



ACTIVE TRAILS FEASIBILITY STUDY

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Commission de services
régionaux de Kent



Kent Regional
Service Commission

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Executive Summary

The Kent Regional Service Commission (KRSC) undertook a comprehensive feasibility study to assess the development of an Active Trail Network across the Kent Region of New Brunswick. With 57.8 km of existing active trails, the region is significantly underserved relative to its size and population. Recognizing the growing demand for outdoor recreation, tourism, and active transportation, KRSC initiated a public engagement process and analysis to explore the viability and strategic direction for a connected, inclusive, and sustainable trail system.

Purpose and Scope

This study, conducted by Terminus Consulting, compiles feedback from over 400 online survey respondents and 15 public engagement sessions with residents, municipalities, and local organizations. It evaluates the current state of trails, public sentiment, key opportunities, and challenges, culminating in clear recommendations for action.

Key Findings

- **Strong Public Support:** 78% of survey respondents placed high value on trails, and 82% indicated they would likely use new trails if developed.
- **Trail Usage Barriers:** Safety, lack of infrastructure, and concerns over accessibility were the main obstacles limiting trail use.
- **Diverse User Needs:** There is broad support for trails to serve multiple purposes- recreational, tourism, and active transportation - catering to walkers, cyclists, seniors, and youth.
- **Tourism Potential:** Trails are seen as economic drivers, especially when integrated with regional tourism attractions such as the Pays de la Sagouine, the Kouchibouguac National Park, and Elsipogtoq Tourism and Gift Shop.
- **Desire for Connectivity:** Respondents emphasized the need to link communities, key cultural and commercial destinations, and natural features.

Strategic Themes

1. **Multi-Use Functionality:** Trails should serve recreational, transportation, and tourism needs simultaneously.
2. **Safety and Accessibility:** Infrastructure such as wider shoulders, sidewalks, signage, and lighting must be prioritized, especially in rural and roadside areas.
3. **Community Integration and Cultural Recognition:** Trails should reflect and celebrate the cultural identities and heritage of local communities through themed experiences and storytelling.
4. **Governance and Partnership:** Clear roles, responsibilities, and collaborations between KRSC, municipalities, and local organizations are essential.

5. **Sustainable Planning:** Phased implementation, consistent standards, and long-term maintenance planning are critical for success.

Recommendations

KRSC is advised to:

- Conduct a detailed trail feasibility study.
- Define the scope and vision of the network.
- Develop a regional trail master plan.
- Establish governance structures and community MOUs.
- Prioritize safety, accessibility, and inclusive design.
- Align with provincial and federal guidelines and funding programs.
- Create themed tourism trail experiences.
- Maintain continuous community engagement.
- Plan for sustainability and maintenance.
- Monitor progress and adapt as needed.

Introduction

Overview of the Kent Regional Service Commission

The Kent Regional Service Commission (KRSC) is located in eastern New Brunswick and covers all of Kent County, the communities of Shediac Bridge and Shediac Rivers (Westmorland), the community of Nouvelle-Arcadie (part of which is in Northumberland County), and the communities surrounding Baie-Sainte-Anne. The territory has a total land area of 5,429 km² and a population of 35,527. The region boasts six municipalities: three towns, two villages, one rural community, one Rural District and three First Nation communities.

The KRSC Board of Directors is composed of the mayors of each municipality and one elected representative from the Rural District.

With three distinct cultures and two linguistic communities, the KRSC is also multicultural. It must comply with the NB Official Languages Act in its day-to-day operations given the presence of both official languages within its borders.

The KRSC has been recognized by numerous provincial departments as one of the RSC's that have a lot of success in collaborating well and providing more services than those mandated by the province, such as bylaw enforcement, recreation planning and health. With local governance reform, additional services are now mandated (Public Safety, Tourism Promotion, Economic Development, Community Development, Regional Transportation, and Recreational Infrastructure Cost-Sharing) and each of the new services has a comprehensive plan into the regional strategy.

Project Background

Since the Local Governance Reform, the KRSC is now mandated to provide a forum for local governments to share the costs of major sport, recreation, and cultural infrastructure projects.

While working on its new strategic plan during the same year, the KRSC developed goals that address, among others, the following priorities:

- Conduct a strategic assessment to identify challenges, gaps, and opportunities in the region,
- Work with partners to provide inclusive opportunities, and
- Develop regional priorities with respect to new, renovated, or expanded regional or sub-regional infrastructure.

Given the growing public interest in the development of a regional active trails network—and recognizing that many of the region's multifunctional trails remain disconnected, the KRSC has identified a strategic objective to explore sustainable infrastructure solutions that support emerging recreational, sporting, and cultural trends.

This recreation and tourism initiative is expected to generate substantial **economic benefits** for the region, while also promoting **active transportation** within communities - a meaningful step toward building **healthier and more active lifestyles**. The **long-term vision** is to offer an **accessible and inclusive outdoor experience** for both residents and visitors of the Kent region, by enhancing **connectivity between communities** through a well-integrated trail network.

Public Consultation Process

Public Engagement Sessions

The public engagement sessions (and sessions with councils and committees) began with a presentation that covered the following items. The Presentation Deck can be found in Appendix B.

Setting the Tone:

- What is a greenway trail network?
- Trails as recreation, tourism and active transportation products,
- Trail Towns- how to create vibrant trail-oriented communities,
- Value and benefits of greenway trails,
- Examples of greenway networks- Véloroute de la Péninsule acadienne and Shore-Line Trail (South-East RSC)

Visioning Session:

The visioning session included the following elements and were done in breakout groups:

- Trail mapping- where are existing trails and potential future trails,
- Asset mapping- what points of interest, amenities, services, businesses and neighbourhoods do you want the trail to access?
- What story do you want the trail network to tell? What makes your region special?

Survey:

The purpose of the survey was to ensure that the broader community was able to participate in the engagement process. The survey provided essential information regarding the project and allowed residents to provide ideas regarding how the network could be developed and the value and importance it will play in their lives. The Survey can be found in Appendix A.

Purpose and format of the “What We Heard & Feasibility” Study

The report was prepared by Terminus Consulting, which was contracted by the Kent Regional Service Commission to compile and summarize comments on the interest and feasibility of an *Active Trail Network* for the region. Feedback was received through in person engagement sessions with councils and community residents and through online engagement. Fifteen public engagement sessions were held throughout the region with more than 130 participants providing feedback and 400 responses were submitted through a Google questionnaire. This feedback was then compiled and analyzed.

The results of the analysis are intended to gain a better understanding of the feasibility for the development of an Active Trail Network. The key takeaways and themes most often shared by participants are presented within the report, while all feedback is provided in the appendix section.

The Kent Regional Service Commission has reached out to three first nations within the region to initiate a more targeted engagement approach: however, no responses have been received to date.

Current State of Active Trails within the Kent Region

There is a total of 57.8 km trails within the region. The trails range from short community trails to larger community trail networks and a longer distance trail that connects two of the major tourism assets in the area (Pays de la Sagouine and La Dune de Bouctouche). Given the land mass of the region (5,429 km²) this is a relatively small amount of trails for a region of this size. Comparatively, there is over 300 km of both snowmobile and ATV/Side-by-Side trails, which are all part of extended networks outside of the region. Snowmobile NB is no longer actively developing trails; however, Quad NB is continuing to expand their network.

Below is the current inventory of active trails within the KRSC, with the exclusion of the Kouchibouguac National Park trails (which will be integrated into the overall network).

Below is a breakdown of trails within the region:

Beaurivage:

- Sentier de Saint-Charles Trail- 1.7km
- Sentier Entre 2 Ponts (Quartier de St. Ignace Ward)- 5km

Beausoleil

- Sentier municipal de Beausoleil (Quartier de Cocagne)/Beausoleil Municipal Trails (Cocagne Ward)- 5.8km
- Sentier Pluriel de Grande-Digue- 13km

