the KTCT	City has bylaws with respect to OHV on municipal roads	Ontario Federation of Snowmobile Clubs (OFSC)
Horseback Riding	Master Plan prepared in 2023 (VRT and KTCT)		Ontario Federation of Trail Riders (OFTR)
Cross-Country Skiing/ Snowshoeing	Management by City of Kawartha Lakes		Kawartha Lakes Snowmobile Club
Cycling			Kawartha ATV Association
Snowmobiling except for the portion of the route in Lindsay			Kawartha Green Tails Alliance

Tables 5 and 6 - Governance and User Groups | Victoria Rail Trail & Kawartha Trans Canada Trail

Crow Wing Trail/chemin Saint-Paul, Manitoba

The Crow Wing Trail is the longest section of the Trans Canada Trail in Manitoba connecting Winnipeg to Emerson passing through six municipalities and one First Nation. The 200-km trail uses country roads, community parks, trail, dikes, roads and road allowances to connect the communities. The trail map identifies on-road and off-road experiences.

As part of the Trans Canada Trail, walking and cycling are identified as the preferred activities. There is also a separate snowmobile route. However, the website acknowledges that parts of the trail are on municipal roads or municipal land where off-road vehicle usage is permitted.

The Crow Wing Trail Association/chemin Saint-Paul Inc. is a non-profit organization incorporated in 1999, comprised of volunteers, who are responsible for building, maintaining and promoting the section of the Crow Wing Trail between Winnipeg and Emerson. The board of directors consists of municipal representatives along with members at large; municipalities along with Roseau River First Nation are members. The Crow Wing Trail Association operates a website which outlines route information and contains a trail passport and heritage guide.

Governance		
Municipality	***By-law***	***Key Features***
Rural Municipality of Ritchot	Regulate the Operation of Off-Road Vehicles By-law 5-2018	Off road vehicles permitted within the urban centres on the roadway or shoulder on route set-out in the bylaw for the purpose of food, fuel and services. Off-road vehicles are permitted outside of the urban centres. Residents can use road immediately adjacent to residence to access designated route. Allows for detention of off-road vehicle operated contrary to by-law.
Town of Niverville	Operations of Snowmobiles Bylaw 491-95	Snowmobiles only permitted along Main Street boulevard for fuel
Rural Municipality of De Salaberry	No bylaw in effect	
Village of St. Pierre Jolys	Operation of Off-Road Vehicles By-Law 2012-3	Mini-bikes, trail and dirt bikes prohibited Off-road vehicle operations lawful on prescribed trails. Sets only crossing over highway. Off-road vehicle prohibited in park. Sets speed limit and other conditions.
Rural Municipality of Emerson-Franklin	No bylaw in effect	
Rural Municipality of Montcalm	No bylaw in effect	

Users Groups	***Governance***	***Municipalities***	***Partners***
Hikers	Maintained by Crow Wing Trail/ chemin St. Paul Inc.	Rural Municipality of Ritchot	
Cycling	Municipal representatives serve of the board of directors	Town of Niverville	
Snowmobiling (on a separate route)		Rural Municipality of De Salaberry	
ATVs (where the trail uses local roads)		Village of St-Pierre-Jolys	
		Rural Municipality of Montcalm	
		Rural Municipality of Emerson-Franklin	

Tables 7 and 8 - Governance and User Groups | Crow Wing Trail / chemin Saint-Paul

LESSONS LEARNED

Analyzing challenges faced by existing trail systems, such as overuse, conflicts between user groups, or inadequate funding, can help avoid similar pitfalls for the Wolastoq Trail in Western New Brunswick. Adaptive management practices ensure trails remain resilient in the face of changing demands, particularly when integrating motorized uses.

Three of the four trails noted above are managed by an independent organization which has been formed to assume responsibility for trail management. Volunteer-based, each of these organizations has a board of directors. All three organizations are registered charities and can accept tax deductible donations.

The role of these trail-centred organizations varies but all focus on trail management. The Riverland Recreational Trail Society oversees trail development and maintenance and partners with municipalities and volunteer groups to support local tourism as well as trail stewardship. The Crow Wing Trail/chemin St. Paul Association supports trail preservation and promotes health, wellness, local heritage, and cultural reconciliation. The Kawartha Trans Canada Trail Association promotes environmental education while managing trail maintenance, repairs and improvements.

