RIDEPEI FIVE WISHES IMPLEMENTATION BRIEFING

A provincial roadmap for safe connected and sustainable ATV recreation and tourism

Prepared for

Office of the Premier and senior Government of Prince Edward Island officials

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Decision purpose

Convert completed studies, legislative progress and successful field experience into a coordinated implementation program for RidePEI's Five Wishes.

Brief Executive Decision

Prince Edward Island has already moved beyond the question of whether a separate, legal provincial ATV network is desirable. In February 2024, the Province recognized the untapped economic potential of a safe, sustainable and legal tip-to-tip ATV trail, committed up to $100,000 for an Island-wide plan and map, pledged to expand pilot roads, and committed to collaborate with RidePEI and its clubs. [1] The completed Tip-to-Tip Trail Network Concept Plan now sets out the regulatory, administrative and physical steps required. [2]

RidePEI is asking government to move from project-by-project activity to an accountable implementation partnership. The immediate decision is to establish a provincial lead and an interdepartmental implementation table with RidePEI, approve a 90-day work plan, and assign clear owners and dates to the Five Wishes.

The two completed Tip-to-Tip studies provide the central evidence for action. The Stakeholder Report establishes the public, community, business and land-use conditions for success. The Network Concept Plan translates those findings into route options, regulatory reforms and a phased delivery program. Together, they show that the principal barrier is no longer a lack of study; it is the need for coordinated decisions and implementation capacity. [2][3]

The decision requested

Decision	Proposed government action	Timing
Mandate	Confirm the Five Wishes as the joint implementation agenda and name an accountable senior provincial lead.	Within 30 days
Governance	Create a small interdepartmental table covering transportation, public safety, environment, forestry and public lands, tourism, finance and municipalities.	Within 30 days
Work plan	Approve a 90-day decision schedule for permanent road trails, Share the Road regulations, trail approvals, safety modernization and a funding framework.	Within 60 days
Partnership	Negotiate a practical memorandum of understanding defining roles, standards, reporting and tourism development.	Draft within 90 days
Delivery	Fund and launch the first prioritized connector projects identified in the Tip-to-Tip plan.	2027 capital season

Why action is justified now

- The Province has formally recognized the opportunity and funded the planning foundation. [1]
- The concept plan documents 331 km of authorized trails and 99 km of pilot roads across the ten club areas assessed, while also identifying major unauthorized trail and road gaps. [2]
- The plan finds that fragmented networks encourage illegal road use and that safe, legal connectivity supports compliance, public confidence and tourism. [2]
- PEI OHV enforcement data show continued compliance challenges despite substantial field activity, reinforcing the need to pair enforcement with modern rules, training and prevention. [22]
- Nova Scotia converted a multi-year pilot into permanent road-trail legislation in 2023, with designated routes, licensing, insurance, helmet, speed, operating-hour and equipment rules. [7]
- New Brunswick uses a provincial trail manager model and dedicated infrastructure funding to build safe, sustainable linked touring routes that support local economies. [8][9]

The Five Wishes at a glance

The wishes are not ranked. They must advance together because each removes a different barrier to a safe, connected and sustainable system.

Five Wish	Outcome	Immediate provincial decision
1 Connect RidePEI clubs tip to tip	A legal, signed and environmentally responsible provincial network linking ten clubs and Island communities.	Adopt the Tip-to-Tip concept plan as the common implementation roadmap and approve priority connectors.
2 Make road access permanent and practical	Permanent Road Trails and proclaimed Share the Road rules that connect trails and provide controlled access to fuel, food, lodging and services.	Replace the pilot-only approach with permanent designation tools and safety-based route criteria.
3 Provide predictable annual trail funding	Stable capital and maintenance funding for public roads, forestry properties, rights-of-way, unmaintained roads and new trails on public land.	Create a multi-year program with annual allocations and published eligibility.
4 Modernize rules and strengthen rider safety	Current, understandable respective of todays industry supported by training, education, visible identification, consistent enforcement and timely approvals.	Complete a coordinated legislative, regulatory, training and compliance review.
5 Make ATV tourism a provincial priority	A formal RidePEI–Province partnership that develops market-ready experiences responsibly and supports rural businesses.	Negotiate an MOU and a three-year tourism product development plan.

