



Inverness County

Active Transportation Plan

2018



MUNICIPALITY OF THE
COUNTY OF INVERNESS

Acknowledgments

UPLAND would like to thank the residents, staff and various community organizations in the Municipality of the County of Inverness who worked with us to develop this plan. Your strong support and eager commitment is inspirational and will be critical to the success of this project as it moves forward.

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Final Plan

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This plan was prepared by UPLAND Planning and Design Inc.

UPLAND

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Executive Summary



Objectives

The Active Transportation Plan for the Municipality of the County of Inverness, aims to improve active transportation (AT) within the area. More specifically, this Plan is focused on improving utilitarian active transportation, that is, using AT for day-to-day trips and not for pure recreation, within the larger communities of the County. Beginning in late 2017, Inverness County together with UPLAND Planning and Design Studio, worked to identify a variety of ideas to help improve options for residents to use active modes of transportation for trips to work, school, shops and services.

Active transportation in broad terms refers to all forms of human powered or non-motorized transportation. It is typically associated with walking and cycling, but also includes rollerblading, skateboarding, wheelchair use, etc. It can also include seasonal activities such as canoeing, kayaking and cross-country skiing.

This plan addresses both tangible infrastructure improvements and ushering in a cultural shift towards an increased awareness and acceptance for active transportation as a practical alternative to using personal automobiles.

Benefits

Active transportation has steadily been gaining popularity because of the substantial health, social, environmental, economic and tourism benefits. There is clear evidence of the advantages associated with designing cycling and pedestrian friendly communities.

Encouraging greater participation in active transportation is one of the best ways to increase physical activity, which often results in increased overall health and well-being by decreasing obesity rates and improving mental health. Active transportation also provides an efficient, affordable and flexible travel option, particularly for those who would prefer to not drive and for residents without access to a vehicle.

Bicycle tourism has been a growing tourism product over the past few decades, both in Europe and North America. Returns on the initial investment in active transportation tourism infrastructure are often significant and can generate sizable local economic benefits, particularly for scenic destinations such as Inverness County.

Last but not least, reducing the usage of cars translates into cost savings for both private households and public budgets.

Opportunities

Inverness County is a marquee destination for visitors to enjoy recreational active transportation. Now, the municipality also wants to make it easier for county residents to use active transportation for everyday activities and errands. The commitment to active living is reflected in the impressive infrastructure and opportunities that already exist in Inverness County. All together, there are over 50 different types of trail systems spanning the county.

In light of these successes, this Plan is seeking to build on the positive momentum by further improving active transportation options within the county's communities and better connect residents with daily destinations such as schools, offices, retails, services and cultural amenities. The following communities were selected for active transportation improvements based on the concentration of suitable active transportation origins and destinations:

- Meat Cove/Cheticamp/Pleasant Bay (District 1);
- Margaree/Margaree Forks/Margaree Centre/Belle Cote/St. Joseph (District 2);
- Inverness (District 3);
- Whycocomagh (District 4);
- Port Hood/Mabou (District 5); and
- Judique/Port Hastings (District 6).

Consultation

Community input was critical to understanding the current state of active transportation in Inverness County and to ascertain the key issues and opportunities. A variety of public engagement events were held to provide multiple methods through which the community enriched this plan with their experience and expertise. These events included an online survey, six public meetings and two school workshops.

The workshop conversations and in particular the survey results for distance and mode of commute demonstrate an underlying potential for increased participation in active transportation. In general, the length of commute for many respondents is within the generally acceptable distance for walking or cycling (28% commute less than 5km and 24% commute 5-10km). However, the vast majority of respondents (97%) use an automobile in their daily commute. The following infrastructural deficiencies and safety concerns were voiced as the main barriers, that discourage residents from using active modes where:

- sidewalks are not available for walking (40%);
- no designated bike routes in the community (39%);
- high traffic volume and speed on roadways during peak hours (33%);
- uneven and unmaintained sidewalks make walking difficult (30%); and
- when I bike, drivers do not give me 1 metre of space 25%.

Open-ended responses often reiterated the inadequacy of infrastructure, in particular the condition of roadway shoulders, lighting and safe highway crossings.

Infrastructure Improvements

The proposed infrastructure improvements of this Plan consist of different route types, each serving different needs with different design parameters in areas where travel origins and destinations should be better connected within communities. Primarily, this Plan makes use of the following route types:

- on-road route with sign posts;
- on-road route with paved shoulders;
- on-road route with sidewalk and bike lanes; and
- selective shoulder paving.

In addition to these on-road active transportation facilities, the Plan also makes recommendations for closing trail gaps, providing safe road crossings and lighting where they contribute to better day-to-day use of active transportation.

Education and Awareness

Education and awareness are important components of this plan. Initiatives that focus on changing the culture around mobility and establishing positive perceptions is essential to the success of the Plan. Therefore, recommendations on initiatives such as promotional materials, partnerships, events, campaigns, education, workshops and ceremonies are included in the plan.

Implementation

A plan is only as successful as its implementation. The interventions proposed in this Plan have been developed with an understanding of the human resources and financial capacity of the Municipality to undertake them. Each recommendation of this Plan includes a rough time frame for completion, a more detailed breakdown of additional tasks that are required, an identification of the type of intervention (route improvements, services and amenities, and education and awareness), a list of community partners that are responsible for implementation, and if necessary, an opinion of probable costs for each recommendation.

The recommendations are sequenced based on how imminent each intervention should be. Short term recommendations should occur within years 1 - 3 of the plan period and medium term recommendations in years 4 and 5. Long term recommendation would occur between years 5 - 10. The Implementation Plan also includes items that are labeled as “opportunity”. These types of interventions are ideas that should be put on the “back-burner” until an opportunity presents itself to implement it sooner rather than later.

IN Introduction



IN-1 About the Plan

This document is the official Active Transportation Plan for the Municipality of the County of Inverness, which aims to improve active transportation (AT) within the area. More specifically, this Plan is focused on improving utilitarian active transportation, that is, using AT for day-to-day trips and not for pure recreation, within the larger communities of the County. Beginning in late 2017, Inverness County together with UPLAND Planning and Design Studio, worked to identify a variety of ideas to help improve options for residents to use active modes of transportation for trips to work, school, shops and services.

Aside from aiming to generally increase utilitarian active transportation use, this plan aims to:

- Identify specific areas that need to be upgraded to increase active transportation;
- Identify new opportunities for active transportation infrastructure;
- Identify opportunities to educate people on how to use active transportation safely and efficiently and make people aware of the benefits;
- Increase active transportation opportunities around schools and business hubs of the County; and
- Provide a 5 – 10 year implementation strategy that identifies priorities, best practices for behavioural changes, and decision making processes.

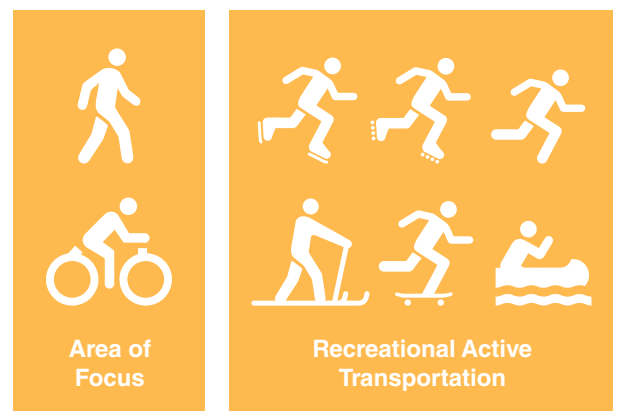
IN-2 What is Active Transportation?

Active transportation refers to all forms of human powered transportation. Most commonly, it refers to walking and cycling, but also rollerblading, skateboarding, running, wheelchair use, skating, canoeing, kayaking, snow- shoeing, cross-country skiing, and more. Active transportation is typically used for two different purposes:

Utilitarian active transportation includes trips where active transportation is used to get to a destination, such as work, school, the store, or appointments.

Recreational active transportation includes leisure, recreational pursuits, and fitness (e.g. dog walking, hiking, paddling, etc.) and often takes place in off-road locations. In some cases, both utilitarian and recreational active transportation can occur at the same time.

More often than not, utilitarian active transportation is typically done by walking or cycling while other forms of AT (paddling, skating, skiing, etc) are done for recreational purposes. As such, this AT Plan will focus mostly on active transportation solutions for walking and cycling.





The Municipality of the County of Inverness is a rural municipality. Stretching from its southernmost point at the Canso Causeway to its northernmost point at Meat Cove, the Municipality comprises an area 3,678 square kilometers on Cape Breton Island. The County is bordered by the Municipality of Victoria County to the East, the Municipality of the County of Richmond to the South and the Gulf of Saint Lawrence to the West and North.

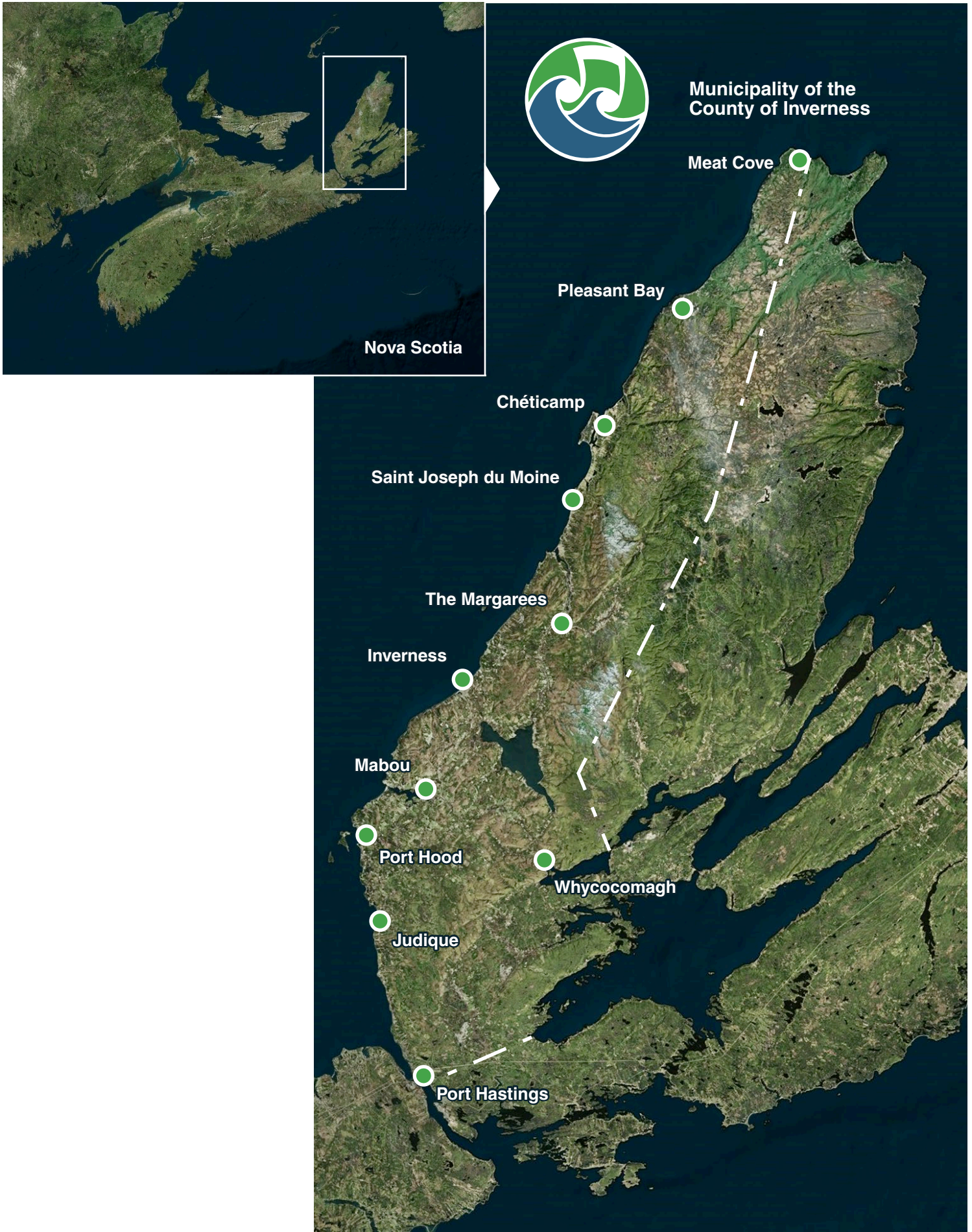
The municipality is 3,831 km² in area and was home to 13,190 people in 2016. Comparatively, it has a lower population density than Nova Scotia, with 4.5 persons per square kilometre, compared to the provincial average of 17.4.

Communities in Inverness County are clustered within a few kilometres of the gulf shoreline, Lake Ainslie, and Bras d'Or Lake. Three regional highways service these communities; Highway 105, Trunk 19, and Trunk 30 (Cabot Trail). Each community in Inverness County has their own sense of place and unique culture.

The community of Inverness was once a bustling coal mining town and today benefits from a growing tourism industry and golf course. The Town of Port Hood was a traditional a stopping place for many early settlers due to its rich fishing port. Today the Town is known for its beaches and sunsets. The Town of Cheticamp is the Acadian heart of Inverness County and makes up the largest Francophone enclave in Cape Breton. The Villages of Mabou and Judique are well known for their Celtic heritage and music festivals.

Inverness County boasts a diversified economy based on traditional sectors like agriculture, fisheries, forestry, and arts and culture, while also experiencing growth in innovation-based businesses and tourism experiences.

Residents who live in Inverness County are on average older than Canada and Nova Scotia, with 25.4% of the population 65 or older. While population of Inverness County speak predominantly English as their first language (83%), the Municipality has a rich and diverse cultural makeup. Mik'maq, Gaelic, French, English, and to a lesser degree, Dutch and German speakers are found throughout the Municipality. Waycobah First Nation, located on Whycocomagh Bay, and communities that were historically made up of Scottish and Acadian descendants complement and enrich the Inverness County identity.



Municipalities across Canada and North America are increasingly realizing the multifaceted benefits of making it as easy as possible to promote and encourage active transportation for utilitarian use and are implementing programs and infrastructure to support its growth.

Utilitarian Active Transportation can...

...Be Fun + Build Community

In 2014, the Cape Breton District Health Authority prepared a Community Health Plan for the region. Adults who were surveyed for this plan were highly interested becoming more physically active.

Active transportation is a great way to enjoy the outdoors and to spend time with family or friends. It is also a great chance to bump into an old friend, or maybe even meet someone new.

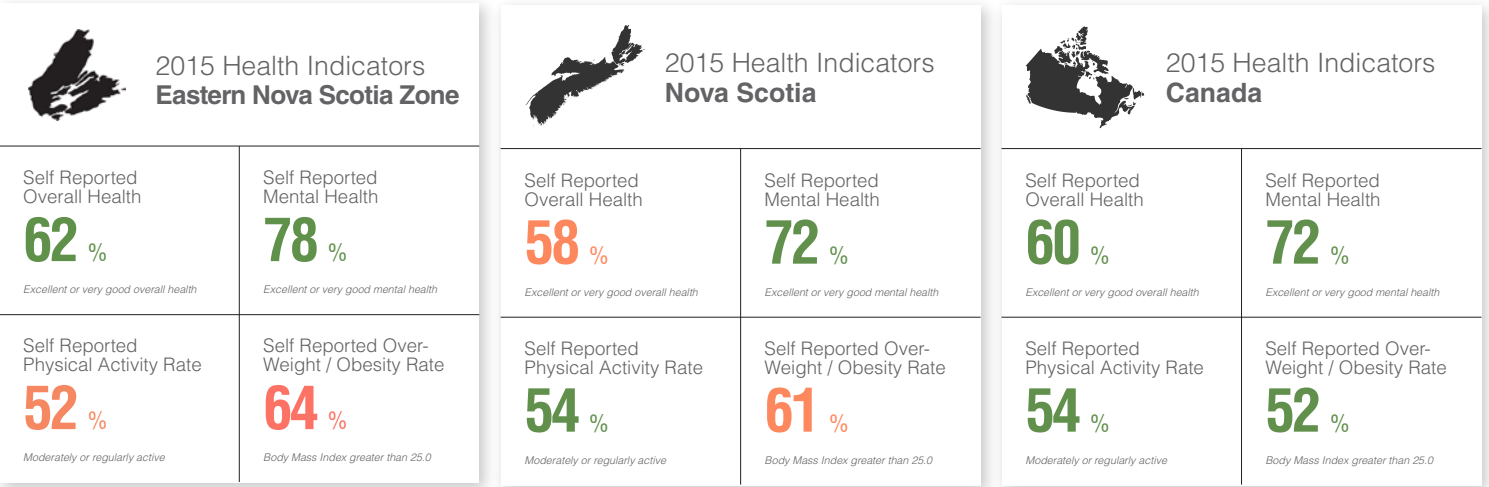
...Improve Physical Health and Mental Wellness

The rise of physical inactivity and obesity rates throughout North America is so prevalent that it is often referred to as an epidemic. The 2013 Cape Breton Health Community Health Profile reveals that this is of particular concern in Cape Breton, Nova Scotia. Compared to Nova Scotian and Canadian averages, residents within the Cape Breton Health Authority show higher self-reported physical and mental health, lower activity rates, and higher rates of being overweight or obese (64.6% of adults in 2013 compared to 52.3% in Canada and 60.8% in Nova Scotia). The Cape Breton Health Authority had the fourth highest percentages of obesity in the province in 2011.

These trends are particularly concerning when it comes to children and youth. Of Grade 7 students in Nova Scotia, only 13.2 percent of girls and 28.4 percent of boys are getting the recommended amount of daily physical activity.

Regular physical activity has been linked to a reduced risk of over 25 chronic health conditions, including stroke, heart disease, hypertension, type-2 diabetes, and some forms of cancer. Physical activity has also been shown to have mental health benefits, including reductions in anxiety, substance abuse, and mild to moderate depression.

