





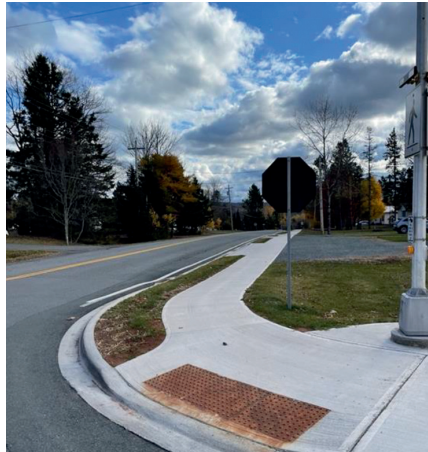


Active Transportation Facility Types and Networks

Facility Type	Active Transportation Modes		Network Levels			
	 Walking & Rolling	 Cycling	 Core Network	 Supporting Network	 Rural Network	 Rural Main Street Network
Sidewalk	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Paved Shoulder	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Roadside Multi-Use Pathway	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Off-Road Multi-Use Pathway	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Neighbourhood Bikeway	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Painted Bicycle Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Protected Bicycle Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local Traffic Calming	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

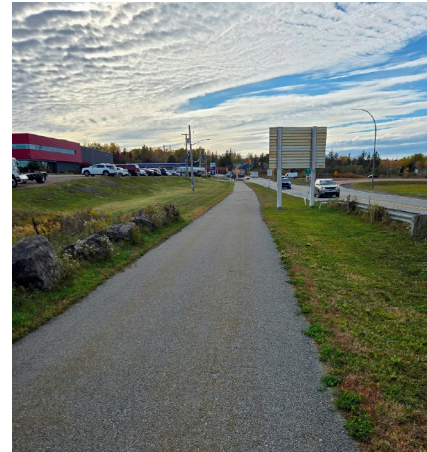
Facility Types



Sidewalk



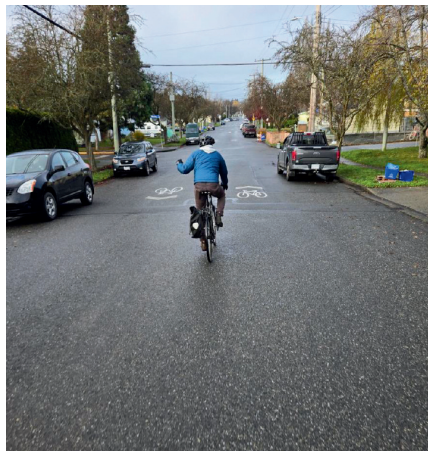
Paved Shoulder



Roadside Multi-Use Pathway



Off-Road Multi-Use Pathway



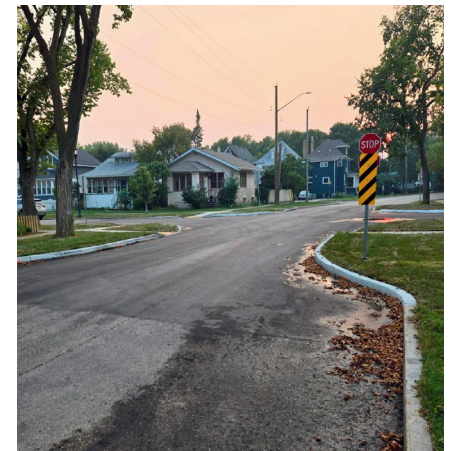
Neighbourhood Bikeway



Painted Bicycle Lane




Protected Bicycle Lane



Local Traffic Calming



Active Transportation Networks

 Core Network	 Supporting Network	 Rural Network	 Rural Main Street Network
<p>The foundation of the long-term active transportation network, providing direct and safe connections to key destinations and denser residential areas.</p> <p>Focuses on routes with the highest potential to increase AT use, particularly in Growth Centres. Will be built to the highest level of user comfort, All Ages and Abilities (AAA), where AT facilities are physically separated from traffic or share streets that are designed for low vehicle speeds and volumes.</p> <p>Priority Facility Types</p> <ul style="list-style-type: none"> • Multi-Use Pathway • Neighbourhood Bikeway • Protected Bike Lane • Sidewalk <p>Level of Service Highest level of service for summer and winter maintenance operations.</p> <p>Design Approach</p> <ul style="list-style-type: none"> • Prioritize AAA comfort by default • Design for continuity and directness • Intersection and crossings part of AAA <p>Goals/Outcomes Direct, safe connections to key destinations and between significant/denser residential areas. Focus is on connections with the highest potential to increase active transportation use.</p>	<p>Provides secondary connections to supplement the Core Network. These can be alternate routes that expand access to the AT network or provide different options to connect within or between communities and may include seasonal installations.</p> <p>Priority Facility Types</p> <ul style="list-style-type: none"> • Multi-Use Pathway • Neighbourhood Bikeway • Sidewalk • Painted Bicycle Lane • Local Traffic Calming <p>Level of Service Standard level of service; winter maintenance priority varies by location and installation type.</p> <p>Design Approach</p> <ul style="list-style-type: none"> • Fills gaps and add redundancy • Context sensitive and cost effective • Seasonal / quick build permitted <p>Goals/Outcomes Provides secondary connections to supplement the Core Network. Creates alternate routes that expand access to the AT network as well as provide different options to connect within/between communities.</p>	<p>Located in low-density areas of Colchester that have limited growth potential but play key roles in connecting the broader AT network. Identifies priority locations to build support for / partner with initiatives such as the Nova Scotia Blue Route or the Trans-Canada Trail.</p> <p>Priority Facility Types</p> <ul style="list-style-type: none"> • Paved Shoulder • Multi-Use Pathway <p>Level of Service Basic/seasonal level of service; winter maintenance limited or not provided except at key nodes.</p> <p>Design Approach</p> <ul style="list-style-type: none"> • Pragmatic, scalable design • Partner on appropriate projects (NSPW) • Dedicated space preferable to mixed traffic <p>Goals/Outcomes Supports inter-community connections and longer trips in low-density areas. Plays a key role connecting the broader AT network. Priority corridors to support Nova Scotia Blue Route and Trans-Canada Trail are identified.</p>	<p>Located at the heart of Colchester's many rural nodes. Within these communities, rural main streets are where key destinations are clustered and greater AT use can be anticipated. Traffic calming and education will be the priority, allowing for safer streets in a rural context.</p> <p>Priority Facility Types</p> <ul style="list-style-type: none"> • Paved Shoulder • Local Traffic Calming <p>Level of Service Targeted level of service focused on rural main street nodes; winter maintenance priority focused on main street nodes.</p> <p>Design Approach</p> <ul style="list-style-type: none"> • Speed management a priority • Gateway treatments in Main Street corridors • Signage and wayfinding • Targeted accessibility <p>Goals/Outcomes Improve safety in rural nodes where destinations are clustered and higher AT use can be anticipated. Prioritize traffic calming, wayfinding, and education to support safer streets in a rural main street context.</p>