One integrated result

Connectivity creates a product; road access closes gaps and reaches services; predictable funding makes infrastructure durable; modern safety rules earn public confidence; and the tourism partnership converts the network into measurable rural economic activity. Advancing only one wish leaves the system incomplete.

Operating principles

- Safety first: route designation based on traffic volume, speed, sightlines, shoulder conditions, distance and local risk—not pavement status alone.
- Environmental responsibility: apply RidePEI's Environmental Code of Practice, provincial assessment protocols, trail standards and monitoring.
- Legal clarity: clearly designated routes, consistent signage, public maps, understandable operating rules and enforceable standards.
- Community fit: early engagement with municipalities, Mi'kmaq partners, landowners, agriculture, trail groups, residents and businesses.
- Accountability: named decision owners, service standards, milestones, performance measures and public annual reporting.

Evidence and commitments are already in place

Foundation	What it establishes	Implementation significance
ATV Tourism Feasibility Study 2023	Examined the potential for ATV tourism to attract visitors and generate economic benefits for Island communities. [5]	Provides an evidence base for developing a connected, well-managed trail product and supports coordinated investment, partnerships, and promotion of ATV tourism as a provincial priority.
RidePEI Strategic Plan	A vision for a legal, interconnected and sustainable provincial trail system; priorities for safe access, sustainability and ATV tourism. [4]	The Five Wishes execute the Federation's approved direction.
Provincial announcement February 2024	Recognition of a separate tip-to-tip system; up to $100,000 for a plan and map; collaboration and expansion of pilot roads. [1]	This is the clearest public commitment and the starting mandate.
Confederation Trail Recommendations	Confirms the Confederation Trail remains non-motorized and supports a separate province-wide ATV system outside it. [5]	Removes uncertainty about the core network model and supports legal crossings where authorized.
Tip-to-Tip Stakeholder Report	Documents broad interest in a dedicated network, conditional support for limited low-volume road use, and the need for coordinated approvals, safety and environmental safeguards. [3]	Defines social licence conditions and implementation risks.
Tip-to-Tip Network Concept Plan	Provides route logic, regulatory recommendations and a three-phase implementation sequence. [2]	Turns the vision into a practical delivery plan.
Legislative and policy progress	Annual OHV registration revenues are intended for trails, stewardship and safety education; Bill 28 proposed municipal access tools; pilot-road rules remain active. [6][10][11]	The legal and revenue base is advancing, but regulations and permanent frameworks must be completed.
Tignish field ride and ministerial discussions	RidePEI demonstrated trail conditions, tourism potential and implementation needs directly to senior elected officials; the June 2026 agenda records the outstanding road, funding, Crown land and approval files. [12]	Government has seen the opportunity firsthand and the unresolved decisions are known.

RidePEI capacity and momentum

RidePEI has grown from three clubs to ten and reports approximately 10 percent growth in permit sales. It coordinates member clubs, maintains landowner relationships and liability coverage, supports trail planning and inspections, provides safety education, and has developed an Environmental Code of Practice. These are material delivery assets. They do not replace provincial responsibilities for legislation, public land, roads, enforcement, tourism policy and long-term funding.

RidePEI has publicly described motorized trail activity as contributing more than $30 + million annually to the Island economy. That figure is useful as an advocacy estimate but should be refreshed through an independent baseline study before it is used as the Province's official impact measure. [13]

PEI's biggest undeveloped tourism opportunity

RidePEI's position is that a legal tip-to-tip ATV experience is PEI's biggest undeveloped tourism opportunity. The two Tip-to-Tip studies support that position by showing a rare combination of existing demand, province-wide reach, rural business benefit, shoulder-season potential and a defined implementation path. [2][3]