The good news is that physical activity can be worked into our daily lives by taking part in active transportation. The Canadian Society for Exercise Physiology recommends adults aged 18-64 get an average of 20 minutes of moderate- to high-intensity activity a day. A brisk walk to the store or a bicycle ride to work each day could be enough to meet this threshold.



...Reduce Pollution

Canada's average automobile fuel economy has improved markedly over the past decade and a half, yet from 2000 to 2015 (the last date with data availability) greenhouse gas emissions from passenger automobiles increased by 4 percent. In 2015, passenger automobiles were responsible for 11.5 percent of Canada's total greenhouse gas emissions (Environment and Climate Change Canada, 2017). Automobile use also emits other pollutants such as nitrous oxide, volatile organic compounds, and fine particulate matter.

Active transportation is one way to reduce these emissions. Walking, biking, kayaking, and other forms of active transportation are emission-free, so any trip made by active transportation instead of in an automobile reduces pollution.

...Improve Mobility Options

Whether it is school, work, appointments, errands, or visiting friends, we all have places to go. However, not everyone has the ability to drive a car. In Inverness County, 14.8 percent of the population is under the age of 15 and, therefore, not eligible for a driver's license (Census data age groups are from 10-14 years and 15-19 years).

Inverness County is also home to an aging population. Many seniors continue to drive with great success. Others choose—or are required—to stop driving if health issues related to vision, motor control, or memory occur.

Other residents may not drive due to cost, disability, or personal preference.

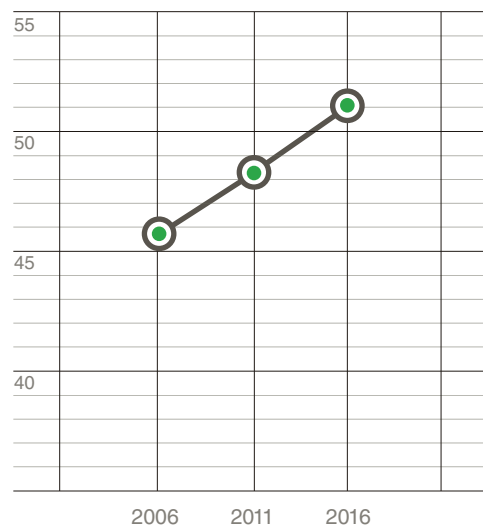
Active transportation can provide mobility and independence to people who might not otherwise have it.

...Save Money

The Canadian Automobile Association reports that the average family car can cost between \$0.36 and \$0.53 per kilometre for gas and wear-and-tear on the vehicle. Using active transportation is low-cost, or even free. Taking active transportation even a few times a week is an effective way to save money.

Median Age Trend in Inverness County

Median age by year (Statistics Canada, 2016)



Improving active transportation options is not always easy, and in rural areas such as Inverness County, there are often other unique challenges. However, with dedicated consideration these challenges can be addressed.

A Successful Active Transportation Plan Will Consider...

...Limited Resources

The municipal operating budget for Argyle was \$10.8 million in 2017/2018, compared to an average operating budget of \$17.1 million for other rural municipalities in Nova Scotia. With fewer financial resources available, active transportation infrastructure must be relatively easy to implement and affordable to build and maintain.

...Lower Density

When it comes to active transportation, closer is generally better. How far people will go depends on their physical ability as well as the safety, comfort and interest provided by their route. Yet, even the most committed active transportation user will look for other methods of transportation if the distance between their origin and destination is simply too far. With such long travel distances expected for most commuters in the municipality, it is unreasonable to expect a large amount of utilitarian active transportation to occur. The exceptions to this would occur likely where there are much higher concentrations of businesses and homes.

...Climate

The Municipality of Inverness has a temperate climate, with average temperatures in Cheticamp ranging from -6 °C in January to 18 °C in July and August. Winters are relatively mild compared to the rest of Atlantic Canada. These temperatures are generally very supportive of active transportation if the humidity is also at a comfortable level.

The Inverness County climate becomes a little more challenging for active transportation when it comes to precipitation. Although Cheticamp has a slightly lower annual overall precipitation than Halifax, Cheticamp has a higher annual snowfall than Halifax. This can make active transportation uncomfortable for users, and can also raise concerns about safety and accessibility if snow and ice are not cleared from active transportation routes.

IN-6 Community Conversations



One of the first steps for this project was to consult with the community to learn about the state of active transportation in the **County** of Inverness and to get a better understanding of the potential opportunities and barriers. Our team spent a week in the Inverness County to host over half a dozen events in all six districts of the Municipality. By meeting with residents, stakeholders, students and teachers, our team was able to take advantage of local knowledge, while generating support, consensus and ownership for the project.

During the last week of November 2017, members of UPLAND and the Municipality hosted the following consultation events focusing active transportation opportunities in specific communities:

- open house District 1 (Cheticamp/Pleasant Bay/Meat Cove);
- open house District 2 (Margaree/ St. Joseph);
- open house District 3 (Inverness/Glenville/Dunvegan);
- open house District 4 (Whycocomagh/Orangedale/Lake Ainslie);
- open house District 5 (Port Hood/Mabou);
- open house District 6 (Hastings/Judique/West Bay);
- youth workshop with students at Dalbrae Academy in Mabou; and
- school staff workshop with teachers and school administrators at Bayview Education Centre in Port Hood.

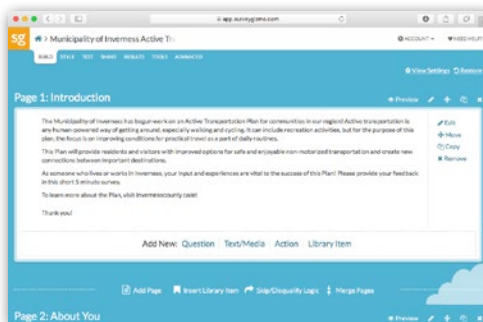
The input collected at these events is summarized in the recommendations for each district in Chapter 2.

IN-7 District Planning Commission

The Eastern District Planning Commission provides planning, subdivision and building inspection services in eastern Nova Scotia for the Counties of Antigonish, Inverness, Richmond and Victoria and the Town of Port Hawkesbury. The mandate of the Commissions planners, development officers, building inspectors and support staff is to work toward developing a safe and healthy communities.

UPLAND interviewed Commission staff to provide an update on Inverness County's efforts to improve active transportation options. While the Commission plays no active role in active transportation planning, staff expressed how they naturally see active transportation initiatives complement the Commission's mandate to develop healthy communities. The Commission is interested in reviewing the draft results of this Active Transportation Plan and will provide feedback.

IN-8 Online Survey



An online survey was hosted between the beginning of December 2017 and the end of January 2018. The survey received 72 responses; 14 were partial responses and 58 were complete, including the open-ended response questions. The results generally confirm the obstacle for using active transportation in rural dispersed districts but also indicate that better infrastructure like sidewalks and bike lanes could entice more people to walk and bike within their own communities.

Respondents live in 28 different communities, with fairly even distribution throughout. The most common home communities were Inverness (13%), Whycocomagh (10%) and Mabou (10%). As would be expected, the most common destinations are much less evenly distributed and tend to be the service areas. For 29% of respondents, commutes are most often to Inverness,

followed by Cheticamp (17%), Port Hood (14%), Port Hawksbury (12.5%) and Whycocomagh (12.5%)

Survey respondents tended to be individuals who already walk or cycle for recreational purposes (67%). The main reasons for any type of active transportation are exercise (43%) and to spend time outdoors (25%). They are also generally predisposed toward interest in using active transportation more often. Only 6% are not at all interested, while 55% are highly interested. It is likely that the overall population is less interested than the survey respondents, but there is indication of a segment who are enthusiastic about active transportation.

The survey results for distance and mode of commute demonstrate an underlying potential for increased participation in active transportation. In general, the length of commute for many respondents is within the generally acceptable distance for walking or cycling (28% commute less than 5km and 24% commute 5-10km). However, the vast majority of respondents (97%) use an automobile in their daily commute. This suggests that the barriers to active transportation are not primarily distance, but something else.

Respondents were asked to select all the factors that discourage them from using active modes. The most frequently selected factors relate to infrastructure, weather, distance, and comfort.

Infrastructure

Sidewalks are not available for walking 40%

No designated bike routes in the community 39%

Weather

Conditions are not suitable for walking or biking in winter 37%

Distance

Shopping, recreation and other activity centres are not nearby 36%

I work too far from home 33%

Comfort

High traffic volume and speed on roadways during peak hours 33%

Uneven and unmaintained sidewalks make walking difficult 30%

When I bike, drivers do not give me 1 metre of space 25%

The open-ended responses often reiterate the inadequacy of infrastructure, in particular the condition of roadway shoulders, lighting and safe highway crossings. Many respondents suggest improvement to connectivity between popular destinations and existing trail systems, especially links to the Trans Canada Trail. There is also a theme around creation of a paved bike route along all of the Cabot Trail. A few respondents would like to see parking lots and sidewalks that would make it easy to drive to a service area, park, and then walk to multiple destinations, especially for the summer time when tourism traffic is busy. There were also many creative ideas for programs and promotion, including signage, maps and route guides, cycling or walking groups, and bike loans.

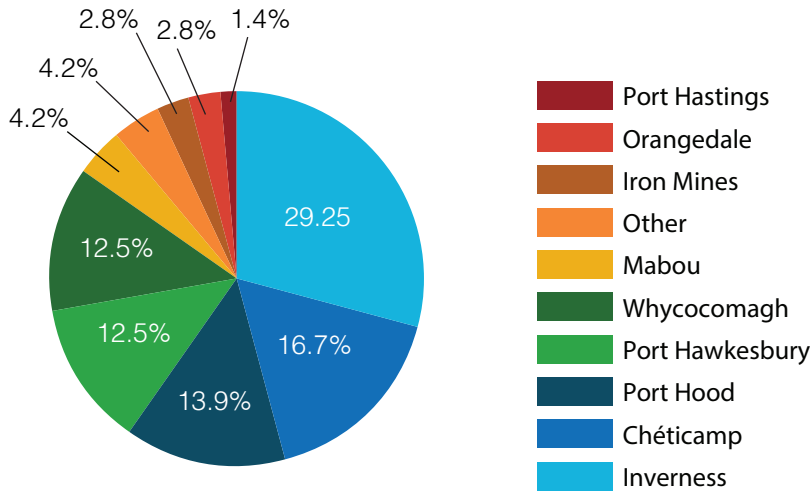
The detailed results of the survey are presented on the following pages.



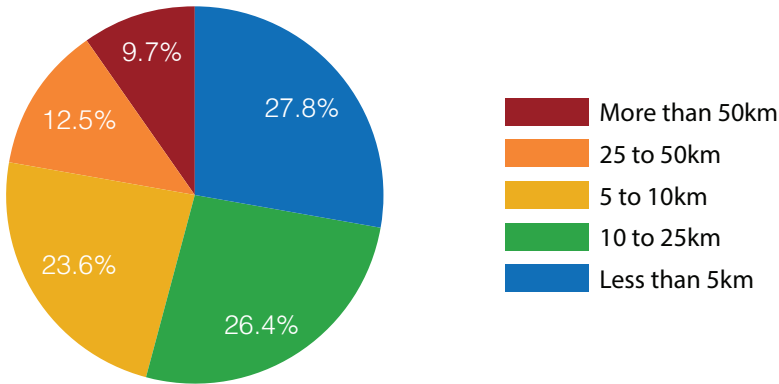
What community do you live in?

Community	Percentage	Community	Percentage
Inverness	12.70%	Petit Étang	2.80%
Mabou	9.90%	Cap LeMoine	1.40%
Whycocomagh	9.90%	Churchview	1.40%
Chéticamp	8.50%	East Margaree	1.40%
Port Hood	7.00%	Glendale	1.40%
Scotsville	5.60%	Glenville	1.40%
Judique	4.20%	Grand Étang	1.40%
Strathlorne	4.20%	Mabou Harbour Mouth	1.40%
Bellemarche	2.80%	Marble Mountain	1.40%
Black River, Inverness	2.80%	Orangedale	1.40%
Blue's Mills	2.80%	Skye Glen	1.40%
Centreville, Inverness	2.80%	Southwest Margaree	1.40%
Craigmore	2.80%	Troy	1.40%
East Lake Ainslie	2.80%	West Bay	1.40%

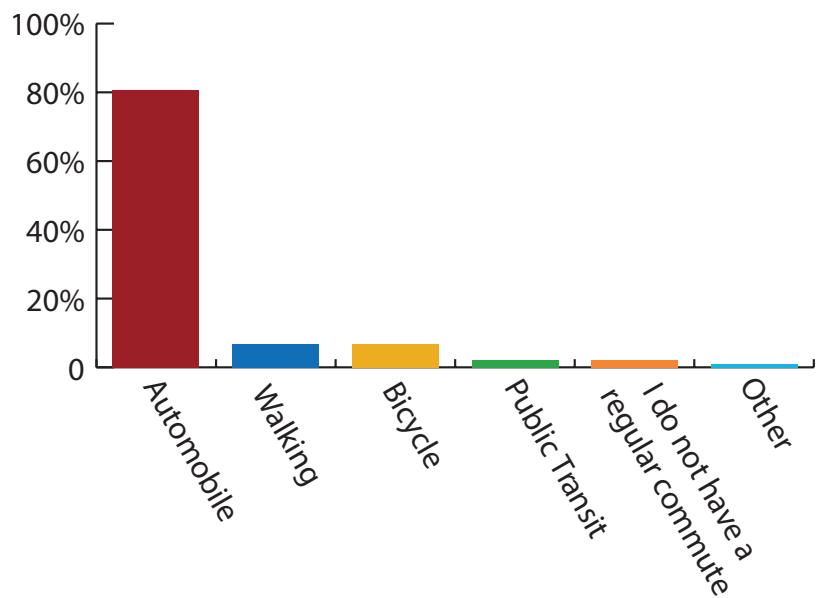
What community do you commute to most often (e.g. for school or work)?



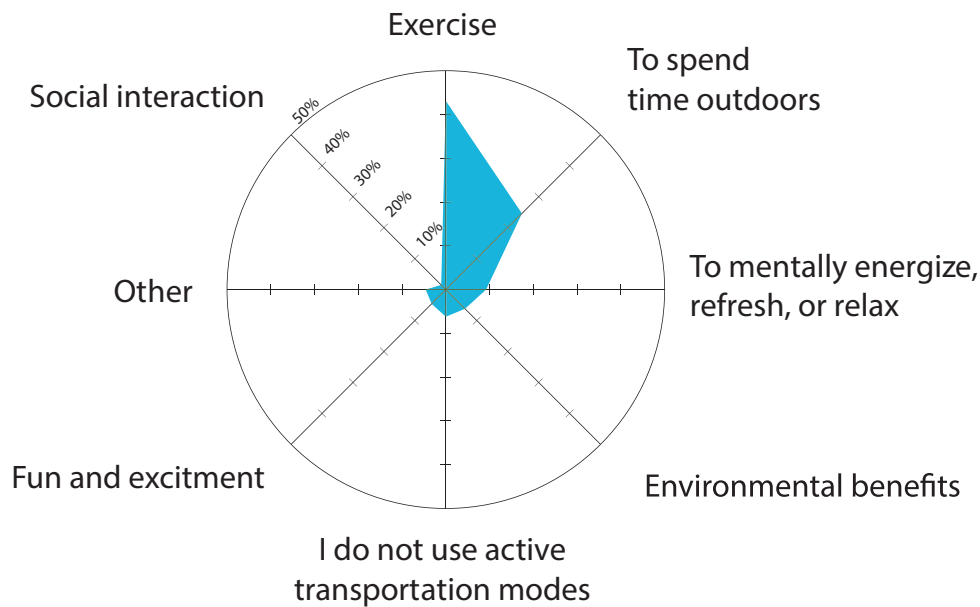
What is the on-way distance of your regular commute from your home?



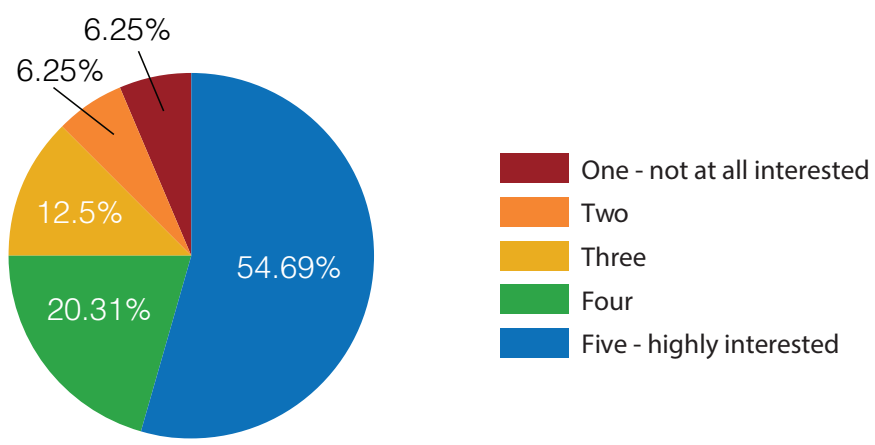
Which modes of transportation do you use in your regular commute?