The Riverland Recreational Trail Society and the Kawartha Trans Canada Trail Association both hold leases for the trail corridor.

Two of the organizations (Crow Wing Trail Association and Kawartha Trans Canada Trail Association) manage websites with information about the trail and general rules for trail users.

All three organizations depend on volunteers lead activities including:

- trail monitoring (reporting hazards)
- maintenance (clearing brush, minor repairs and upkeep)
- event support (community rides, fundraising)
- educational outreach
- serving on the board of directors or sub-committees.
- Funding for these three organizations comes from various sources.
    - All three organizations have received grants for the national Trans Canada Trail Foundation.
    - The Riverland Recreational Trail Society receives annual contributions from the 10 municipalities along its route. This appears to be the only consistent annual funding contribution for any of the organizations.
    - The other organizations depend upon periodic grants for specific initiatives. For example, the Kawartha Trans Canada Trail Association received funding from the Canada National Transportation Fund for a specific project. Donations, such as a contribution to the Riverland Recreational Trail Society by the Alberta Snowmobile Association, local fundraising, and tax-deductible donations and in-kind contributions from local individuals and businesses all contribute to the funds needed to operate these organizations and their initiatives. Donations appear to be modest for all organizations ranging from $5,000 for the Crow Wing Trail/chemin St. Paul Association to $25,000 for the Kawartha Trans Canada Trail Association.
    - In all cases, the revenues for each organization appear to be modest, with the Kawartha Trans Canada Trail Association having revenues exceeding $150,000 when grants are received.

WNBSC Trails Tool Box

Schedule 1: Signage

Schedule 2: Trail Etiquette Rules

Schedule 3: Trail Safety Measures

Schedule 4: Conflict Resolution Protocol

Schedule 5: Terms of Reference for a Regional Trail Committee

Schedule 6: Protocol for Working with Adjacent Land Owners

Schedule 7: Key Messages to the Public Regarding Shared Use

Schedule 8: Trail Maintenance Checklist

Schedule 9: Shared Trail Specifications

Schedule 1: Signage

A signage strategy was developed for the Wolastoq Trail in 2019/2020 when the trail was initially being developed as a designated Signature Trail by DTHC. While the initial concept was developed based on a cycle tourism product, these could easily be adapted to meet the needs of a shared-use trail system with a new logo and removal of cycling terminology.

Community Gateway Signage

- Double sided sign located at community limits/boundaries to announce each jurisdiction.
- Materials are intended to be a composite or aluminum panel with the primary element being corten steep.
- Place Name
- Trail Name (bilingual)
- Logos
  - Wolastoq Trail
  - Provincial Logo
  - Trans Canada Trail
  - Other (Quad NB, SMNB)

Community Trailhead Signage "A"

- Double sided sign located within communities at key access point(s) to the trail.
- Materials are intended to be a composite or aluminum panel with applied graphics, timber post and sea and gabion/stone base.
- Proposed elements to include:
  - Trail Map
  - Place Name
  - Trail Name
  - Logos
  - Trail Rules and Regulations
  - Icons

Community Trailhead Signage "A" with Optional Community Side

This trailhead provides an option for a community bulletin board where community events can be posted.

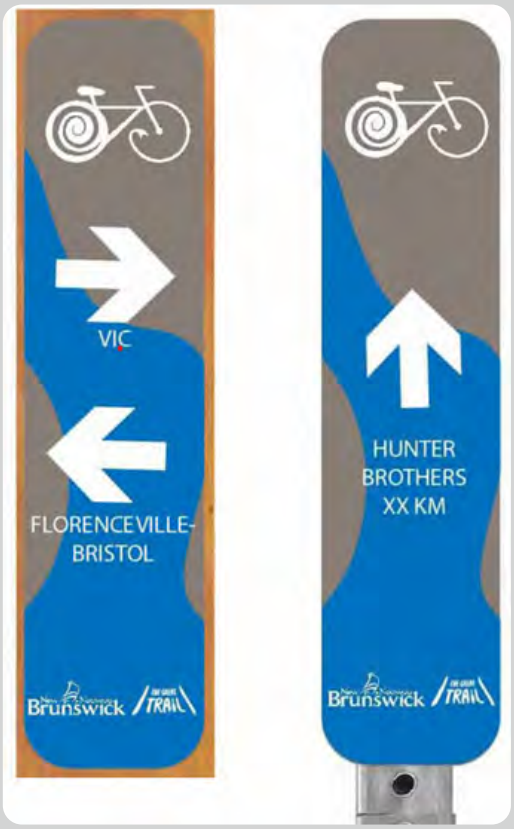
Community Trailhead Signage "B"