Champdoré

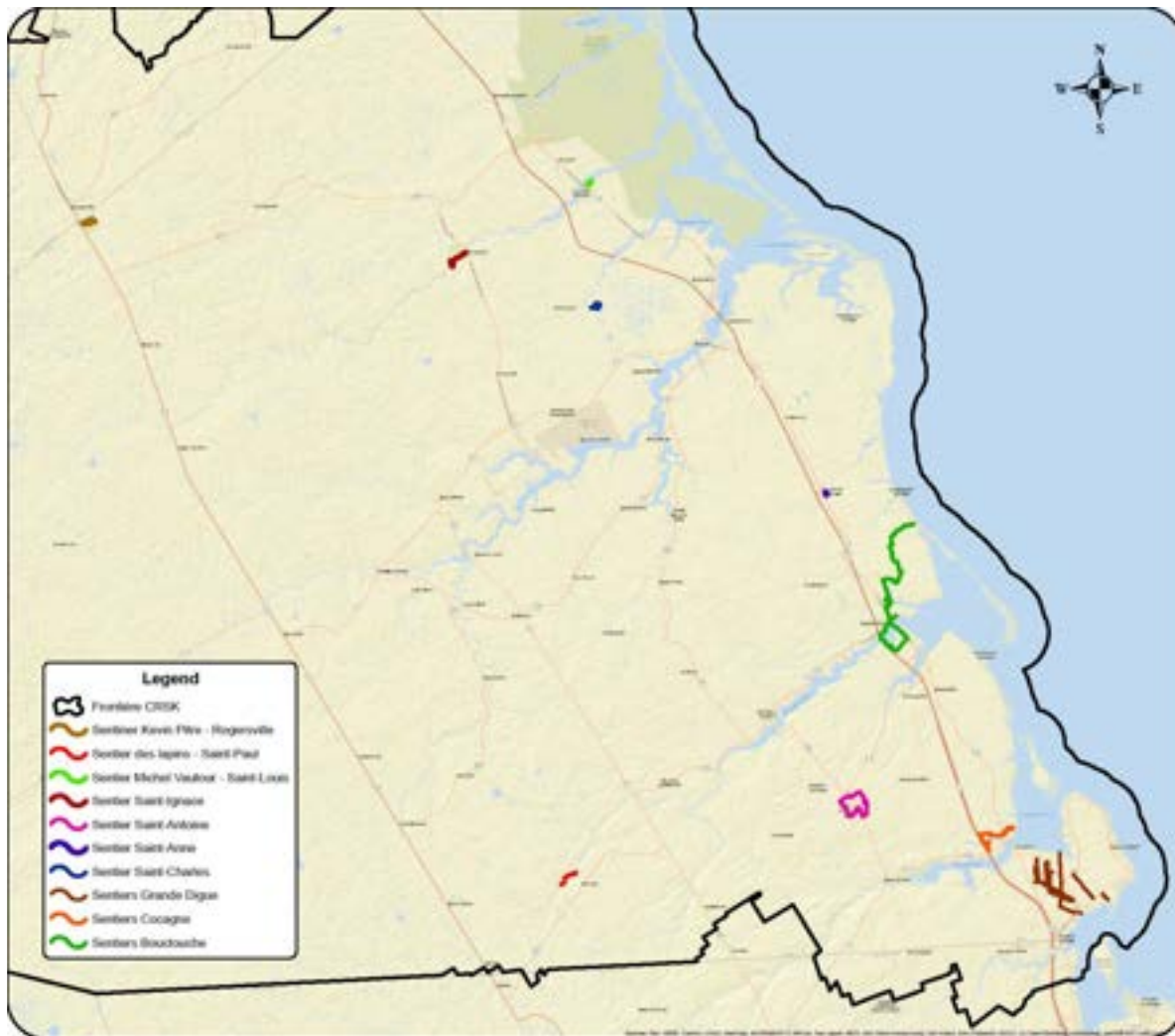
- Sentiers multifonctionels de la Ville de Champdoré (Quartier de Saint-Antoine)/Town of Champdoré Multipurpose Trails (Saint Antoine Ward)- 7.8km
- Sentier du Lapin/The Rabbit Trail (Quartier de Saint-Paul Ward) 3km

Grand-Bouctouche

- Sentiers de Grand-Bouctouche Trails 15.7km
- Sentier du quartier de Sainte-Anne-de-Kent Ward Trail- 767m

Nouvelle-Arcadie

- Sentier Kevin Pitre Trail (Quartier de Rogersville Ward)- 5km



Value and Importance of Active Trails

Trail use increased during the COVID-19 pandemic and resulted in greater awareness and appreciation for trails. In 2022¹, nearly all Trans Canada Trail survey respondents who had increased their trail use during the pandemic indicated that they would continue this use post-pandemic. Furthermore, more than half of survey respondents noted that they planned to include a trail in their next vacation. As more and more travelers take outdoor recreation opportunities, largely driven by trails, into consideration when choosing a destination, the tourism value of trail development is becoming clear and compelling.

Trails spur tourism activity and spending at local businesses. Eighty-five percent of Canadians said that they support nearby businesses when they use trails. With the trend of increased trail use poised to continue, the economic impact of trails will only become greater.

Trails are also critical recreation and active transportation infrastructure. Creating a strong connected network will increase recreational use and facilitate the development of a cohesive active transportation network that will encourage more residents to walk and bike to work, school and to carry out everyday activities such as shopping and appointments.

The development of high-quality trails and authentic trail experiences that celebrate the uniqueness of the Kent Region will draw visitors from far and wide. When they arrive in a community that embraces its trails, they will take the time to stop, spend and enjoy immersing themselves in the local culture. Creating complementary experiences on and off the trail will ultimately results in strong and sustainable trail tourism products that benefit residents and tourists 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).

Trail Definitions

Active Trail Network:

- Trails and associated greenspaces dedicated to multi-use and singletrack non-motorized trails for recreational activity

¹ https://tctrail.ca/news/national-leger-survey-confirms-canadians-increased-trail-use-during-covid-19/?_gl=1*bf6hkk*_up*MQ..&gclid=Cj0KCQjw2a6wBhCVARIsABPeH1uTwYZXNbQhfVm1v7qz4zafvFCAYgP1k9AeXyYwv8_BqSRfqYKPbqYaAt68EALw_wcB

- Non-motorized trail activities include walking/hiking, biking, horseback riding, inline skating, skateboarding, snowshoeing, cross-country skiing and using a wheelchair.

Active Transportation:

- Active transportation is using your own power to get from one place to another, including incorporating active living trails into active transportation networks.
- Active transportation networks (including bike lanes, sidewalks and active living trails), help create vibrant communities by providing safe, comfortable, convenient, reliable, efficient, and affordable ways for people to get around.
- Investing in active transportation can drive community cohesion and economic prosperity while helping to ensure people are connected to the outdoors and the essential places they need to go each day.
- Active transportation networks provide opportunities for affordable, low-emission or zero-emission trips while closing gaps between people and their next ride—after all, active transportation is an essential part of every public transportation trip.

Trail Tourism Product:

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.

Trail tourism product encourages ease of continuous movement through a potential system of linear, looped and linked pathways that are primarily separated from traffic. Some trail tourism products will be accessible to all, while others will attract a focused market niche. Trail tourism products have 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.

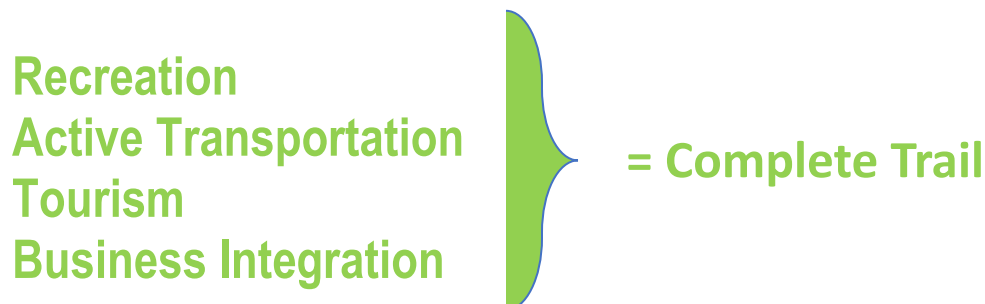
The Big Picture

Recreation or Tourism?

Trail organizations tend to see recreation opportunities and tourism opportunities that trails afford their region as mutually exclusive. As the trail market expands, it is becoming increasingly evident that although they are developed for different markets and do have different attributes, they can also be mutually supportive.

Recreational trail opportunities assist in developing community support and awareness that allow communities to expand their reach into the tourism market. When a community supports their trails through the provision of recreational opportunities, it creates a sense of pride within the region. Community support opens the door to organizations that are responsible for the development and promotion of the trails to influence the decision-makers to further invest in the trail product in their region.

Trails developed for local recreational use create the foundation of a strong tourism product; however, they are not always considered one and the same. Having a strong recreational trail system creates long-term sustainability for the trail – if it is not supported by locals, it cannot be expected to be a tourism product. That being said, NOT all recreational trails can be considered a tourism product. For example, a 6-km trail through a wetland may be an exceptionally pleasant walk with a strong natural heritage, but it is not a standalone tourism product, as it is not of adequate length to draw a tourist to the region. On the other hand, a route developed as an active transportation system (with a strong trail integration) could be developed as a tourism product if it has strong links to businesses and is able to tell a compelling story of the region. Creating a trail tourism product requires a defined trail system, robust partnerships, an interesting story (cultural, historical or nature-based) and a strong integration with businesses. Without these components, the trail is still valuable but should not be considered a tourism product.



In the early to mid-1990s, there was a significant boom in trail development, largely driven by the Trans Canada Trail (TCT) project. Communities not located directly on the TCT route began seeking ways to connect to it, sparking the formation of the trail network we know today. Initially, the TCT was conceived as a recreational trail—intended to connect Canadians from coast to coast to coast—and many community trails followed suit, emphasizing recreation.

As Active Transportation (AT) became a policy priority for many municipalities, more trails were developed to link neighborhoods, and separated cycling corridors were often constructed using AT funding. The rise of the “staycation” model further boosted trail usage, as people began traveling within a 90-kilometer radius to explore local and regional trail destinations.

Today, the focus has shifted toward business integration, recognizing trails as part of the return-on-investment loop. Successful businesses contribute to trail sustainability through taxation and other support mechanisms.

Integration between users at Trail Junctions (Communities)

“Community Hub and Spoke” trail networks are typically set up with an “anchor” community which provides services and amenities for the trail user and is connected by a variety of trails, either providing a wide range of uses (hiking/mountain biking/paddling) or a singular user experience with multiple trails providing a wide variety of unique experiences that will keep tourists in the region ideally for 2-3 days. An example of a hub and spoke model would be a town that acts as a central hub for a network of trails that radiate outward (spokes) into nearby community, natural areas and recreational destinations. Penticton, British Columbia is a good example, where they are a central hub for the Kettle Valley Trail (rail trail) that takes people out to vineyards, canyons, etc, Three Blind Mice Trails (mountain biking) that provides access to wilderness trails, Shaha Lake Trail that takes people out to the lakeside areas and the Penticton Greenway that provides access to the various neighbourhoods and parkland.

