
Revised

Active Transportation Strategy

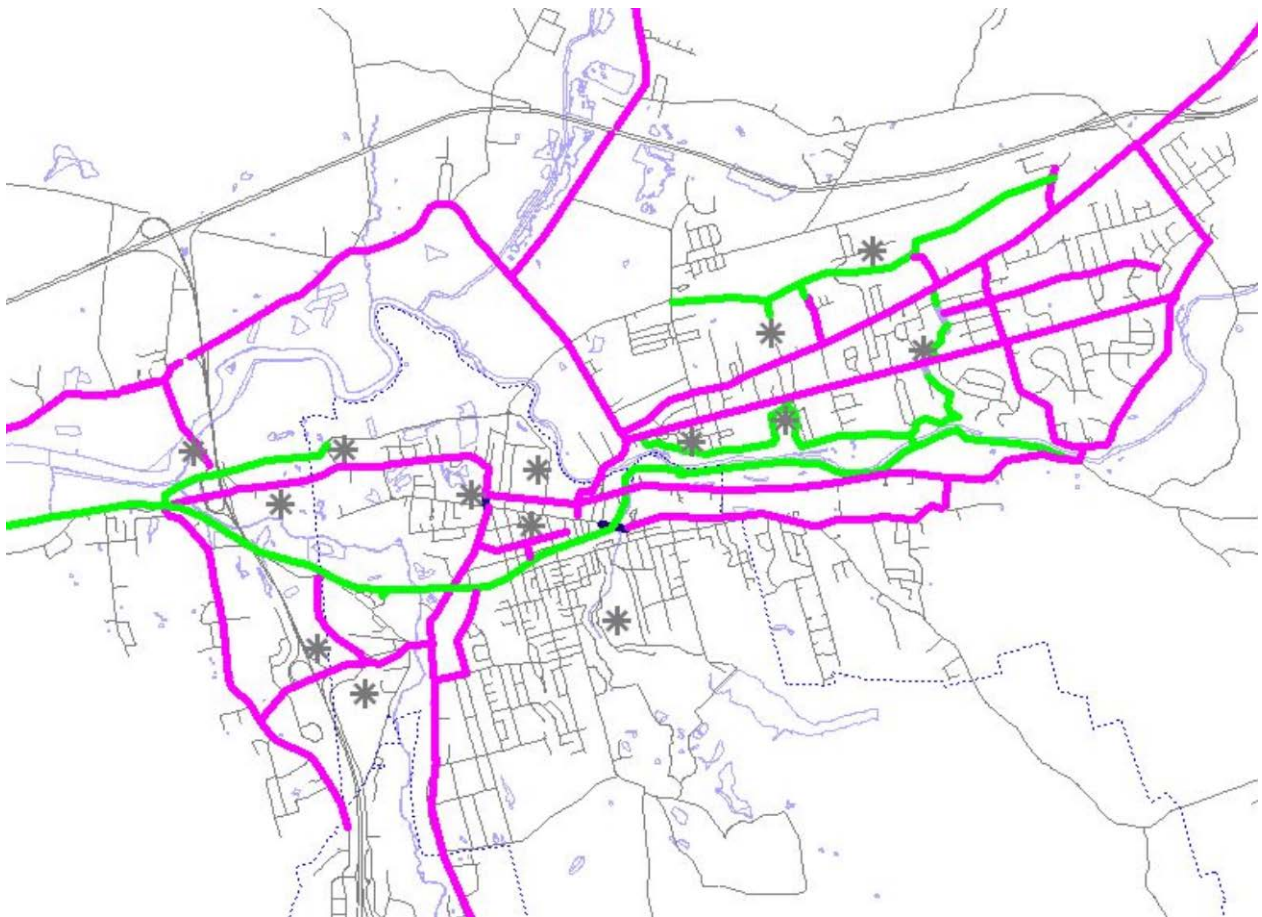
Implementation Plan for a Sidewalk & Cycling Network in Colchester County



Municipality of the County of Colchester
Department of Community Development
Adopted by Municipal Council - January 2011. Revised November 2017



Creating an integrated Active Transportation Network for everyone...



Active Transportation Strategy

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PREFACE

This Strategy is intended to provide a framework for the creation of a comprehensive Active Transportation (AT) network to support the urbanization of our communities and the increasing demand for alternative, active transportation options. For this Strategy, the Active Transportation network, includes all forms of non-motorized transportation infrastructure contained within a public road corridor including sidewalks, multi-purpose trails, bike lanes and paved road shoulders.

Since adopting the original Strategy in 2011, the Municipality has implemented a targeted approach to creating an AT network for Central Colchester. This has enabled Council to focus infrastructure on high priority locations where non-motorized use is inhibited by issues of public safety, travel speed, volume and road alignment. The priority is to provide safe access to community facilities such as schools and parks as well as linking communities to other communities.

Several projects have been completed since the adoption of the original Strategy in 2011, with emphasis on sidewalks along collector roads and two sections of Multi-use trail. While there are still sections of sidewalk to be completed along the collector road network, the list has become shorter. This gives the Municipality opportunity to focus more on cycling infrastructure.

The Municipality has also benefitted from the inclusion of paved road shoulders as part of the provincial repaving program. Colchester is also the geographic centre for the NS Blue Route initiative that is intended to provide a network of safe tourism based cycling routes throughout the province.

1. INTRODUCTION

Colchester is a typical rural municipality that has relied on the automobile for moving people. Over the past thirty years, portions of our Municipality have evolved from a rural to higher density, suburban communities. The creation of the suburban communities has led to increased expectations for services at a more urban standard. Replacing open ditches with landscaped swales, sidewalks, trails and bike paths are examples of the type of infrastructure that interests our suburban residents.

There are a variety of reasons for an increased interest in an Active Transportation network:

1. **Safety** - The most critical issue is safety. Whether it is children walking to school, adults cycling to work or neighbours out for a jog, safety should be a prime concern particularly along our collector roads.
2. **Lifestyle** - There is an increased awareness that walking, running and cycling is an important part of a healthy, active lifestyle. Providing a safe opportunity to undertake

these activities will encourage increased participation. AT has emerged as a recreation/fitness option for residents of all ages and AT infrastructure has become a recreation facility as legitimate as a park or ball field.

5. **Rising Fuel Cost** - Increasing fuel and vehicle operation costs have encouraged people to seek alternatives to auto dependent mobility.
6. **Environmental Sustainability** - There is increased awareness of the environmental consequences of our lifestyle. As a result, more people seek to abandon the automobile more often for alternative modes of transit such as walking and cycling. While the interest exists, our infrastructure remains insufficient to support safe and convenient participation. The AT Strategy supports the Municipality's interest to reduce our community's carbon footprint and help to achieve Colchester's goals under FCM's Partners for Climate Protection program.

2. HISTORY

1970/80's

Originally sidewalk projects were identified through a petition process and the cost was borne by the residents of the street. A decision to construct a sidewalk was based on willingness to pay rather than issues of safety, connectivity or linking community destinations. This led to a series of sidewalks on quiet residential streets in Valley and Salmon River, with nothing along the busier collector roads. Many of the sidewalk and curbing from this time was constructed from asphalt and curbing and had a limited life span. Asphalt curbing was not resilient enough to stand up to impacts from snowplows.

1990's

In 1995 the Municipality recognized that the earlier system was not building sidewalks where they were needed most – along busier, collector streets. Council initiated a program to construct 12.6 km of sidewalk along key collector roads in the Growth Centres of Valley, Salmon River, Hilden, Truro Heights and North River. All sidewalks were constructed in communities served with public sewer and apart from Truro Heights Rd, all sidewalks linked to a public school.

The Valley sidewalk provided a logical extension of the Bible Hill network along Pictou and College Roads. While North River is not considered a Growth Centre, the area has an elementary school on Mountain Lee Road and is served with public sewer.

Sidewalks from this period were constructed with concrete curb, gutter and sidewalk which make them much more durable than the original asphalt sidewalks. This initiative was paid for under the Urban Service Rate.