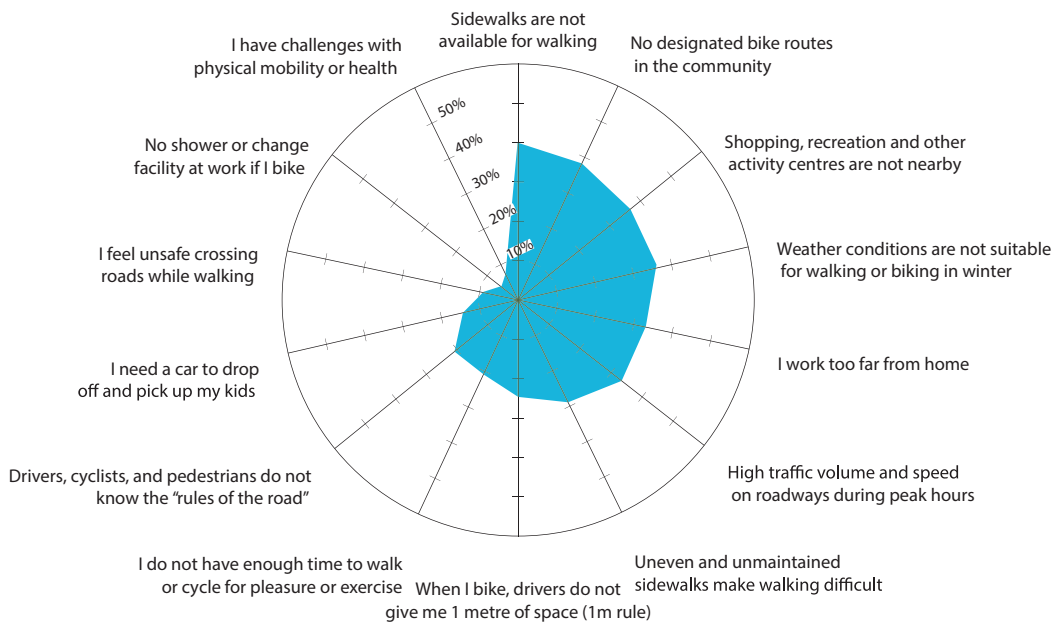
What is your most important reason for using active transportation modes?



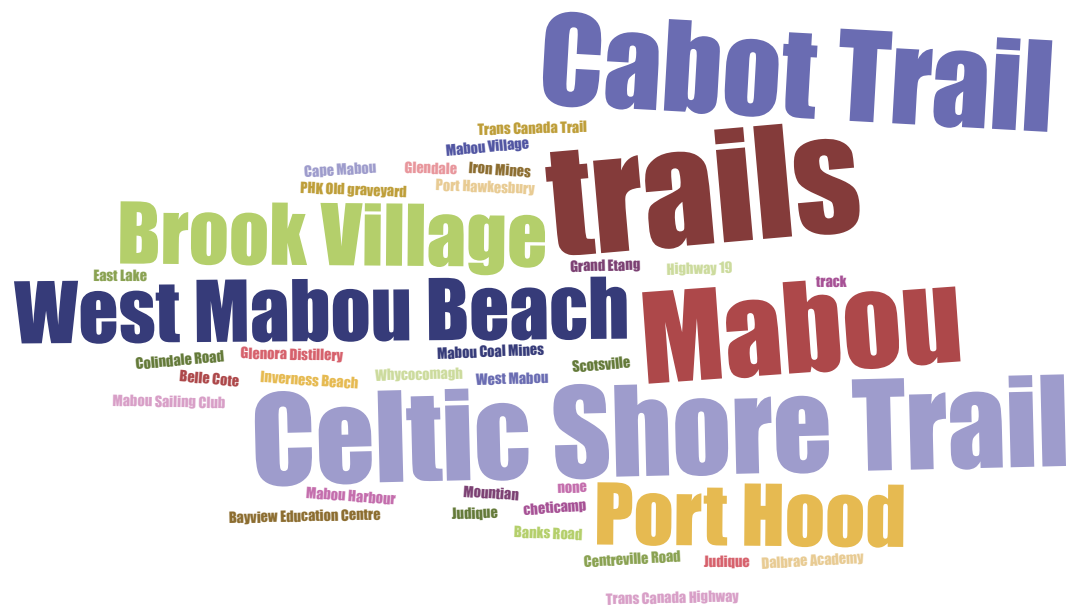
In the coming year, to what extent are you interested in more frequently using modes of active transportation?



What are the major factors that personally discourage you from using active transporting more frequently?



Are there specific destinations you would like to be able to access by walking, cycling, or other modes of active transportation?



What improvements would encourage you to walk, bike, or use other modes of active transportation more often?



What barriers are currently limiting your ability to walk, bike, or use other modes of active transportation more often?



Location	Comments
Port Hood	<ul style="list-style-type: none"> • Route 19 between the two entrances to Port Hood is dangerous, a lit sidewalk is needed • Port hood to Judique needs sidewalks or safe paths • Cape LeMoine • Lack of shoulders, poorly maintained, narrow roads make it dangerous • Want to reach Belle Cote, Grand Etang, Cheticamp
Centreville	<ul style="list-style-type: none"> • Multiuse trail between centreville road and Brook Village
Church View	<ul style="list-style-type: none"> • Want to access churchview to whycocomagh • Need wider shoulders or sidewalks
East Lake Ainslie	<ul style="list-style-type: none"> • HWY 395 has too much traffic, trails along the highway would be good, closer to Scotsville with connectors for 395 to snowmobile trails
Cheticamp	<ul style="list-style-type: none"> • No shoulder is too scary, some places, if you leave the roadway it's a foot drop • The whole cabot trail, including village should have a bike path • Sidewalks clean and safe for walking in the winter • TCH should have paved routes for bicycles • Maintain street lights
Scotsville	<ul style="list-style-type: none"> • Poorly maintained shoulders, too many potholes overgrown brush obstruct views • Need wider roads and a shoulder we can walk on without moving to the ditch to avoid cars
Strahlorne	<ul style="list-style-type: none"> • Paved shoulder or bike trail along HWY 19
West Bay	<ul style="list-style-type: none"> • Want to be able to access PHK old graveyard road and access to the mall
Inverness	<ul style="list-style-type: none"> • Need a place to park and walk to all stores* • A bike lane around the whole cabot trail would be amazing • Sidewalks redone for ease of access to shopping, trails, medical appointments • No sidewalks • Keep gravel roads graded and add sidewalks • Access to rails to trails are more points along route 19 • No sidewalks on the Banks Road, trucks make it too scary to walk • Would love the trail to expand from inverness to broad cove • Walking at night in the dark side roads of inverness are too cracked • Inverness boardwalk needs repairs • Access to inverness beach is difficult, steep stairs, and uneven rocks

Location	Comments
Judique	<ul style="list-style-type: none"> • Would like to see trails going over the mountain to the highway, between Judique and Glendale • Trail would be great if it went all the way to Port Hawksbury
Whycocomagh	<ul style="list-style-type: none"> • Biggest issue is safe crossing of the highway, needs an overpass or underpass, a safe crossing • Needs an improved gravel shoulder – wider. Places where there is a paved shoulder is still too narrow for when big trucks pass, need to move over into gravel • Need lighting; dangerous to walk at night * • Want to access provincial park, the trans Canada, Main Street Whycocomagh • Need sidewalks
Glenville	<ul style="list-style-type: none"> • Bike and walking lanes on HWY 19
Grand Etang	<ul style="list-style-type: none"> • Washouts, holes, rocks on shoulder of the road make it dangerous
Mabou	<ul style="list-style-type: none"> • No sidewalks around Dalbrae Academy – walking have to go on muddy side of road • Lip between pavement and shoulder is sometimes too big to move from one to the other • Want to safely cycle to Mabou Coal Mines, mabou beach, Glenora Inn and Distillery, Colindale Road, Celtic Shore Trail System • Want to connect Mabou Harbour with the sailing club, beach and trails with the village and Celtic Shore trail • Paved shoulders 4-6 feet wide • Bench at head of mabou rivers trail from glendyre toward mabou • More sidewalks and improved lighting • Want to access Bayview Ed Centre from transcanada trail; connector trail to Bayview • Sidewalk in Mabou from the existing to the TCT

Program Suggestions

- Better signage etc to promote existing trails
- Better bike route signage
- Better interpretive signage, history (ex graveyard below walkers cove rd in judique)
- Tax incentives or rebate to help people invest in AT, like purchasing a bike
- Integrated AT map of the whole county, gather all the routes together in one place (rail trails, hiking trails, ATV trails, quiet dirt roads and town roads, shortcuts, paved shoulders)
- Pave shoulders when roads are repaved
- Improve snow clearing
- Establish walking, hiking and cycling clubs
- Scheduled walking group on TCT
- Paid staff to coordinate activities to get people out and exploring – weekly group bike ride, backroads walking group
- Establish bike rentals
- Loan or rental of a bike trailer for children
- Enforce speed limits
- Consider bike tourism as an industry that can be pursued
- How to improve shared use with ATVs and snowmobiles – skiers etc are threatened by speed of other vehicles. Sometimes are offered rides
- Disallow motorized vehicles on some days
- Celtic Shores should not allow any motorized vehicles
- Education for drivers about how to interact with cyclists, share the road *
- Roaming dogs in Inverness
- Allow cycling on certain sections of West Mabou and Cape Mabou trails
- An emergency trail phone
- Banning jack brakes through Whycocomagh
- Start at a younger age – schools require permission slips to allow kids to walk – it leads people to believe walking is not safe and isn't encouraged

Other Comments

- Indoor walking track, perhaps around school corridors at NDA
- Need a gym
- More public transportation from Inverness to Halifax

The following guiding principles flow from the background work in this report, site visits, and public consultation discussions. These principles will guide the proposed network design and implementation strategy.

Focus on Education and Awareness

Education is vital for helping people understand the benefits of active transportation, while encouraging them to participate and making them feel safe as active transportation users. Even for people who might never participate in active transportation, education and awareness helps develop a culture that embraces active transportation, where everyone shares the road with a positive attitude.

Connect the Dots

Inverness County is already home to some amazing trail facilities and on-road infrastructure, most of which was built by the community itself. Providing convenient and safe connections between these facilities will make them even more amazing and attractive.

Make it Irresistible

Using active modes of transportation should not be difficult or scary. It should be a fun experience for people of all ages and abilities. Amenities should be provided to make AT effortless and enjoyable.

Make it Safe

Active transportation should be safe for people, regardless of age and ability. This can be accomplished through educational programs and events, infrastructure improvements, and ongoing maintenance to ensure AT routes are in top condition.

See Beyond the Roads

While sidewalks, paved shoulders and bicycle lanes are ideal forms of active transportation infrastructure, Inverness County features a well connected system of lakes, rivers, and sheltered inlets, which are perfect for paddling. Trails and recreational facilities can also offer off-road active transportation use such as hiking, running, cross-country skiing, and mountain biking.

Find Partners, Near and Far

Inverness County is a community of communities, consisting of dedicated volunteers that have spent their valuable time and resources on improving active transportation facilities in the municipality. This project provides an opportunity to both draw on and add to this volunteer base to help drive forward the initiatives of this plan.

Additionally, the Municipality is not alone in its desire to improve active transportation. Other municipalities in the province are also working on plans and are willing to collaborate and share resources to improve AT for everyone in Nova Scotia.

Be Realistic

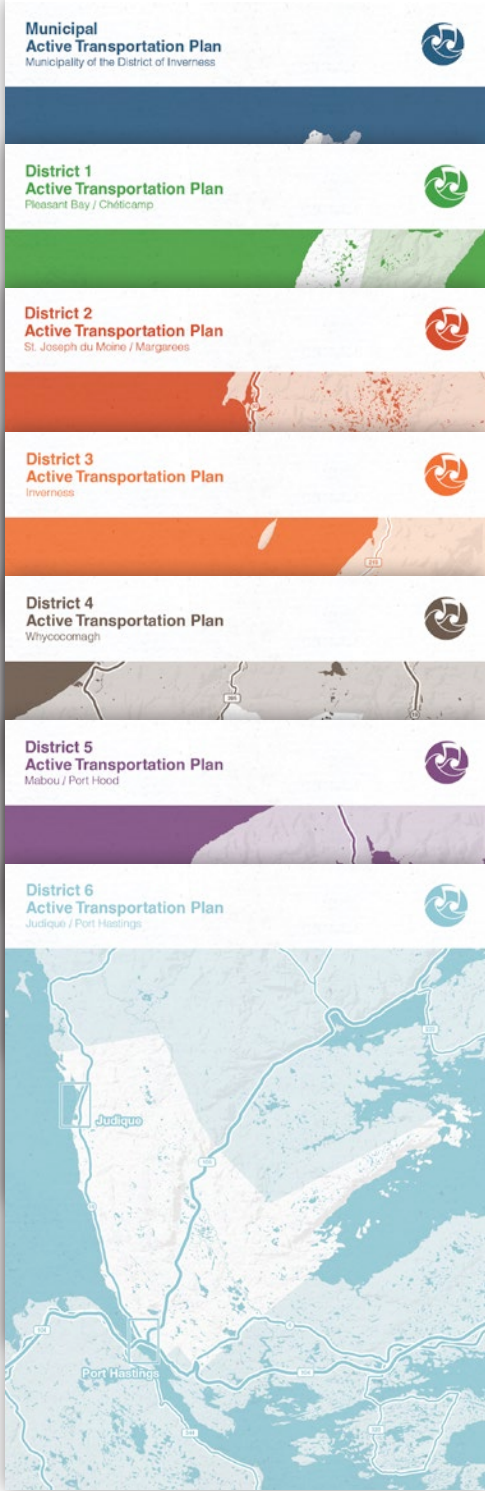
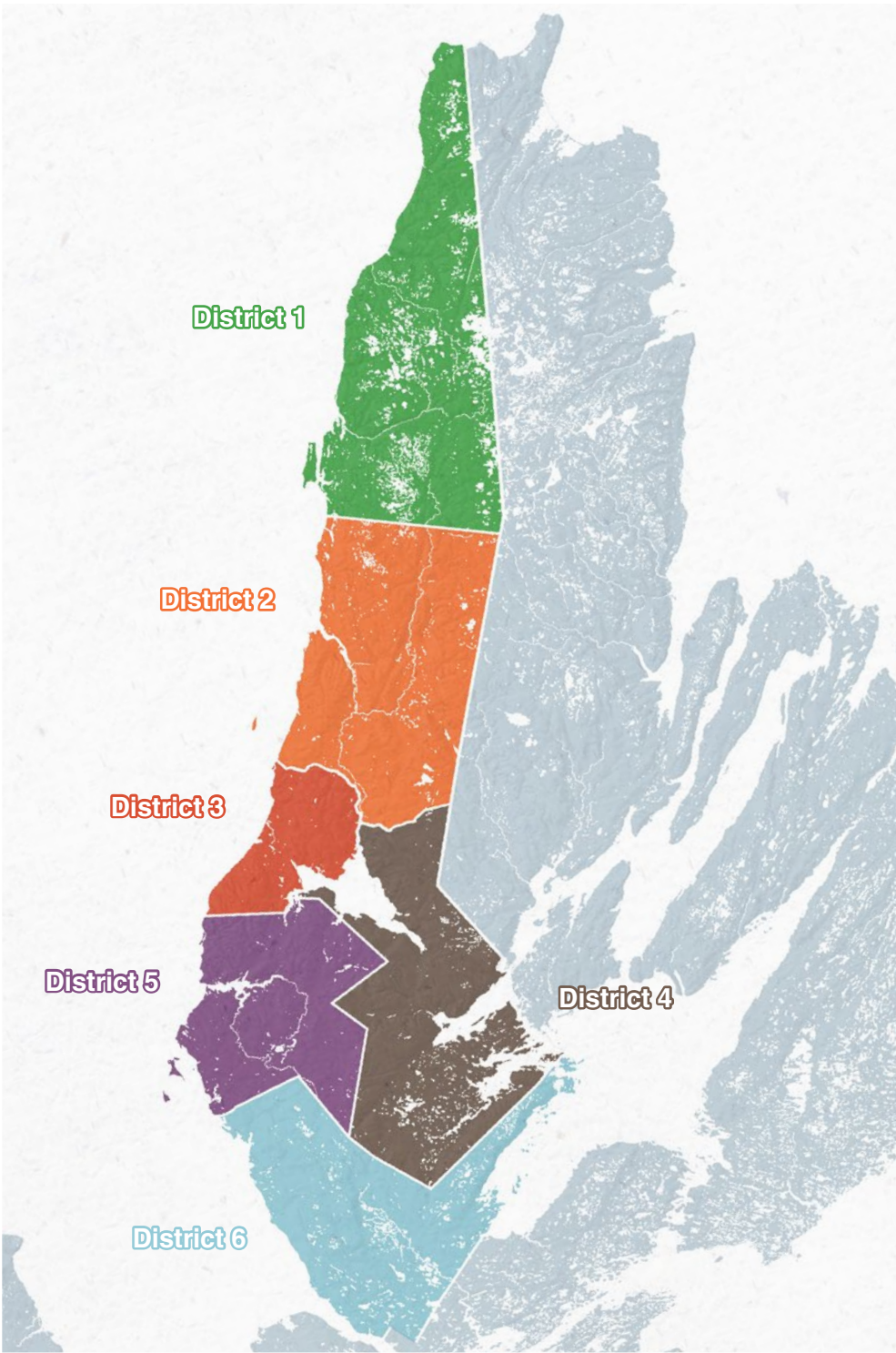
It would be easy to recommend top-of-the-line infrastructure improvements for the entire municipality. The challenge, of course, is to suggest interventions that are cost effective and implementable, especially when financial resources are limited. Interventions should be achievable, short-term projects that offer the best return on investment. This approach will result in immediate and on-going results, and help build positive public support.

Year-Round

The benefits of active transportation are best enjoyed all year-round. An effective active transportation system continues to function even when snow falls. Infrastructure should be designed with good drainage in mind, and routes should either be easily plowed or function well with skis or snowshoes.

IN-10
Report Organization

The recommendations of the Inverness County Active Transportation Plan are organized to resemble small individual reports that can be printed and shared for each electoral district. For each of the districts, the individual reports contain a description of the district, a summary of the community conversations, key destinations and proposed improvements. The individual district reports are prefaced by report describing approaches to active transportation planning that are relevant to the entire Municipality of the County of Inverness.



MW

Municipal Wide Strategies



Municipal Active Transportation Plan

Municipality of the County of Inverness



MW-1
Development Pattern

The vast majority of the Municipality is undeveloped, covered mostly by forests, barrens, and wetlands. Traditionally, most settlement has occurred along the coastline and along road corridors. Cheticamp, Inverness, Port Hastings are among the more developed and established communities within the Municipality.