Another concept that is a much more traditional approach to the integration of trails are the **“Linear”** and **“Looped”** approach to connecting communities. Many trails are developed and managed at the community level, however, when establishing a tourism product (to a lesser extent and AT network), these trail managers need to come together to create a more consistent approach to trail management, as there will be the expectation of a consistent experience by the users.

Another way of looking at the integration of trails is what Creative Trails Canada has coined as the **“Resort Model of Trail Integration”**. Many four-season resorts provide the visitor with a range of trail experiences that they can enjoy during their stay. The resort acts as the hub and service provider for the various trail experiences, whether they offer rental services (outfitters, in a community setting); meals (restaurants/cafes, in a community setting), accommodation (hotels, campgrounds, BnBs, in a community setting); souvenirs/gifts (boutiques/artisans, in a community setting); and entertainment (cultural events/festivals in a community setting). The major difference between a “community hub and spoke model” and a “resort model of trail integration” is that the resort was developed as a full package, ensuring a seamless integration among all the elements, while a community hub and spoke model requires extensive engagement between the trail managers and the business community within the region.

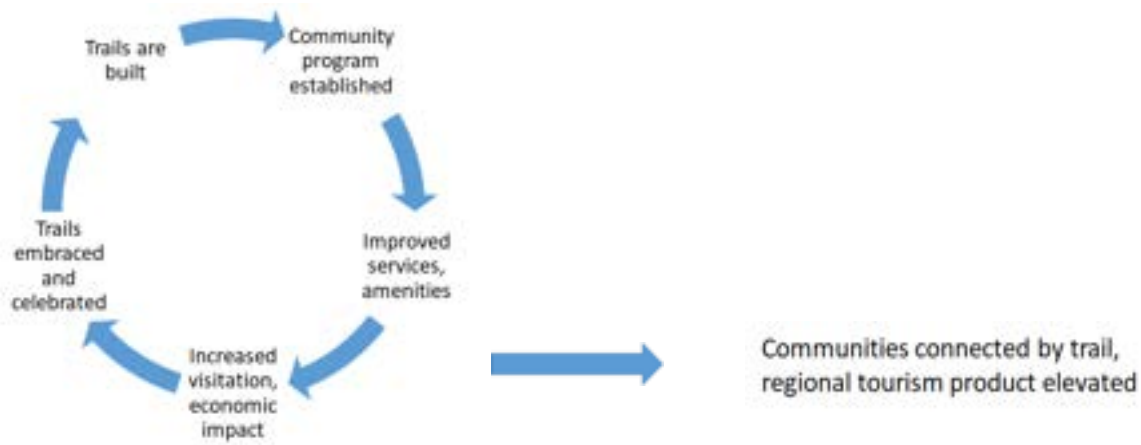
Regardless of the approach that a region chooses to proceed with, there are three considerations across all models:

- **Consistency in User Experience:** Trail quality, signage, difficulty ratings, safety, and amenities should be uniform or harmonized across jurisdictions.
- **Partnerships & Governance:** Success depends on collaborative efforts between municipalities, trail associations, tourism boards, and businesses.

- **Economic Opportunity:** All models aim to turn trail usage into an economic engine by increasing overnight stays and local spending.

Source: Spence/McCulloch, 2020

Trail Economy Community Benefit Cycle



Source: Cycle Forward/Terminus Consulting, 2020

Benefits of Active Trails

There are a number of illustrating the benefits of active trails that are important to consider when a community or region is deciding on the feasibility of developing a trail network. Although feedback from residents is extremely important to decision makers, complimenting them with benefits helps to build a strong case for support.

Active Transportation²

Economic

- household transportation savings through fewer vehicle expenses, trips and parking requirements;
- increased tourism from active visitors and growth of the outdoor and eco-tourism economy;
- increased spending at outdoor and active transportation related businesses; increased foot traffic and spending at businesses accessible by active transportation;
- new job creation.

Environmental

² <https://housing-infrastructure.canada.ca/alt-format/pdf/nats-snta/nats-strat-snta-en.pdf>

- climate change mitigation and improved air quality resilience by increased modal share for active transportation;
- less space required for roads and parking, which helps to preserve open space and reduce water pollution due to runoff from paved surfaces; and
- improved potential for nature-based solutions.

Social

- Improved mental and social health, as people who use active transportation every day are more likely to meet physical activity guidelines, which helps to reduce the risk of diabetes, obesity, and other related health issues;
- Increased public space for social connectedness, fostering a stronger sense of community; improved access to amenities, health, education, and social services;
- Provides safe and affordable mobility options for vulnerable people;
- Reduced transportation barriers, especially in rural or underserved areas.
- Trails are one of the most accessible and inclusive forms of recreation. They typically require no registration fees, memberships, or costly equipment, making them a low-barrier entry point for individuals of all ages, incomes, and abilities. Whether walking, jogging, cycling, or using mobility aids, trails provide free, year-round access to nature, physical activity, and community connection. This accessibility is especially important in rural regions where recreational options may be limited and affordability is a key concern
- Increased access to public transport options to promote greater safety for vulnerable populations.

General Economic Impact

- Creates economic growth
- Grows local businesses and creates jobs
- Compounds the trail's economic potential: it turns a simple path into a long-term destination
- Increased:
 - Sales tax revenue
 - Private and public investment
 - Employment
- Increased property assessment

Trail Tourism & Trail Towns

- People come from outside of the region to use the trail and spend money in the communities;
- Trails are enhanced to reflect the cultural, historical and natural significance of the region;
- Cycle tourists tend to spend \$250-\$300/day;
- Trails become the “heart” of the community;
- Create more vibrant and aesthetically pleasing communities;
- Creates a sense of pride;
- Improved community aesthetics and atmosphere;
- Attract new residents;
- Proven method of revitalizing small communities, and;
- Help build a strong sense of community and pride.

Health Benefits

- Active trails and greenways create healthy recreation and transportation opportunities by providing people of all ages with attractive, safe, accessible and low- or no-cost places to cycle, walk, hike, jog or skate;
- Trails help people of all ages incorporate exercise into their daily routines by connecting them with places they want or need to go;
- Communities that encourage physical activity by making use of the linear corridors can see a significant effect on public health and wellness;
- By providing safe spaces for users to enjoy physical activity and recreation, trails help to improve not only physical but also mental health. The fact that nature and physical activity have been found to improve mental health has important implications for today’s high levels of pandemic-driven mental stress; and
- Increased physical activity among Canadians can lead to a reduction in many chronic conditions. In Canada, 44% of adults over the age of 20 have at least one chronic disease. Trails, therefore, can play a significant role in improving the health of Canadians and reducing medical costs.
- The New Brunswick Health Council community-level indicators reveal that many rural communities face challenges related to physical inactivity, which is linked to higher rates of chronic conditions like obesity, diabetes and cardiovascular diseases. Trails can provide a barrier-free recreational opportunity that will make it easier for all residents of the region to become more physically active.

Conservation and Environmental Benefits

- Trails help preserve important natural landscapes, provide needed links between fragmented habitats and offer tremendous opportunities for protecting plant and animal species;

- They are useful tools for wetland preservation and the improvement of air and water quality;
- They allow humans to experience nature with minimal environmental impact.

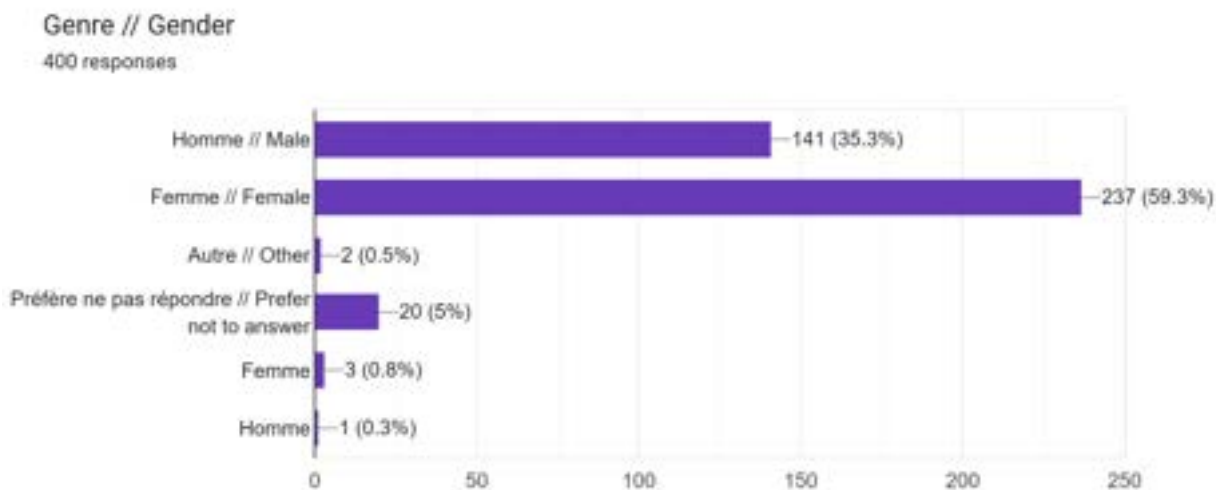
Public Engagement – Online Survey

The online survey was available to the public from December through to February, with 400 residents completing the survey. Of these 400 respondents 34.5% attended the engagement sessions as well. The general public was able to access the survey through a QR code that was available online, public spaces (i.e. libraries, town halls, schools, etc) and at the 15 regional public engagement sessions.