These smaller trailhead signs are to be installed at secondary access points along the trail. They include the following elements:

- Double sided sign located within communities at key access point(s) to the trail.
- Materials are intended to be a composite or aluminum panel with applied graphics, timber post and sea and gabion/stone base.
- Proposed elements to include:
  - Trail Map
  - Place Name
  - Trail Name
  - Logos
  - Trail Rules and Regulations
  - Icons

Distance Marker

Timber posts/metal posts located at regular intervals along the trail. Intended to have distance marker signs on each side of the posts for users coming from either direction. Trail name highlighted on trail side of post.



Directional Signage

Timber posts within communities and metal posts located along the trail outside of communities. Intended to provide direction to trail users at key decision making points.

Schedule 2: Trail Etiquette

Trail etiquette can be described as the general rules for use of the trails. Trail etiquette will provide guidelines for all users of the trail on the important aspects of trail use. Trail use is a privilege that should not be abused or disrespected by any user. Safety and enjoyment of the trail is the priority of trail users.

Trail user safety and security is a primary concern for Western Valley Region. To encourage the fair use of trails and to educate trail users on trail etiquette, rules for the trails should be adopted and signs should be installed at trail access points for all high traffic trails.

Trail Etiquette

(Taken from Grey County Recreational Trails Master Plan, November 28, 2019)

OBJECTIVES FOR USER EDUCATION:

1. To promote and encourage safe and responsible year-round use for all trail users.
2. To encourage consideration, cooperation and compromise among trail users.
3. To encourage self-regulation among trail users.
4. To promote "no trace" use of the Trail. Take out what you take in.

In addition to the specific users in the subsections listed below the trail etiquette listed under the following section is meant to be applied in addition to the other user specific rules.

TRAIL ETIQUETTE FOR ALL USERS

- Obey trail signs noting permitted uses and trail rules
- Be aware of all other users on the trail, share the trails,
- Yield to other trail users when entering and crossing a trail
- Watch for vehicular traffic on trails that cross roadways,
- Stay to the right of the trail (except when passing)
- Give a clear warning signal when passing. (i.e. call out, "passing on your left.") and always look ahead and behind when passing
- Reduce speed at corners or areas with blind spots or limited sightlines.
- Always clean up – take out what you take in
- Keep animals on a leash or lead and be in control of the animal(s) at all times, keep them on the trails, never leave them unattended and always clean up after them
- Never tie a horse within 20 feet of lakes, streams or springs
- When responsible for an animal (i.e. dog) on the trail and you encounter another trail user, keep your animal under control and exercise proper trail etiquette
- Travel at a consistent and predictable manner
- When stopping, move to the farthest edge on the right side, do not block the trail
- Do not use a trail under the influence of alcohol or drugs
- Park in designated areas, do not block entrances
- Stay on marked trail routes. There are many rare and sensitive plants and small animals that could easily be damaged or hurt if you leave the trails,
- Respect our neighbours, stay off of private property and avoid excessive noise,
- Motorized vehicles are prohibited in County Forests unless specifically identified,
- Motorized vehicles are permitted on clearly marked sections of the CP Rail Trail

- Know your ability, equipment and the area, control your bicycle/vehicle/equipment
- Do not ride under conditions where you leave evidence of passing i.e. after rain or snow
- ATV and Quad users must adhere to all the Trail Etiquette Guidelines as outlined through the by-laws of QuadNB
- Except for the purposes of skiing or snowmobiling, stay off groomed ski or snowmobile trails

OR

Trail Etiquette - NS Trails

PRINCIPLES:

1. Expect others, respect others - the golden rule is to treat each other with respect and kindness
2. Pass with class - when you meet someone on the trail, slow down and communicate (signal, wave, smile)
3. Leave no trace - never leave food or waste behind, stay on marked trails, respect wildlife and plants.
4. Value the volunteers - most trails are maintained by volunteers so take care of the trail and encourage others to do the same.