2000 - 2010

In the first decade seven sections of new sidewalk were added to the network:

- 2004 1.3 km Truro Heights, Truro Heights Rd to Millbrook’s Power Centre;
- 2006 900m Valley, Coldstream and Teviot extension;
- 2009 200m Debert, Plains Rd, post office to elementary school;
- 2009 460m Salmon River, Harmony Rd, support new Harmony Heights School;
- 2009 TIR also added sidewalk in Salmon River as part of the new school project;
- 2009 103m Valley, Salmon River Rd, from Eagle Dr. to convenience store;
- 2009 175m Salmon River, link East Prince to the Town of Truro sidewalk;

These municipal sidewalk projects were also paid for under the Urban Service Rate except for Debert which was paid for through the “Debert house sale fund”.

2010 to 2017

Since the adoption of the original AT Plan in 2011, the following projects have been completed. There is a mixture of new infrastructure and the replacement of existing sidewalks in poor condition. This collectively represents 4.4km of new and replacement infrastructure.

Since the adoption of the AT Plan, Colchester has also constructed two sections of multi-use trail that allows for cyclists as well as pedestrians to travel, safely separated from motor vehicles.

- 2011 686m Valley, Eagle Dr, new sidewalk
 - 2013 605m Brookfield, Hwy #289 from Hwy #2 to bridge. Sidewalk replacement;
 - 2014 627m Brookfield, Hwy #289 bridge to Upper Brookfield Rd. New& replaced sidewalk
 - 2014 595m Mingo Corner, Trunk 4. new sidewalk and replacement;
 - 2014 320m Salmon River, East Prince to Birch. Sidewalk replacement;
 - 2015 320m Hilden, Hwy2 Hilden Cross Rd to Avalon. New sidewalk;
 - 2016 670m Truro Heights, Truro Heights Connector. Multi Use Trail;
 - 2017 605m Lower Truro, Robie St/ Hwy 236. Multi Use Trail.
 - 2017 000m Salmon River Major reconstruction of sidewalk on Fir and Evergreen
- 4,428m**

As of 2017, the Municipality of Colchester, excluding the Villages of Bible Hill and Tatamagouche, has created an Active Transportation network of 29.5 km of sidewalk, 1.2 km of multi-use trail and 27 km of paved shoulders provided by Provincial Transportation.

3. ACTIVE TRANSPORTATION GLOSSARY

For the purposes of this Strategy, the following is a hierarchy of infrastructure typically found in an active transportation network. Application of the infrastructure varies depending upon the setting and conditions.

1. **Urban Sidewalk** - the urban sidewalk standard would call for a concrete tread, curb and gutter along **both** sides of the street. This standard is commonly found in towns and cities such as Truro and Halifax.

2. **Suburban Collector Sidewalk** - are located along the main collector road system in the Growth Centres of Valley, Salmon River, Hilden, and Truro Heights. Sidewalks were constructed along many of these roads during the 1990's sidewalk expansion on roads like Pictou and College Roads.



To date, Suburban Collector sidewalks installed by the Municipality have been located on one side of a road. Where a combination of traffic volumes and development patterns warrant, a second sidewalk might be required on the opposite side of the road. Robie Street is an example where two sidewalks were warranted.

Typically, the installation of a sidewalk includes additional pavement which widens the lane and by default provides more space for cyclists.



The sidewalk standard as found in Colchester's *Standard Specifications for Municipal Services* is a 1.5-metre-wide concrete sidewalk with curb, gutter, a grass median and piped under drain.

3. **Residential Subdivision Collector Sidewalk** - are the main access roads into the suburban residential subdivisions. Examples include Birch St, Salmon River and Teviot, in Valley. These sidewalks are constructed to the same standard as the Suburban Collector sidewalks.
4. **Other Residential Subdivision Streets** - This category would include the remaining suburban residential streets that are not principle streets in a subdivision and have lower travel volumes. These sidewalks would be constructed to the same standard as the Suburban Collector sidewalks. These sidewalks are not a priority of Council unless it provides access to a community facility such as a school.



5. **Rural Community Sidewalk** - A sidewalk located in a rural community along the local highway. While rural in nature, some communities are served with public sewer which can

promote smaller lots and higher density development which can encourage more walking traffic. Examples of a Rural Community Sidewalk would be Mountain Lee Road in North River, Highway #289 in Brookfield and Trunk 4 at Mingos Corner. These sidewalks are constructed to the same standard as the Suburban Collector Sidewalks.

6. **Multi Use Trail** - This standard can be used in areas with high traffic volumes and speed where there is sufficient right of way to create a separate travel way. Multi Use Trails are designed to accommodate a mixed use of activity, including walkers and cyclists. Two sections of Multi Use Trails were constructed in 2016/17 on sections of road where traffic volumes warranted the full separation of bicycles from vehicles. A third section has been designed for Bible Hill and Valley along Main/ College. This will provide a strong cycling corridor from Valley to Truro, serving over 7,000 residents in the communities. A Multi Use Trail is also proposed for the Debert Business Park.



7. **Bike Lane** - A recognised bike lane is at least 1.5 metre of paved shoulder before it can be marked and recognised as such. While this standard may be important in some applications, it can be difficult to achieve.



8. **Paved Shoulder** - While not as safe as a bike lane, 1 metre of paved shoulder can offer a better travel surface for cyclists. Paved shoulders could be considered to link rural communities with the central communities.

The Municipality can identify priority areas for Paved Shoulders and Bike Lanes, but the reality is that most priority roads are owned and maintained Provincially. Ideally, the paving of shoulders would be included in regular road paving by TIR. Implementation of a paved shoulder program should be coordinated between TIR's paving program and the Municipality's priority list. The Municipality should review TIR's paving program on an annual basis to determine potential joint projects.



4. GUIDING PRINCIPLES

Guiding principles act as a philosophical benchmark for the Municipality as the Active Transportation program unfolds and matures in the community.

- A) The Municipality of Colchester recognizes that there are a variety of reasons why people use AT including health/ wellbeing, recreation/ fitness, commute to work/ school, and tourism/ visitors.
- B) Active Transportation is a healthy alternative for all ages and economic background.
- C) AT can help the Municipality to achieve sustainability goals by reducing our community's greenhouse gas emissions.
- D) When real or perceived safety barriers are removed, more people will choose to be active.
- E) People will embrace the social and health benefits of AT. Building healthier communities will decrease healthcare costs and enable people to interact positively with members of their community.
- F) A solid AT network is a community enhancement attractive to prospective residents and businesses. It is also an attractive community feature for visitors.
- G) To make the AT Network for Colchester a success, a coordinated effort with the Town of Truro and villages of Bible Hill and Tatamagouche is important.



5. RECOMMENDATIONS MOVING FORWARD

A) This Strategy does not envision a sidewalk on every street in the Growth Centres. Priority is given to higher volume collector roads that are natural transportation corridors or roads that have safety concerns. A transportation corridor could also be an important local road providing access to a school or other community facilities. Colchester's philosophy differs from Truro and the Village of Bible Hill, who provide sidewalks along all streets.

B) New sidewalk projects include a wider paved road surface to give drivers comfortable space between the travel lane and the new curb. By default, the wider roadway also provides additional space for safer cycling on the sidewalk side of the road. Locations where cycle safety is a concern, consideration should be given to including a paved shoulder on the opposite side of the road from the sidewalk project. This would provide safer cycling in both directions and discourage cyclists from using the sidewalk. The Municipality should consider the design of catch basins to ensure they do not impede safe cycling.



C) In 2016/ 17, the Municipality constructed its first sections of Multi-Use Trail in Truro Heights and Robie Street. The Multi-Use Trail is a good option to separate both pedestrians and cyclists from busy roads and should be considered when planning a new infrastructure along a collector road.

D) Project priority setting should be coordinated with other infrastructure projects of the municipality and TIR to reduce cost and disruption. Examples of other projects include repaving, sewer replacement or new waterlines.

E) Most project engineering and design is completed in-house, by municipal staff. While there is a cost saving and an ability to customize projects, it is a finite resource which limits the number of projects that can be completed each year.

F) Most recent Active Transportation projects have been paid for by the Urban Service Rate. However, not all proposed infrastructure contained in this Strategy is located within Growth Centres where the Urban Rate applies. Council will have to explore methods of paying for new infrastructure and ongoing maintenance.

G) The Nova Scotia Blue Route is a new provincial initiative, introduced after the original AT Plan in 2011. While the NS Blue Route is a tourism driven initiative, there are local cycling benefits. The Municipality recognizes the benefits of a partnership with the Blue Route program and in October 2017,



entered into an agreement to formally designate sections of the Cobequid Trail as part of the Blue Route. This updated AT Strategy should be presented to the Provincial Transportation Department and discussed annually with the intention of coordinating annual work priorities.