Overview of Online Survey Respondents

Gender

Nearly 60% of the respondents were female, various resources cite that more women participate in public engagement than men, however, others state that there is very little difference. This should have very little bearing on the feedback provided; however, it is worth keeping the gender differences in mind as future decisions are made, as this may impact the design and amenities along the trails.



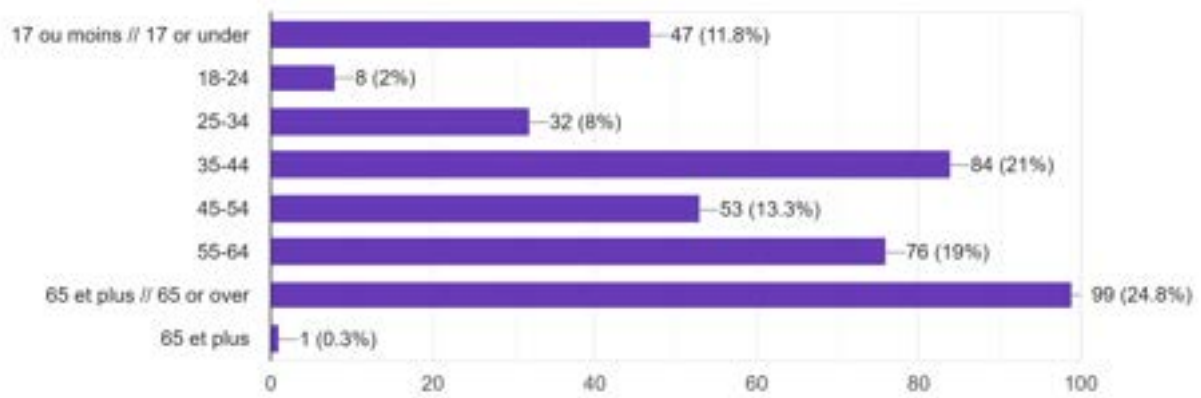
Age

The participation was reasonably balanced between the various age ranges. The two age groups that had the fewest participants were the 18-24 and the 25-34. This could be as a result of

younger people moving out of the region for work or school, as well it is worth noting that the median age of Kent County (proper) in 2021 was 52 years old.

Age // Age

400 responses

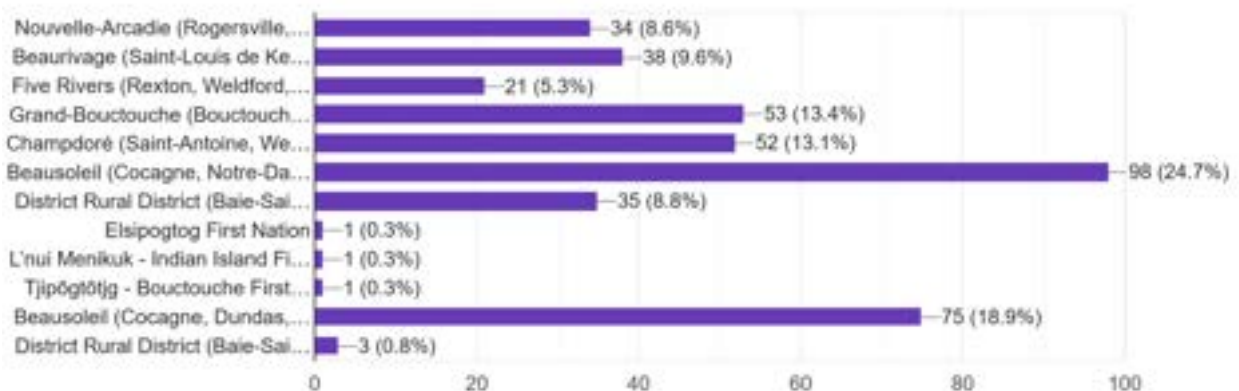


Participation by community

Nearly a ¼ of the participants who completed the survey were from Beausoleil this similarly played out at the public engagement sessions, where there was nearly double the participation at the Beausoleil public session versus others (with the exception of Grand-Bouctouche). Please note that the numbers are very low for the First Nations communities. This is due to the fact that the KRSC are reaching out to each independent of the broader public engagement.

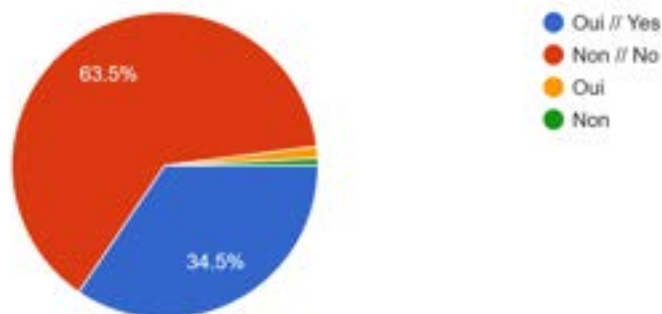
Community (For a detailed map: <https://www.krsc.ca/fr/la-csrk/#profil>)

396 responses



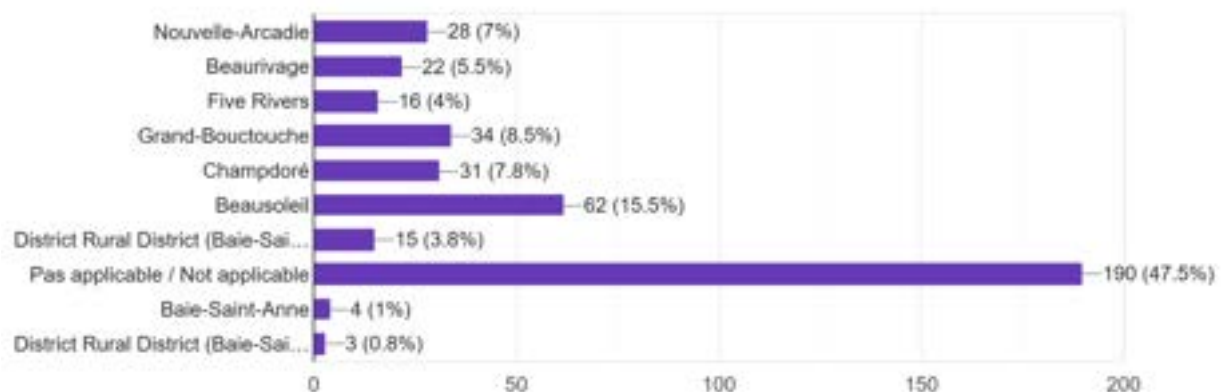
Est-ce que vous avez assisté à une consultation publique // Did you attend a public engagement session?

400 responses



If yes, in which community? // If so, in which community?

400 responses

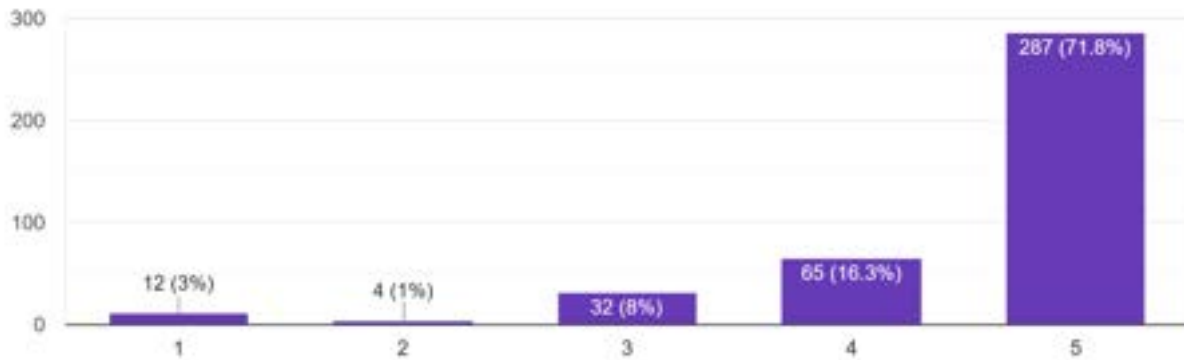


Summary of Online Survey Feedback

Value of Active Trails

78.1% of those who completed the survey placed either a medium-high or high value on trails. This is a testament to the importance that people (regardless of whether they were avid users or not) place on active trails and solid support for the development of more active living trails.

How do you rate active trails (biking, walking, hiking, etc.): Scale of 1 to 5, with 1 being low and 5 being high? // What value do you place on active l... Scale of 1 to 5 with 1 being low and 5 being high)?
400 responses



Trail Usage

It is important to understand that respondents were able to select all of the activities that they experience on the trail, therefore, the consolidated numbers are much higher than of those who completed the survey. However, the majority of the respondents are walkers, followed by cyclists and hikers. Without a clear definition to delineate walkers from hikers, it is hard to differentiate between the two of them.

How do you use the trails? Select all that apply. // How do you use trails? (select all that apply)
400 responses



The majority (2/3) of the respondents indicated that there were not motorized trail users, this is not surprising given that the focus of this project is on active trails. That said, trail use is not mutually exclusive, a person who walks may also use an ATV.

Do you also use motorized trails? If so, select all that apply. // Do you also use motorized trails? If so, select all that apply.

366 responses



Just over 50% of the respondents indicated that they used the trails. While this doesn't seem like a huge amount, it is worth noting that this is a rural region with a limited number of trails, however, there are likely many people using the shoulders of the road.