RULES FOR ALL:

- Trail safety is the responsibility of all users
- Wheels yield to heels - ATVers, motorcyclists and snowmobilers yield to all other trail users. Bicyclists yield to hikers and walkers, who in turn yield to horseback riders.
- Know and obey posted trail rules
- Stay on the trail and stay to the right
- Travel at reasonable speed at all times, slow down at corners
- Give a clear warning signal when passing others
- Respect and be considerate of landowners along the trail
- Do not walk or ride under conditions where you might damage the trail
- Do not litter, always clean up after yourself and your pets
- Use provided toilet facilities. If none are available, dig a hole 6 inches deep at least 200 feet from any open water.
- Respect wildlife - do not disturb plants or animals
- Obey trail curfews (usually 11pm to 5am)

For people hiking, walking or snowshoeing

- Step aside to let others pass whenever possible
- Those going downhill yield to those going up
- Avoid using trails that are groomed specifically for cross-country skiing in winter

For people on bicycles

- Obey speed limits
- Use your bell or your voice to let people know you are approaching
- Always yield the trail to hikers, walkers, and less mobile trail users
- Slow down when passing or approaching corners

- Know your ability, your equipment, and the area
- Do not ride under conditions where you might damage the trail

For people on ATVs

- Obey speed limits
- Announce your presence (honk) when approaching a trail user from behind
- To pass someone, follow at a safe distance until you reach a safe place to pass, then pass slowly
- Slow down when entering community safety zones or residential neighbourhoods
- Stay on the trail. Do not ride on areas that are wet, have loose soil, steep slopes, meadows or swamps
- Avoid late-night riding near populated areas
- Minimize noise through proper care and operation of your off-highway vehicle
- Stay off groomed snowmobile trails during the winter months

For people on snowmobiles

- Obey speed limits
- Stay on the trail
- Do not ride on tracks made for skiers
- Avoid late-night riding near populated areas or lodges
- Yield to cross country skiers who are going downhill

For people on horseback

- Obey speed limits
- Practice minimum impact techniques
- Always clean up after your horse
- Keep horses in campsites only long enough to unpack or pack them
- Never tie your horse within 200 feet of a lake, stream or spring

For people on cross country skis

- Ski on the right side of the trail
- Yield to snowmobiles when you are going uphill
- Yield to anyone coming downhill or anyone faster
- To step out of the track, life your skis so the track won't be disturbed
- When breaking trail, keep skis wider than normal.

For people with pets

- Clean up after your animal - do not throw poop bags into the woods
- Keep pets on a leash or lead, unless otherwise indicated
- If your pet is in an off-leash area, be sure it remains under your control
- Keep your pet on the trail
- Do not let your animal disturb wildlife

Schedule 3: Trail Safety Measures

Signage & User Education

Goal: Support a safe, respectful shared-use trail environment through clear signage and public education.

KEY ACTIONS:

- Install consistent signage indicating permitted uses, right-of-way rules, speeds, and hazards.
- Launch a respect-based education campaign alongside new signage.
- Promote trail etiquette, sign interpretation, environmental stewardship, and shared-use expectations.
- Use trail kiosks, social media, brochures, and community outreach to reinforce messaging.

911 Emergency Location Signage

Goal: Enable rapid, accurate emergency response through precise location markers.

KEY ACTIONS:

- Use a standardized sign format: **Trail Prefix + Segment Number + Location Code** (e.g., WT-05-472931).
- Install signs every **1 km**, at trailheads, intersections, road crossings, and hazard zones.
- Provide emergency services with complete GIS data including coordinates and access points.
- Review annually with NB 911, fire services, RCMP, EMS, and search and rescue organizations.

Mileage Markers

Goal: Improve user experience and support emergency response with consistent distance indicators.

KEY ACTIONS:

- Install markers every 1 km, ideally aligned with 911 sign locations.
- Use consistent design showing distance from the trailhead and trail name.
- Consider adding QR codes linking to maps or safety information.
- Use markers as reference points for search and rescue and user navigation.

Traffic Calming Measures

Goal: Reduce trail conflicts and improve safety in high-use or sensitive areas.