6. THE NETWORK

While it is important for the AT network to be integrated, there are two distinct user groups and infrastructure; pedestrians and cyclists. The increasing number of cyclists using sidewalks is testament to the growing interest in cycling and the concern for safety.

This section is divided into sidewalk and cycling infrastructure with a separate section for Paved Shoulders because of the shared role with Provincial Transportation.

All projects were scored using the criteria listed in Section 3 of the AT Strategy. The objective of the scoring is to help the Municipality to prioritize projects. It is Council's responsibility to review the priority list, and consider other parameters to determine the priority projects to be recommended to the Municipal Five-Year Capital Plan. Implementation time line is based on Council's priorities, budget and availability of staff resources to design and implement.

A. Sidewalk Implementation Program

The original AT Strategy recommended the repair of three existing sidewalks that are in poor repair. All immediate projects identified in the original 2011 Strategy have been completed and are referenced in History Section of this Plan.

Colchester has effectively built out a sidewalk network that has placed priority on safety and access to schools as well as the main collector roads of our communities. There remain sections of collector road sidewalks to be constructed but the list is becoming shorter.



Council, through the Five-Year Capital Budget program, has set the priorities for the next three years. These projects will be designed and tendered, in-house, by municipal staff. They are:

- 1) 2018 Brookfield – Carter Rd sidewalk to the Sportsplex;
- 2) 2018 Valley – Village Line sidewalk to link Pictou to College roads;
- 3) 2019 North River – Sidewalk along Hwy #311 from Dickson Drive, south to Molly's Dairy Bar;
- 4) 2020 Salmon River – Harmony Rd sidewalk extension to Blainedale Dr.

The following sidewalk projects are identified in the AT Plan and will have to be recommended to the Five-Year Capital Budget process and approved by Council before any work is started.

Brookfield	Hwy #2 sidewalk extension to Whidden Rd
Hilden	Hwy #2 from Avalon, south to Edward - sidewalk
Lower Truro	Wade Road - Existing to Cobequid Trail - sidewalk
Valley	Old Courthouse - College to Regency - sidewalk
Valley	Old Courthouse - Regency to bridge - sidewalk
Valley	Springwater Place, south - sidewalk
Valley	Salmon River Rd - College to Hidden V - sidewalk
Valley	Foresthill Dr - East sidewalk
Valley	Tower View Dr - sidewalk
Valley	Salmon River Rd - Hidden Valley to bridge- sidewalk

B. Cycle Network Implementation Program

Cycling is an emerging form of Active Transportation and not just a recreational pursuit. Studies of other communities show increasing willingness to cycle when residents have access to infrastructure that provides a safe environment. People cycle for various reasons:

1. Commute to work or school;
2. Leisure shopping within the broader neighbourhood;
3. Recreation, getting outdoors;
4. Sport and fitness;
5. Only affordable mode of transportation.



Cyclists will travel different distances based on the activity, however careful and strategic planning of cycling networks can cater to multiple user groups.

Just as cars require parking lots at their destination, consideration must be given to secure 'parking' space at destinations. Recent developments, such as the Ikea Store in Dartmouth, provides a secure, covered bicycle parking area.

The use of cycling infrastructure should be based on conditions and can range from fully separated from motor vehicles on high volume, high speed roads to fully integrated with vehicles on slow speed, light volume roads.

MULTI-USE TRAILS:

Colchester successfully constructed two sections of Multi-Use Trail along Truro Heights Connector and Robie Street. These projects enable pedestrians and cyclists to safely navigate two busy and intimidating sections of road. The Robie Street project connects the terminus of the Robie Street and the Truro Heights sidewalks. It also connects the Cobequid Trail to the Fundy Discovery Site, a



tourist attraction of the area and planned link for the NS Blue Route.

The AT Plan contemplates a similar Multi-Use Trail from Truro, through Bible Hill and Valley along Main and College roads. The multi-use trail is proposed as an alternative to a new sidewalk on the south side of College Road. Recently Council has discussed concerns with younger students crossing College Road to access the sidewalk on the north side of College Rd.



The Main & College Rd project will provide links to various destinations such as Truro, Dalhousie AC Campus, the Village Recreation Park, and shopping locations along Pictou Road via local connecting streets. Once completed, the project will create a corridor through the community and provide easy access to 7-8,000 residents. This route is also identified as part of the NS Blue Route.

Engineering design work was completed by a consulting engineer firm with funds from a provincial grant program, Connect 2. Total length of the Trail is 5.5 km with 1.5km in Valley. 1.4 km of trail through Dalhousie could be used to reduce the Bible Hill section 2.6 km. A project of this scale would be constructed in phases starting with Main Street and working eastward. The Village of Bible Hill is responsible for construction in the village and the County would be responsible for the Valley section.



PAVED ROAD SHOULDER & NS BLUE ROUTE:

The paving of road shoulders is a simple and cost-effective way to support safer cycling. In the suburban and rural Colchester, Paved Shoulders provide opportunity for commuters and recreational cyclists. In more rural portions of Colchester Paved Shoulders provide opportunity for safe recreational and tourism riding.

In specific areas it may be necessary to further separate cyclists from vehicles due to safety concerns because of traffic volume, travel speed or road alignment. In these situations, the Municipality should consider more formal bike lanes that provide more separation from vehicular traffic.



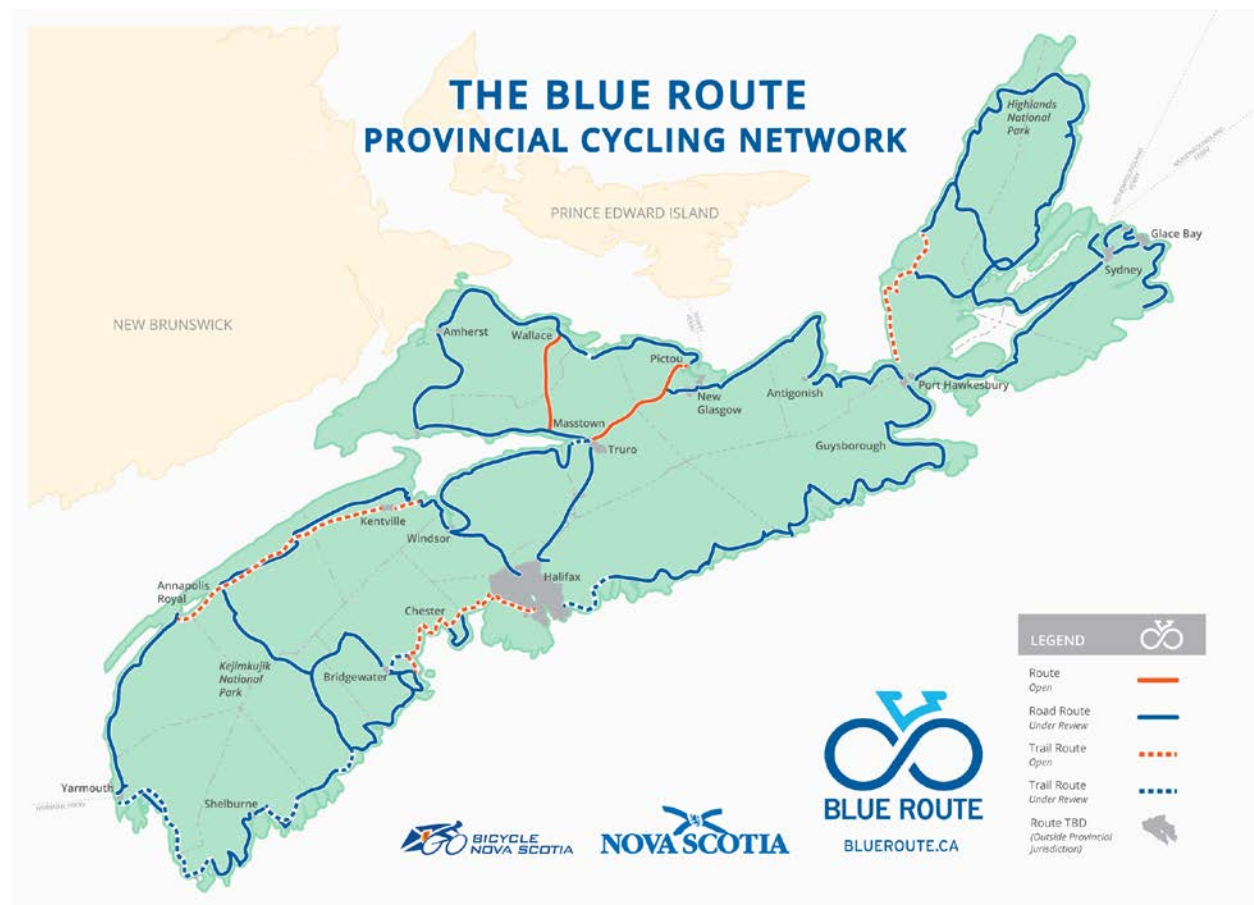
In 2010/11, NS Transportation included 10 km of Paved Shoulders as part of a repaving project, at their cost, on Highway #2 from Truro to Brookfield because it was identified as a priority in the original AT Strategy.