How often do you use non - motorized trails?

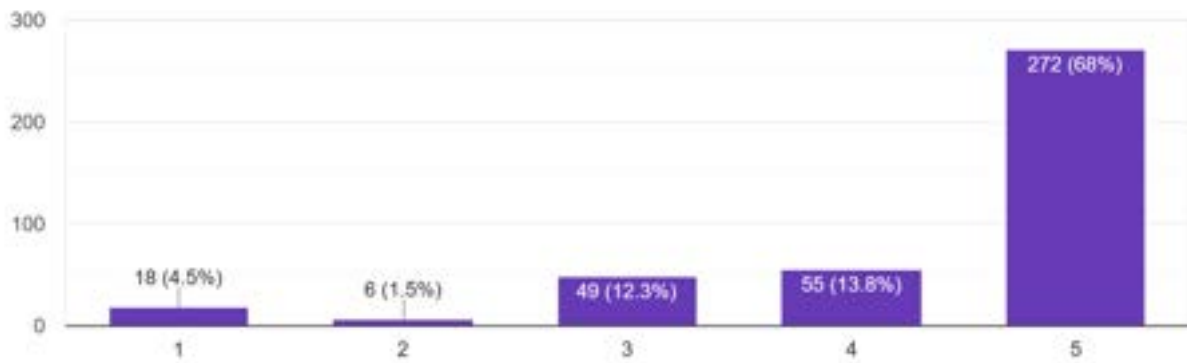
389 responses



Nearly 82% of the respondents indicated that they would be likely to very likely use new trails if they were developed. Given this high number it is reasonable to expect that many people who only used the trails 1-2 times a week would increase their use, particularly if they were in close proximity to their work or home. Trail use will also increase when a "culture of trail" is developed

in the region and trails are embraced by the local residents.






Quelle est la probabilité que vous utilisiez les sentiers si des nouveaux sont développés? (Échelle de 1 à 5, 1 étant peu probable et 5 très probable) // ... with 1 being not very likely and 5 being very likely)
400 responses



Trail Features/Amenities

Survey respondents were asked to rank the top three features or amenities that they would like to see added to existing trails and new trail development.

TOP 5 FEATURES

-  GARBAGE CANS
-  WASHROOMS
-  BENCHES
-  LIGHTING
-  WATER AND INTERPRETIVE SIGNAGE

These features are now considered standard and are expected by most trail users. As New Brunswick's population continues to age and diversify, it is increasingly important to consider the varied needs of different user groups. For example, seniors or individuals with mobility challenges often want to enjoy nature and fresh air but may need to rest periodically. Strategically placed benches along trails can significantly enhance their comfort and encourage more frequent use.

Another important demographic to consider is new Canadians. In many of the countries they are arriving from, trail use may not be common, and they may feel uncertain or uncomfortable using trails. Improved lighting can help increase their sense of safety and security, giving them greater confidence to explore and enjoy these public spaces.

Other features people suggested which were not included in the survey included:

- Outdoor classrooms
- Good directional signage
- Better parking
- More safety features
- Inclusion of natural features/interpretation
- More surveillance on the trail (i.e. trail patrol)

Obstacles Impacting Use

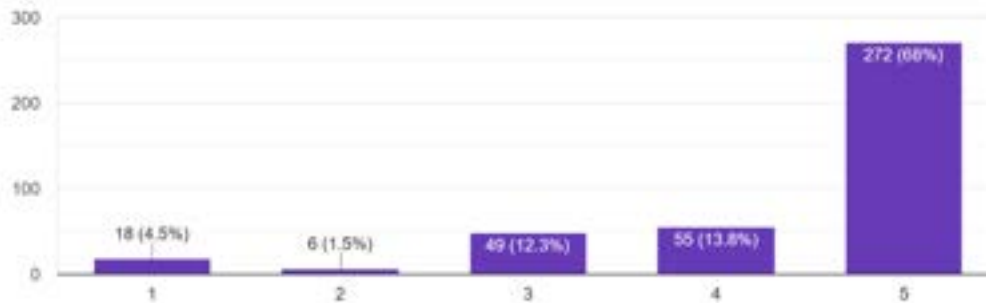
The survey asked respondents to identify the main obstacles or barriers that affected their trail usage. By far, the most significant issue was safety and security. Concerns ranged from using trails in remote areas and a lack of lighting or directional signage, to the presence of motorized vehicles on trails. Addressing these safety concerns will be essential for increasing trail usage. While not all trails need to be fully accessible to individuals with disabilities, having some that are inclusive will greatly benefit the broader community. For example, a trail designed for individuals with visual impairments could include a guiding rope to aid navigation, while a paved trail would make it easier for those using wheelchairs or walkers to access and enjoy the outdoors.



Future Trail Use (if new trails are developed)

An overwhelming majority of survey respondents indicated they would be very likely to use new trails if they were developed, with only 6% stating they would be very unlikely to do so. However, future trail usage will largely depend on whether the feedback gathered during this engagement process is genuinely implemented. Unlike much of the past trail development—particularly the conversion of railbeds, which often lacked a cohesive long-term vision—21st-century trail planning is guided by purpose and intentionality. This modern approach prioritizes listening to residents and trail users to ensure that new trails are designed to meet their evolving needs and expectations.

How likely are you to use the trails if new ones are developed? (Scale of 1 to 5, with 1 being unlikely and 5 being very likely) // How likely would you u...with 1 being not very likely and 5 being very likely)
400 responses



Location of New Trails

Generally speaking, most survey respondents simply listed the communities where they would like to see trail development. Analyzing this data is somewhat challenging, as the responses typically lack specific context regarding *where* within those communities the trails should be developed. In contrast, the in-person engagement sessions provided a much clearer understanding of the preferred trail locations, which will be further explored in the following section. Below are a few unedited comments that offer additional context:

- *Somewhere between the highway and Route 535 from north to south connecting the entire Acadian coast. If located between Routes 134 and 535, the road would be accessible to residents of the entire region!*
- *Trails to join Bouctouche, Cocagne, Grande-Digue, Shediac (this was mentioned a number of times in various forms)*
- *The trail between Irving park and the dunes needs to be fixed. Very dangerous when biking, too narrow, rocks etc. More trails in Bouctouche a must*
- *Plages - ecocentre Irving, Cap-Lumière, Côte Ste. Anne - Rexton - Sud rivière Richibucto (main river, Fords mills)*
- *Anywhere with interesting views such as rivers...ocean, ponds, forest. (many others stated access to nature, along waterways, etc)*
- *Connect the various wharves in the Baie Ste. Anne region*
- *Rogersville could act as a connector to the extensive trail network in Kouchibouguac National Park and the mountain bike trails in Minto (not part of the region, but could be part of an extended network).*
- *Champdore is currently advocating for the upgrade of Route 525 and the shoulders could be improved for cycling.*

General Feedback

This section provides an overview of key themes that emerged through the feedback provided in the survey.

Overall Sentiment



Roadway Usage- Safety and Security

- *It is difficult to share the road with RV's, cars, trucks*
- *Trails are very important, they are safe (no cars)...*
- *A path to Notre Dame would be nice. Cars go by so fast. I hardly ever walk on the side of the road with my kids.*
- *We need more trails. It is a lot safer than walking on the side of the road.*
- *There is a great need for bike paths protected from cars.*
- *A paved bike path on the Acadian Peninsula (even on a smaller scale) would be exceptional. I feel like our roads are not safe for cycling, especially not with children.*
- *again, if we could have some sidewalks in the streets as well, people would walk more to shops or other places but since it's super dangerous and there are no sidewalks, especially in rural areas, it's very dangerous to even walk with my dog.*
- *Si vous voulez aider le monde d'une façon pratique crée de la connectivité pour que le monde puisse se rendre à d'autre communautés efficacement en vélo. Sa changerais le monde pour ceux qui n'ont pas de chars et pour ceux qui ont trop peur d'utiliser les chemins à cause du trafic routier. Engager des jeunes pour faire le travaille*
- *Toujours intéressant et plaisant de marche dans la nature, plus sécuritaire que sur les routes avec les autos*

- *I think it would be a good idea to put sidewalks in Cocagne. Cars drive fast and it's dangerous. Perhaps from the arena to Cormier Cross Road and from the pharmacy to Lovers Lane.*

Veloroute

- *Merci! La véloroute de la péninsule est super!*
- *La véloroute de la péninsule est une très bonne exemple! l'aménagement avec une surface en gravier devrait être primaire. On peut ensuite parler de l'asphalte lorsque la route est en place*
- *I had the opportunity to use the Velo Route summer 2024, so impressed*
- *The Peninsula Cycle Route is a very good example! Gravel surface development should be the primary approach. We can then consider asphalt once the road is in place.*
- *It would be interesting to have trails that connect all our communities together, like we did in the Acadian Peninsula. Tourists would love that too!*
- *A paved bike path on the Acadian Peninsula (even on a smaller scale) would be exceptional. I feel like our roads are not safe for cycling, especially not with children.*
- *yes, having a connected network like the cycle route*

Youth

- *Nos jeunes n'ont pas le privilège des centre urbains avec les pistes cyclables...*
- *Our youth don't have the privilege of urban centers with bike lanes... It would be so good for them to be able to travel by bike to visit their friends or go to school without having to take dangerous roads at high speeds. Connecting communities could help improve the health of citizens and the independence of our teenagers.*