KEY ACTIONS:

- Implement traffic calming outside Community Safety Zones near residences, schools, community centres, and seniors' facilities.
- Use flexible bollards/posts that require slower speeds but allow safe passage for walkers, cyclists, ATVs, and maintenance vehicles.
- Place single or multiple sets depending on trail context and risk level.
- Pair with advance warning signage (e.g., "Reduced Speed Area)

Overall Outcome

These measures work together to create a **safe**, **predictable**, and **user-friendly** trail system by:

- Promoting shared-use etiquette
- Improving emergency response
- Enhancing navigation
- Reducing speed-related conflicts
- Supporting a respectful, inclusive trail environment for all users

Schedule 4: Conflict Resolution Protocol

Conflict resolution refers to the informal or formal processes that two or more parties use to find a peaceful solution to their dispute. Conflict can be exacerbated by a number of common mental and emotional traps, many of them unconscious which in turn contributes to the need for conflict resolution. A common method of conflict resolution is mediation.

The following elements should be developed for inclusion in the proposed Wolastoq Trail Conflict Resolution Policy:

1. **Code of Conduct:** A code of conduct is a written set of rules that outline the acceptable behaviour that should be followed though the conflict resolution process. A code of conduct is there to inform those involved in the conflict resolution process what is expected of them.
2. **Conflict Resolution Flow Chart:** a clearly defined public-facing mediation framework and policy would be a very important step in building trust with landowners and other key stakeholders.

Roles and Responsibilities in Mediation:

Conflict resolution and mediation is critically important when it comes to dealing with issues related to trail use and landowner conflicts and will also play a key role in the initial rollout of the revised vision of the Wolastoq Trail.

	Mediator	*Parties*
Role	To facilitate discussions between parties to negotiate a resolution to a dispute.	To openly and honestly discuss and negotiate a solution to the dispute.
Rights	• Have a commitment from parties to mediate in good faith, as demonstrated by the ratification of the Agreement to Mediate; • Determine the framework for the process of mediation to be conducted, with agreement from the parties; and, • Receive all relevant information and documentation from all parties in a timely fashion.	• Select mediation as the method of dispute resolution; • Withdraw from the mediation process at any time; • Use an impartial, neutral mediator to facilitate discussions; • Have information kept confidential; and, • Provide input into the mediation process design and ground rules.
Responsibilities	• Thoroughly explaining the Wolastoq Trail's mediation process to the parties and confirming that they are aware of their roles and responsibilities; • Remain impartial and neutral; • Keep information confidential; and, • Affirm that all parties can effectively and equitably mediate by confirming that a decision maker for each party is present at the mediation.	• Sign an agreement to mediate and participate in good faith; • Honestly and openly share relevant information with the mediator and other parties; and, • Generate options.

Table 9 - Conflict Resolution Roles

Schedule 5: Terms of Reference for Regional Trail Committee

(The following is an example of a terms of reference that could be adopted for WNBSC)

Mandate

Trails are a vital component of transportation and recreation within Western New Brunswick, in addition to building a sense of community. Trails benefit residents and visitors alike by fostering economic development and local tourism; encouraging healthy lifestyles, appreciation of the natural features of the region and helping us connect with our environment, our heritage and each other.

The purpose of the Western New Brunswick Regional Trail Committee is to manage, plan, educate and partner in developing a well- coordinated, sustainable and environmentally responsive trail network within the region that balances environmental protection and recreational activity, health and prosperity of a diverse range of users.

The WNB Trails Committee will undertake the following:

- To promote and market the economic, tourism and health benefits of a recreational trail system in the Western Valley region;
- To promote the development of ecologically, socially and economically sustainable trails within the Western Valley region;
- To promote responsible and accessible use for all users;
- To advocate for an interconnecting trail system at local, provincial and national levels as appropriate;
- To foster a policy that supports public consultation and communication between all land users and land owners;
- To create a sustainable cooperative partnership between various trail organizations and users;
- Provide a point of contact between citizens, RSC staff and local governments in soliciting and assessing community feedback with respect to the maintenance, issues and concerns pertaining to all trails within the region.

Committee Structure

The committee shall be comprised of the following:

- Up to three public members
- One WNBSC Board member
- One representative from each local government (5)
- One representative from the Rural District
- One representative each from Woodstock and Tobique First Nations
- Three (3) user group representatives: one (1) from Snowmobile NB or a local club, (1) from QuadNB or a local ATV Club, and one (1) from TransCanada Trail or the local Woodstock TCT group.
- Ex-officio members include one staff person from the WNBSC and appropriate representatives from Government of New Brunswick (THC, DNR, JPS, DTI).

The Chair of the Committee shall be selected among the local government representatives by the committee members at the first annual meeting.

The Committee shall report to the WNBSC Board.