What the two studies demonstrate

Opportunity factor	Evidence from the studies	What government action unlocks
A product already taking shape	Ten club networks, 331 km of authorized trail and 136.4 km of pilot roads were documented in the concept plan. The task is to connect and standardize existing assets, not build an industry from zero. [2]	Legal connectors, route security, common standards and coordinated approvals.
New demand for rural PEI	Stakeholders reported growing off-Island interest, actual accommodation bookings and participation in ATV events. Riders want scenic routes linked to fuel, food, lodging, repairs and attractions. [3]	Market-ready routes and safe access to community service hubs.
A longer visitor season	Both studies identify ATV tourism as a way to create activity in shoulder and winter periods when tourism capacity is underused. [2][3]	A phased product plan coordinated with Tourism PEI and regional tourism organizations.
Island-wide distribution	A tip-to-tip network can distribute spending across rural communities rather than concentrating it in one destination. The concept plan specifically identifies rural service hubs and local attractions as economic-development goals. [2]	Priority connections that link clubs, communities and businesses.
A differentiated experience	PEI offers manageable distances, red-clay landscapes, coastal communities, local food and hospitality in a compact touring environment. Stakeholders emphasized local flavour, themed itineraries, events and trail passports. [3]	Product development, consistent wayfinding and packages built with local operators.
A credible delivery path	The concept plan provides administrative reforms, route options and a three-phase sequence; the stakeholder study identifies conditions for social licence, environment, safety and land access. [2][3]	One accountable implementation table, predictable funding and an MOU.

Additional evidence from the newly supplied documents

- The full 2023 Traction on Trails feasibility study confirms that the Five Wishes are an implementation framework for recommendations already developed through research and engagement—not a new or disconnected list of requests. It calls for a connected provincial network, safety-based road links, sustainable funding, modern legislation and training, streamlined approvals, and coordinated tourism development. [24]
- RidePEI's Environmental Code of Practice supplies an existing best-management framework for environmentally responsible trail planning, construction, operation, relocation and decommissioning. It links club good standing to compliance and uses environmental reconnaissance, corrective-action planning, permitting, inspection and revision. [25]

The 2025 National Powersport Trails Report cites a $10.3 billion Canadian powersport-sector impact in 2022, $4.2 billion in tourism spending and at least 142,400 km of non-snowmobile powersport trails. Its survey covered 15

organizations and identified access, funding, safety, maintenance and approval processes as ongoing needs. These national figures are not PEI-only trail revenue. For a PEI-specific reference point, the 2015 ATV and side-by-side economic study estimated $22–25 million in domestic expenditures, $14.0–14.7 million in GDP and 178–201 full-time-equivalent positions. Those are modeled estimates for 2015 recreation, not current trail-tourism impacts, and they do not validate the separate $30 million advocacy estimate. [14][15]

The FHWA resilience guidebook supports climate screening, drainage and maintenance planning, emergency coordination and project-readiness documentation; it is U.S. guidance to adapt to PEI standards. FireSmart's education, vegetation-management, planning, interagency and emergency-planning disciplines offer a useful

coordination lens, not trail design standards. The supplied ACOA page describes a potential fit for eligible shovel-ready public-benefit and resilience projects, with a $1 million per-project cap; confirm current terms with ACOA. The Atlantic Canada tourism document is a proposal for a $100,000 feasibility study, not a completed market analysis, and its regional impact figures require validation. The outdoor-health overview is general context only and does not measure ATV-specific or RidePEI outcomes. [16][17][18][19][21]

How the 2023 feasibility study became the Five Wishes

The study organized its recommendations around implementation, collaboration and effective management. The campaign converts those recommendations into five clear decisions that government and RidePEI can advance together. [24]

Five Wish	Direction already established in the 2023 study	Implementation decision now required
1 Connect clubs tip to tip	Provincial recreational trail strategy, master trail planning, legal recognition of legacy routes and carefully limited connector access.	Use the completed Tip-to-Tip concept plan to approve and sequence the priority legal gaps.
2 Permanent and practical road access	Safety-based review of low-volume paved and unpaved roads, permanent treatment of successful connections, and Share the Road access to services.	Create permanent Road Trails and proclaim workable municipal Share the Road regulations.
3 Predictable annual funding	Annual registration, a sustainable community infrastructure fund, added delivery capacity and multi-year operations and maintenance.	Approve a multi-year capital, maintenance, safety and planning framework with annual allocations.
4 Modern rules and rider safety	Update the OHV Act and regulations, modernize training, improve public awareness, manage risk, strengthen compliance and streamline approvals.	Launch the coordinated legislative, education and injury-prevention review with clear service standards.
5 ATV tourism as a priority	Test market-ready experiences, collaborate with Tourism PEI and Atlantic partners, connect routes to amenities, and evaluate performance annually.	Negotiate the RidePEI–Province MOU and a measured three-year product-development plan.