Recently, the Province, in partnership with Bicycle Nova Scotia have launched the NS Blue Route initiative. Two sections are officially open in Colchester and work is underway to link the two sections. The open sections are Trunk 4, from Folly Lake to Masstown and Pictou Rd from Valley to Pictou County. In 2017 TiR paved 7km of shoulders of Hwy 4, from Masstown toward Truro as part of a repave project. Work is expected to be completed in phases over the next three years with the intention of connecting with a pedestrian bridge to be constructed as part of the Fundy Discovery Site development plan.



The Map below illustrates the priority areas for the NS Blue Route. In Colchester the route includes:

1. Route 6 along the north shore and Tatamagouche;
2. Highway 2 from Masstown to Truro and west to Five Islands;
3. Highway 2 to East Hants;
4. Highway 236 to Gosse Bridge;
5. Making trail connections through Truro, Bible Hill and Valley to link the rural trail network.



PAVED SHOULDER PRIORITIES ON PROVINCIAL ROADWAYS:

To create a cohesive and safer cycling network in Colchester County, there are sections of roadway that would benefit from paved shoulders beyond the Blue Route initiative.

Due to the cross jurisdiction and the need to coordinate upgrades on provincial roads, it is important to identify cycle infrastructure beyond the Blue Route initiative.

1. NS Blue Route priorities
 - A) Hwy #4 Folly Lake to Kemptown/ Pictou County line;
 - B) Hwy # 2 Millbrook to Stewiacke East;
 - C) Hwy 236 Old Barns;
 - D) Route #6 North Shore

2. Other Local Highways
 - A) Hwy #311 Tatamagouche to Truro;
 - B) Hwy #289 Stewiacke Valley

3. Local Road Network
 - A) Salmon River Road;
 - B) East Prince Street, north side;
 - C) Pictou Road, Valley, north side;
 - D) Main St, Bible Hill/ Upper Onslow

Some of the infrastructure improvements may not be a Provincial priority and it may fall to the Municipality to advocate and even fund the project. At the stage, the important thing is to identify the opportunity today so that implementation options can be discussed before the project is 'shovel ready'.

7. APPENDICIES

Appendix 1 provides a combined list of AT projects in a chart form that have been evaluated under the criteria found in Appendix 2. Appendix 3 provides community maps that demonstrate the existing and proposed extensions to the AT Network.

APPENDIX 1: Active Transportation Project Evaluation

Safety includes: Collector Rd, Pedestrian Safety, Dangerous Road Sections, Excessive travel speeds

Linking Communities includes: Linking community destinations, Commuter routes, Health care/ school links.

Recreation Network includes: Walking loop, Connects to Parks/ trails, Future Active Transportation Plan components.

Extension of Existing includes: Connection to existing sidewalks, connections to future growth.

Community	Road Name	Safety		Linking Communities		Recreation Network		Extension of Existing		Score	Time	Frame
		X/10	35% weight	X/10	35% weight	X/10	20% weight	X/10	10% weight			
Brookfield	Carter Rd north to Sportsplex - sidewalk	5	17.5	7	24.5	7	14	5	5			2018
Brookfield	Hwy #289 sidewalk reconstruction											2018
Valley	Village Line Ave - sidewalk	6	21	7	24.5	4	8	9	9			2018
North River	Hwy #311, Dickson Dr to Molly's Dairy - sidewalk	9	31.5	8	28	2	4	5	5			2019
Valley	Teviot phase1, Thrush to SR rd. sidewalk reconst.											2019
Salmon River	Harmony Rd to Blainedale - sidewalk	8	28	8	28	3	6	5	5			2020
Valley	Teviot phase 2, Thrush to SR rd. sidewalk reconst.											2020
Hilden	Truro Road, sidewalk reconstruction											2021
Lower Truro	Ped Bridge @ Fundy Discovery Site - multi use	8	28	9	31.5	5	10	5	5	74.5	S	Tidal Viewing & links NS Blue Route from Onslow to Lower Truro
Brookfield	Hwy #2 sidewalk extension to Whidden Rd	8	28	7	24.5	4	8	5	5	65.5	S	
Hilden	Hwy #2 from Avalon, south to Edward - sidewalk	8	28	7	24.5	4	8	5	5	65.5	S	
Lower Truro	Wade Road - Existing to Cobequid Trail - sidewalk	7	24.5	7	24.5	5	10	6	6	65	S	
Valley	Foresthill Dr - East sidewalk	5	17.5	8	28	6	12	8	8	65.5	M	Link to Redcliff Middle School
Valley	College Rd southside - multi-use trail	8	28	7	24.5	4	8	3	3	63.5	M	
Valley	Old Courthouse - College to Regency - sidewalk	8	28	6	21	3	6	6	6	57.5	M	
Valley	Old Courthouse - Regency to bridge - sidewalk	8	28	6	21	3	6	2	2	57	M	
Valley	Springwater Place, south - sidewalk	4	14	8	28	3	6	9	9	57	M	
Valley	Salmon River Rd - College to Hidden V - sidewalk	7	24.5	6	21	3	6	4	4	55.5	M	
Debert	Plains Rd & McElmon Rd - Multi Use Trail	8	28	5	17.5	2	4	1	1	50.5	M	links residential Debert and employees to work and commerce at Exit 13 (Tim Hortons)
Valley	Tower View Dr - sidewalk	5	17.5	8	28	6	12	7	7	64.5	L	link to trail to Redcliff Middle School
North Colchester	Hwy 311 - paved shoulders	5	17.5	6	21	4	8	2	2	48.5	L	link from Main St Bible Hill to Main St Tatamagouche
Salmon River	Salmon River Rd paved shoulders	4	14	6	21	4	8	3	3	46	L	Commuter and recreation link
Valley	Salmon River Rd - Hidden Valley to bridge- sidewalk	6	21	5	17.5	2	4	3	3	45.5	L	
Stewiacke Valley	Highway 289 - paved shoulders	5	17.5	4	14	4	8	3	3	42.5	L	Link from Brookfield to Pictou County

APPENDIX #2: CRITERIA FOR PROJECT EVALUATION

There is an extensive list of AT projects in our communities. To help the Municipality rank and prioritize projects, a rationale has been developed to evaluate and relatively rank each project. This process is to help Council to ensure that projects of greatest community benefit are given priority.

The list of projects herein has been evaluated and prioritized using the following criteria. While the list of projects is extensive, it is by no means complete. Each construction season, the Municipality's priorities should be reviewed in conjunction with Transportation's paving priorities. When evaluating a potential Active Transportation project, the following factors should be given consideration:

3.1 Safety - 35% weighting

Safety is *the* primary consideration when evaluating new sidewalk projects. Under this category, consideration was given to the following factors.

- a) **Pedestrian Safety** - is of upmost importance. Creating infrastructure along roads with fast moving, high traffic volumes should be given a higher consideration.
- b) **Collector Road** - collector roads tend to have higher traffic volumes and travel speed and should generally be given higher priority.
- c) **Dangerous Road Section** - some roads may have a relatively low traffic volume but poor alignment and visibility due to topography.
- d) **Excessive Travel Speeds** - Roads with good alignment and visibility often generate travel speeds that exceed the posted limit which can pose danger to AT users.

3.2 Linking Communities - 35% weighting

It is important that AT infrastructure unfolds in a logical fashion that links people to the places that they want to get to. Providing safe alternatives will make it easier for people to choose not to drive by car which supports the Municipality's ICSP strategy 22 concerning Active Transportation.