Meetings and Quorum

The Committee shall meet on a quarterly basis (minimum four times per year) or at the call of the Chair. A quorum shall be deemed as 50% plus one voting members of the Regional Trails Committee. The Meetings will be held in Centreville unless otherwise determined.

Reporting Process

The Regional Trails Committee will provide quarterly updates to the WNBSC Board through the Chair.

Staff and Support

The Trails Committee will be coordinated by the ***

The Chief Executive Officer or his/her designate shall participate as non-voting members of the Committee.

Representatives from the RCMP may participate as nonvoting members of the Committee.

From time to time, the Committee will request representation from the other people as resource experts where required.

Budget

The annual budget allocation of the Regional Trail Committee shall be requested on an annual basis during the budget process, based on the goals and objectives of the work plan and subject to budget adoption by WNBSC Board.

Term

The Term of the Regional Trail Committee and its appointed Members shall be 4 years with the ability to re-offer for a maximum of two consecutive terms.

Schedule 6: Protocol for Working with Adjacent Landowners

This protocol provides a clear, consistent process for engaging private property owners located adjacent to the Wolastoq Trail. Its purpose is to ensure respectful communication, build trust, reduce conflict, and create long-term positive relationships that support a safe, welcoming, and well-managed trail.

Guiding Principles

- **Respect**: Private property and landowner needs will be prioritized in design and management.
- **Transparency**: Information about trail design, use, and impacts will be shared openly.
- **Consistency**: All landowners will be engaged using the same standardized process.
- **Responsiveness**: Issues will be addressed promptly with documented follow-up.
- **Collaboration**: Solutions will be co-developed whenever feasible.

Landowner Engagement

INITIAL OUTREACH PACKAGE (SENT BY LETTER OR EMAIL)

- Introduction to the trail project and the Western NB Service Commission's role
- Summary of Benefits (safety, recreation, economic, health, conservation)
- Incident response checklist for landowners when reporting an incident
- List of key contact and roles and responsibilities
- FAQ that address common concerns such as
    1. How will my privacy be impacted?
    2. Who do I contact if I have concerns?
    3. Will I see more litter, noise, or vandalism with the inclusion of ATVs & SxS?
    4. Will the addition of ATVs & SxS increase trespassing on my land?
    5. What can be done to mitigate the impact of the addition of motorized users?
    6. How will trail users be monitored and enforced?
    7. Will we be consulted if there is trail maintenance being done?
- Invitation to discuss concerns and meet with project staff

ANNUAL STEWARDSHIP EVENT

- Host an annual open house to thank landowners and provide them with an update on the activities on the trail, trail usage numbers, plans for the upcoming years, etc.
- Review protocol every 3 years to assess the need and/or adapt

Key Considerations to Mitigate Motorized Use Impacts on Adjacent Landowners

To reduce conflicts and protect private property along sections of the trail that allow motorized use, the following mitigation measures should be implemented:

1. NATURAL VEGETATIVE BUFFERS

- Establish a living buffer—such as a dense cedar "fence"—between the trail and adjacent properties.
- Buffers reduce noise, improve privacy, and discourage off-trail travel.

2. CLEAR BOUNDARY SIGNAGE

- Install "Stay on Trail" and "Private Property" signs at regular intervals and at known conflict points.
- Ensure signage is visible year-round and consistent across the trail network.

3. TRAFFIC CALMING MEASURES

- Use bollards, flexible posts, or pinch-point designs to control speed and reduce motorized traffic impacts near residential areas.
- Position calming measures strategically at entrances, transitions, and high-risk sections.

4. PHYSICAL BARRIERS & FENCING

- Install fencing, boulders, or other deterrents in locations where unauthorized access or trespassing is likely.
- Barriers should allow safe passage for non-motorized users while discouraging off-trail vehicle movement.

5. DUST CONTROL MEASURES

- Apply dust suppression treatments (e.g., calcium chloride, water, or natural stabilizers) in dry conditions or high-use motorized sections.
- Maintain surface quality to reduce airborne dust affecting nearby homes.

Schedule 7: Messaging for Shared Use to Public

To build community confidence and ensure residents understand that the Wolastoq Trail is a **shared-use trail (motorized and non-motorized)** with **safety as the top priority.**

Key approaches include:

Public Messaging

CORE MESSAGES:

- The trail is officially designated as shared-use.
- Safety, respect, and responsibility are foundational to its operation.
- A proactive management plan is in place (signage, education, enforcement, monitoring).
- The goal is to ensure everyone including walkers, cyclists, ATV users, equestrians, feels welcome and safe.