Cheticamp, in the northwest part of the municipality, is accessed by the Cabot Trail. It is home to historic churches, interpretive nature trails, an Acadian museum, a performing arts centre, a strong fishing culture, a school, and a community health centre.

Inverness is located at midway along the western coast of the municipality. It is accessed by Hwy 19. It includes commercial businesses, two renowned golf courses, schools, an accessible boardwalk and a beach.

Port Hastings, at the southern tip of the municipality, is accessed at the junction of Route 19 and Highways 104 and 105. It includes bed and breakfasts, an inn, a motel, restaurants a car dealership and construction related businesses.

MW-2
Road Network

The Municipality of Inverness is nearly five times longer than it is wide. The north-south distance is spanned by Trunk 19, while a few east-west running collector and minor arterial roads connect it to Highway 105 further to the east. NSTIR has been adding paved shoulders to road sections, primarily the Cabot Trail, for the last several years.

A summary of key roads is provided in the table below.

105 Highway 105		
<p>Description:</p> <p>Highway 105 is a 100-series highway that runs 142 kilometres from Port Hastings to North Sydney through the centre of Cape Breton Island. In Inverness County, the highway is not divided and does not have controlled access. There are four exits to minor arterial roads and a handful of other limited access points throughout.</p> <p>Cycling and other forms of active transportation are generally not encouraged on Highway 105.</p>		
<p>Traffic Volume:</p> <ul style="list-style-type: none">From Port Hastings to Whycocomagh, the daily traffic volume ranges from 3300 to 4500 vehicles per day	<p>Condition:</p> <ul style="list-style-type: none">Two-lane road with a paved shoulderGenerally good condition throughout.	<p>Length:</p> <ul style="list-style-type: none">142 kilometres (total)62 kilometres (within municipality)

19 Trunk 19

Description:

East of Highway 105 is Trunk 19, which runs along the Western side of Inverness County from Port Hastings to Margaree Forks. There are several trunk routes that run closer to the coastline and provide more scenic views of the ocean at lower speeds.

Traffic Volume:

Average annual daily traffic volume on Trunk 19 varies between segments:

- Port Hastings to Creignish, 2900
- Creignish to Strathlorne, between 1600-2000
- Strathlorne and Inverness, 2600
- Inverness to Margaree Forks, between 550-1300

Condition:

- Two-lane paved road with gravel shoulder
- Road condition varies mostly from poor to moderate
- Certain sections have recently been repaved and are in excellent condition (eg. north of Creignish)

Length:

- 108 kilometers (within municipality)

30 Trunk 30 - Cabot Trail

Description:

The Cabot Trail runs 298 kilometres in a loop around the Northern Tip of Cape Breton Island through the Cape Breton Highlands. The Cabot Trail runs along the coastline, providing a scenic view of the ocean and highlands. The road is a popular tourist and cycling destination.

Traffic Volume:

Average annual daily traffic volume on Trunk 30 varies between segments:

- Margaree Forks to Cheticamp, 1000-2000
- Cheticamp to Petit Etang, around 1600
- Petit Etang to Pleasant Bay, around 1250

Condition:

- Two-lane paved road with a gravel shoulder
- This road is in good condition.

Length:

- 120 kilometers (within municipality)

395 Route 395

Description:

Route 395 is a 36 kilometre long collector road that connects Southwest Margaree at Trunk 19 with Whycocomagh at Highway 105.

Traffic Volume:

- On Route 252 near Whycocomagh to Trunk 19 at Southwest Margaree, traffic volume ranges from 250 to 750 vehicles per day

Condition:

- Road conditions vary from segment to segment
- A four-kilometer section north of the 256 was recently repaved.

Length:

- 36 kilometres (total)

252 Route 252

Description:

Route 352 is a 28 kilometre collector road that connects Mabou at Trunk 19 with Whycocomagh at Highway 105.

Traffic Volume:

- On average, traffic volume on Route 334 is around 1600 vehicles per day on the section between Whycocomagh and the Route 395 turnoff, and ranges from 450 to 650 between Route 395 and Mabou

Condition:

- Two-lane paved road with gravel shoulder
- This road is in excellent condition

Length:

- 28 kilometres (total)

219 Route 219

Description:

Route 219 is a 20 kilometre collector road that connects Margaree Harbour at Trunk 30 (the Cabot Trail) with Dunvegan at Trunk 19.

Traffic Volume:

- On average, traffic volume on Route 219 between Margaree Harbour and Dunvegan ranges from 400 to 500 vehicles per day

Condition:

- Two-lane paved road, narrow, overgrown gravel shoulder
- Condition mostly moderate, ranging to poor in some sections (eg. just north of Dunvegan)

Length:

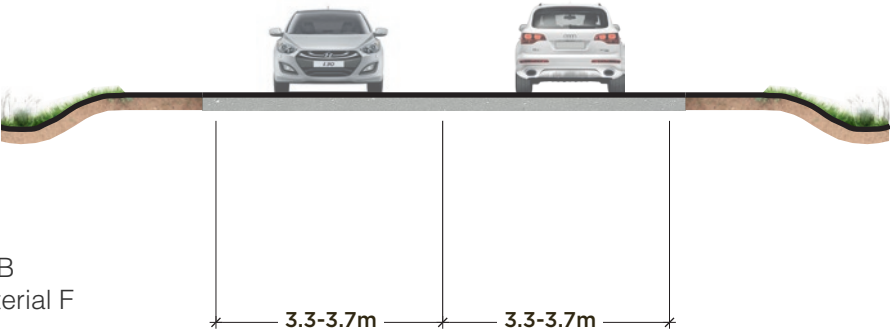
- 20 kilometres (total)

MW-3
Existing Road Cross Sections

The road surfaces in Inverness County are typically built to a consistent standard, with lane widths of 3.0 metres or greater and no paved shoulder. Variations exist within communities of Cheticamp, Inverness, Mabou and Port Hood where portions of the roadways are flanked by a 1.5 m curbed sidewalk and often a lane of on-street parking. The width of the unpaved shoulders varies widely throughout Inverness.

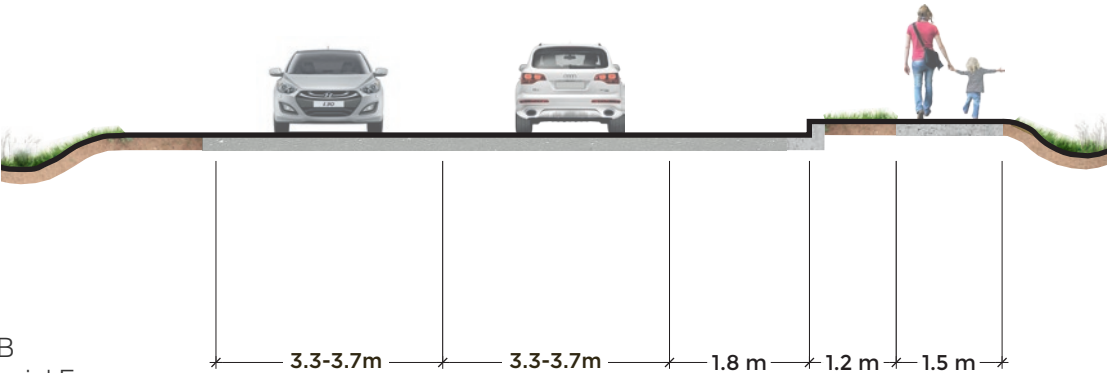
TYPICAL
ARTERIAL ROAD

NSTIR Classification:
Hwy 105: Major Arterial
Trunk 19 and 30: Minor Arterial B
Routes 395, 252, 219: Minor Arterial F



TYPICAL
ARTERIAL ROAD
WITH SIDEWALK

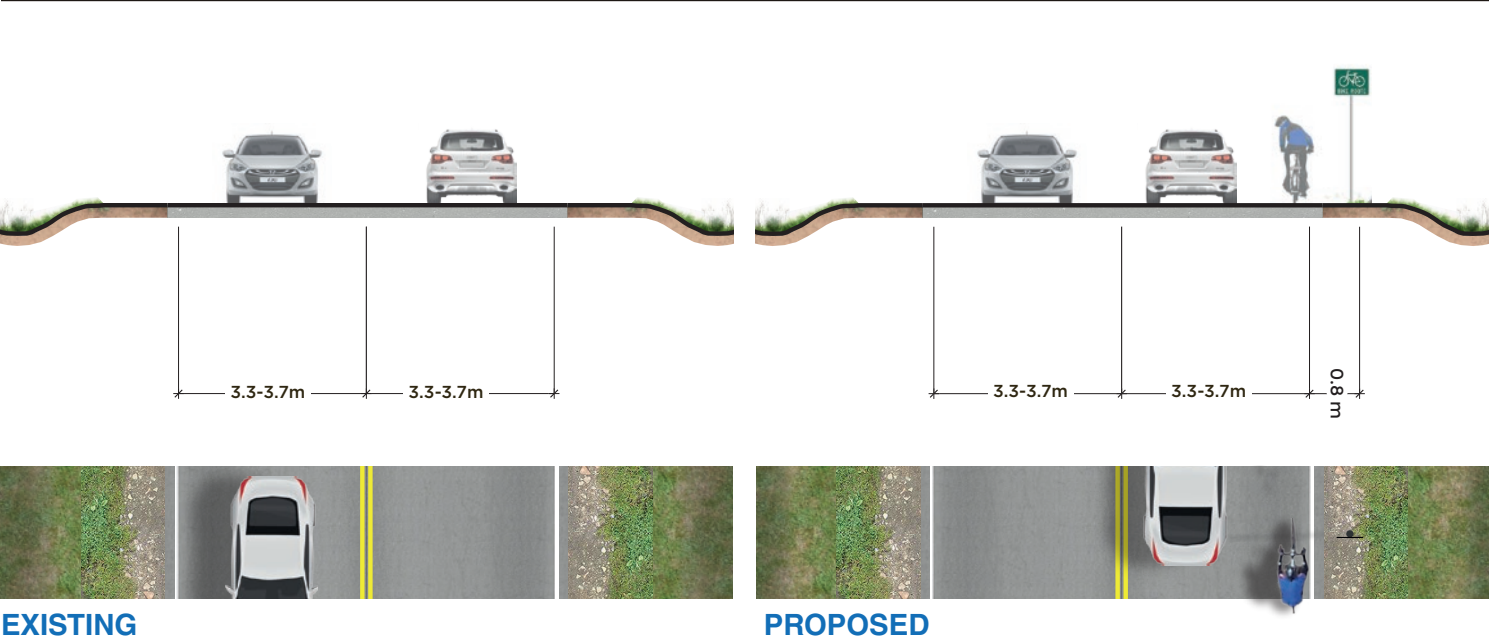
NSTIR Classification:
Hwy 105: Major Arterial
Trunk 19 and 30: Minor Arterial B
Routes 395, 252, 219: Minor Arterial F



MW-4
Proposed Active Transportation
Route Types

The road network in the Municipality of Inverness consists of a variety of road types that have different travel lane widths, traffic speeds, and other design specifications. The proposed active transportation improvements consist of different route types, each serving different needs with different design parameters. The following section provides technical details on how these different route types could be implemented.

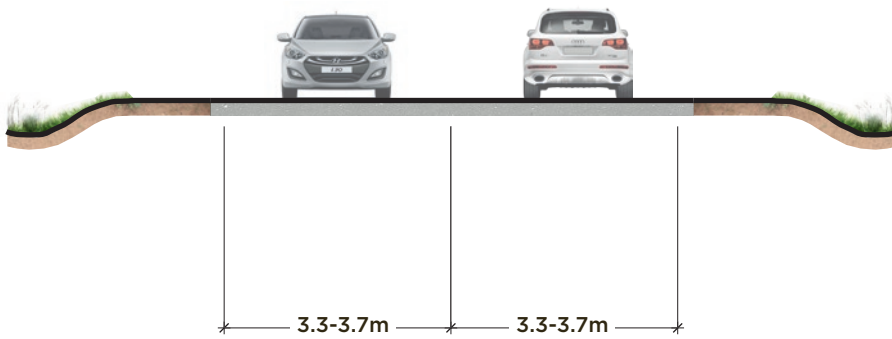
These design standards are based on guidelines and specifications from the Nova Scotia Department of Infrastructure Renewal and the Vélo Québec Technical Guide for Pedestrian and Cycling Planning.



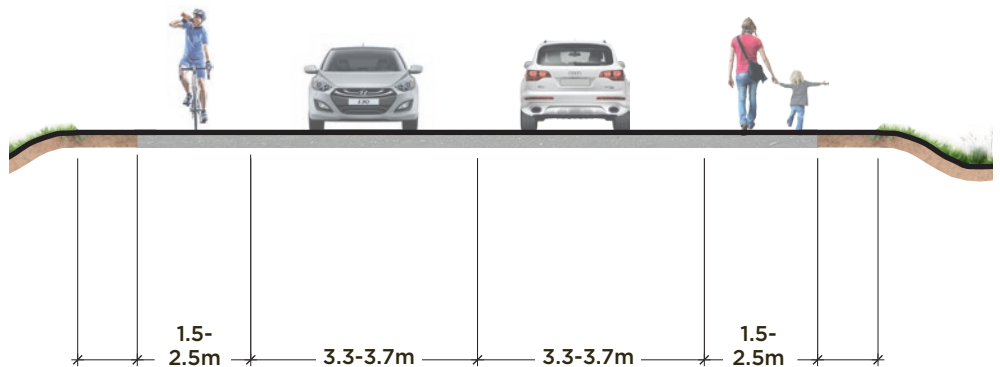
ON-ROAD ROUTE with Sign Posts

A handful of on-road active transportation routes within the network are useful long range connections (which are more useful for cyclists), but have relatively low vehicular traffic. These routes should be designated as signed AT routes, featuring "Bike Route" to ensure road users know that the route is to be share by motorists and cyclists. These types of routes should also feature "Share the Road" signage to indicate to the motorist and bicyclist that there is a change in road conditions and advises extra caution to both drivers and cyclists for the upcoming section of road.





EXISTING



PROPOSED



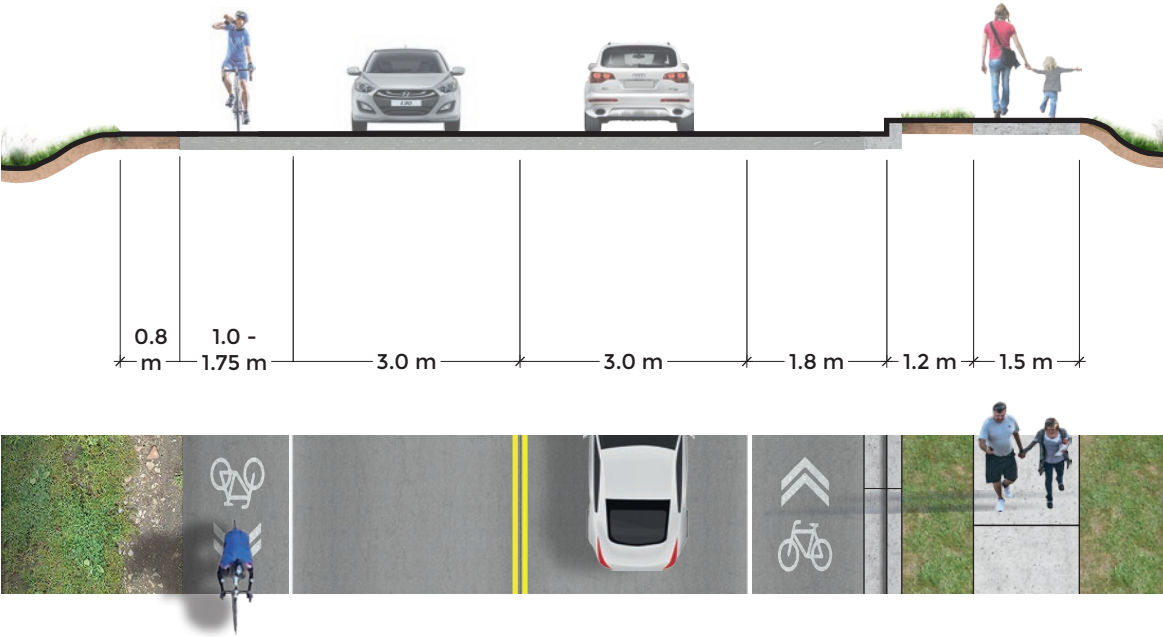
ON-ROAD ROUTE with PAVED SHOULDERS

There are a handful of on-road active transportation routes within the network that feature high traffic volumes or are key regional corridors such as the Cabot Trail. These routes should feature paved shoulders to allow for pedestrians and cyclists to use both sides of the road in a safe and comfortable manner. It is important that these paved shoulders stay obstacle-free and are kept clean of litter and debris.

Paved shoulders range between 1.5 and 2.5 metres wide, depending on traffic volume and traffic speeds (see appendix for shoulder width specifications by NSTIR).

ON-ROAD ROUTE with SIDEWALK AND BIKE LANES

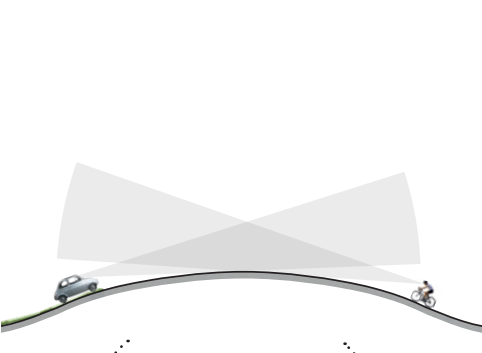
Within Cheticamp, Inverness, Mabou and Port Hood, there are segments of the road that feature a sidewalk along one side of the road, with a paved shoulder between the sidewalk curb and the inside travel lane often used for vehicle parking. The sidewalks provide an excellent walking route for pedestrians, and the paved shoulder presents an opportunity to create a similarly excellent route for cyclists. Dedicated bike lanes can be created by adding a paved shoulder on the other side of the road, offering excellent spaces for cyclists within the community centres of the Municipality. In some instances, the road right-of-ways also allow for on street parking and a bicycle lane. Bike lane symbol markers can be placed as per Transportation Association of Canada guidance.