- a) **Connecting Community Destinations** - A key role of AT infrastructure is to provide quick and convenient links to community destinations. Schools, colleges, shopping, recreation and work are important community destinations for AT travel.
- b) **Commuter Routes** - Options that offer logical commuter routes between home and work are a consideration in this category.
- c) **Health Care & School Links** - Connections to community facilities such as schools and health care facilities including the new hospital and seniors housing are an important consideration. It is important that school kids that live within walking distance of a

school have a safe environment. Health care facilities are used by all sectors of the community. Those who chose to not drive and those who have no choice but to walk have the same right to safe access to the facilities.

3.3 Recreation Network - 20% weighting

Walking, running and cycling, along with other modes of travel are becoming a popular form of recreation. For the user this is an affordable activity that can work within personal schedules and is open to all ability levels. From a Municipal perspective the Recreational Network supports the County's ICSP concerning active, healthy lifestyle.

- a) **Walking Loop** - AT infrastructure that supports known walking loops within communities are given priority in this category.
- b) **Connections to Park & Trails** - People should not have to drive to parks and trails within their community. Travel to the park or trail should be part of the outdoor experience.
- c) **Future AT Plan Component** - Is the section of infrastructure strategic to the larger community Active Transportation Network?

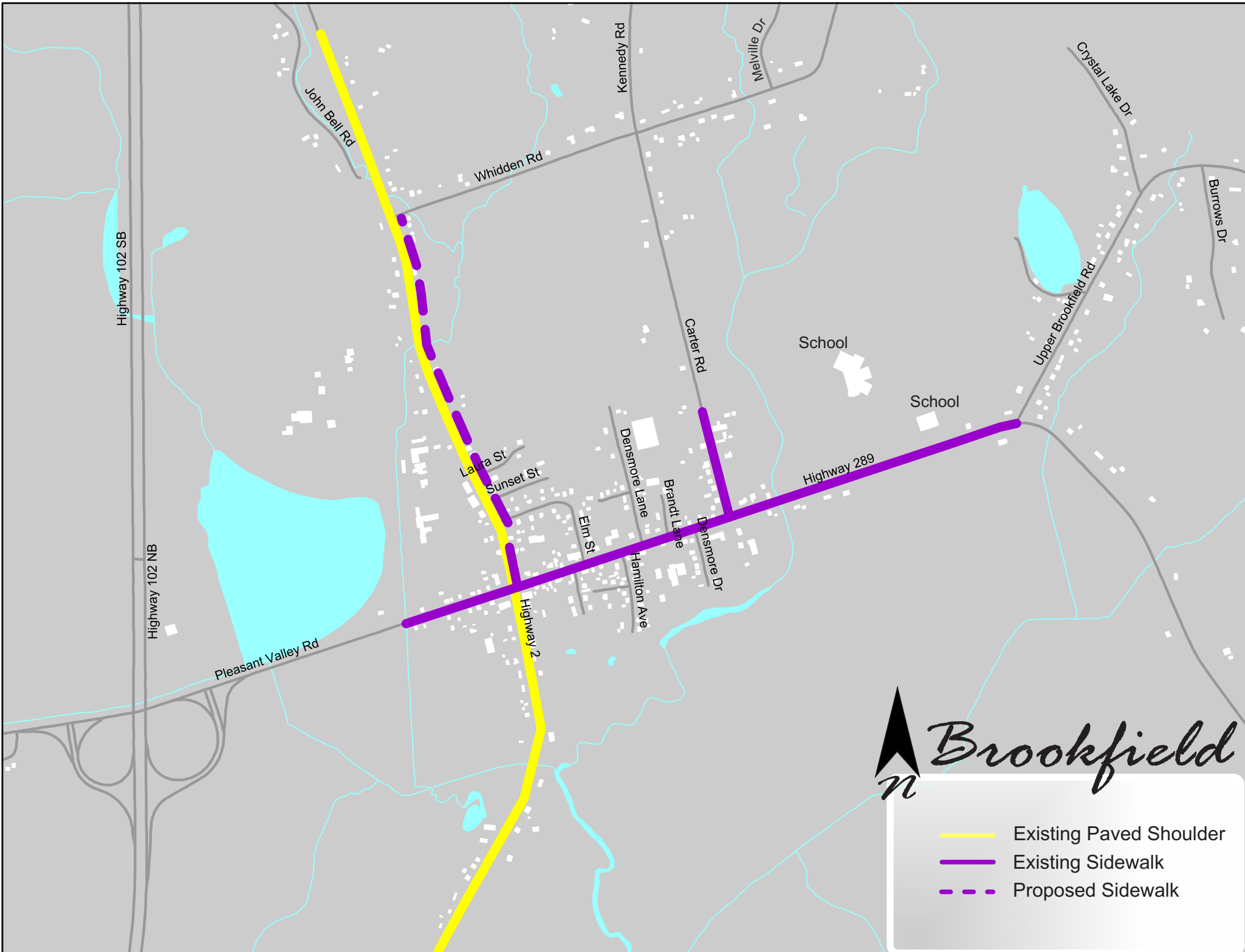
3.4 Extension of Existing - 10% weighting

Consideration is given to infrastructure that builds on the existing network where new development is being encouraged versus an isolated section of infrastructure where development is a low priority.




- a) **Connection to Existing Infrastructure** - Ideally new infrastructure will be a logical expansion of the existing network.

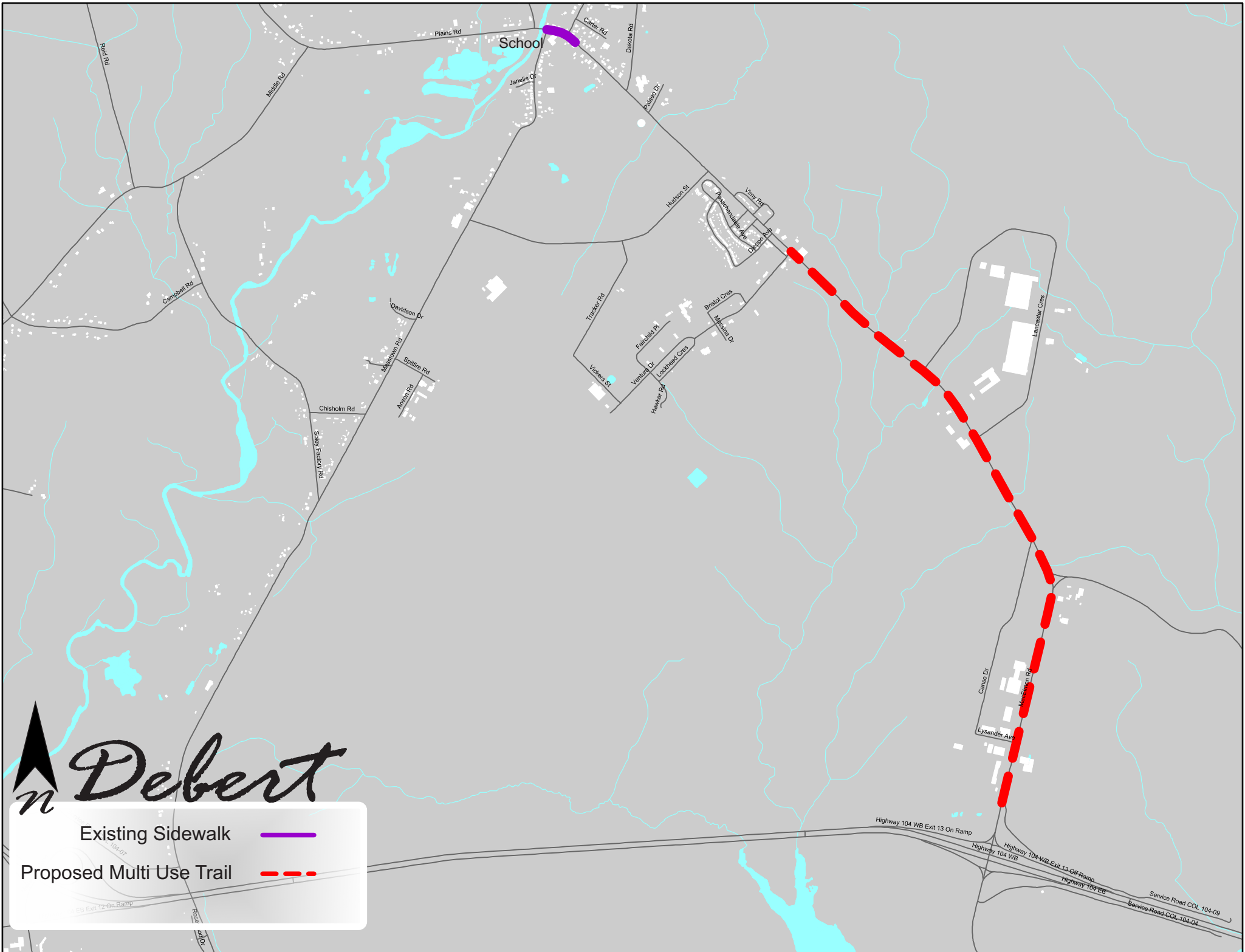
Connections for Future Growth - Consideration should be given to providing AT infrastructure in areas where the Municipality envisions new growth will occur.

