

'Road Trails Act' & Queens County



Important Updates QCATVA

➤ Queens Co. ATV Assoc.

- Holds 10 Private Land Agreements (LUAs) with land owners in Queens County
- Granted: Redesignation of the Hunts Point Trail from 'Walk Only' to Multi-Use Trail from Bog Rd to Silver Rock Dr in Hunts Point, LOA held by QRTA
- Granted Road Trail: Old Port Mouton Rd (logging), West on Hwy 3 crossing Broad River, turning down River Head Rd going to the Summerville Multi-Use Trail (former rail corridor)
- Granted Road Trail: At the intersection of the Hunts Point Multi Use Trail & Beech Hill Rd moving in a Northernly direction passing under the 103 Highway to the Cul de Sac at the end of the paved Rd
- Signed a LOA with DNRR and installed bridge at Deep Brook (Value \$36 000)
- Completed access trail upgrades to Seascape Restaurant & Convenience (Value \$13 150)

Total Value of Trail Work Completed by QCATVA in 2024 was \$49 150

Important Updates QRTA

- QRTA Assoc.
 - Completed trail 'mowing' from Shelburne Co. Line to Port Mouton Fire Rd (Approx. 10 km) (Value \$5 462)
 - Work in Progress 'mulching', ditching, surfacing from Port Mouton Fire Rd to Port Mouton Trail Head (Approx. 10 km)
 - Anticipated Total Value of Work \$135 000
 - Purchase of culverts (Value \$20 700)
 - Completed trail 'mowing' and/or 'mulching' from the start of the Dwight Crouse Trail (Brooklyn) to Lunenburg Co. Line (Value \$11 143)
 - Recapitalized the Pipeline Trail from Brooklyn Energy Trail to Nickerson's Pond Rd (Value \$25 415)
 - Brooklyn Energy Trail Repair (Value \$7 245)
 - Emergency Repairs to Dwight Crouse Trail (Value \$26 795)
 - Maintenance on Dwight Crouse Trail (Value \$12 650)

Total Expenditure Excluding In-Kind Work \$244 410

'Road Trails' – A New Way Forward

- Act provides for ways for both provincial and municipal governments to approve 'Road Trails' for OHVs to enhance trail connectivity for all uses and positively impact local economies
 - Goal 1: To provide opportunity for Trail to Trail connections including both rail bed (Multi Use Trails) and Off Highway Trails on private and crown lands
 - Goal 2: To provide opportunity for Trail to Service connections for access to service stations, groceries, restaurants, retail and accommodations to enhance user experience/opportunities and have a positive impact on the local economy

2022 OHV Direct Spending Report showed over \$464 million dollars going into NS economy from OHV's—it is time that impact was felt more in Queens County

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- Our Goal: Have a connected route across Queens County to complete our section of the Western Loop of the Great Trail to promote recreation and positive local economic impact
 - Route from Halifax to Yarmouth to Middleton to Bridgewater

'Road Trails' – A New Way Forward

- Our Need from RQM:
 - Letter of support from RQM for the development of trails in RQM including a commitment to helping both QCATVA & QRTA explore any available funding programs through RQM or that we may be made aware of by RQM
 - Municipal support for Road Trails under provincial jurisdiction in writing including:
 - Milford St from Herring Cove Lake to its intersection with Hwy 8
 - From the intersection of Hwy 8 & Milford St to the intersection of Hwy 8 & Bridge St
 - Moving across Bridge St to its intersection with West St
 - Moving from the intersection of Bridge St & West St to the beginning of municipal roadways on Main St at approximately Mersey Place Crt

'Road Trails' – A New Way Forward

- Our Need from RQM
 - To identify the specific process they want to use to consider Road Trails in RQM that includes consultation with QCATVA and other partners
- Specific Requests of RQM:
 1. West St (RQM Building), across Harley Humphrey Dr to the Trestle Trail (no detour)
 - a) This will provide a connection to the Trestle Trail from the West (Shelburne) and access to amenities in the Milton Rd & Hwy 3 Business District
 - b) It is important to note the current standing agreement for the Trestle Trail provides that it be established as Multi-Use trail and consultation was completed prior to that agreement being signed
 2. From the intersection of the Trestle Trail & King St to Lawrence St, moving across Lawrence St to rejoin the Trestle Trail (has detour)
 - a) This is a recommendation by QCATVA to avoid traveling through two properties bisected by the Trestle Trail
 - b) RQM has already signed an agreement for the Trestle Trail; however, these Road Trails may benefit residents of those properties
 3. Intersection of the Trestle Trail and Bristol Avenue moving to the entrance of Hank Snow Dr, also moving from the intersection of Trestle Trail to the light at Milton Rd and moving to Queens Place Emera Dr and use of Milton Rd from the light to the entrances of Superstore and Investors Group
 1. This will provide greater access to amenities in the area and improve the management of traffic flow by using the existing traffic light and lanes