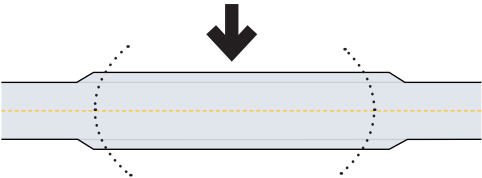
Selective
SHOULDER
Paving

There are on-road routes within the AT Network that feature traffic volumes that are low enough that paved shoulders are generally not needed. In most situations, the roads are long, flat and straight, allowing active transportation users to travel comfortably alongside of the road while being able to see any potential conflicts, such as oncoming traffic, potholes, *etc.*, far enough in advance. However, in certain situations, the roads may present horizontal and vertical alignment issues that could put active transportation users at risk. In order to ensure maximum safety, extra shoulder width may be necessary to ensure safety for all road users.

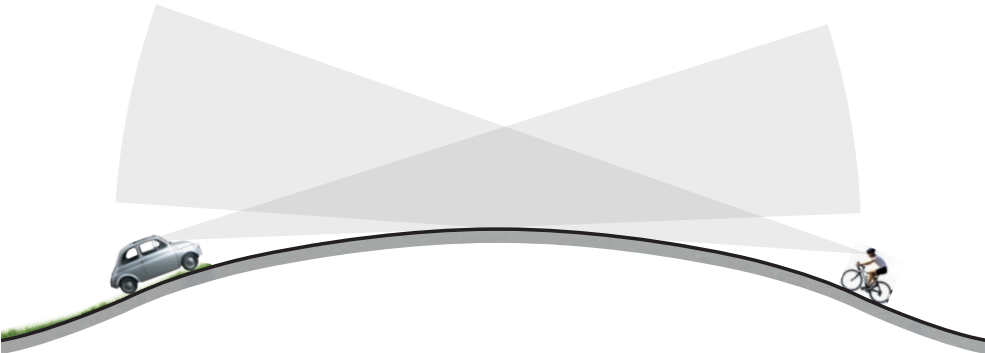
Paved shoulders could be considered in the following situations:



Blind Crest (no paved shoulder)



Blind Crest (with paved shoulder section)



Blind Crests

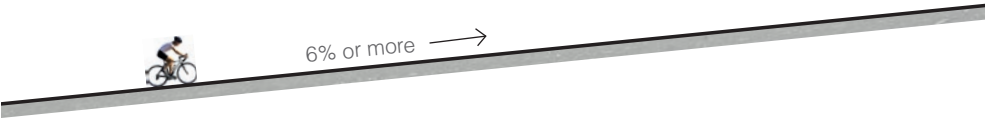
If grades are too steep on both sides of a short vertical crest, the curve may be too rounded to allow for sufficient sight lines between approaching vehicles, resulting in what is known as a "blind crest". These crests can result in dangerous situations where a cyclist is riding alongside the road and may not see a vehicle approaching from the other side of the crest. The danger of this situation is compounded when another vehicle is approaching from behind the cyclist, resulting in a situation where two cars and a cyclist are side-by-side in an area where sight lines are limited. Providing a paved shoulder in these situations would offer a space of refuge for cyclists on the side of the road and remove them from potential danger.



Uphill Incline (no paved shoulder)



Uphill Incline (with paved shoulder section)



Long Uphill Inclines

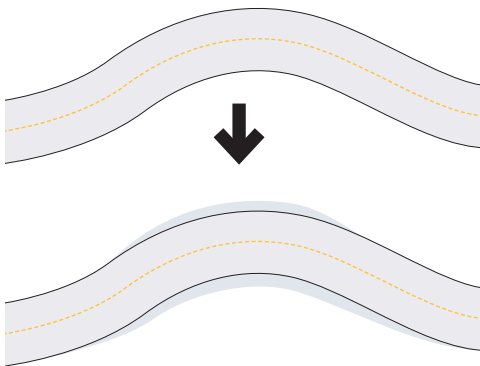
Cyclists are most stable on grades below 6%, where they can maintain high enough speeds without significant effort. However, on uphill grades greater than 6%, speeds will generally decrease enough that cyclists may begin to weave to maintain balance, making them more vulnerable to passing traffic. Long sections of road that have uphill grades of over 8% often require cyclists to dismount because they cannot keep their balance. A paved shoulder should be provided on uphill stretches of road with grades greater than 6% to offer room for cyclists while they are vulnerable. Short sections (less than 75 metres) may be short enough that paved shoulders are not necessary.

Tight corners

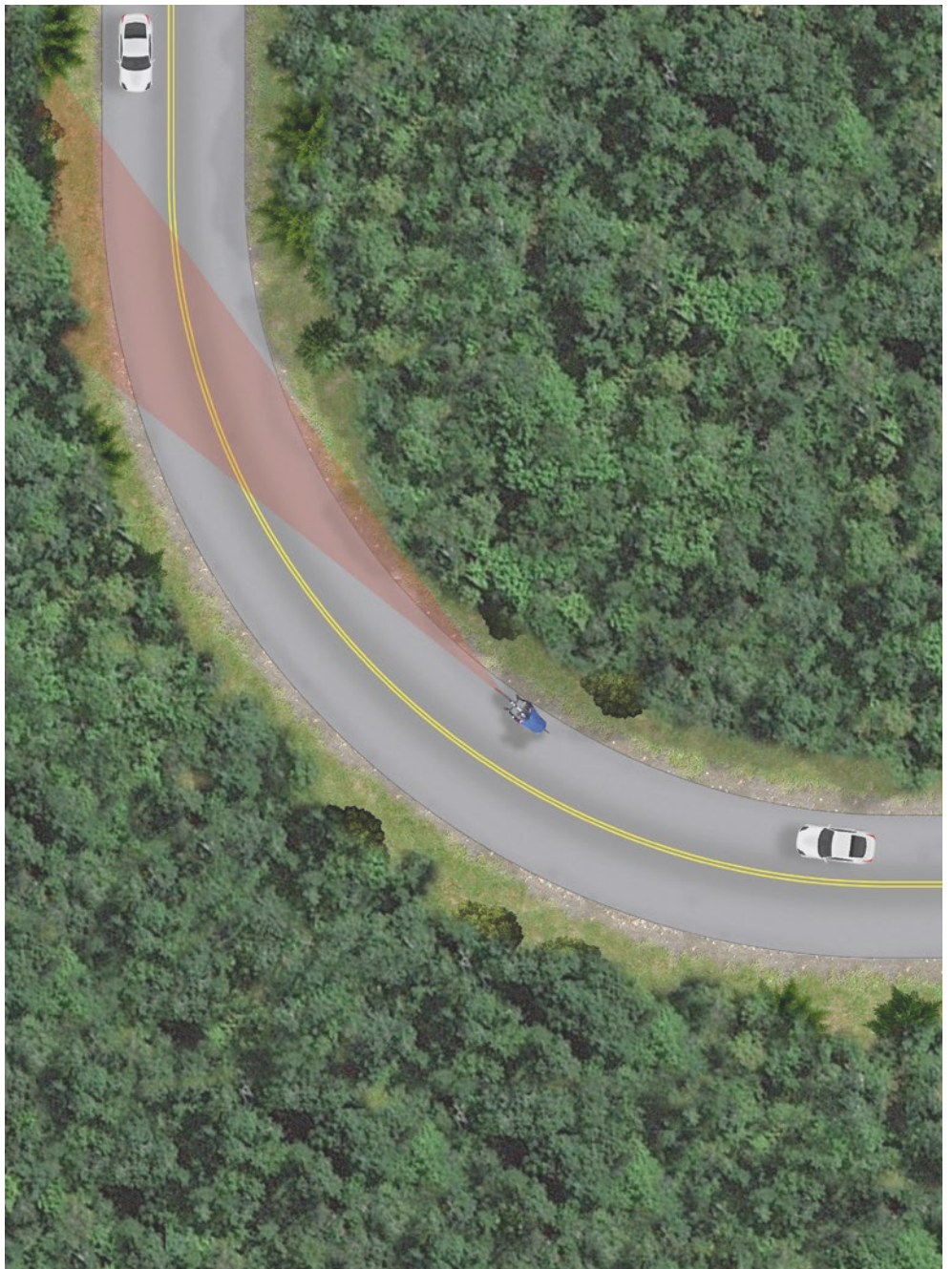
Tight horizontal curves along a road can result in reduced visibility for all road users, but particularly for active transportation. These conditions are especially prevalent when sightlines are restricted by trees and vegetation along the road. Without being able to anticipate oncoming traffic, active transportation users could find themselves in a situation that could put them on a collision course with two passing vehicles without adequate time to take precautions. Furthermore, on tight corners, cyclists are concentrating on negotiating the curve of the road, and tend to lean to one side, making them even more vulnerable.

A solution to these dangerous situations is to provide paved shoulders on road curves that restrict sight lines, especially where thick vegetation exists alongside the road right-of-way.

Tight corner (no paved shoulder)



Tight corner (with paved shoulder section)



Active Transportation Committee

Implementing this Active Transportation Plan requires a person or group to monitor progress, champion improvements, build partnerships and explore the detailed steps required for implementing each improvement. One possible option is to transition the Active Transportation Advisory Committee established to oversee the development of this Plan into a committee with the mandate to implement the Plan. With a new focus on implementation, the transitioned Committee should include representation from groups in the community who are responsible for different elements of infrastructure and programming. For example, the Committee should ideally include representation from the local NSTIR office, the RCMP, local trails groups, and local schools (in addition to Council and staff representation).

Social Marketing Programs

In addition to integrated planning and infrastructure development for AT, it is essential to provide programs which encourage adoption of habitual active transportation behaviors.

Approaches that stress interaction among individuals, link programs directly to removal of barriers, and leverage motivators, have proven successful in changing transportation behaviors. Educational programs that seek to convey information about active transportation benefits (health, environmental, social, economic) can be effective in raising awareness, but for most people long term behavior change does not stem from information alone.

It is also important to be specific and strategic about the population segment to influence, and the behavior to promote. Tailoring a program for a particular group that is well-positioned to adopt active transportation will be more effective than a general public program that is not well suited to influence anyone. Over time, multiple smaller programs can culminate in a broader impact.

Participation in active transportation depends on a number of internal and external factors. The seemingly-simple acts of walking to the store or cycling to school rely on multiple levels of individual decisions and thought patterns, as well as quality and availability of active transportation infrastructure. A wide range of barriers exist, both real and perceived. Identifying and solving these barriers is the primary task of anyone seeking to increase participation in action behaviors.

Community Based Social Marketing (CBSM) is a theory and practice for increasing sustainable behaviors that has gained some traction in Nova Scotia, and beyond.

CBSM outlines a core set of behavior change tactics:

- Commitment: good intentions to action
- Social norms: building community support
- Social diffusion: speeding adoption
- Prompts: remembering to act
- Incentives: enhancing motivation to act

Based on the project survey and province-wide research, the following 3 barriers to active transportation have been identified among the priorities for programs and promotion in Inverness County (infrastructure improvement is the top priority). Each barrier is followed by actions that would help to address it.

Inclement Weather

- Raise the visibility (online or in print) of those who walk in inclement weather, and the solutions they use for being comfortable while doing so
- Provide incentives/ rewards to rainy day cyclist and pedestrians

A belief that work, shopping, recreation and other activity centres are not close enough or that one does not have enough time to walk or cycle

- Correct misconceptions about the time it takes to walk and cycle to work, and to walk to shopping, recreation and other activity centres
- Maps or distance markers indicating the time it really takes
- Contests between people driving, biking and walking that show how walking can take as little time as driving and parking
- Provide incentives/ rewards to cyclist and pedestrians carrying parcels

Comfort and Safety Concerns

- “I share the road” commitments and bumper stickers (public commitment)
- PACE car program (drivers of PACE cars have committed to drive within the speed limit and indicate this with a bumper sticker)
- A speed radar board (currently in possession of local governments) can be placed in key locations of each project site community
- Letter writing campaign
- Press release, social media and other communications to promote infrastructure improvements

Each of the following recommendations and best practices for promotion aligns with the CBSM tactics. For more information about this framework please visit <http://www.cbsm.com/public/world.lasso>

Municipal Partnerships

ACTIVE ALLIANCE

ACTIVE ARGYLE ACTIVE AVON

ACTIVE
SHERBROOKE

Many municipalities in Nova Scotia have developed active transportation plans and begun to implement AT improvements. While every municipality is unique in its own context, many active transportation initiatives are common among municipalities, and could in fact be applied from one jurisdiction to another. For example, signage and programs for bicycle-friendly businesses gain stronger messaging power and better public recognition when they share a consistent design, or “brand”, throughout the province.

Working as an “Active Alliance”, municipalities in Nova Scotia could work together and share resources to build on each other’s efforts on improving active transportation and make better use of hard-to-come-by funding resources. For example, rather than each municipality developing its own signage concepts, all municipalities could share one signage design templates and use the money saved to actually have the signs programmed, fabricated, and constructed.

Below is a list of resources and initiatives that could be shared between municipalities include:

- wayfinding signage templates;
- trailhead kiosk designs;
- Bicycle Friendly Business programs;
- Park and Play programs;
- draft Active Transportation policies;
- network branding;
- site furniture design concepts and initiatives;
- background mapping;
- success stories and case studies; and
- education and awareness programs.

Eventually, these tools and resources could be shared through an open-source website, consisting of many AT resources that anyone could use and contribute to.

Business Partnerships

Investments in active transportation infrastructure can help directly and indirectly support local businesses, especially tourism-related businesses. Partnerships with businesses also foster community support. Many communities and organizations have recognized this synergy through the implementation of “bike-friendly business” programs. For example, Velo Cape Breton gives out an annual Bicycle Friendly Award to the business or establishment that, “brought an outstanding contribution to the development of cycling on Cape Breton Island.”



The Cities and Environment Unit, in partnership with Halifax Regional Municipality and Nova Scotia Environment, has implemented its Bike-Friendly Certification program. Businesses that fulfill a certain set of criteria are given access to promotional material, such as window stickers and web page logos; free training in basic bicycle skills for staff; and access to subsidized bicycle racks. Mandatory criteria for the program include the provision of well-maintained, accessible bicycle parking and the demonstration of bike-friendly policies (free water fills, use of washrooms without purchase, *etc.*). Businesses can earn higher recognition based on a “menu” of additional initiatives, including:

- Bicycle repair stand and tools;
- Showers for employees;
- Financial incentives for employees who cycle;
- Discounts for cycling customers; and
- Sheltered bicycle parking.

A similar program would be relatively easy to adopt for Inverness County and would be a very visible way to promote active transportation and build stewardship in the community.



Bicycle Nova Scotia also launched a new program called Bike Friendly Certification. The program goals and services are to:

- Offer training and resources that help businesses and institutions become bike-friendly;
- Help bike-friendly businesses stand out and connect with customers;
- Recognize businesses and institutions that encourage employees to bike to work; and
- Encourage communities to meet growing demand for bike-friendly amenities and services.

Business initiatives do not need to be limited to cycling. Businesses can be encouraged to provide infrastructure (*e.g.* showers) and incentives for employees who use active transportation to get to work. Local businesses, particularly food and accommodation providers, are also excellent locations to serve information about active transportation opportunities in the region. Businesses stocked with maps, brochures, or even informed employees are invaluable resources for promoting active transportation.

The expansion of an existing bike friendly program or the development of an Inverness County-specific program can help provide amenities to cyclists (both local and visitors) while encouraging them to support local businesses. This could either be a unique program specifically for Inverness County, or the municipality could seek a partnership with the Halifax program.

School Partnerships

Developing an active transportation culture among younger generations can lead to lifelong active transportation use, and can also lead to greater awareness and respect for active transportation users if or when youth become automobile drivers.

Inverness County's schools are generally located close to active transportation opportunities, though often they could benefit from closing infrastructure gaps.

Schools can be limited when it comes to active transportation programming opportunities, due to their specific institutional and insurance requirements. However, some forms of educational programming could likely be implemented for schools without encountering too many barriers. Examples include:

- "Share the road" education.
Example: <http://wisconsinbikefed.org/wp-content/uploads/2013/09/Share-Be-Aware-Drivers-Ed-without-videos-2013-1.pptx>
- After-school workshops on basic bicycle maintenance.
- Coordination with physical education teachers to link classroom learning outcomes with active transportation activities.
- Active & Safe Routes to School's (ASRTS) Guide (Ecology Action Center).
- A Walking School Bus program.

Volunteer Partnerships

Volunteers are an important part of implementing and maintaining active transportation opportunities in Nova Scotia. The drive for new facilities often comes from community members, and the long-term maintenance of facilities (particularly trails) is often in the hands of volunteer groups.

Inverness County has a strong history of volunteer involvement in trail building and maintenance that continues to this day. The development of the Celtic Shores Coastal Trail is an example of this community spirit. However, volunteer time is a precious commodity that must be continuously encouraged and nurtured. Without ongoing renewal, volunteer work can fall on fewer and fewer shoulders and, ultimately, lead to a cycle of volunteer burnout.

The Municipality can continue to assist in ongoing volunteer development by supporting events and programs such as:

- Training workshops on sustainable trail design and heavy equipment use
- Community "trail clean-up and maintenance days", with a specific focus on attracting new community members
- Continued celebration of volunteer contributions

Events

Inverness County has a strong tradition of hosting events and programs focused on active living, such as all-ages dance classes, minor soccer, and adult pickleball. The completion of the Celtic Shores Coastal Trail provides an opportunity for active transportation specific events. Other potential events that could build on this momentum include:

- A youth-focused “bike rodeo”. These events often focus on skill building, with sessions on safety and basic maintenance leading to skill testing and even an obstacle course. The local RCMP detachment is often a good partner for this type of event.
Resource: http://www.bike.cornell.edu/pdfs/Bike_Rodeo_404.2.pdf
- A 5-kilometer “fun run”.
Examples: <http://www.doctorsns.com/en/home/issuesadvocacy/kidsrunclub/fun-runs.aspx>
- A “walk (or bike, or wheel...) to work week”, in partnership with local businesses. For those businesses that are too far for their employees to walk, the focus can be shifted to a “walk at work” day that encourages employees to get out on their lunch or other breaks.
Example: <http://commuterchallenge.ca>

Brochures

The Municipality has also made strides in developing informational material for the active transportation opportunities in the region. The Municipality works closely with bicycle tour operators to promote cycle touring in Cape Breton and the Celtic Shores Coastal Trail. Many of the area's trails are also listed online via celticshores.ca, however, it is important to actively update these resources as more active transportation opportunities become available.