The responsible claim

The studies establish strong potential, not a guaranteed return. Government and RidePEI should validate the opportunity through a baseline economic assessment and then measure visitor permits, origin, length of stay, spending, business participation and shoulder-season room nights. This converts the tourism case from an advocacy estimate into an accountable provincial investment case. The 2015 national economic study supplies a historical PEI-wide baseline, while the 2025 powersport report supplies national sector context; neither measures current PEI trail tourism. [14][15]

The strategic conclusion remains clear: PEI has completed enough research to begin implementation now, while measurement and route-level due diligence continue in parallel.

Wish # 1 Connect Ten clubs tip to tip

Objective: Complete a legal, safe, signed and environmentally sustainable network linking RidePEI's ten member clubs and Island communities from North Cape to East Point and enter points including the Confederation Bridge – New Brunswick, Wood Islands – Caribou Ferries and Souris – Madeleine Island.

Evidence

The concept plan's vision is a continuous network balancing recreation, environmental stewardship, community interests and tourism. It identifies poor connectivity as a compliance problem and recommends a three-phase approach: first establish standards, approvals and initial nodes; then connect central and eastern segments; finally complete the most complex tip connections. [2]

Private land remains essential but is too vulnerable to be the sole backbone of a provincial tourism product. Permissions can end, difficult soils raise construction costs, and public investment on private land can be hard to justify. The plan therefore recommends combining private trail experiences with durable public-road, right-of-way and public-land connections. [2] Resilience planning should also screen climate hazards, drainage, erosion, emergency access and long-term maintenance before construction. [16]

Environmental delivery framework

The Environmental Code of Practice demonstrates that RidePEI already has a practical framework for responsible development. It requires early identification of watercourses, wetlands and buffers; avoidance of sensitive areas where possible; required permits for recognized watercourse crossings; water-control and surface-hardening measures; sound and waste management; seasonal or temporary closures; follow-up monitoring; and corrective action through the Environmental Trail Reconnaissance program. Adoption is a condition of club good standing. [25]

Actions requested

Action	Lead	Deliverable
Adopt the concept plan	Executive Council with Transportation and Infrastructure	Written recognition of the plan as the common route and policy roadmap.
Confirm priority corridors	Interdepartmental table and RidePEI	GIS-backed list of Phase 1 connectors, land status, approvals, cost class and delivery date.
Create provincial trail standards	Transportation and Infrastructure with Environment	Design, classification, signage, inspection and environmental assessment standard.
Create one authorization pathway	Provincial lead	Single intake, named file manager, coordinated sign-off and published service standards.
Deliver first projects	Province, RidePEI and clubs	Funded 2027 work packages, beginning with high-value legal gaps identified by the plan.

Measures

- Kilometres of newly authorized trail and road trail; number of club-to-club connections completed.
- Percentage of the proposed network with secure tenure, approved standards and public mapping, together with reductions in known unauthorized road connections and trespass complaints.

Wish # 2 Make Road access permanent and practical

Objective: Replace temporary pilot dependence with permanent Road Trails and bring municipal Share the Road authority fully into force, so designated routes can safely close gaps and reach amenities and services.

Policy position

Road access is a connector, not a substitute for managed trail. Designation should be based on a documented safety assessment—traffic counts, operating speed, sight distance, collision history, shoulder and roadway width, route length, time of use, adjacent land uses and enforcement capacity. Whether a surface is paved or unpaved is relevant, but should not be the deciding test.