'Road Trails' – A New Way Forward

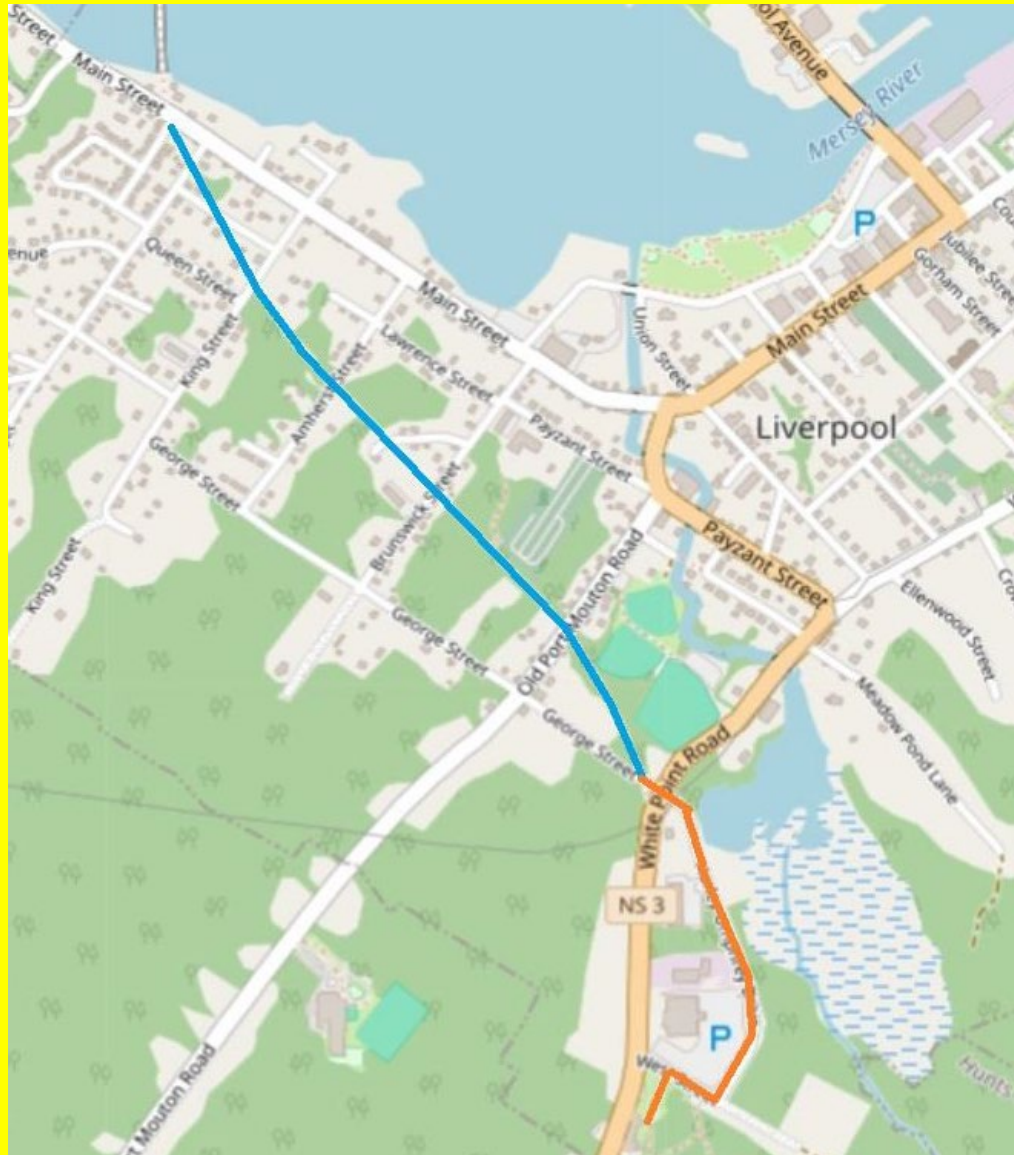
- Our Need from RQM
 - To identify the specific process they want to use to consider Road Trails in RQM
- Specific Requests of RQM:
 4. From the intersection of the Trestle Trail & Brunswick St, using Brunswick St to its intersection with Main St, moving on Main St to its intersection with Henry Hensey Dr moving on Henry Hensey Dr to intersection with Water St (accessing the lower parking lot)
 - a) This will enable connection to the Downtown Business District from the West (Shelburne) and once Road Trails in Milton are established from the East (Bridgewater)
 5. Main St from the intersection of Main St & Trestle Trail moving to the start of provincially maintained roadways at approximately Mersey Place Crt
 - a. This will connect to planned provincial Road Trail
 6. From the intersection of the Trestle Trail and Old Port Mouton Rd proceeding to the intersection of George St and Old Port Mouton Rd
 - a) This will provide trail to service access to West End Grocery