Building upon these successes could include the development of materials specifically targeted at tourists, with the intent of drawing in visitors who might not have otherwise considered visiting the region. The Municipality could consider sponsoring the development of a Bicycle Nova Scotia brochure for the area and also the development of a generalized "Active Inverness" brochure for placement at major tourism entry points to the province, such as the Yarmouth ferry dock or Stanfield airport.

Cycle Nova Scotia
Brochures



Resources and Precedents

There are numerous resources and precedents to draw from for developing set of promotions and programs uniquely suited for Inverness County. The following is a list of respected organizations and an overview of the tools, materials and other resources that they offer.

Ecology Action Centre:

- Pace car program: The Pace Car program helps stop speeding on neighbourhood streets. Drivers sign the Pace Car pledge, and then proudly display the official Pace Car emblems on their cars. By agreeing to drive within the speed limit, cars become “mobile speed bumps,” slowing the traffic behind them. Drivers also agree to be more aware of and courteous to other road users, especially pedestrians and cyclists.
- 1 metre bumper magnets: These magnets allow motorists to display their awareness of the One-Metre Rule legislation in Nova Scotia and their commitment to sharing the road with cyclists. Other road users will see them and know that sharing the road is the norm. The magnets foster greater understanding of sharing the road between motorists and cyclists and increase cycling safety.
- Active and Safe Routes to School (ASRTS) Guide

Planning and Design Centre

- Bike Week: Bike Week is a ten day-long celebration of cycling in Halifax that consists of dozens of events, rides, workshops and safety campaigns throughout the municipality. On average, 7000 people in the region take part in the event to participate in physical activity, learn about cycling, and have fun.
- Switch Open Streets: Switch is an open street event inviting people to, switch their cars “off” and switch “on” the street with entertainment, markets, recreation and activities all connected by active transportation paths. Select streets are closed to vehicle traffic and opened to pedestrians and bikes. Attendees are invited to park their car for the day and traverse the city by foot, by bike or by bus. Switch showcases what can happen when we think differently about how we use our streets and public spaces.

Heart and Stroke Nova Scotia

- Walkabout: The walkabout program supports and promotes walking in Nova Scotia. Program components include: An interactive website to support walkers, pedometer lending programs in Nova Scotia Libraries, and toolkits for promoting walking in communities and workplaces.

DaITRAC

- Thumbs Up! Share the Road Nova Scotia: A community-based share the road awareness campaign for Nova Scotia. The goal of the campaign is to promote positive behavioural change and safer sharing of the roads for all road users in Nova Scotia - Pedestrians, Cyclists, and Motorists. This consists of a common branding campaign across Nova Scotia and community workshops about sharing the road and road safety.

Data Collection + Evaluation

Data on active transportation usage can be useful for tracking the success of programs and infrastructure investments, for communicating opportunities to local business owners, and for supporting applications for grant money.

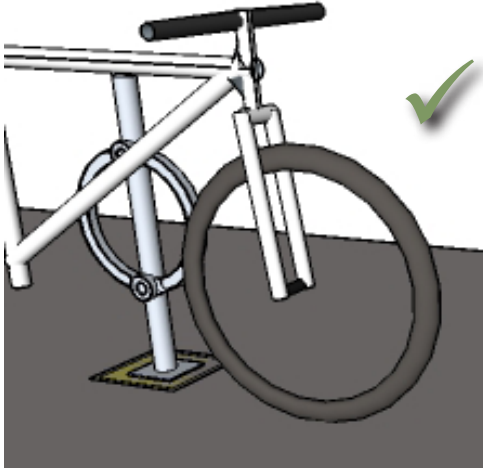
Inverness County should consider conducting a physical activity community survey to establish a baseline for physical activity data before the implementation of this Active Transportation Plan. A repeat of that survey in five or ten years can then be compared to the original survey to start evaluating physical activity trends in Inverness County over time. Examples of data collection methods are as follows:

- Measuring changes in behavior (determining whether more people are walking and cycling, or doing it more often) should be carried out with screen line counts at key locations and a survey.
- Use focus groups among program participants to measure the impact of active transportation programs. However, due to the multitude of factors influencing transportation behaviors, it will be very difficult to directly attribute behavior change in the broader target audience to the program.

The Dalhousie Transportation Collaboratory (DalTRAC), a multi-disciplinary research facility dedicated to the advancement of transportation engineering/planning research and practice, can provide specific suggestions as to how gather data so that it is most useful to the municipality.

The Municipality should also consider working with local businesses to collect data on active transportation tourism activity over time. For example, accommodation providers could record and report overnight stays provided to visitors who arrive by bicycle.

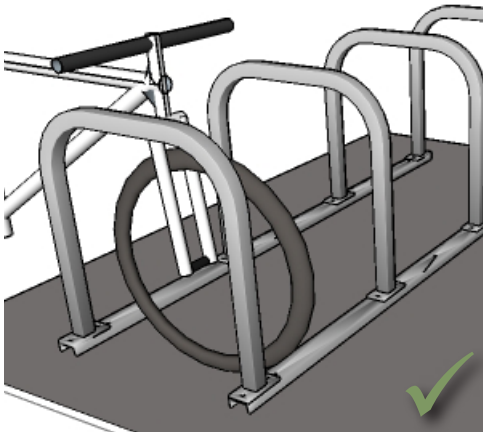
Bicycle Racks



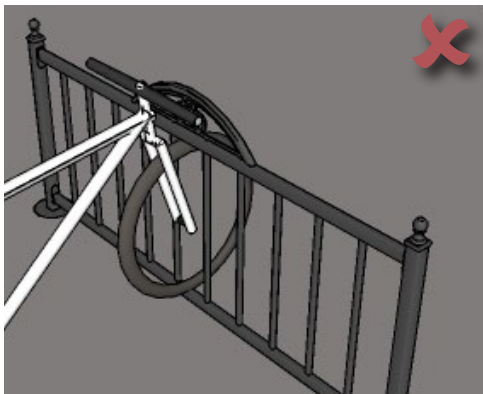
Effective bicycle racks are an important amenity to offer cyclists. Without them riders will feel uncomfortable stopping at a destination or will lock their bicycle to improvised locations, such as street trees, sign posts, or railings. These improvised options are not necessarily secure, may be damaged by the bicycle, or may place the bicycle in the way of drivers or pedestrians.

The design and placement of bicycles racks are important to their success. Bicycle racks should:

- Offer at least two points of contact for the bicycle; one for the frame, and the second on the frame or wheel. Designs where the wheel is slotted into a single point of contact can lead to fallen bicycles and bent wheels.
- Be secured to a permanent hard surface (concrete is ideal).
- Accommodate both cable-style locks and u-locks.
- Provide adequate space for get bicycles in and out. Each bicycle space should be at least 1.8 metres by 0.3 metres, with appropriate access lanes.
- Be zinc galvanized or stainless steel. Painted or powder coated racks can rust and be difficult to maintain.
- Be in an area of high visibility. This will make it easy for arriving cyclists to find the rack, and will also provide a higher degree of security.



Recommendation: Place bicycle racks at important civic locations and businesses

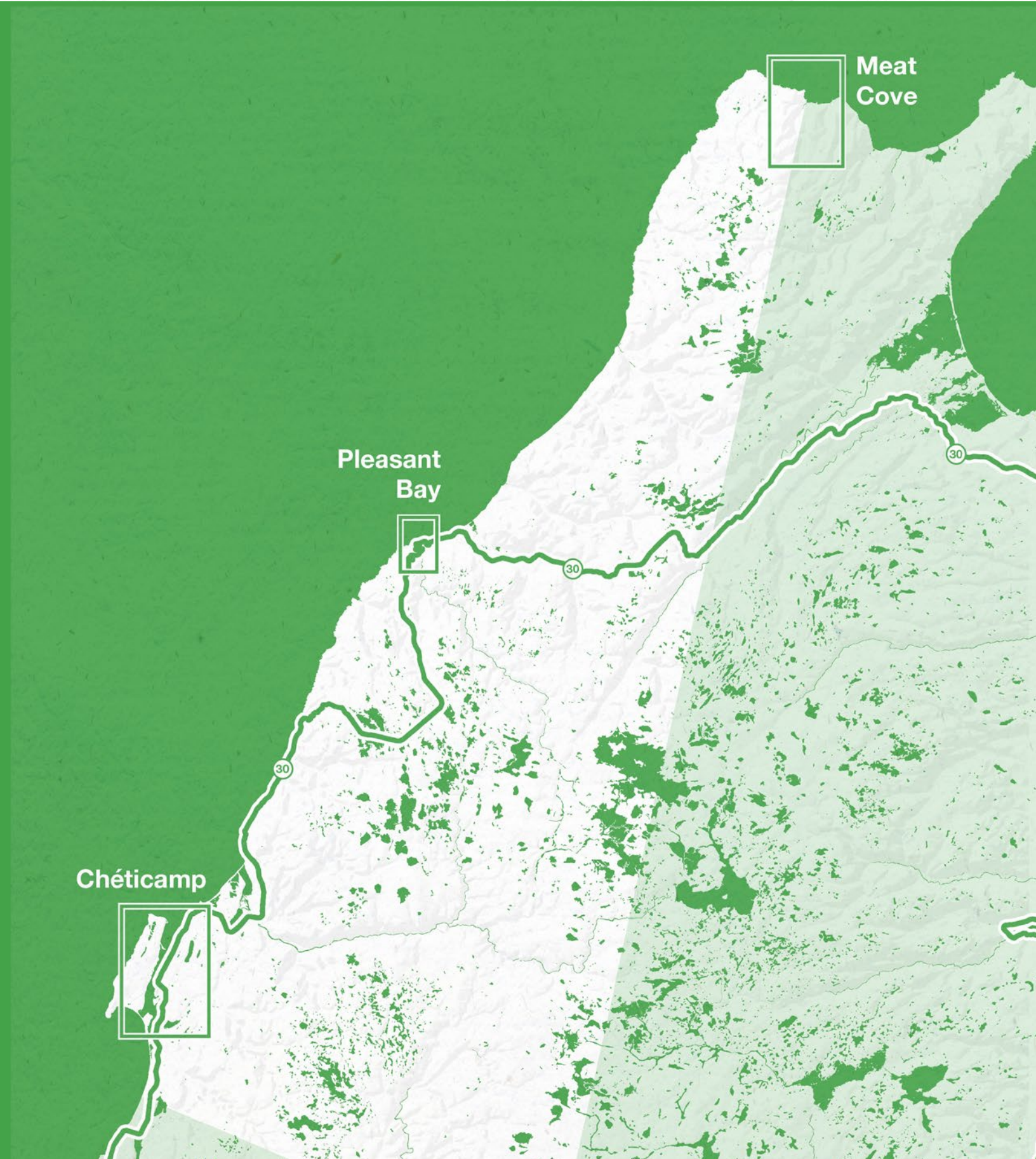


CW

Community Work Sheets



District 1
Active Transportation Plan
Pleasant Bay / Chéticamp

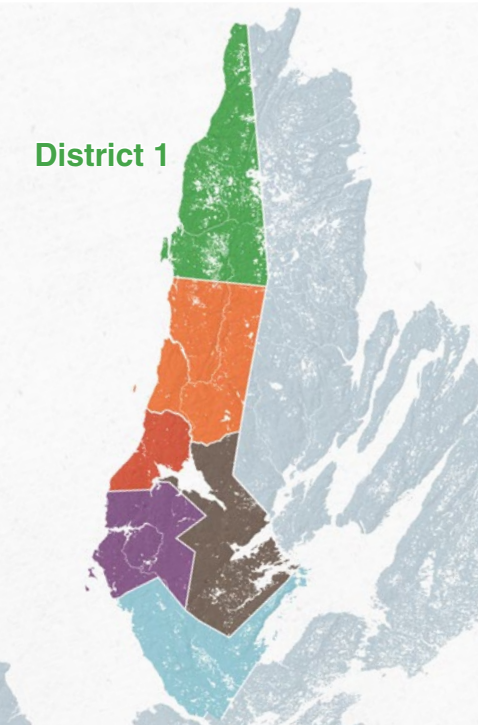


District 1 Overview

District 1 covers the largest land mass, largely due to the inclusion of the Cape Breton-Highlands National Park and is the Municipality’s northernmost district. The National Park divides the remote northern communities of Meat Cove and Pleasant Bay from the more densely populated communities in the Cheticamp area. In addition to the main village, the Cheticamp region comprises the surrounding communities of the Plateau, Point Cross, Cheticamp Island, La Prairie, Belle Marche, and Petit Étang. The Meat Cove and Pleasant Bay/Red River communities experience significant population increases in residents during the summer season compared with their year-round population rate.

Conversations

Almost all workshop attendees were residents of Cheticamp and therefore conversations primarily focused on active transportation opportunities in the village. Residents felt that the sidewalk along the main street is a valuable asset used by many residents for recreational walking. It also serves as a connector for visitors who park along the street and visit local tourism destinations. On the other hand, many workshop attendees expressed that they see a very low likelihood for increasing utilitarian walking and cycling in the village because a large number of residences are situated along Cheticamp Back Road and thus too far from central destinations such as the school, shopping and services. The greatest potential for improving pedestrian comfort and walkability was seen around the institutional node consisting of Saint Peter's Catholic Church, Ecole NDA, the theatre and farmers market. Currently, the Cheticamp Arts Council is working to establish a Quartier Culturel in this location, a new cultural neighborhood and has received funding from the provincial government. The cultural district will include a range of facilities, including a community hall, an open-air theater and a café. The Chéticamp Economic Council is currently working on renewing, fixing and potentially extending the boardwalk in the village. Both of these initiatives were seen as opportunities to create new connectivity and pleasant walking environments in the village core. The cycling loops promoted by Velo Cape Breton, are primarily considered as recreational assets used by visitors or cycling enthusiasts. Other comments included concerns about a lack of sidewalk snow clearing, tripping hazards where driveways cross the sidewalk and the danger posed by the presence of coyotes in the area.



Survey Responses

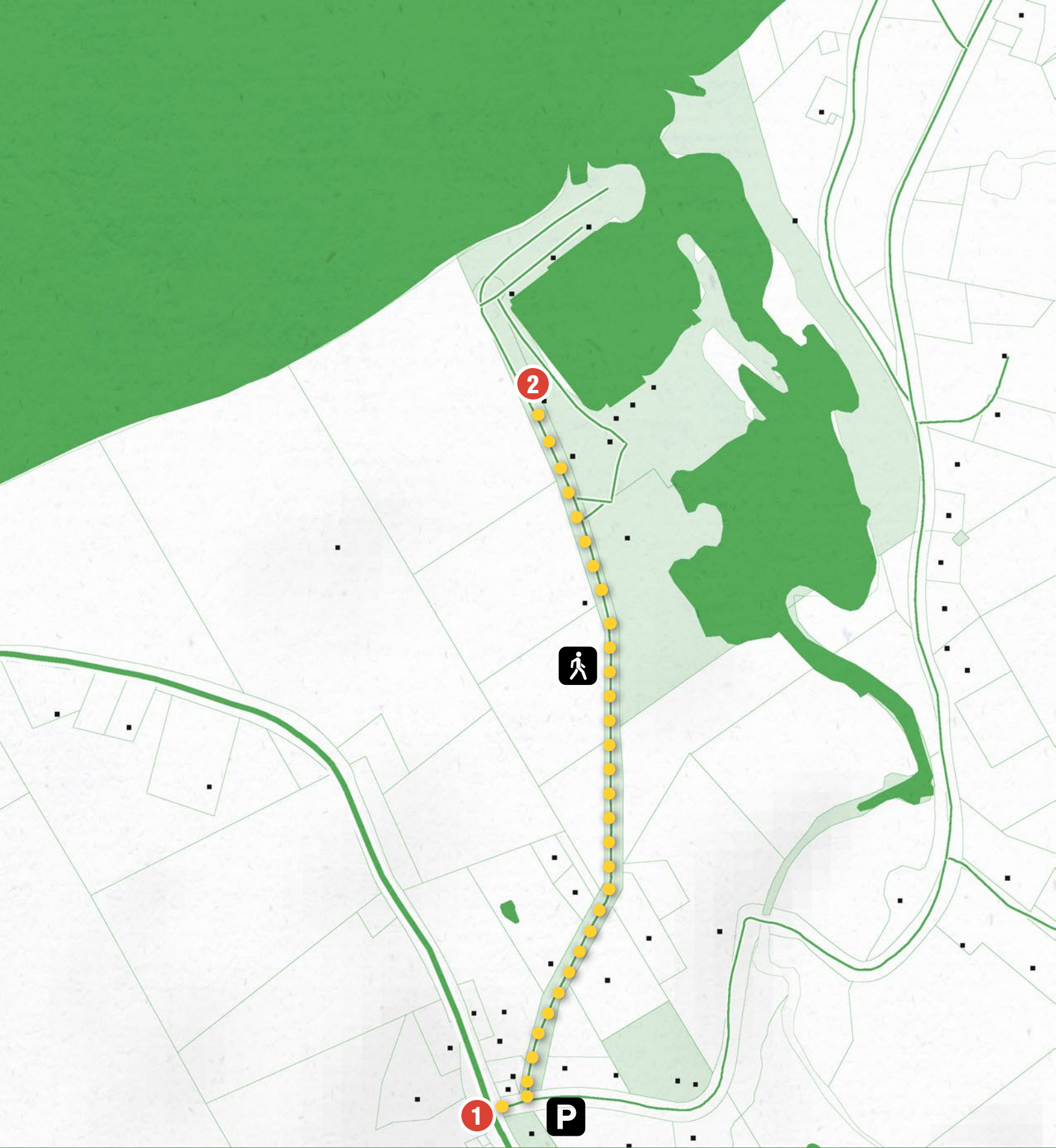
The open-ended questions of the online survey contained the following responses related to District 1:

Cheticamp

- No shoulder is too scary, some places, if you leave the roadway it's a foot drop
- The whole cabot trail, including village should have a bike path
- Sidewalks clean and safe for walking in the winter
- TCH should have paved routes for bicycles
- Maintain street lights



Cheticamp main street with sidewalk and parking lane



Pleasant Bay

Active Transportation Plan

- Publicly Owned Land
- Trail



Community Facilities and Destinations

The following list of landmarks and facilities are important destinations in Pleasant Bay that should be linked together by the active transportation network.