Best-practice basis

Nova Scotia tested road access beginning in 2018 and proclaimed the Road Trails Act in 2023, making pilot sites permanent. The framework allows designated shoulder or roadway travel to connect trails or access facilities, backed by registration, insurance, driver licensing, helmets, plates, a 25 km/h limit, daylight operating hours, single-file travel and equipment rules. Municipalities can designate local streets by bylaw. [7]

PEI's own concept plan recommends converting the dirt-road-focused Pilot Road program into a Road Trail program, expediting approvals, assessing limited paved-road use, setting success metrics and retaining pilot evaluation where needed. [2]

Actions requested

Action	Decision detail
Permanent Road Trail framework	Authorize permanent designation of successful routes and a repeatable process for new provincial routes.
Share the Road implementation	Complete and proclaim the regulations needed to operationalize municipal designations under the amended Act.
Safety assessment tool	Approve a transparent scoring method with disqualifying conditions, mitigation options and review intervals.
Access to services	Permit the shortest safe designated links to fuel, food, accommodations, repairs, trailheads and community services.
Performance review	Publish route-level data on incidents, complaints, compliance, traffic conditions and economic access, with authority to amend or revoke a designation.

Municipal support: RidePEI reports that more than ten municipalities have submitted letters supporting Share the Road authority. Those letters should be consolidated as an appendix to the implementation submission and matched to candidate route maps.

Wish # 3 Provide predictable annual trail funding

Objective: Establish dependable annual funding for development and maintenance on public roads, forestry properties, road rights-of-way, unmaintained roads and new trails on public land.

Build sustainable communities through connected community trails

RidePEI is proposing predictable provincial core funding to help the PEI ATV Federation and its member clubs develop and manage an inclusive community trail network connecting communities across Prince Edward Island. The network would make responsible use of public rights-of-way, decommissioned or unmaintained dirt roads, Crown land and forestry properties. Designed to reflect the diversity of trail participants, these community trails would give Islanders and visitors more opportunities to enjoy the outdoors together.

Provincial core funding would support the ongoing planning, environmental assessments, permitting, coordination and management needed to build and maintain the network. It would also help RidePEI and its member clubs prepare specific, ready-to-proceed public infrastructure projects that could leverage ACOA's Build Communities Strong Fund Local Impact Stream and other funding sources. This approach would connect communities while supporting rural development, recreation, tourism and environmental stewardship. [17]

Why the current model is insufficient

The concept plan estimates new trail construction at approximately $100 per metre, with actual costs potentially up to 40 percent higher in difficult conditions. It also records volunteer and sponsor exhaustion. [2] One-time grants can start projects, but a provincial network requires lifecycle funding for drainage, bridges, signage, inspections, environmental remediation, mapping and emergency repairs. For suitable shovel-ready public-benefit projects, the supplied ACOA Local Impact Stream page may offer a complementary source; eligibility and match requirements require confirmation. [17]

Atlantic best practice

New Brunswick's Trail Infrastructure Fund supports strategically located, safe and sustainable motorized networks intended to link touring routes, increase outdoor recreation and boost local economies. Eligible motorized projects can receive up to 50 percent, with ATV applications coordinated through the provincial federation. [8] New Brunswick also uses trail-management agreements and dedicated trust and equipment funding.

Proposed PEI funding model

Funding stream	Purpose	Suggested structure
Core network capital	Priority connectors, bridges, drainage, public-land routes and road-trail infrastructure.	Three-year envelope with annual approved project list and federal (ACOA) leverage.
Lifecycle maintenance	Grading, vegetation, signs, inspections, culverts, repairs and environmental work.	Annual formula using authorized kilometres, condition and risk.
Safety and compliance	Training, communications, trail identification, data systems and enforcement support.	Dedicated share of OHV registration revenue plus program funds.
Planning and approvals	Survey, engineering, environmental assessment, consultation and legal agreements.	Pre-development fund available before construction approval.
Emergency reserve	Storm, washout and critical safety repairs.	Rapid-access reserve with after-action reporting.

Accountability: Projects should use common standards, documented land authority, procurement controls, completion reporting, asset records and measurable public outcomes. RidePEI should report annually on kilometres, condition, spending, volunteer leverage, incidents and economic indicators.

Wish # 4 Modernize rules and strengthen rider safety

Objective: Update the legal and compliance framework to reflect today's vehicles, trail network and rider population, with training and prevention as core tools. Higher fines alone will not deliver sustained compliance.