Road Trails Rules Summary

- Must hold valid Driver's License
- Must have Off Highway Vehicle registered
- Must have 3rd Party Liability Insurance
- Must have ATV/UTV course
- Must wear approved helmet
- Must wear seatbelt if machine is equipped
- Must have a left-hand side mirror
- Maximum Speed: 25 km/hr
- Must travel with head lamps and rear facing red indicator lights on at all times
- Vehicle CANNOT be operated if noise level is higher than set by manufacturer (can't modify/delete noise dampening or install louder exhaust)
- May only travel 30 minutes after sunset and 30 minutes before sunrise
- Must travel single file

It should be noted that the act extensively covers insurance requirements, policing/enforcement and information on procedures in case of an accident

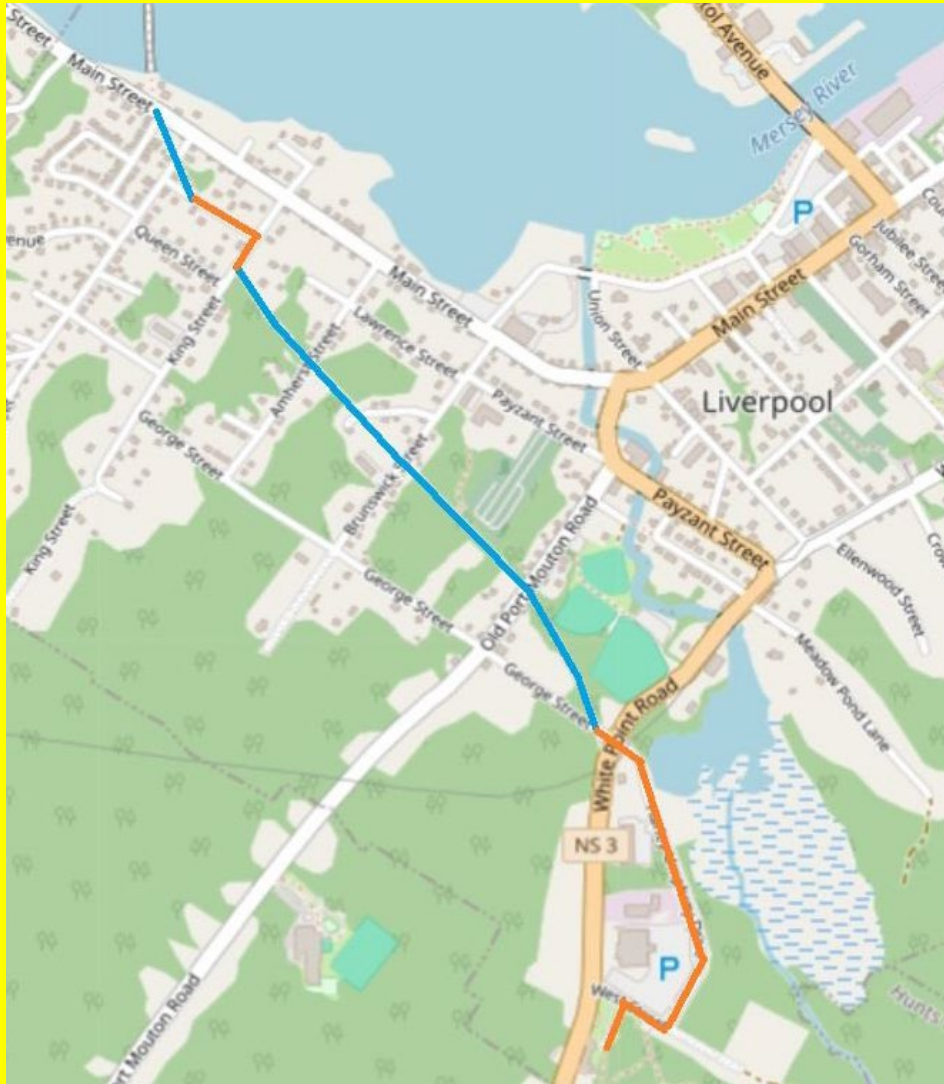
Request 1: Trestle Trail No detour



Blue is the Trestle Trail

Orange is Road Trail

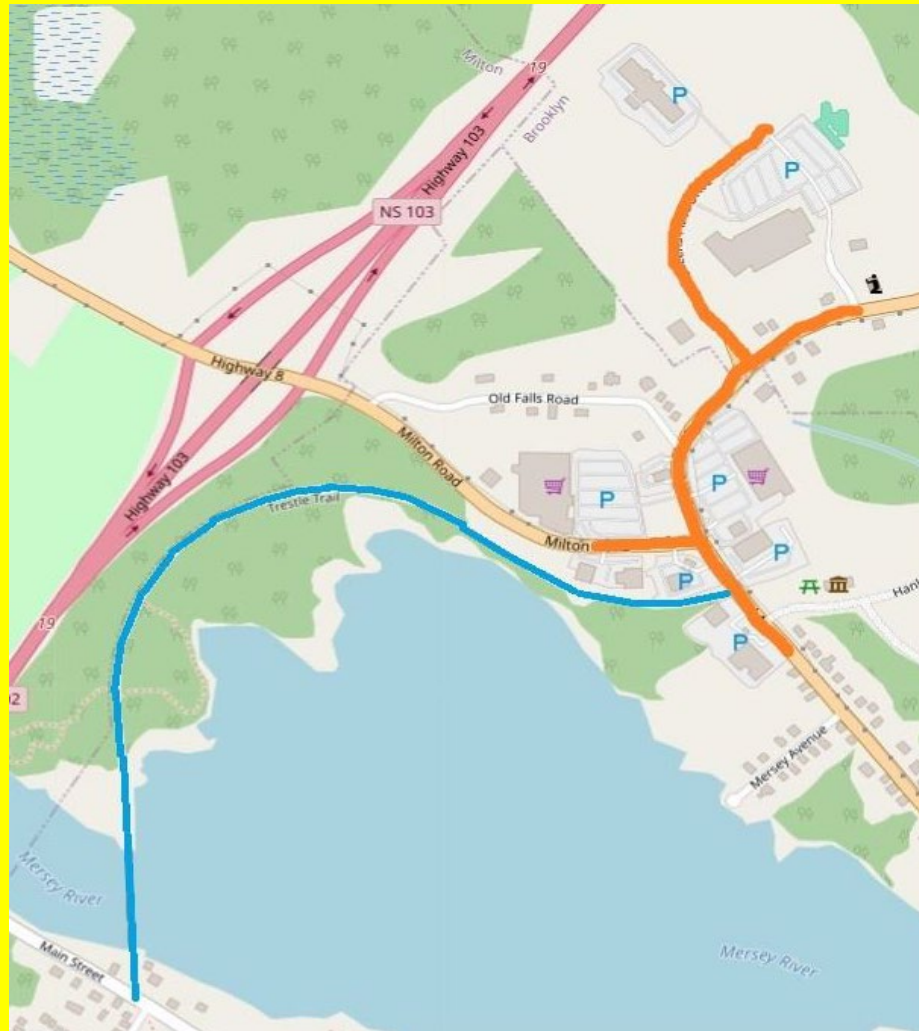
Request 2 Trestle Trail with detour



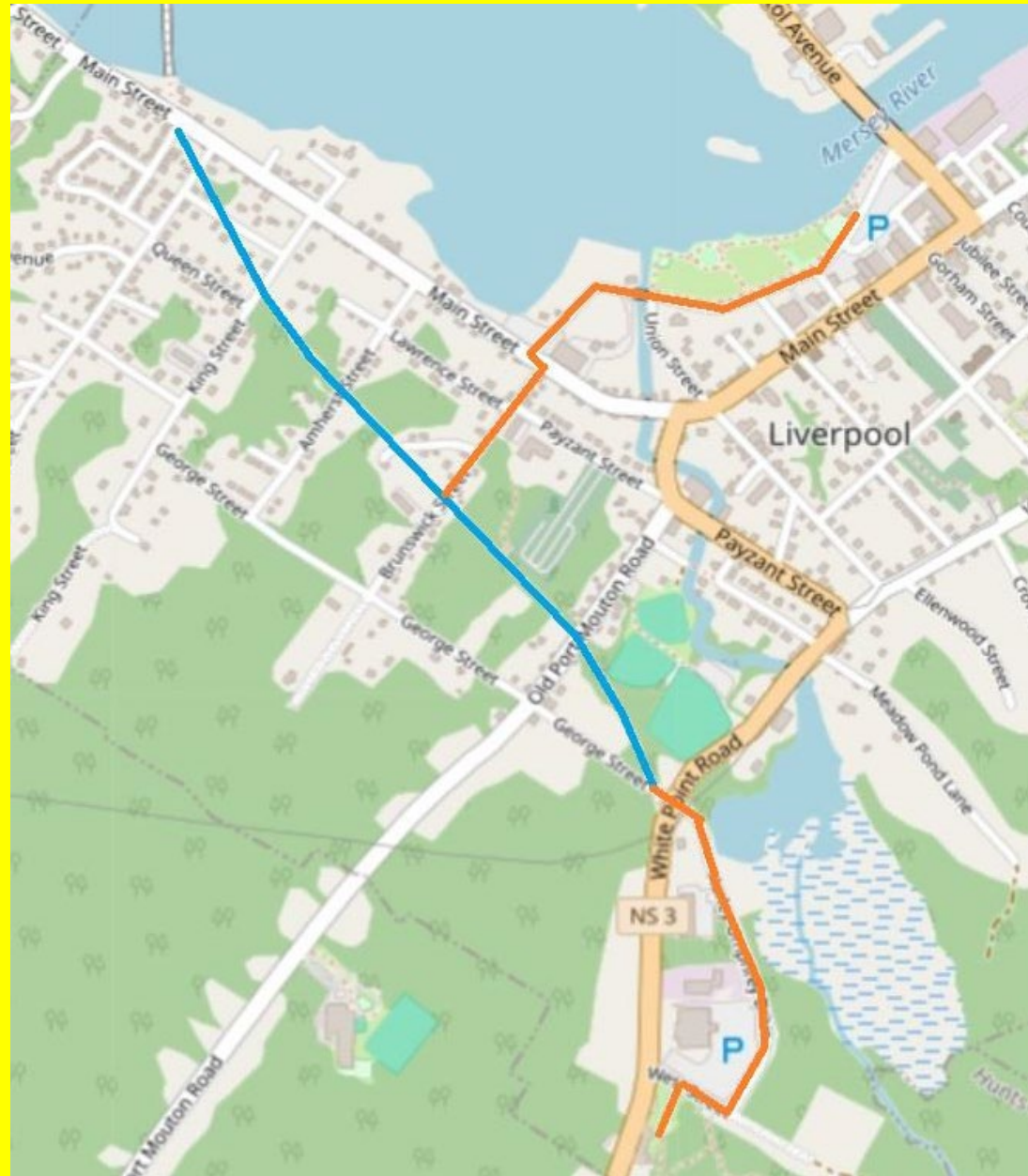
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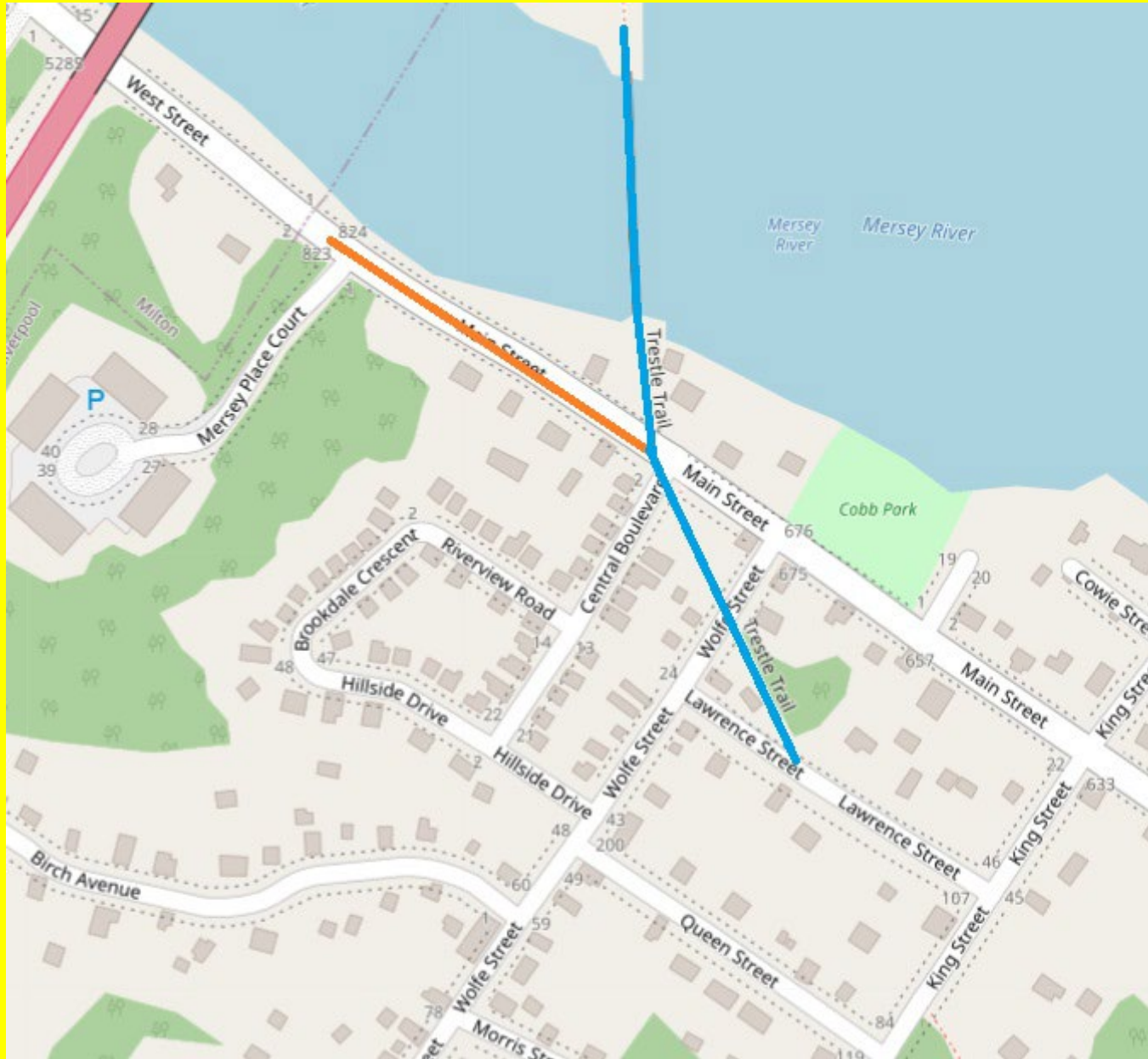
Request 3 – Milton Rd Business District Area