1 Timmon's General Store & Post Office

More than a corner store, Timmon's General Store is also a meeting place for locals. The store carries groceries, crafts by local artisans and also includes Canada Post services.



2 Whale Interpretive Centre

The Whale Interpretive Centre promotes and preserves an awareness of whales and marine life. The Centre provides various exhibits and interactive media presentations.

Solutions



Recommendation: Provide paved shoulder, visitor parking and crosswalk

The spread-out settlement pattern, combined with a small population of 258 residents as well as only a few destinations in the community make Pleasant Bay an unlikely candidate for utilitarian active transportation investments. There is however, potential to entice visitors to stop in the community at Timmon's Store and take a leisurely stroll down Harbour Road to the Whale Interpretive Centre and picturesque harbour. Suggested improvements include a gravelled or paved shoulder along Harbour Drive, signage, a paved and delineated parking lot on the municipally owned property across from Timmon's Store (PID 50105014), and a painted crosswalk in front of Timmon's.



Chéticamp

Active Transportation Plan

Publicly Owned Land

Trail



Community Facilities and Destinations

The following list of landmarks and public facilities are important destinations in Cheticamp that should be linked together by the active transportation network.



1 École NDA

French School serving students from Kindergarten to Grade 12. It shares a space with the Conseil-Arts to promote Acadian culture and education.



2 Conseil-Arts

A non-profit organization intended to preserve Acadian heritage in the region of Chéticamp. The centre provides arts and culture programs for youth and the community as a whole.



3 Saint Peter's Catholic Church

The church is valued as one of the finest examples of this style of church architecture. The Church is also valued culturally for its central role in the spiritual life of Cheticamp.



4 Foyer Pere Fiset Nursing Home

This 71 bed facility allows residents to receive the care they need in a facility that feels like home.



5 Sacred Heart Community Health Centre

Sacred Heart Community Health Centre is a short-term treatment facility. As a community health centre, it serves the communities of Cheticamp, Margaree and surrounding areas.



6 Coop and Home Hardware

A staple of the community since 1937, the Cheticamp Co-op offers to its nearly 3000 members grocery and hardware products as well as building supplies.



7 Boardwalk

Initially an economic development project after a fisheries collapse, the Cheticamp boardwalk is a hub for community activity, music, culture and tourism.



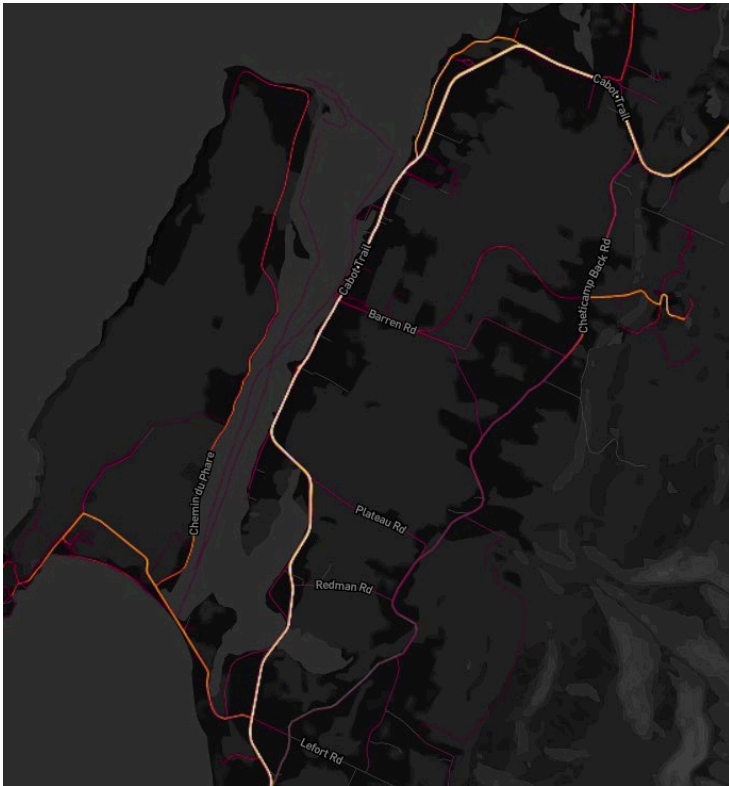
8 Cabot Trail Arena

The Cabot Trail Arena is a centre for sport and recreation for the community. The Arena boasts an NHL size skating rink with canteen service, and other activities hosted in off season.

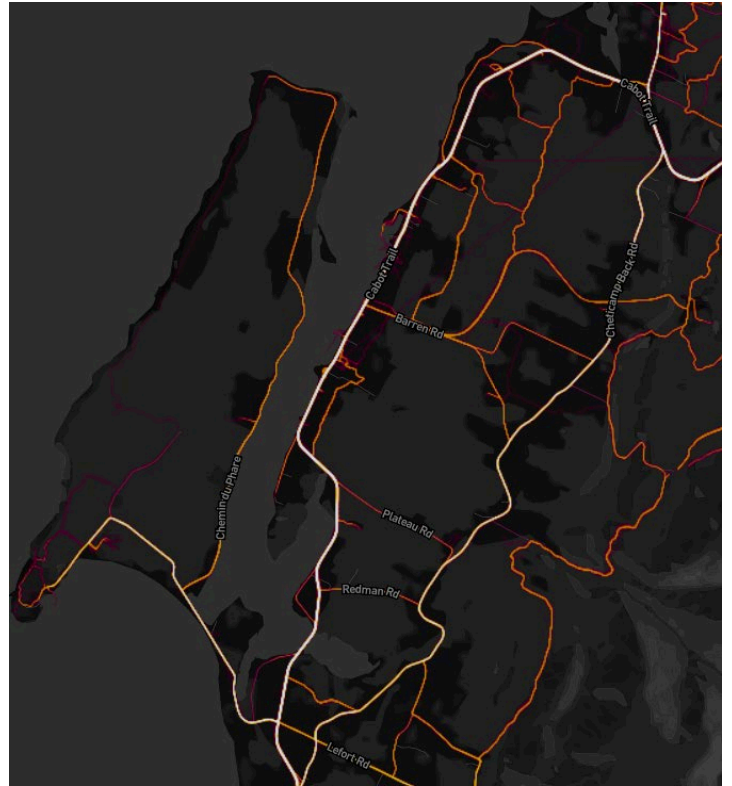
Solutions

Residents and visitors of Cheticamp are fortunate to find most of the village's main street lined by a comfortable, safe and well-lit sidewalk. The approximately 10km long sidewalk stretches all the way from the La Pointe Du Havre Road at the southern tip of main street to the La Société Saint-Pierre Tourist Information Centre and the Cabot Trail Arena to the north of the village core. Most businesses and institutions are lined along main street and the sidewalk is a popular facility for recreational and utilitarian walks. However, many residents live 2 or more kilometers set off from main street along Cheticamp Back Road and people interviewed stated that there is little prospect for them to walk or bike to the village core for errands or their daily commute.

Velo Cape Breton has successfully promoted recreational cycling in Cheticamp. A large map at the waterfront visitor parking lot depicts several cycling loops throughout Cheticamp. Comparing heat maps generated from mobile device user data show that Cheticamp's back roads are far more frequented by cyclists than by walkers or runners.



Walker/Running User Heat Map (Source: labs.strava.com)



Cycling User Heat Map (Source: labs.strava.com)

With much of the village core well connected by the main street sidewalk, active transportation infrastructure investments should be focused on improving walkability at the institutional node consisting of school, church, theatre, government office and healthcare centre. Furthermore, business clusters on main street located on the side of the street that doesn't have a sidewalk, should be better connected for pedestrians.

Site Specific Improvements

There are several areas in Cheticamp that require site specific design solutions to improve walkability within the community.



Recommendation: Improve walkability between the buildings of Cheticamp's institutional node and support convenient pedestrian connectivity at the planned Quartier Culturel. The important institutions at the heart of Cheticamp are currently separated by a vast asphalt parking lot. While some efforts have been made to delineate pathways across the lot with pavement markings, there is no cohesive network, let alone a pleasant walking environment. A well-designed, curbed network of paths connecting the institutions in this area together with a small pedestrian plaza in front of the church's main entrance would significantly improve the character of the area, create a town centre atmosphere and make this area a true Quartier Cultural. A sidewalk connection to main street would connect the area to the well-used main street sidewalk.



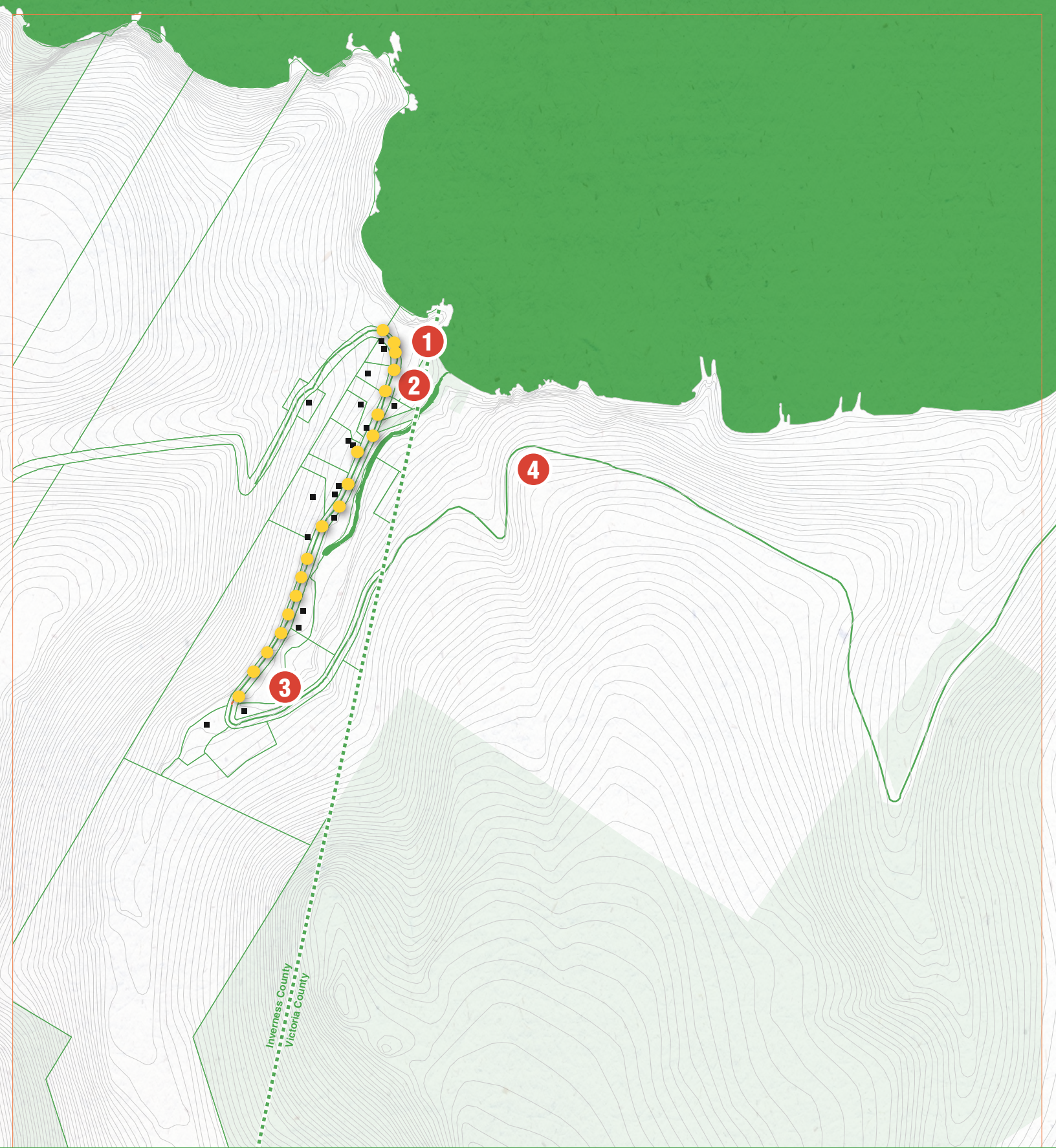


Recommendation: Provide curbed sidewalk at the Home Hardware commercial cluster

This business cluster is located within the section of main street that has a sidewalk but is on the other side of the busy street. There is no defined driveway for vehicles to access the or egress the parking lot so that they cross the paved shoulder that is used by pedestrians. A curbed sidewalk along this short stretch of main street, along with paths traversing the parking lot and potentially a crosswalk connecting it to the main street sidewalk would enable pedestrians to safely visit this commercial node.



Curbed Sidewalk



Meat Cove

Active Transportation Plan

Publicly Owned Land

Trail



Community Facilities
and Destinations

The following list of landmarks and public facilities are important destinations in Meat Cove that should be linked together by the active transportation network.



1 Meat Cove Campground

These destination campsites and cabins feature showers, flush toilets, wifi, picnic tables, fire pits, and grills. Kayak rentals, hiking and biking trails, and RV access are also available.



2 Oceanside Chowder Hut

This highly popular restaurant is adjacent to the Meat Cove Campground. This restaurant is fully licensed and known for outstanding homemade chowder.



3 Meat Cove Welcome Centre

This community centre provides residents and tourists with computer and high speed internet (wifi) access. The centre also offers a beach-access boardwalk and a full service restaurant.



4 Hines Ocean View Lodge

Located just off of the Cabot Trail and overlooking Meat Cove, the lodge offers five rooms, a full kitchen, high-speed internet (wifi), barbeque, and large decks ideal for whale and bird watching.

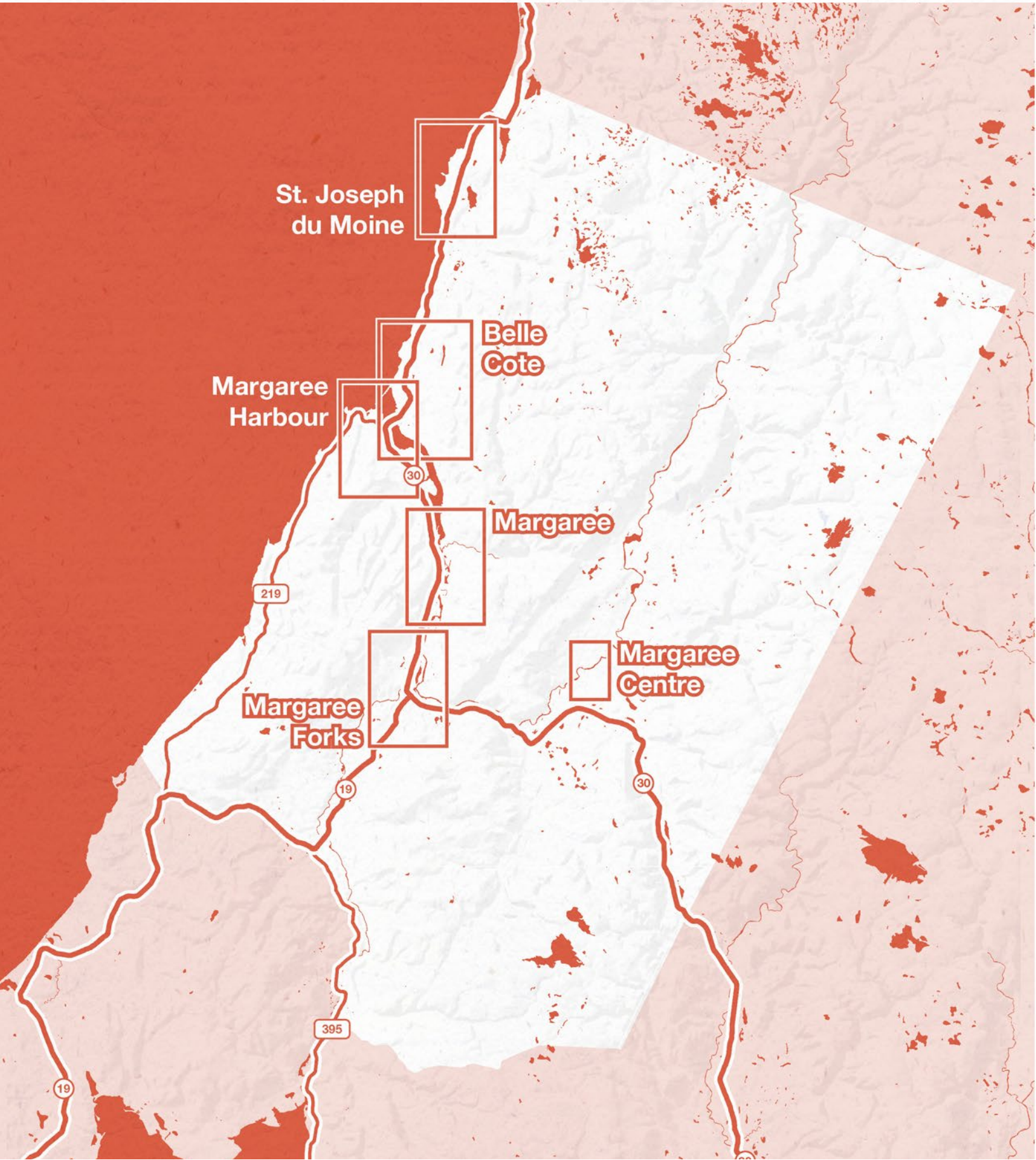
Solutions

Recommendation: Widen Meat Cove Road between Welcome Center and campground

This narrow stretch of dirt road connects the campground to the trail head for the popular Meat Cove Mountain Trail a destination. Widening the dirt road would provide better walking conditions for hikers accessing the trail from the campground.