SUGGESTED TAG LINES:

- "The Wolastoq Trail is a shared space—motorized and non-motorized users are welcome.
- "Safety and respect guide how we use the trail."
- "Clear rules, clear signage, shared responsibility."
- "Enjoy the Wolastoq Trail—together."

Visible On-Trail Signage

TRAILHEAD SIGNAGE:

- Clearly stating "shared-use trail: motorized and non-motorized users
- Icons showing each permitted icons
- Right of way - motorized yields to all other, cyclists yield to walkers
- Speed expectations and etiquette guidelines

REINFORCEMENT SIGNAGE ALONG THE TRAIL:

- Community Safety Zone Ahead
- Shared-Use Zone Ahead
- Icon-based reminders
- "Respect all Users"

Public Education Campaign

- Launch a clear and friendly education campaign during rollout.

SOCIAL MEDIA & WEBSITE:

- Short videos demonstrating safe shared-use behaviours
- Graphics explaining trail etiquette
- A dedicated “Shared-Use Trail Info” section on the WNBSC website
- Regular safety-focused posts

PRINTED MATERIALS:

Brochures distributed through:

- Local government offices
- Community centres
- ATV/Snowmobile clubs
- Bike shops
- Libraries
- Posters for bulletin boards at grocery stores, tourism centres, etc

Community Outreach:

- Presentations to local councils, recreation groups, and landowner associations
- Pop-up trailhead info sessions during opening season
- Collaboration with local ATV clubs and cycling groups to co-deliver safety messaging

Partnership with User Groups

POTENTIAL PARTNERS:

- ATV and snowmobile clubs
- Walking/hiking groups
- Cycling associations
- Schools/day care centres
- Senior groups
- Local first responders

BENEFITS:

- Shared messaging
- Peer-to-peer education
- Stewardship and volunteer involvement
- Reduced misunderstanding and conflict

Media and Public Relations

WNBSC can build visibility through:

- Press releases announcing the shared-use designation
- Radio interviews explaining safety measures
- Newspaper features on trail rules and community benefits
- Launch events involving both motorized and non-motorized users

Transparent Safety Measures

- Traffic calming (bollards, community safety zones, signage)
- Trail etiquette and speed expectations
- Regular patrols
- 911 emergency location signage
- Yearly safety reviews
- Clear reporting channels for concerns

Highlighting these measures in public communication reinforces the “safety-first” message.

Monitoring

APPROACHES:

- Online reporting form for safety concerns
- Clear email/phone contact for incident reporting
- Annual public update on trail operations
- Surveys to gather resident feedback on shared-use functionality

Summary:

The Wolastoq Trail can build public confidence through consistent signage, targeted education, community engagement, and transparent safety practices. By clearly communicating both the trail’s shared-use status and the measures in place to protect all users, the Western New Brunswick Service Commission can foster a respectful, safe, and enjoyable multi-use trail environment.

Schedule 8: Trail Maintenance Checklist

Trail Surface

- Surface condition inspected (ruts, potholes, washboarding, braiding, erosion)
- Vegetation encroachment cleared from tread and shoulders
- Drainage functioning (ditches, culverts, swales)
- Surface materials replenished where necessary (crusher dust)

Structures

- Bridges and trestles inspected for structural integrity
- Decking and rails in good condition
- Underpasses/tunnels inspected for leaks, lighting, and clearance
- Guardrails, bollards, and fencing secure and functional
- Highway/road crossings marked and safe

Signage & Wayfinding

- Regulatory signs (speed limits, permitted uses) visible and up to date
- Wayfinding signs installed at key intersections
- Distance markers and kilometre posts maintained
- Interpretive signage present and legible
- Trailhead kiosks updated (maps, rules, emergency info)
- Sign inventory maintained

Safety & Risk Management

- Clear sightlines around curves and intersections
- Hazard trees assessed and removed
- Encroaching vegetation trimmed
- Rail corridor hazards (old hardware, drainage pits, embankments) identified and mitigated
- Collision points assessed (road crossings, bridges)
- 911 signage installed
- Public incident reporting system maintained (i.e. QR codes on trailheads, link on website)
- Enforcement plan active