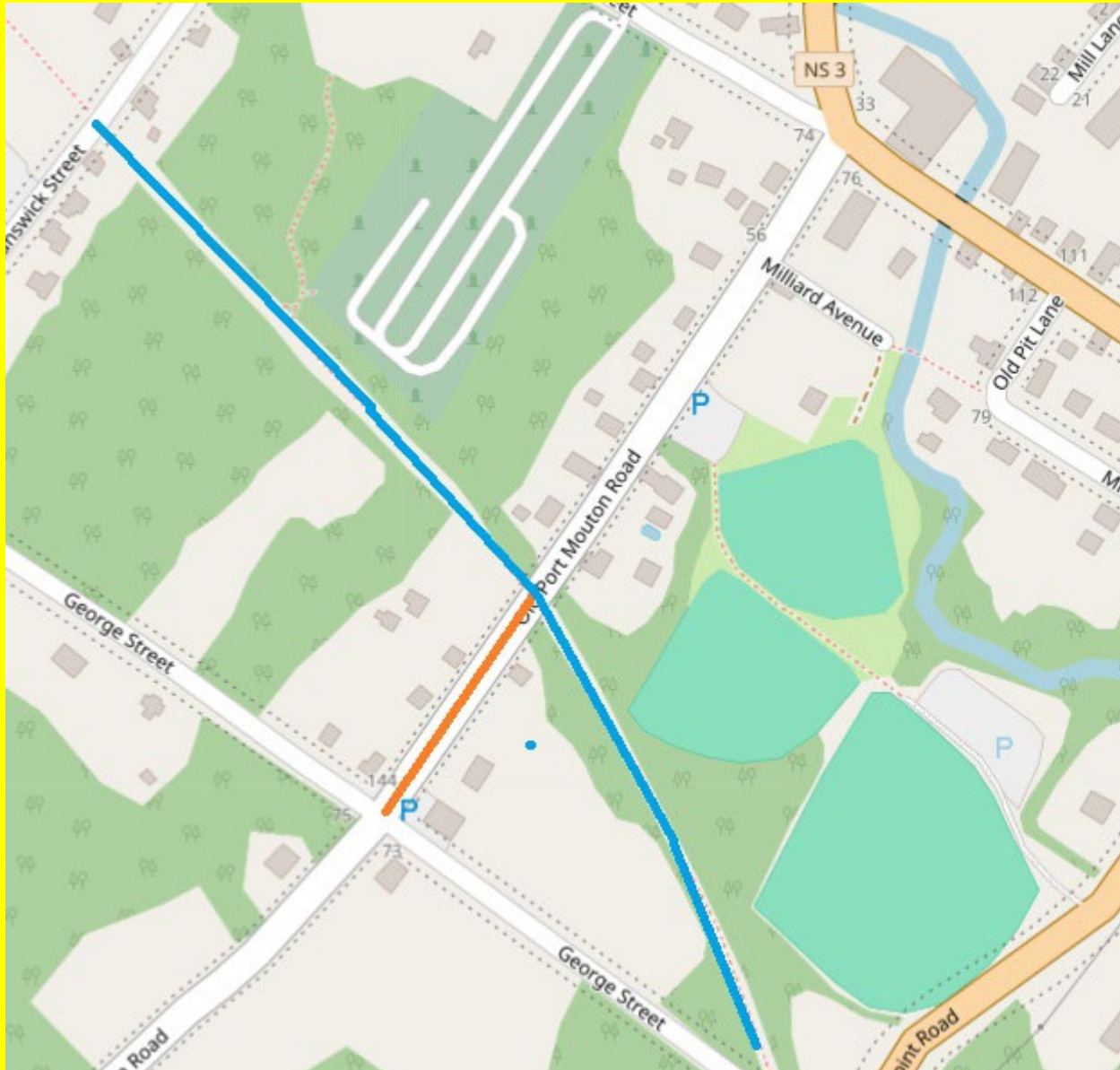
Request 4 – Orange Line to Waterfront Parking