Tourism

- *Ce serait intéressant d'avoir des sentiers qui relient toutes nos communautés ensemble comme on l'a fait dans la péninsule acadienne. Les touristes aimeraient beaucoup ça eux aussi!*
- *Good idea for Tourism, physical health and mental health*
- *Trails unite communities, beautify communities, create space for tourism and business development, and provide a way for our youth to move safely around our community. The roads are so dangerous.*

History and Culture

- *C'est ce qui frappe quand on va ailleurs, c'est voir l'art dans les sentiers*
- *Les sentiers ce n'est pas seulement pour y marcher, mais c'est d'y vivre une expérience*
- *de voir que quelqu'un à penser que la culture le long des sentiers est possible (...) il y a des gens pour qui l'art et la culture sont la raison pourquoi ils vont se rendre dans les*

sentiers. On a vu le succès de Lumina. C'est un sentier qui est culturel et où tu vis des choses. Les sentiers c'est un moyen pour connecter toutes nos communautés. Il peut y avoir toute sorte de choses là-dedans. Avec Sentier Pluriel à Grande-Digue, on a engagé chaque année, des artistes qui font des œuvres éphémères. Tu marches et tout d'un coup tu as un nid d'oiseaux de 30 pieds. D'autres fois, c'est plus subtil. Ça fait vivre des choses. Ce n'est pas une question d'argent. C'est une question d'intégrer nos communautés ensemble : ces sentiers vous appartiennent. Ça peut être autant des artistes que des écoles (...) de l'aménager pour que les gens prennent le temps de vivre une expérience.

- *The trails are a vehicle for public art and to tell our stories*

Quality of Life/Mental Health

- *Les pistes sont un endroit privilégié pour s' éloigner des bruits et de trouver du calme pour quelques instants durant la journée ou pour des randonnées plus élaborées. . Soit seul , en couple ou en famille. En 2025 il est primordial d'avoir des endroits comme les pistes de marche-vélo pour nos citoyen(nes), parrainés par les administrations municipales qui ont les ressources. Les effets positifs des pistes ont été démontrés et les bienfaits pour la santé ont faits leurs preuves.*
- *Une piste est en quelques sortes un chemin de terre avec des arbres chaque côtés qui nécessitent peu d'entretien à comparer les infrastructures réchauffés et plus élaborés. Sans doutes, on pourra avoir des bénévoles pour ajouter au succès d'un tel projet.*
- *It is very important to find ways to keep our citizens active and in nature for physical and psychological well-being.*
- *Trails are a great place to get away from the noise and find peace and quiet for a few moments during the day or for more elaborate hikes. Whether alone, as a couple or with family. In 2025, it is essential to have places like walking and cycling trails for our citizens, sponsored by municipal governments that have the resources. The positive effects of trails have been demonstrated and the health benefits have been proven. A trail is a kind of dirt road with trees on each side that require little maintenance compared to heated and more elaborate infrastructures. Without a doubt, we will be able to have volunteers to add to the success of such a project. Bravo to your initiative and thank you!*

Nature/Conservation

- *Keeping the trails mor on the natural side will bring in more hickers and alos not disturb the remaining wildlife.*

- *Keeping the trails more on the natural side will bring in more hickers and also not disturb the remaining wildlife.*
- *Keep trails natural to promote wild life and wild life safety*
- *Consider the environmental benefits associated with conserving habitats adjacent to trails.*
- *Keep walking trails that are wilder in nature with varying levels of difficulty and length. Log trails are preferable if possible.*
- *Nice hiking trails like they have in Miramichi would be beneficial we have lots of land that is undeveloped with natural settings natural wildlife and outside of town.*

Partnerships/Collaboration

- *Trails can create partnerships with local organizations. Ex: Bouctouche Social Pediatrics*
- *Collaboration with First Nations...*
- *Excellent idea, which must start on the right foot, in order to ensure its implementation. Therefore, the municipalities will have to commit and work together under the aegis of an organization (either the CSRK or another).*

A handful of respondents noted concerns about cost and long-term maintenance of the trail, however, with the exception of two respondents, there were no negative comments.

Public Engagement- Community Engagement

Between November and December 2024, a total of 15 engagement sessions were held, during which we met face-to-face with **more than 130** individuals. These sessions included meetings with town councils, Kouchibouguac National Park, the KRSC Board of Directors, the Recreation Committee, and the Tourism and Economic Development Committee, as well as members of the general public.

As previously noted, the KRSC has reached out to the three First Nations communities in the region; however, meetings with them have not yet taken place.

Overall, the public engagement sessions were very successful. While a few sessions had limited attendance, overall turnout was strong and participants were actively engaged. It is worth noting that the dominant demographic in attendance was individuals over the age of 50. To ensure fair representation of the region's population of 35,527 residents, it is important to consider a broader cross-section of age, gender, and ethnicity. Fortunately, the survey results captured this broader diversity.

The trail mapping exercise proved highly effective in generating discussion and identifying potential trail routes in each region. The enthusiasm shown by participants was a clear indicator

of strong regional support for an active trail network. Anecdotally, there was a consistent preference for a network similar to the one found in the Acadian Peninsula (see Appendix A), which combines tourism opportunities with active transportation and recreational use.

Please note that the observations included here are summarized and anecdotal, based on feedback gathered during the engagement sessions.

- Trails need to be included as part of the municipal plan
- Creating “trail towns” that create a “culture of trail”. This means that trails are embraced by residents, decision makers, businesses, service clubs, schools, health care service providers, etc, and are not simply a want, but are a critical piece of community infrastructure
- The trails need to be realistic (i.e. cost effective) and the trail types need to be accessible by the vast majority of the region’s population
- A compostelle type of experience (pilgrimage experience modeled off of the [Camino de Santiago](#)- plans were developed for the Sentier de l’Etoile with a trail starting in Memramcook to the Acadian Peninsula (see appendix xx))
- Collaborate with the local ATV clubs and Snowmobile Clubs
- Connect population hubs by trails
- Consistency of experience, trail surface, standards, management – this could be coordinated by the KRSC
- Develop a long-term vision for the network and broken out into phases
- Walking/cycling on roads is dangerous, improved shoulders or sidewalks need to be considered
- Partnerships are going to be important
- It is important not to forget the cultural aspect when we develop our trails
- The importance of reintegrating historic aspects of the communities that no longer exist
- Our region is very triangular; it's composed of inland and coastal areas. How do we priorities who and where the trails will go?
- It's nice to see that connecting our municipalities by trails could become a reality, and that it's a goal of the KRSC strategy
- Trails are very important for families as it takes children and parents away from electronics to permit them to spend quality time with each other

There were very few concerns raised during the engagement sessions, however, the most common were:

- Who will be responsible for maintenance?
- Understanding the breakdown of roles and responsibilities between the municipalities, trail organizations, the KRSC, provincial government, etc.

Trail Visioning Session

This component of the engagement sessions gave participants the opportunity to identify areas where they felt new active trails should be developed. In many cases, these suggestions are aspirational rather than immediately feasible, as factors such as land ownership, topography, and other practical considerations related to trail development were not part of the discussion.

Trail Feasibility

There is strong and widespread community interest in the development of an active trail and transportation network. Residents have overwhelmingly identified trail development and active transportation as key priorities for the region. To move forward, it will be essential to explore potential and feasible trail routes, assess associated costs, and clarify roles and responsibilities. These steps are critical to creating a well-informed concept and implementation plan that will guide the future development of the network.

Several key considerations emerged during the engagement process and should remain central to the planning and development of any future active trail network.

Safety and Mobility

Due to the region's rural character, pedestrians and cyclists currently lack access to a safe and reliable active transportation system. Enhancing safety will require well-defined corridors, sidewalks, appropriate “share the road” signage, and public education. As the term “active trails” suggests, the preferred approach is to develop trails that support non-motorized uses. In areas where fully separating trail users is not feasible, a respect-based model should be implemented- supported by a clearly defined code of conduct and enforcement measures- to ensure safe, shared use among all trail users.

Regional Collaboration

This is an opportunity for the Kent Regional Service Commission to work on a collaborative initiative with the **entire** region. This aligns with the **vision** of the KRSC, which is to be the leader in regional cooperation and the harmonious development of a thriving community life. Trails are the foundation of a strong and vibrant community.

Themed Networks

Public engagement revealed several key themes that could shape the development of the trail network. One notable opportunity is to expand upon the concept of the *Sentier de l'Étoile*, especially given the public's interest in connections to both the *Shoreline Trail* and the *Véloroute de la Péninsule Acadienne*. The *Pays de la Sagouine*, a major cultural attraction, is ideally

situated along the trail and could serve as an anchor point for themed experiences. Additionally, there is strong interest - particularly in the Baie-Sainte-Anne area - in developing a fishing-themed route that links regional wharves and highlights the local fishing industry's heritage and stories. This is also an opportunity for each community to tell their unique stories through the trail network.

Connection to Major Destinations

Establishing strong trail connections to major destinations is critically important from both a tourism and active transportation perspective. While the objectives overlap, the destinations served by each network are often distinct.

From a tourism standpoint, trail connections should prioritize access to key attractions such as The Bouctouche Dunes, Pays de la Sagouine, Elsipogtoq Tourism & Gift Shop, beaches, artisan studios, restaurants, shopping districts, and cultural, historic, and natural sites of interest. These connections enhance visitor experience and support the local tourism economy.

In contrast, the active transportation network should focus on linking commercial hubs, public institutions such as schools and libraries, community centers, and recreational services, supporting daily travel needs for residents and promoting sustainable mobility.