Accessibility

- Trailheads accessible (parking, drop-off zones, signage)
- Width and grade meet applicable standards
- Surface firm and stable
- Barriers minimized (bollards spacing, gate design)
- Accessible rest areas, benches, and pullouts available
- Information available in accessible formats (maps, website)

Environmental Stewardship

- Wetlands and sensitive habitats protected
- Wildlife movement considerations in place (signage, buffers)
- Invasive species monitored and controlled
- Erosion hotspots identified and mitigated
- Stormwater management functioning
- Trail alignment inspected for environmental impacts
- Waste management plan implemented (bins, pack-in-pack-out policy)

Trailheads & Amenities

- Parking areas maintained (grading, striping, drainage)
- Restrooms and waste facilities serviced
- Benches, shelters, picnic tables in good repair
- Lighting functional where provided
- Bike racks and repair stations maintained

Operations & Maintenance Scheduling

- Weekly/biweekly inspections during peak season
- Seasonal opening/closing procedures established
- Snow removal protocols (if winter use is allowed)
- Mowing and brushing schedules maintained
- Annual grading and resurfacing plan in place
- Maintenance logs kept and reviewed

Monitoring & Reporting

- Monthly/quarterly status reports generated
- Trail counters installed and data reviewed
- User surveys conducted annually
- Maintenance backlog tracked
- Long-term capital renewal plan prepared

Schedule 9 - Shared Trail Specifications

Common Shared Use/Mixed Use Trail Design

Shared use and mixed-use trails are typically developed on a former rail line or a developed to a rail trail standard. The following are common design elements used when either upgrading a former rail line or developing a shared use or mixed-use trail to that standard.

KEY WIDTH GUIDELINES:

- **Minimum (One-Way/Low Use):** 8-10 feet (2.4-3 meters).
- **Recommended (Two-Way/Moderate Use): 10**-12 feet (3-3.6 meters).
- **Ideal (Heavy Use/Multi-User):** 12-14 feet (3.6-4.3 meters).
- **Accessibility & Passing:** Wider sections (like 1.8m passing spaces) are needed for accessibility standards (e.g., for wheelchairs).
- **Shoulders:** at least 2ft (0.6m) on each side, clear of obstacles, for passing and providing a buffer between the trail and the adjacent landowner.

FACTORS INFLUENCING WIDTH:

- **User Volume:** More users require more space.
- **User Type:** Motorized users (ATVs/OHVs) might need wider corridors (e.g., 70+ inches for machines).
- **Maintenance:** Wider paths allow for maintenance vehicles.
- **Cost & Terrain:** Constraints often influence the final width, with 3.5m being a good compromise.

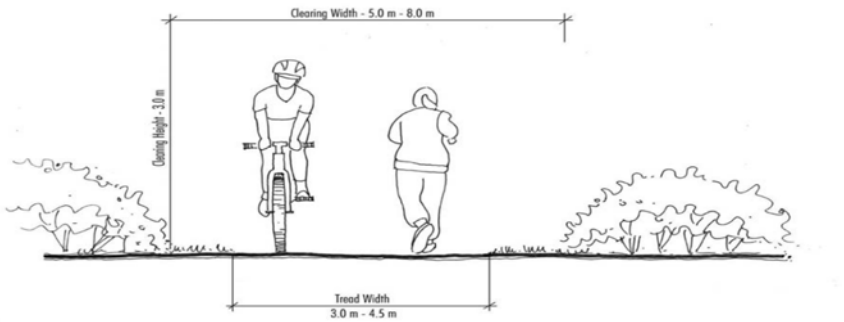


Figure 5: Guidelines for trail width | Image source: bluemountains.ca

ADDITIONAL DESIGN ELEMENTS:

- **Surface**: 6-10cm of compacted crusher dust (typically ¼" minus).
- **Base**: 15-30cm of coarser aggregate for strength
- Crown or out-slope tread for proper drainage
- Placement of geotextile fabric in wet areas to prevent rutting

Clearances:

- **Vertical:** 10 ft minimum, accounting for snow
- **Sight Distance:** Minimum 400ft for high-speed users.

PREPARED FOR THE WESTERN NEW BRUNSWICK SERVICE COMMISSION

CONTACT

3143 Main Street, Unit 2 Centreville, NB E7K 3E8
(506) 276-3610 | info@westnb.ca | westnb.ca

December 2025