Evidence

The concept plan links fragmented trails to illegal road use and calls for proactive rider education, regulation and easier enforcement. It also identifies gaps in enforcement on authorized private trails, inconsistent signage and poorly attended training. [2] The stakeholder report calls for clearer rules, standardized insurance and identification, consistent enforcement, early environmental screening and interdepartmental coordination. [3] The supplied ATV manual can inform a current review of rider education and trail conduct, but its provisions should be checked against current PEI law and approved training requirements before adoption. [20]

What the PEI enforcement data show

OHV figures supplied by the Government of Prince Edward Island show substantial compliance activity and persistent rider-safety concerns. These figures should not be used to criticize front-line officers or treated as incident rates because the categories may overlap and the 2026 period is incomplete. They do show that enforcement must be supported by clearer rules, better education and stronger cooperation with riders. [22]

Period	Compliance checks	Fail to stop	Enforcement actions	Complaints
2024	177	108	112	94
2025	254	96	54	98
January to October 2026	243	89	26	53

The supplied summary notes that these figures are specific to OHVs and exclude other trail, trespass and environmental matters involving OHVs, including damage to trails and gates, lack of landowner permission, wetlands and beaches. [22] The practical lesson is that penalties alone will not create sustained compliance. Rules must be understood, credible, enforceable and suited to the machines and riding conditions people encounter today.

A prevention partnership with ACIP

RidePEI proposes a working partnership with the Atlantic Collaborative on Injury Prevention. ACIP's goal is to reduce the burden of injury in Atlantic Canada through interprovincial leadership, surveillance, research, policy development and capacity building. Its OHV work emphasizes that injuries and deaths are preventable through age-appropriate use, helmet use and sober operation. [23]

The partnership should bring together RidePEI, ACIP, front-line enforcement, Highway Safety, health and injury-prevention professionals, dealers and responsible riders. The initial work should compare PEI's rules with current evidence and Atlantic best practices, with particular attention to the rapid growth of side-by-sides and family use.

Modernization package

Component	Recommended action
Training	Review who must complete approved training; modernize content for ATVs and side-by-sides; provide accessible online theory and practical options; record completion digitally.
Compliance by design	Make legal routes easy to identify and follow through consistent signs, maps, route numbers, QR-linked rules and visible permit or registration status.
Proportionate enforcement	Combine education, warnings and targeted enforcement with meaningful penalties for dangerous, impaired, uninsured, destructive or repeat conduct.
Authorized-trail enforcement	Amend or clarify authority so core safety, insurance, registration and conduct rules can be enforced throughout the authorized network, including private-land segments where legally appropriate.
Current vehicle rules	Review equipment, passenger, lighting, signals, mirrors, width and classification requirements against the present vehicle fleet and road-trail use.
Family and side-by-side safety	Review passenger-age rules, helmets, enclosed cabs, seat belts, manufacturer-rated seating, child-restraint questions, tinted windows and visibility for enforcement. Publish clear guidance while any regulatory changes are considered.
ACIP prevention partnership	Create a joint evidence and education work plan covering injury data, best practices, rider and dealer communications, survey outreach and practical policy recommendations.
Timely approvals	Create one intake, clear evidence requirements, coordinated review and service standards. "Remove red tape" means remove duplication and uncertainty—not remove environmental or safety scrutiny.

Safety performance measures

- Training completions and renewal or refresher participation.
- Registration, insurance and permit compliance rates.
- Incidents and complaints per 10,000 permit-holder riding days or per route kilometre, once a reliable data method is established.
- Approval turnaround time and percentage of applications decided within the service standard.
- Completion of an ACIP-supported regulatory and education review, followed by tracked uptake of its recommendations.

Wish # 5 Make ATV tourism a provincial priority

Objective: Establish a memorandum of understanding between RidePEI and the Government of Prince Edward Island to develop ATV tourism responsibly and assign the resources needed to create a market-ready product.