Though these networks serve different primary purposes, they do not need to be mutually exclusive. In practice, some segments will inevitably be purpose-built for either active transportation or tourism. However, with thoughtful planning, shared-use sections can enhance connectivity and deliver value to both residents and visitors alike.

Key Opportunities – Active Transportation

There is strong provincial support for the development of active transportation networks. As outlined in the Minister of Tourism, Heritage and Culture; the Honourable Isabelle Theriault's [mandate letter](#): *the province has committed to working with communities to increase active transportation infrastructure, including walking and cycling trails, to build healthier communities*. A lot of the feedback that was received through the engagement sessions indicated that shoulders and sidewalks on strategic roads throughout the region would be sufficient in many instances. The Department of Tourism, Heritage and Culture, Sport and Recreation Branch, will be developing an AT strategy and will be conducting stakeholder/rightsholder engagement in order to ensure that activities taking place throughout the region are reflected in the strategy.

Trail Development and Management

Understanding the type of trail network the KRSC aims to develop is essential for guiding the direction of this project. With the region expressing interest in creating an **Active Trails network**, this provides a solid foundation for planning. However, it is now important to define what this vision entails in practical terms.

Key questions to consider include:

- **Does the term “Active Trails network” imply a consistent design and quality standard across the region?**
Will all trails be built to the same specifications in terms of surface, accessibility, signage, and maintenance requirements?
- **Who will be responsible for trail development and oversight?**
Will KRSC centrally coordinate and oversee the entire development process, or will individual communities within the region be responsible for building and maintaining their own sections of the trail network?

Clarifying these aspects will be crucial to ensure alignment among stakeholders, efficient resource allocation, and the long-term sustainability of the trail system.

Recreation, Active Transportation, Tourism – Or Everything?

A key consideration moving forward is whether the KRSC will prioritize one primary use for the trail network - **recreation, active transportation, or tourism** - or if it intends to develop a multi-purpose system that serves all three.

Each focus brings different planning, design, and management requirements:

- **Recreation** emphasizes leisure, scenic value, and community health.
- **Active transportation** prioritizes connectivity, safety, and functionality for commuting (e.g., walking or biking to work or school).
- **Tourism** focuses on economic development, attraction of visitors, and integration with local businesses and attractions.

If the goal is to serve **all three functions**, it will be important to define how these priorities will be balanced. Will certain trail segments be designed for specific purposes, or will all trails aim to meet multi-use standards? Additionally, understanding which objective—if any—takes precedence will help guide funding, partnerships, and infrastructure decisions.

Clarifying this early will support a more strategic and effective trail network development plan.

Recommendations

1. Conduct a Comprehensive Trail Feasibility Study

Why: To assess viable routes, costs, environmental constraints, and land ownership issues.

Actions:

- Hire a consultant and/or create a working group to map and analyze potential trail corridors.
- Prioritize areas with immediate community demand and existing infrastructure.
- Include detailed cost estimates, environmental assessments, and technical feasibility.

2. Define the Vision and Scope of the Active Trails Network

Why: To ensure alignment and consistency across the region.

Actions:

- Establish clear design standards (e.g., surface type, accessibility, signage).
- Decide if the network will be primarily recreational, commuter-based (active transportation), tourism-oriented, or multi-use.
- Develop a trail typology (e.g., urban connector, scenic loop, cultural route).

3. Develop a Regional Trail Master Plan

Why: To coordinate efforts across communities and phases of development.

Actions:

- Integrate both tourism and transportation objectives into the plan.
- Identify phased priorities based on impact, feasibility, and cost.
- Include thematic and cultural elements such as the Sentier de l'Étoile and fishing heritage trails.

4. Establish Governance and Responsibilities Early

Why: To ensure accountability and coordinated management.

Actions:

- Define the role of the KRSC (lead agency, coordinator, or partner).
- Draft Memoranda of Understanding (MOUs) with communities to clarify responsibilities for planning, funding, construction, and maintenance.
- Consider forming community trail organizations that would sit on a regional advisory or steering committee.

5. Prioritize Safety and Accessibility

Why: To ensure user comfort and increase adoption of active transportation.

Actions:

- Identify critical areas lacking pedestrian/cyclist infrastructure.
- Incorporate shoulders, sidewalks, and signage on strategic rural roads.
- Develop and enforce a trail code of conduct, especially for shared-use segments.

6. Align with Provincial and Federal Funding Opportunities

Why: To secure essential financial resources.

Actions:

- Apply to programs such as the **Provincial Active Transportation Fund, ACOA, Regional Development Corporation (RDC), and Infrastructure Canada.**
- Position the trail as a health, tourism, and sustainability initiative to match diverse funding priorities.
- Leverage letters of support and partnerships to strengthen funding proposals.

7. Design Thematic and Destination-Based Trail Experiences

Why: To enhance tourism appeal and regional storytelling.

Actions:

- Integrate key attractions into the trail network.
- Collaborate with local tourism operators and cultural organizations to develop themed routes (e.g., fishing heritage, Acadian culture).
- Include wayfinding signage, rest areas, and interpretive panels to enhance visitor experience.

8. Engage Communities Continuously

Why: To maintain public support and gather local insights.

Actions:

- Hold regular engagement sessions during planning, implementation, and evaluation phases.
- Invite community input on trail design, naming, and story-sharing opportunities.
- Promote the project through local events, schools, and social media.

9. Plan for Long-Term Sustainability and Maintenance

Why: To preserve the trail system's quality and usability.

Actions:

- Create a maintenance and inspection schedule.
- Budget for trail repair and upgrades.
- Explore volunteer programs and local stewardship groups.

10. Track Progress and Adapt

Why: To ensure the project stays aligned with goals and responds to emerging needs.

Actions:

- Establish metrics for success (e.g., trail use, economic impact, connectivity).
- Regularly evaluate user feedback and usage data.
- Adjust the implementation strategy as needed.

Trail Development in Rural Areas: Challenges, Opportunities, and Proven Benefits

Trail development is often associated with urban centers due to higher population density and immediate access to infrastructure. However, rural areas, such as the Kent Region, stand to gain significantly from the creation of trail networks. In fact, successful rural trail systems across Canada and beyond demonstrate that with thoughtful planning, strong community engagement, and regional collaboration, rural trail networks can become powerful engines for economic, social, and environmental progress.

1. Economic Benefits for Rural Communities

- **Tourism Revenue:** Trail-based tourism is a growing industry, with rural destinations often offering more scenic, cultural, and nature-based experiences than urban centers. In regions like Quebec's *Route Verte* or New Brunswick's *Véloroute de la Péninsule Acadienne*, rural trail networks have drawn thousands of visitors, supporting accommodations, restaurants, local shops, and guide services.
Example: In Ontario, the Georgian Trail (a 34 km rural trail) contributes over **\$3 million annually** in local economic activity, mostly from out-of-town visitors (Source: Ontario Trails Council).

- **Local Job Creation:** Trail development and maintenance create opportunities for seasonal and long-term employment in construction, interpretation, trail management, and hospitality sectors.
- **Increased Property Values:** Proximity to trails has been shown to increase rural property values by up to **5–10%**, particularly where access to recreation and natural amenities is limited.

2. Health and Social Benefits

- **Physical and Mental Health:** Rural populations often have fewer public recreation resources. Trails provide accessible and affordable opportunities for walking, cycling, and nature engagement, helping address health inequities.
Rural Canadians are more likely to face challenges such as higher rates of obesity and limited access to recreation infrastructure. Trails can help bridge this gap by providing free, safe places for regular physical activity.
- **Social Connectivity:** Trails act as gathering spaces and connectors between communities, promoting intergenerational interaction, volunteerism, and local pride.
- **Youth Independence:** Trails offer youth a safe means of travel between communities and destinations, especially important in rural regions where public transit is scarce.

3. Environmental and Community Sustainability

- **Conservation and Stewardship:** Trails in rural areas often pass through forests, wetlands, and coastal zones, offering opportunities for education, conservation partnerships, and protection of sensitive ecosystems.
- **Low-Impact Infrastructure:** Trails require less capital investment than roads or public buildings, and they offer long-term value with relatively low maintenance costs when well planned.
- **Climate Resilience:** Encouraging non-motorized travel through trails helps reduce emissions, especially in rural areas where car dependency is high.

4. Proven Rural Trail Models

- **Véloroute de la Péninsule Acadienne (NB):** A 600+ km rural cycling network linking small Acadian communities. Built on local roads and dedicated trailways, it showcases rural storytelling, culture, and natural beauty while promoting tourism and community development.
- **The Kettle Valley Rail Trail (BC):** A 650 km multi-use trail system primarily in rural and remote areas of British Columbia. It revitalized old rail lines and now draws international visitors for long-distance hiking and cycling.
- **Eastern Ontario Rail Trail Loop (ON):** Although not entirely completed, the Eastern Ontario Rail Trail Loop is actively being developed as a tourism product. When

completed the trail will be a 360km loop that runs through the counties of Lanark, Renfrew and Frontenac. All three counties are predominantly rural, and see the trail as a economic driver for the region.

5. Enabling Conditions for Rural Trail Success

To ensure successful trail development in rural settings, the following conditions are essential:

- **Community Engagement:** Involving local residents in trail planning increases buy-in, use, and stewardship.
- **Regional Collaboration:** Connecting communities through shared planning and funding models helps overcome limited local resources.
- **Phased Development:** Starting with key high-impact segments can demonstrate value and attract early users and funding.
- **Thematic and Cultural Anchors:** Trails that reflect local identity—fishing, farming, Acadian heritage, or Indigenous stories—can enhance community pride and attract niche tourism.