APPENDIX 3: Community Network Maps



 **Brookfield**

-  Existing Paved Shoulder
-  Existing Sidewalk
-  Proposed Sidewalk



School

 **Debert**





Existing Sidewalk 

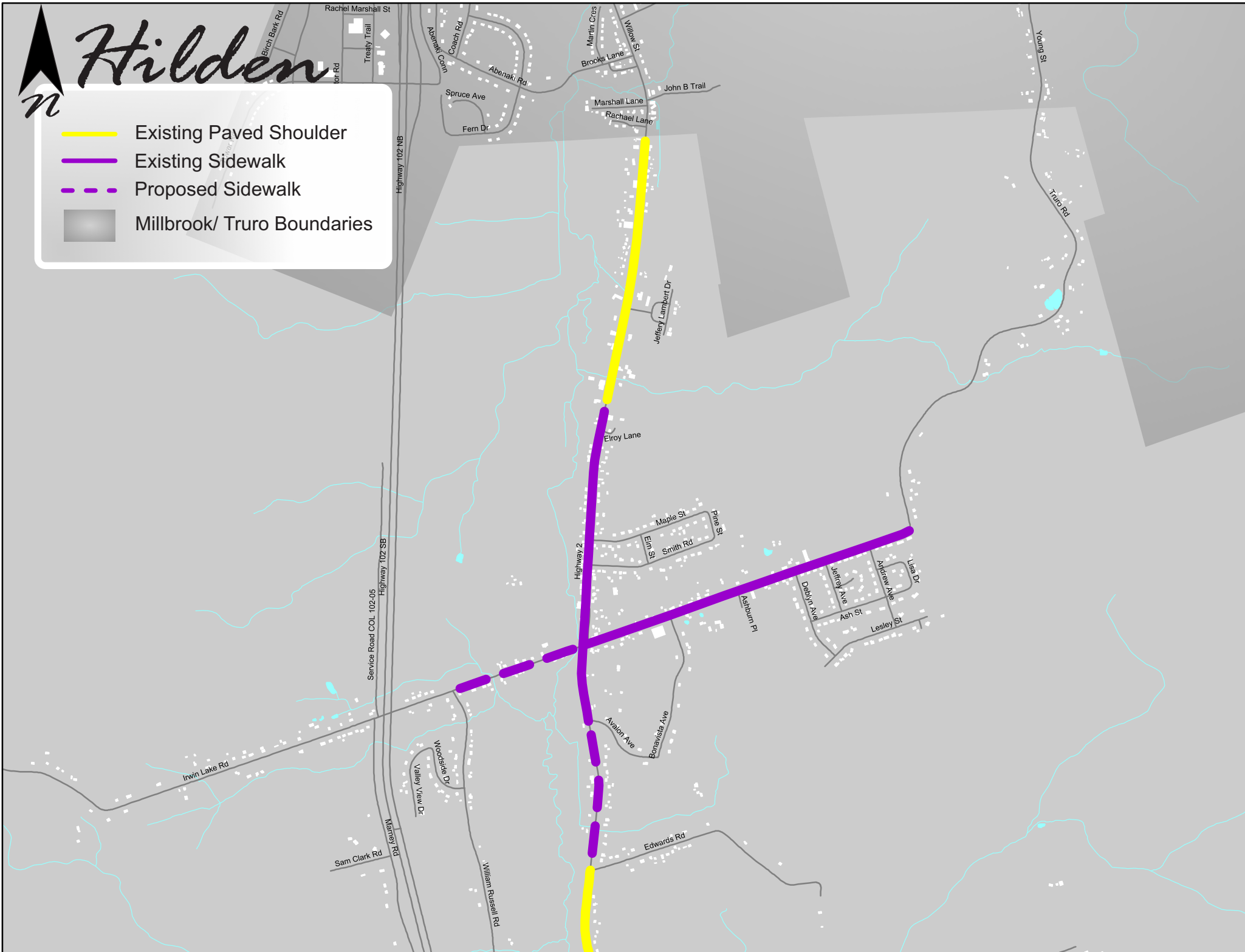
Proposed Multi Use Trail 

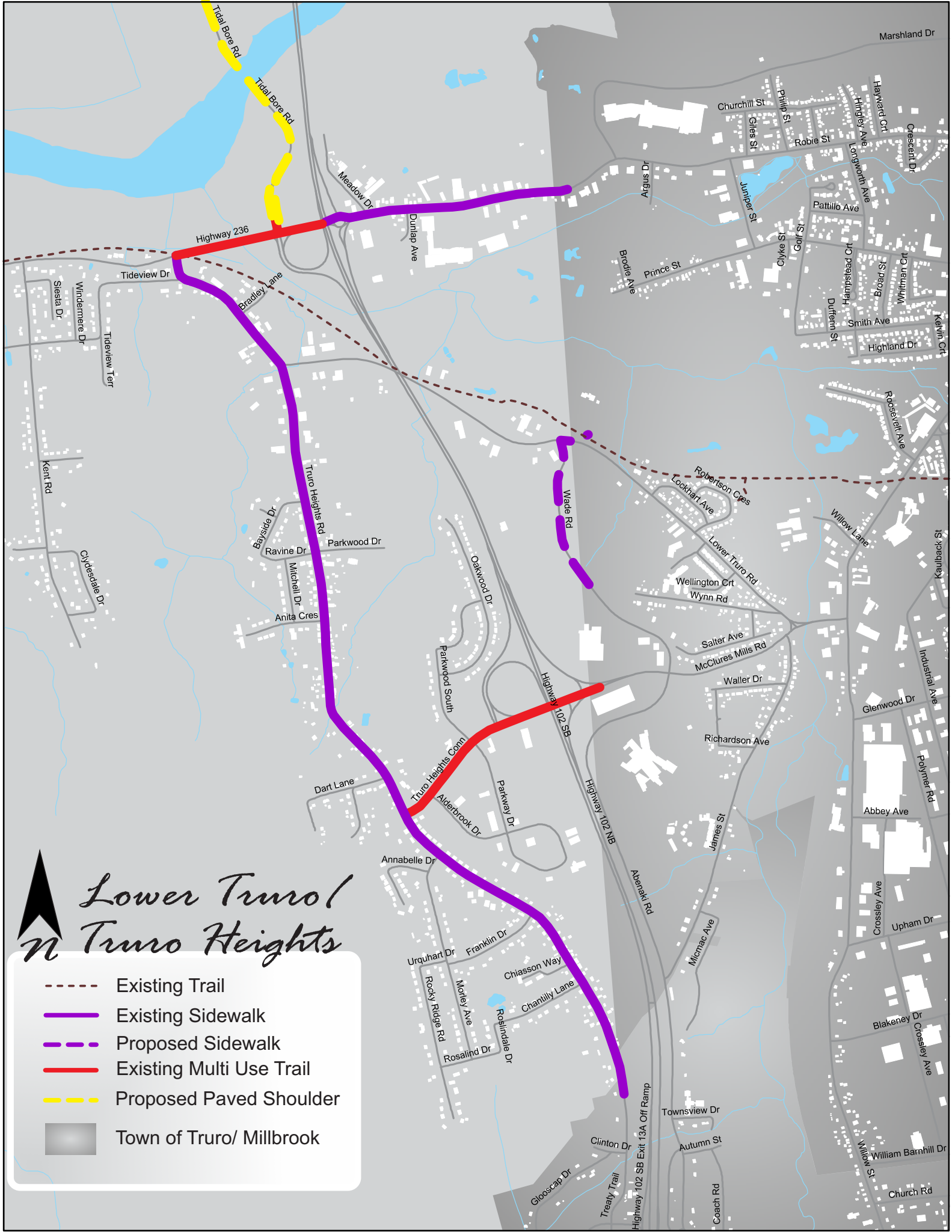
Highway 104 WB Exit 13 On Ramp
Highway 104 WB
Highway 104 WB Exit 13 Off Ramp
Service Road COL 104-01