Why a formal partnership is needed

The network crosses responsibilities for transportation, public safety, environment, public lands, forestry, municipalities, tourism and economic development. No single project grant can coordinate those functions. The completed studies consistently connect legal trail development with rural service hubs, visitor-season extension, local business activity, wayfinding and community partnerships. [2][3][4]

Tourism development should follow infrastructure readiness. Promotion before routes are legal, consistent, signed and maintainable would create safety and reputational risk. The partnership should therefore use product-readiness gates. Outdoor-recreation research can provide general context for physical activity and well-being, but the supplied health overview does not establish ATV-specific or RidePEI health outcomes. [21]

Proposed memorandum of understanding

MOU element	Commitment
Purpose	Develop a safe, legal, connected and environmentally responsible ATV tourism product that benefits Island communities.
Governance	Named executive sponsors, one provincial implementation lead, RidePEI representatives and quarterly decision meetings.
Roles	Province leads legislation, public assets, approvals, enforcement policy and tourism alignment; RidePEI coordinates clubs, trail operations, rider communications, data and partner engagement.
Resources	Multi-year funding, assigned policy and technical staff, GIS support, environmental review capacity and access to federal funding development.
Product gates	Do not market a corridor until legal authority, tenure, inspection, signage, maintenance, emergency access, service connections and visitor information are in place.
Measurement	Visitor permits, length of stay, local spending, shoulder-season use, business participation, satisfaction, incidents and environmental condition.
Term and review	Three-year initial term, annual public progress report and formal renewal review.

Regional opportunity: RidePEI should continue exploring an Atlantic multi-use trail tourism initiative with New Brunswick, Nova Scotia and Newfoundland and Labrador, but PEI's immediate priority is to make its own network legally and operationally ready. The supplied regional study is a proposed feasibility project, so its market and impact estimates remain to be tested. [18]

A 90 Day Government and Ridepei work plan

Period	Government actions	RidePEI actions	Joint output
Days 1 to 30	Name lead; establish interdepartmental table; confirm legal status and remaining regulations for Bill 28; inventory active approvals and commitments.	Name implementation team; submit current club map, municipal letters, priority road and Crown-land requests, safety program, OHV enforcement summary and available evidence.	Validated baseline and decision register.
Days 31 to 60	Approve road-safety criteria; define single-window approval process and service standards; identify 2027 funding options.	Rank Phase 1 projects; engage ACIP on the scope of a modern safety and education review; provide route, land and consultation files.	Approved Phase 1 shortlist, safety-review scope and policy instructions.
Days 61 to 90	Issue regulatory drafting instructions; approve funding architecture; provide draft MOU; assign technical staff.	Confirm club delivery commitments, reporting measures, ACIP partnership, communications and training plan.	Signed implementation charter, draft MOU and funded 2027 work plan.

First year milestones

Quarter	Milestone
Q1	Permanent Road Trail policy approved; Share the Road regulatory path published; single-window intake operating.
Q2	First Phase 1 connector agreements and funding decisions complete; provincial trail and signage standard issued.
Q3	Construction and designation work underway; updated training and public-information program launched.
Q4	First annual results report; route performance review; next-year capital and maintenance plan approved.

Decision discipline

Each file should have one accountable owner, one next decision, a due date and a written record. Issues that cannot be resolved by the working table within 30 days should be escalated to the executive sponsors with options and a recommendation.

Governance and accountability

Body	Membership	Function	Cadence
Executive sponsors	Premier's Office or designate; responsible ministers; RidePEI executive sponsor	Set mandate, resolve cross-department barriers, approve funding and receive results.	Quarterly
Implementation table	Senior officials from transportation, public safety, environment, forestry and public lands, tourism, municipalities and finance; RidePEI leads	Own work plan, integrate decisions, manage risks and prepare recommendations.	Monthly
Technical review team	Road safety, engineering, environment, GIS, enforcement, tourism product and RidePEI trail experts	Assess routes once, identify conditions and produce a coordinated recommendation.	As required with service standard
Community partners	Municipalities, Mi'kmaq partners, landowners, agriculture, businesses, trail groups and residents	Provide local knowledge, identify impacts and help shape workable mitigations.	Project based