Rural trail development is not only feasible - it is vital. For regions like Kent, trail networks offer a rare opportunity to simultaneously address economic diversification, population health, and community cohesion. The key is to approach trail planning not as a luxury, but as essential infrastructure that connects people, places, and possibilities in meaningful, measurable ways.

CONCLUSION

Based on the insights gathered through community engagement sessions and survey responses, combined with my professional experience and expertise, it is clear that there is strong and widespread interest in the development of active trails across the Greater Kent Region. In rural areas like Kent, trail development goes beyond recreation and active transportation; it serves as a powerful catalyst for tourism, economic growth, and community well-being.

I strongly encourage the Kent Regional Service Commission to pursue the recommendations and actions outlined in this report. By doing so, the region can transform this shared vision into a well-connected, inclusive, and sustainable active trail network that enhances quality of life, promotes healthier lifestyles, and positions the communities served by the Kent RSC as a leader in trail-based community development.

Appendices

A: Public Survey on the Feasibility of an Active Trail Network

Introduction

The Kent Regional Service Commission has identified a strategic objective aimed at conceptualizing sustainable infrastructure that promotes new recreational, sporting, and cultural trends and needs. **The purpose of this project is to carry out a feasibility study for a regional network of active living trails.** This recreation and tourism project would not only generate significant economic benefits for the region but would also promote active transportation in communities: a good step towards healthy and active communities! Through this trail network, the long-term vision is to be able to offer an accessible and inclusive outdoor experience to the citizens of the Kent region and its visitors, by building on the connectivity between communities.

At present there is no cohesive active living trail network in the Kent region. The purpose of the engagement process is to gain a better understanding of the needs and wants of the residents, community organizations and elected officials regarding an active living trail network in the Kent region and to assess the overall feasibility of the development of a potential network.

The creation of a high quality, consistent trail network with a recognizable theme and brand, connected to destinations, amenities and activities will be of value for visitors who choose it as an active tourism destination. At the same time, residents within the region will benefit from improvements to the trail as a community recreation space and active transportation network.

What is an active trail network?

Trails and associated green spaces dedicated to multi-use and single track non-motorized trails for recreational activity. Non-motorized trails activities include walking/hiking, biking, horseback riding, inline skating, skateboarding, snowshoeing, cross-country skiing & using a wheelchair.

Gender:

- Male
- Female
- Other
- Prefer not to answer

Age:

- 17 or under
- 18-24
- 25-34

- 35-44
- 45-54
- 55-64
- 65 or over

Community:

- Nouvelle-Arcadie (Rogersville, Collette, Acadieville, etc.)
- Beaurivage (Saint-Louis de Kent, Richibucto, Saint-Ignace, Aldouane, Saint Charles)
- Five Rivers (Rexton, Welford, Harcourt, LSD of Richibucto, etc.)
- Grand-Bouctouche (Bouctouche, Wellington, Saint-Paul, Sainte-Marke-de-Kent, etc.)
- Beausoleil (Cocagne, Notre-Dame, Grande-Digue, Shediac Bridge, Shediac River, etc.)
- Rural District (Baie-Sainte-Anne, Hardwicke, Escuminac, Carleton/Kouchibouguac, Pointe-Sapin)
- Elsipogtoq First Nation
- L'nui Menikuk- Indian Island First Nation
- Tjipogtotjg – Bouctouche First Nation

Postal Code:

Have you attended a public consultation?

- Yes
- No

If yes, in which community?

- Nouvelle-Arcadie (Rogersville, Collette, Acadieville, etc.)
- Beaurivage (Saint-Louis de Kent, Richibucto, Saint-Ignace, Aldouane, Saint Charles)
- Five Rivers (Rexton, Welford, Harcourt, LSD of Richibucto, etc.)
- Grand-Bouctouche (Bouctouche, Wellington, Saint-Paul, Sainte-Marke-de-Kent, etc.)
- Beausoleil (Cocagne, Notre-Dame, Grande-Digue, Shediac Bridge, Shediac River, etc.)
- Rural District (Baie-Sainte-Anne, Hardwicke, Escuminac, Carleton/Kouchibouguac, Pointe-Sapin)
- Elsipogtoq First Nation
- L'nui Menikuk- Indian Island First Nation
- Tjipogtotjg – Bouctouche First Nation

How do you rate active trails (biking, walking, hiking, etc.) Sale of 1 to 5 with 1 being low ad 5 being high)?

How do you use trails? Select all that apply.

- Walk
- Hike
- Bicycle
- Mountain Bike
- Horseback Riding
- Snowshoe
- Cross Country Skiing
- Other

Do you also use motorized trails? If so, select all that apply.

- Quad
- Snowmobile
- I don't use motorized trails
- Other

How often do you use non-motorized trails?

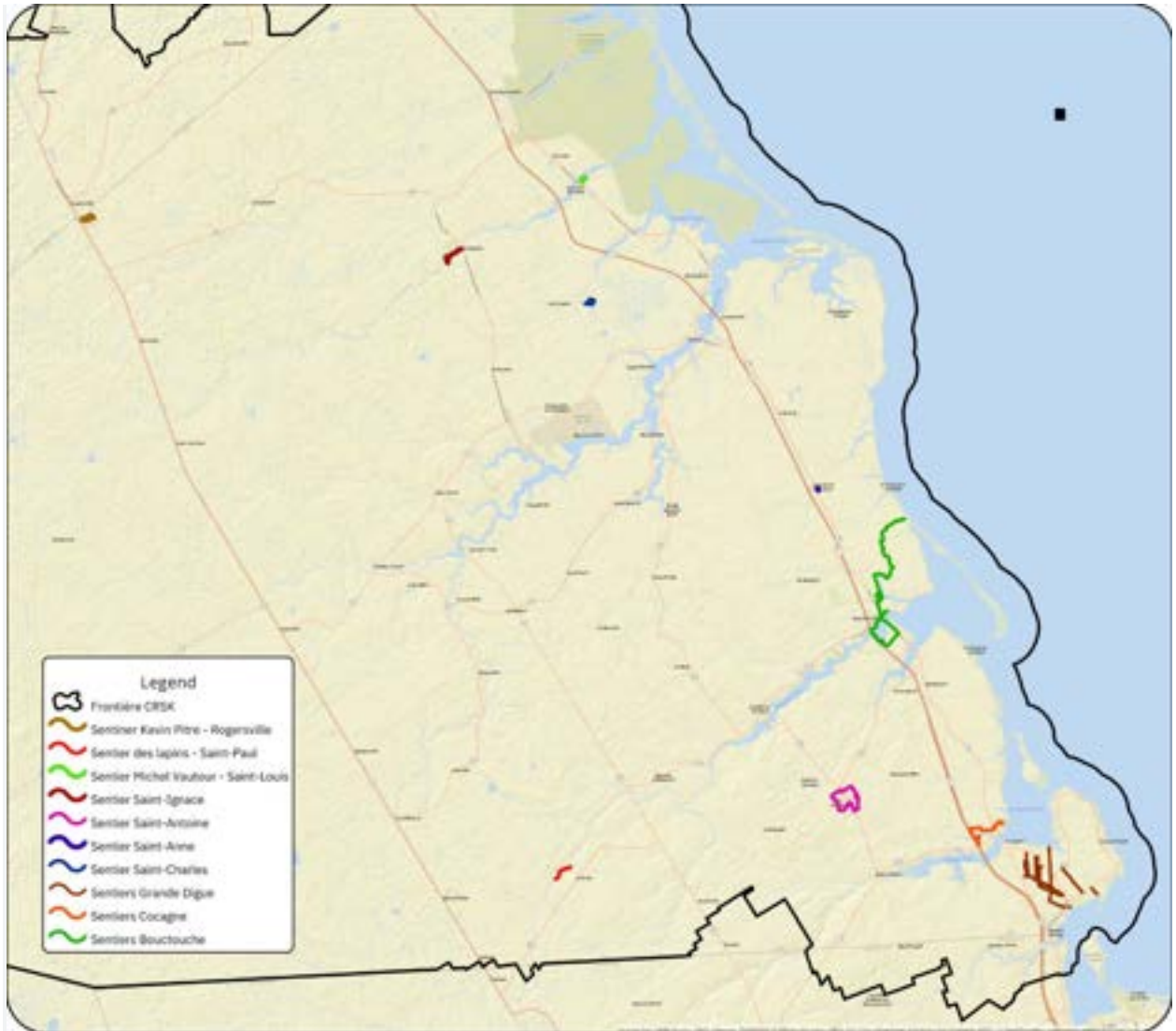
- 1-2 times per week
- 3-4 times per week
- 5-7 times per week
- Never

What are your three most important features to have on a trail?

- Lighting
- Surface of trail paved
- Garbage cans
- Benches
- Interpretive Panels
- Public Art
- Washrooms
- Water
- Other

How likely are you to use the trails if new ones are developed? (Scale of 1 to 5, with 1 being unlikely and 5 being very likely)

Where would you like to see new trails developed?



Are there any barriers that would impact your ability to use the trail?

- Visually impaired
- Mobility issues
- Other accessibility issues
- Financial implications
- Access to transportation to get to the trails
- Safety
- Other

Do you have any further comments to share about the project?

Thank you for your feedback. Your input will be essential in determining the Kent Regional Service Commission Council's commitment to developing an active trail network in the region.

B: Presentation Deck (PowerPoint)



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