Request 5 – Trestle Trail to Mersey Place Crt

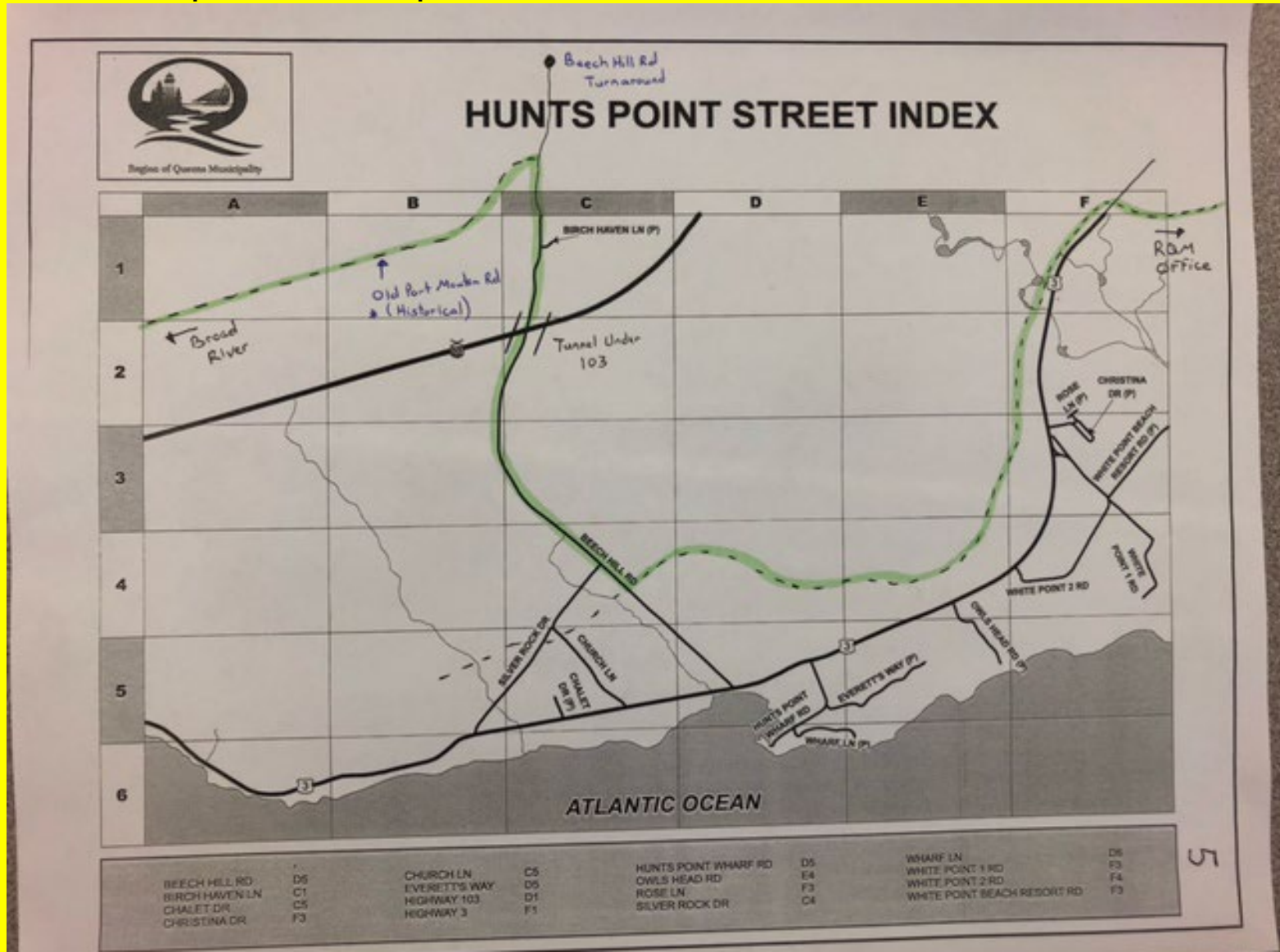


Request 6 – Trestle Trail to George St



Provincial Designation

- Previously the Region of Queens supported QCATVA in their application to have the former rail bed Hunts Point Trail opened as Multi Use—this was accomplished in September 2024



Our Asks

1. Region of Queens Municipality recognize in a policy motion the intent to work with QCATVA to investigate and develop Road Trails to provide Trail to Trail and Trail to Service connections in RQM
2. Region of Queens Municipality work with QCATVA to begin the process of modifying bylaws to enable 'Road Trails' on roadways maintained by the RQM as indicated in the proposal
3. For the RQM to immediately begin the process of modifying bylaws to enable 'Road Trails' on West St (RQM Building) and Harley Humphrey Drive to enable a connection from the West (Shelburne) to the Trestle Trail
4. For the RQM to immediately begin the process of modifying bylaws to enable 1. Enable Road Trails on Lawrence St and King St as presented as detour to avoid bisecting residential property

Our Asks

5. To request a report from staff within 30 days on all other proposals and to engage with QRTA and QCATVA and partners to evaluate proposed routes and for RQM to establish a clear process for evaluation
 1. It should be noted under the Road Trail Act that ATV associations can independently seek community feedback through petitions and/or community meetings

6. For the RQM Council to have formal discussion and table a vote on additional proposals within four months of submission

Local Business Support

- Local businesses on all portions of this route have indicated they believe this connection will contribute positively to their business
- Please see the Appendix of businesses we have been contact up to July 5, 2023

Questions?

Important Documents/Resources

- 'Road Trails' Act
 - <https://nslegislature.ca/sites/default/files/legc/statutes/road%20trails.pdf>
 - 2022 Spending Survey: Report on Direct Spending in NS
 - This has been submitted as PDF it is not currently available online
- Shared Strategy for Trails in NS
 - https://novascotia.ca/trailstrategy/docs/18-47600_SharedStrat_TrailsNS_Report_ENG_LoRes.pdf
- NS Off-Highway Vehicle Pilot Project Evaluation
 - <https://atvans.wildapricot.org/resources/News/ohv-pilot-evaluation-report.pdf>
- Trestle Trail Agreement w/ RQM (2016)
 - This has been provided as a print document & Map
- Off-Highway Vehicles Act
 - <https://nslegislature.ca/sites/default/files/legc/statutes/off-highway%20vehicles.pdf>