Risk controls

Risk	Control
Safety incident on a designated road	Objective screening, route-specific mitigation, speed and time rules, signs, data review and authority to amend or revoke.
Environmental damage	Code of Practice, early screening, standards, seasonal restrictions, inspection, restoration obligations and monitored maintenance.
Private-land instability	Use private land for valued experiences while prioritizing secure public corridors for essential backbone connections.
Community opposition	Early local engagement, public route information, complaint channel, enforceable rules and transparent performance results.
Volunteer burnout	Realistic scopes, paid coordination for core functions, predictable maintenance resources and shared procurement or equipment.
Tourism promotion ahead of readiness	Formal product gates and joint approval before marketing a route.
Interdepartmental delay	Single accountable lead, one intake, concurrent review, service standards and escalation rules.

Source to wish alignment

Source	W1	W2	W3	W4	W5	Primary contribution
Strategic Plan	●	●	●	●	●	Mandate, sustainability and tourism direction.
Provincial 2024 announcement	●	●		●	●	Public recognition, funding and collaboration commitment.
Confederation Trail Recommendations	●	●		●	●	Separate ATV system, crossings, safety and economic rationale.
Stakeholder Report	●	●	●	●	●	Community conditions, road-use views, environment, approvals and tourism.
Network Concept Plan	●	●	●	●	●	Routes, regulatory actions, cost realities and phased delivery.
June 2026 minister agenda	●	●	●	●	●	Live decision files: roads, Bill 28, funding, public land and approvals.
Nova Scotia Road Trails		●		●		Permanent, controlled road-access precedent.
New Brunswick trail system	●		●	●	●	Provincial manager, dedicated funds and touring-route rationale.
PEI OHV enforcement data				●		Current compliance evidence and prevention need.
ACIP injury prevention				●		Atlantic injury-prevention, research and policy partner.
2023 Feasibility Study	●	●	●	●	●	Direct recommendation lineage for the Five Wishes and the original implementation case.
Environmental Code of Practice	●	●	●	●	●	Environmental controls, permitting, monitoring, closures and club accountability.

Information to attach to the formal submission

- Full 2023 Traction on Trails ATV Tourism Feasibility Study, recommendation status table and the Five Wishes crosswalk. [24]
- Tip-to-Tip Trail Network Concept Plan, route GIS files and cost assumptions.
- Tip-to-Tip Stakeholder Report and engagement record.
- RidePEI Strategic Plan and Environmental Code of Practice, including current Environmental Trail Reconnaissance and corrective-action status. [4][25]
- Municipal letters supporting Share the Road authority, mapped to proposed local routes. (can be requested if needed)
- Current permit, registration, membership, training, incident and volunteer data, with definitions and comparison years. (can be requested if needed)
- Atlantic Multi-Use Trail Tourism initiative concept and partner correspondence, when ready.

Decision record for senior officials

The following can be used as the agenda and minutes template for the first implementation meeting.

Decision item	Recommended disposition	Owner	Due date	Status
Confirm provincial lead and working table	Approve			
Adopt concept plan as implementation roadmap	Approve in principle			
Permanent Road Trail policy direction	Approve drafting and criteria work			
Share the Road regulations	Confirm legal and proclamation path			
Single-window trail authorization	Approve design and service standards			
Three-year funding framework	Direct program and budget proposal			
Safety and compliance modernization	Approve scoped legislative and program review			
RidePEI–Province MOU	Authorize negotiation			
Phase 1 connector projects	Confirm shortlist and due diligence			

Proposed closing statement

RidePEI and the Province have completed the foundational work: public consultation, policy changes, pilot experience, strategic planning, environmental practices and a province-wide concept plan. The next step is not another broad study. It is a disciplined implementation partnership that makes timely decisions, funds priority connections and measures results. With clear rules and shared accountability, the Five Wishes can deliver safer riding, stronger compliance, responsible recreation and new value for rural communities.

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Document note

This paper is an implementation brief, not legal advice. Statutory and regulatory status should be confirmed by provincial legislative counsel before decisions are communicated. Quantitative claims supplied by RidePEI should be supported by the underlying dataset or an updated independent economic assessment where they will be used for government reporting or budget decisions.