Hildren

-  Existing Paved Shoulder
-  Existing Sidewalk
-  Proposed Sidewalk
-  Millbrook/ Truro Boundaries















Lower Truro

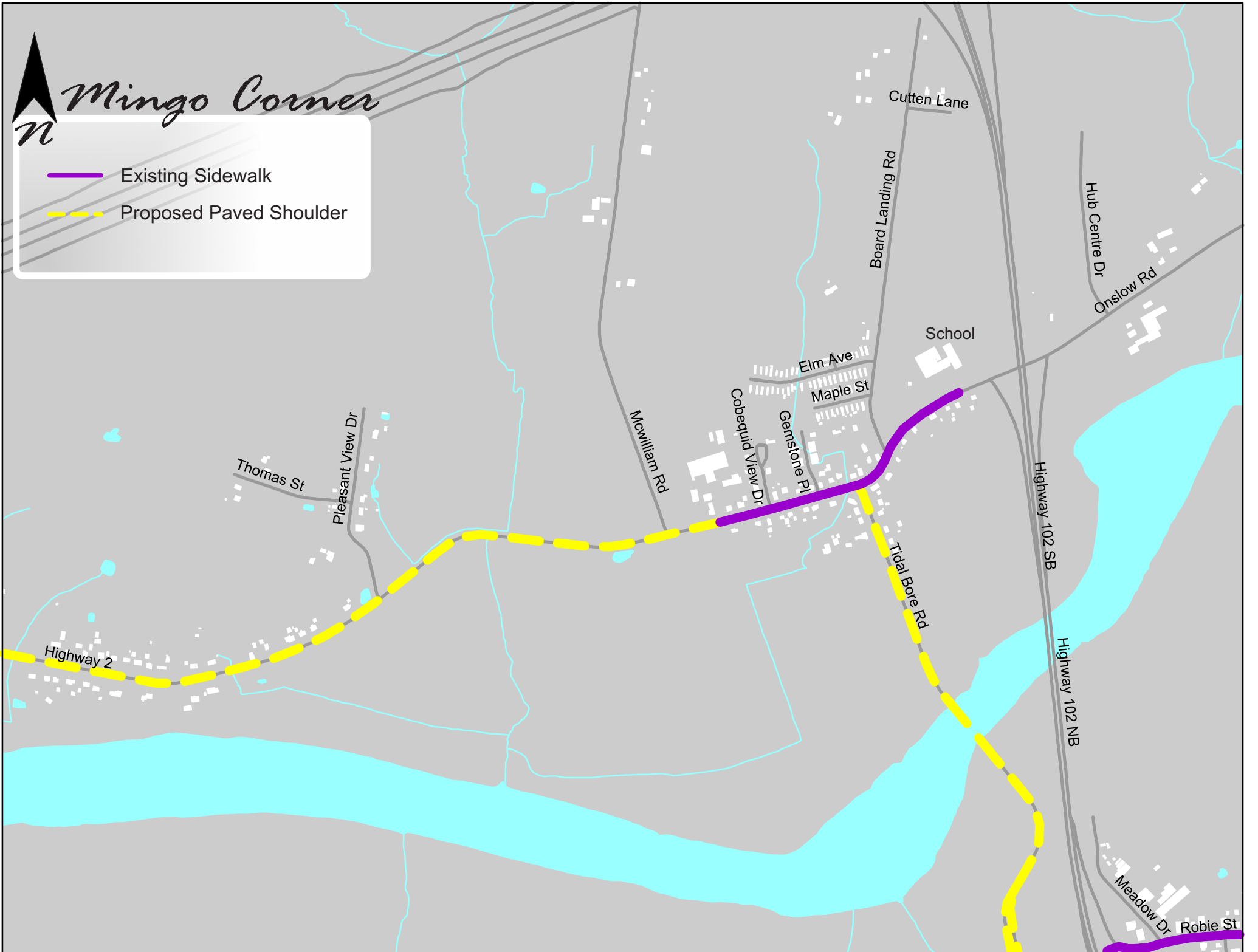
Truro Heights

-  Existing Trail
-  Existing Sidewalk
-  Proposed Sidewalk
-  Existing Multi Use Trail
-  Proposed Paved Shoulder
-  Town of Truro/ Millbrook

Mingo Corner

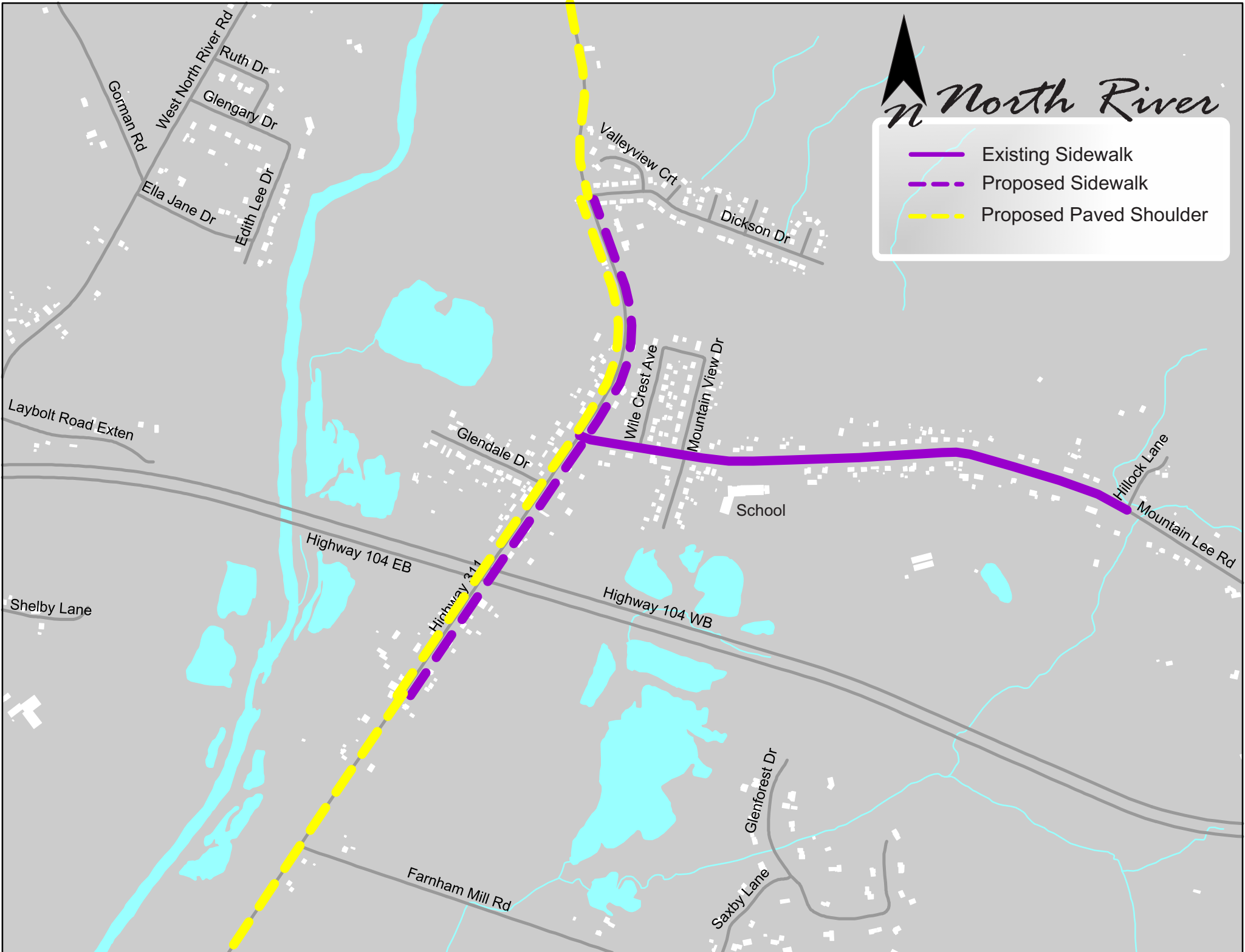


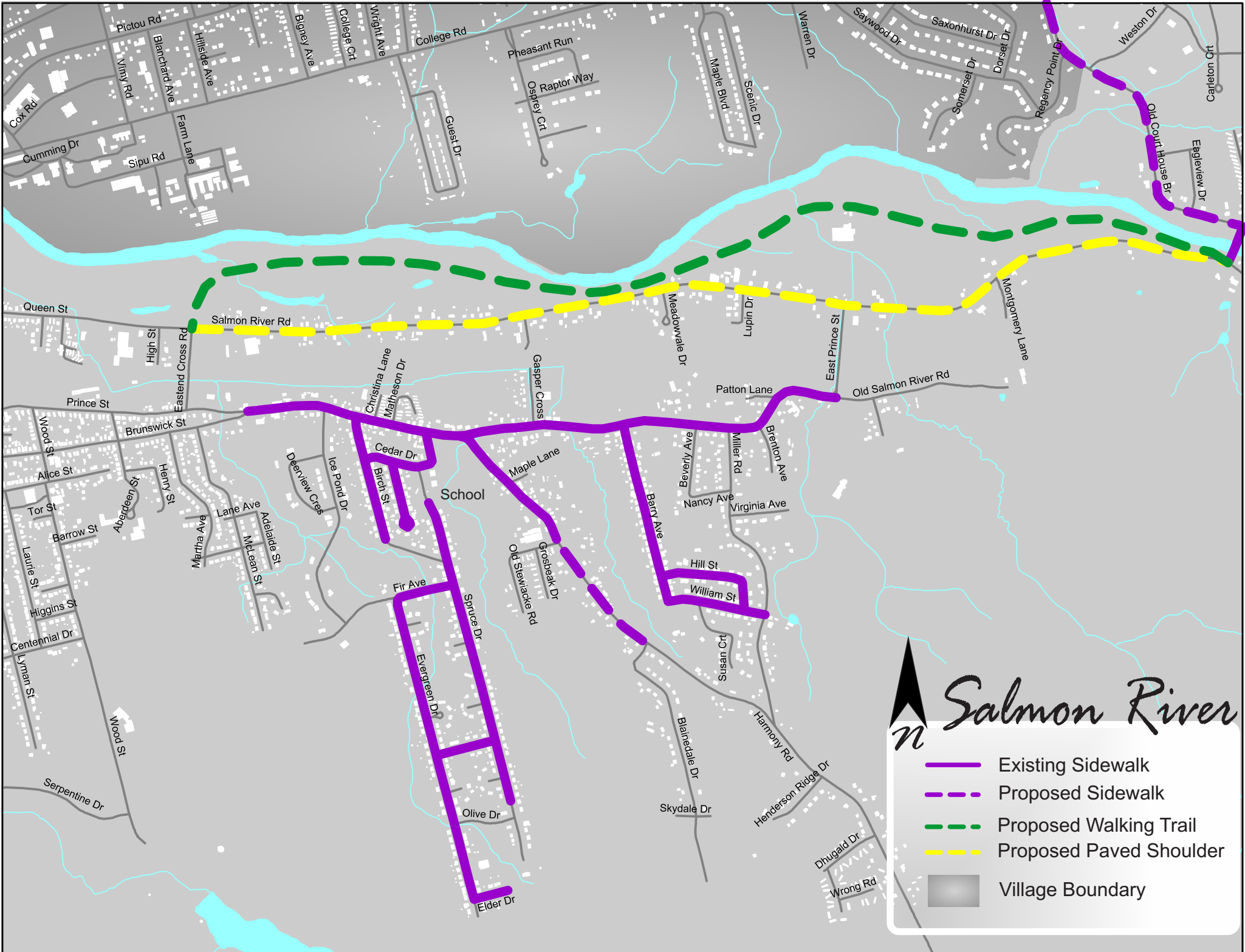
-  Existing Sidewalk
-  Proposed Paved Shoulder





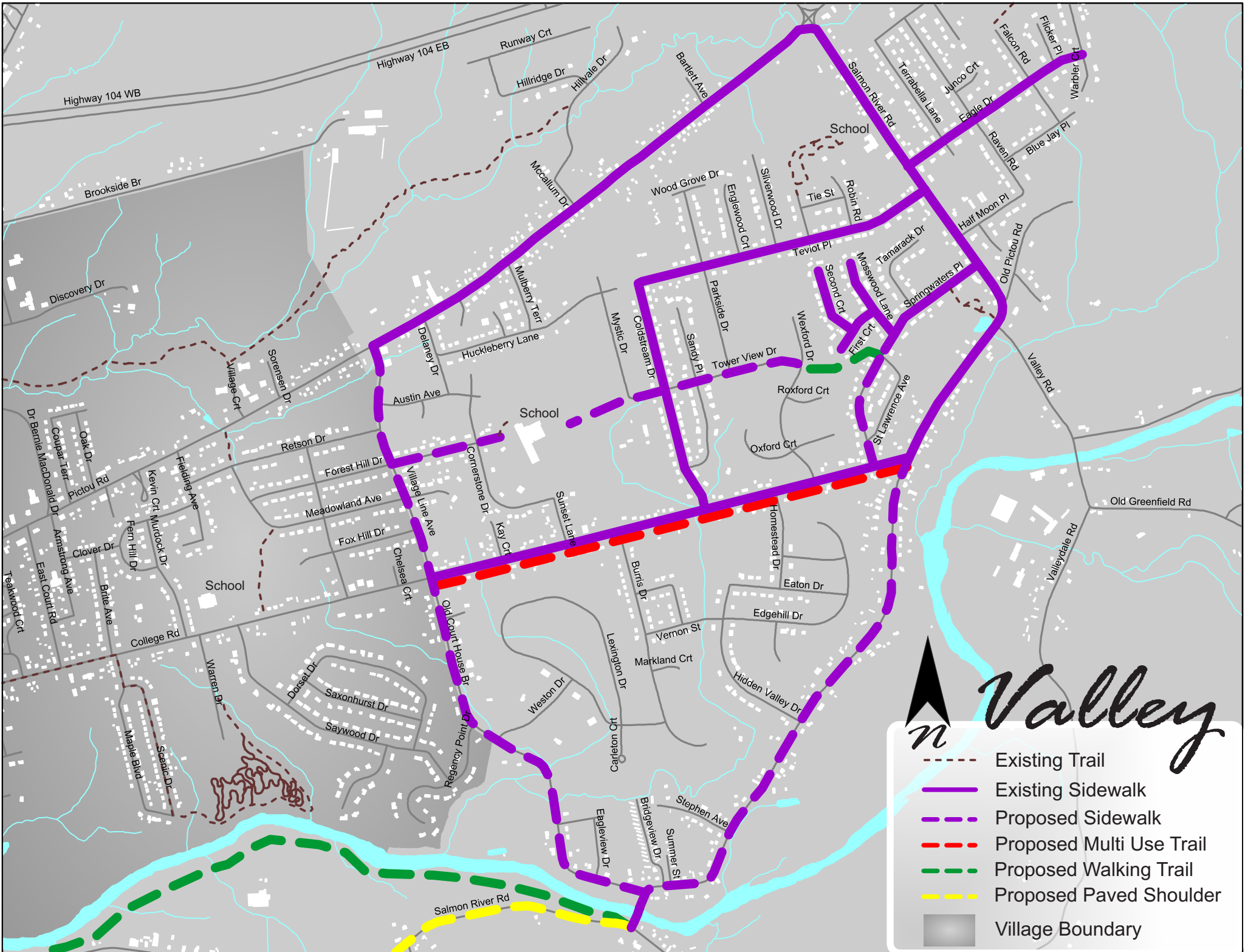
- Existing Sidewalk
- Proposed Sidewalk
- Proposed Paved Shoulder





Salmon River

- Existing Sidewalk
- - - Proposed Sidewalk
- - - Proposed Walking Trail
- - - Proposed Paved Shoulder
- Village Boundary



Valley

- - - Existing Trail
- Existing Sidewalk
- - - Proposed Sidewalk
- - - Proposed Multi Use Trail
- - - Proposed Walking Trail
- - - Proposed Paved Shoulder
- Village Boundary