District 2
Active Transportation Plan

St. Joseph du Moine / Margarees



District 2 Overview

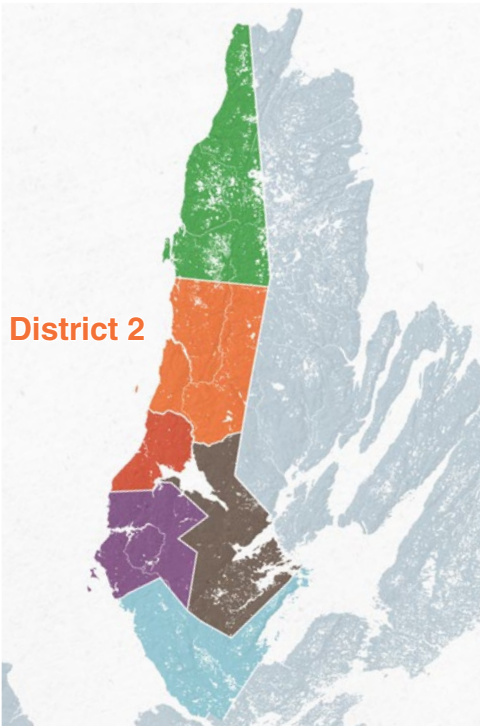
District 2 continues along the shore from the southern boundary of District 1, spreading out to encompass the Margaree river valley, and all the communities that settled along it. The Acadian region of St. Joseph du Moine, located at the northern end of the district, between the coast and the highlands, includes four Acadian communities along the Cabot Trail: Grand Etang, St. Joseph du Moine village, Cap le Moine and Terre Noire. Margaree includes communities from the harbour mouth to either side of the Margaree River and its two northeast and southwest branches. Among these communities are Belle Cote, East Margaree, Margaree Forks, Northeast Margaree and Southwest Margaree.

Conversations

Given the low density of development in the Margaree area, attendees at the Belle Côte workshop felt that improving utilitarian active transportation will generally be challenging. However, attendees did feel that there might be some opportunities in the heart of Margaree, such as upgrading shoulders around the St. Michael’s Parish Hall and the Credit Union. More generally (from a country-wide perspective), attendees noted that people are often looking for safe connections to schools and to and from seniors’ residences.

Survey Responses

Comments regarding St. Joseph du Moine and Grand Etange evolved around improving active transportation connections for the students of the Universite Saint Anne campus who often visit the Coop Store. Also mentioned were better seating and opportunities to make the harbor more walking-friendly. MacGarry Road is a dirt road popular with recreational cyclists. No comments were received for the Pleasant Bay area.



The open-ended questions of the online survey contained the following responses related to District 2:

Grand Etang

- Washouts, holes, rocks on shoulder of the road make it dangerous



St. Michel Church, East Margaree Road



St. Joseph du Moine

Active Transportation Plan

- Publicly Owned Land
- Trail



Community Facilities and Destinations

The following list of landmarks and public facilities are important destinations in St. Joseph du Moine that should be linked together by the active transportation network.



1 Centre de la Mi-Carême

This museum about Acadian history and culture allows visitors to explore tradition and learn about the Mi-Carême festival that has been celebrated in the area for centuries.



2 Coop Store

The Lemoyne coop store is a conveniently located grocery store on the main route through St Joseph du Moine.



3 Canada Post

This Canada Post Office is the most accessible post office for residents within a 10km radius of St Joseph. It is located on the main route through the town, near the Coop Store and Credit Union.



4 Bellevue Complex Seniors Housing

This apartment-style housing complex provides seniors with a simplified living option.



5 Centre Lemoine

Centre Lemoine is St Joseph du Moine's provincial government building, housing NS Community Service office and the Library Link.



6 Church of St. Joseph

This large Catholic church, with 175 members, holds regular masses on Saturday evenings. There has been a church here 1832, but the current building was built in 1980.



7 Université Sainte-Anne

Anchored in the Acadian Community, this small francophone university offers university and college-level courses as well as a French immersion program.

Solutions

Recommendation: Provide paved shoulder on the Cabot Trail between the Université Sainte-Anne Campus and Carding Mill A Road

Seniors, residents and university students currently have no safe walking route to the service and retail node near the harbour. Providing a paved shoulder will enable utilitarian and recreational walking and also link the path to a popular cycling route at McGerry Road. The paved shoulder can also function as facility for cyclists on the Cabot Trail.

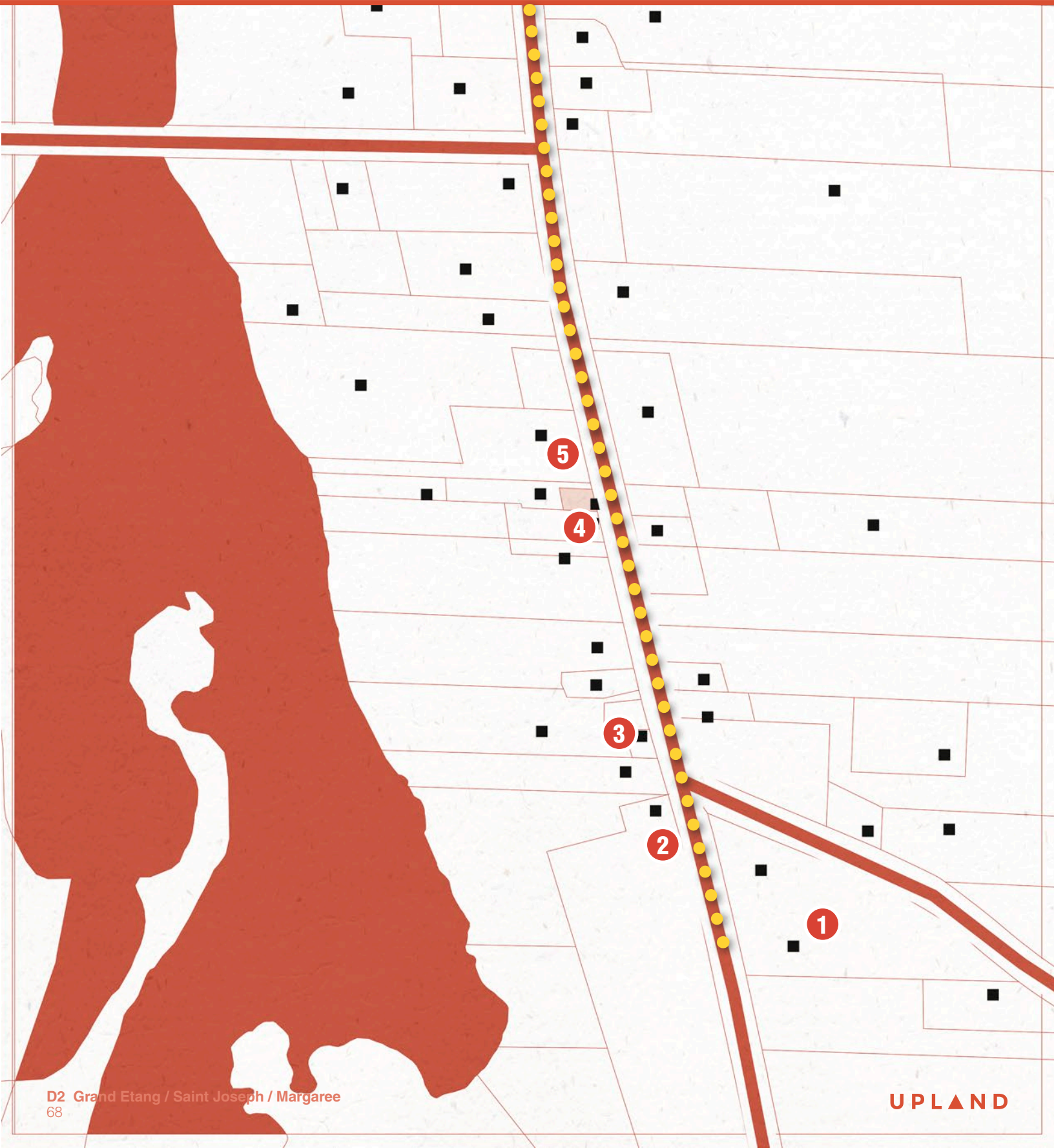


Paved Shoulder

Margaree

Active Transportation Plan

 Publicly Owned Land



Community Facilities and Destinations



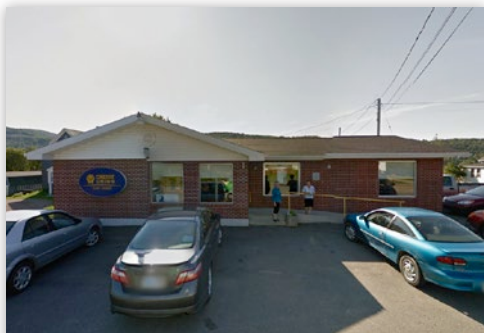
1 St. Michaels Church

This Catholic church serves a parish established in 1801. This stone church was opened in 1958 and holds regular Sunday morning services for people in the Margaree region.



2 St. Michaels Parish Hall

St Michael's parish hall is a building managed by members of St Michael's church. It is used for a wide range of community events ranging from fairs and markets to funerals and weddings.



3 Credit Union

Margaree's East Coast Credit union is a full-service bank branch, with an ATM. It provides baking services to its members, and supports community organizations and events.



4 LeBlanc's Store

LeBlanc's is a small convenience and ice cream store fronting East Margaree Road.



5 Margaree Manor

Margaree Manor is an apartment-style senior's housing complex, providing seniors in Margaree an option for simplified living.



6 Canada Post

This small Canada Post office serves Margaree and the surrounding area between Margaree Harbour and Margaree Forks.

Solutions

Recommendation: Provide paved shoulder on East Margaree Road between St. Michaels Church and Post Office

East Margaree Road functions as main street in the small picturesque community of Margaree. The concentration of seniors housing, convenience store, church, bank and residences makes the village core very walkable. Currently however, fragmented segments of gravel shoulder, paved parking lots and no shoulder at all make walking treacherous. Despite the low traffic volume, using the paved travel lane of East Margaree Road is not a safe alternative to a shoulder. A paved shoulder would greatly enhance the walking experience in Margaree's village core.





Margaree Harbour

Active Transportation Plan

- Publicly Owned Land
- Trail



Community Facilities
and Destinations

The following list of landmarks and public facilities are important destinations in Margaree Harbour that should be linked together by the active transportation network.



1 CB West Paddle Boards

CB West Paddle Boards is a stand up paddle board (SUP) guided tour and rental business. Patrons explore Margaree Harbour and bodies of water in the surrounding area.



2 Laurence's General Store & Post Office

Stocking hardwares and sundries, this general store and adjoining post office serves the Margaree Harbour community.



3 Larch Wood Cutting Board Outlet

Larch Wood Canada specializes in creating chef-quality, handmade, wooden cutting boards. This retail outlet and the nearby workshop is a notable local employer.



4 Margaree Harbour View Inn

An inn since the early 1920s, this quaint Bed and Breakfast offers three antique-furnished rooms and fantastic views of the Margaree Highland Mountains.

Solutions

Recommendation: Provide paved shoulder or 30km/h speed limit on Margaree Harbour Village Road

This low-volume road through the quaint community of Margaree Harbour provides a scenic walking environment that should be enhanced by either a paved shoulder or a 30km/h speed limit.



Belle Cote

Active Transportation Plan

- Publicly Owned Land
- Trail



Community Facilities
and Destinations

The following list of landmarks and public facilities are important destinations in Belle Cote that could be linked together by the active transportation network.



1 Cape Breton Highlands
Education Centre/Academy

Opening in 2000, the Academy serves grades P-12 in English and French immersion. Serving a large and diverse catchment area, this is an essential and dynamic community institution.



2 Community Centre

The Belle Cote Community Centre is an active and vibrant, year-round community hub offering programs including seniors fitness classes, meditation, Tai Chi, and concert series.



3 Belle Cote Gas

This gas and service station is regionally owned and locally operated. It provides gas service and convenience amenities to the community and the motoring public.



4 Belle View Restaurant

The Belle View restaurant is a popular local eatery. Attracting residents and tourists alike, it serves as a community gathering place.



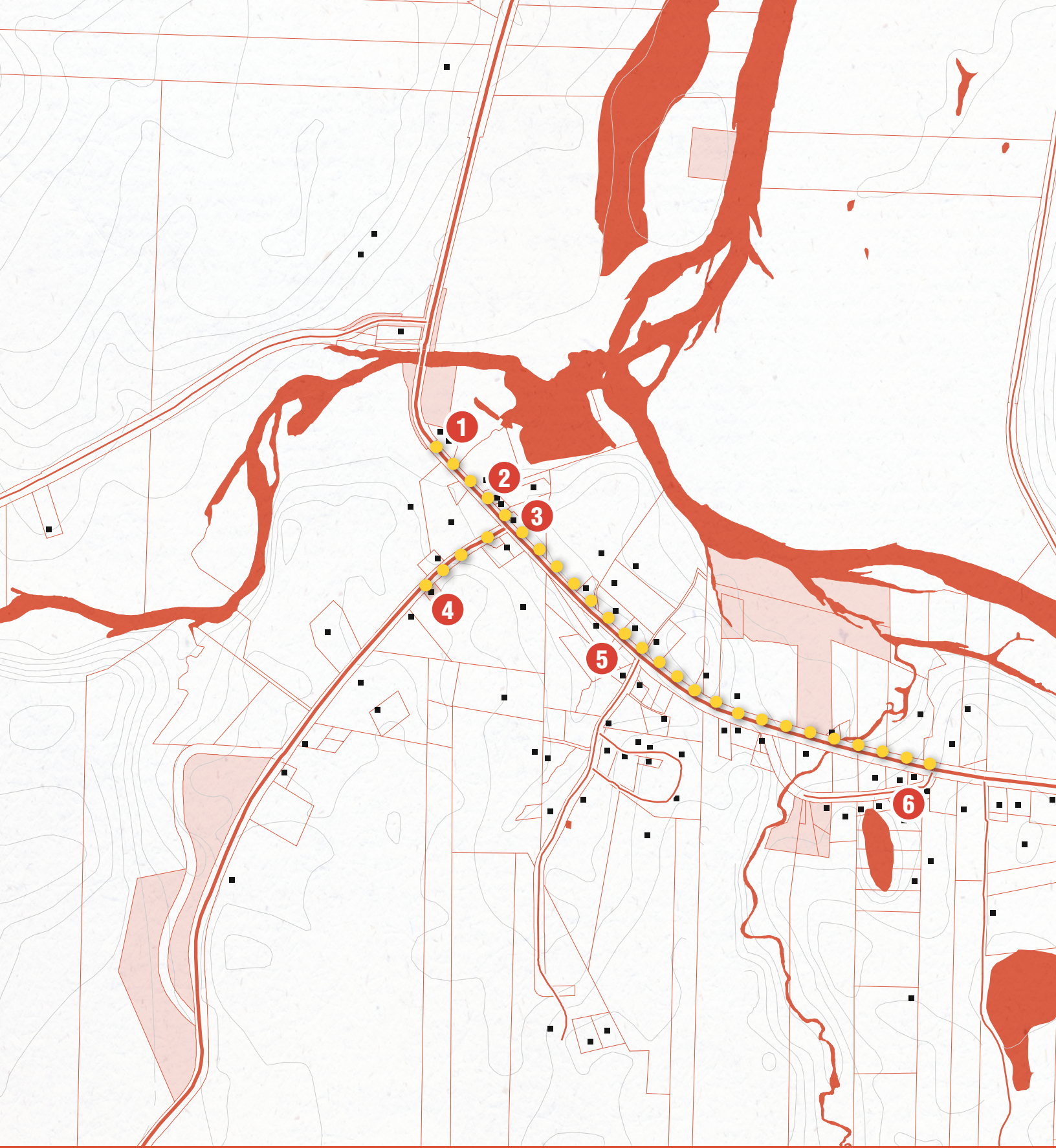
5 Island Sunset Resort

Island Sunset Resort offers luxurious suites and executive cottages overlooking the west coast waters of the Cabot Trail.

Solutions

Recommendation: Provide paved shoulder on Cabot Trail

Providing a paved shoulder will enable utilitarian and recreational walking where most residences are concentrated and between the key community destinations such as the Community Centre, restaurant and convenience store. Connecting the Cape Breton Highlands Education with a paved shoulder does not appear advantageous due to its isolated location and little development between the school and the community of Belle Cove.



Margaree Forks

Active Transportation Plan

- Publicly Owned Land
- Trail



Community Facilities and Destinations

The following list of landmarks and public facilities are important destinations in Margaree Forks that should be linked together by the active transportation network.



1 Margaree Visitor Information Centre

Knowledgeable staff are available to assist with wayfinding and itinerary planning. The Centre offers information on nearby attractions and those throughout the region.



2 Coady & Tomkins Memorial Library

Established in 1978 and expanded in 1994, this library branch belongs to the Eastern Counties Regional Library network. It provides all-ages programming and is an active community space.



3 Leblanc's Store

Even though this store is permanently closed, it is conceivable that the building will again be used for retail or services in the future and might again become a destination at this important road crossing.



4 Margaree Forks Post Office

This small post office serves the Margaree Forks community and surrounding area.



5 Margaree Co-Op & Liquor Agency Store

This co-op grocery and liquor outlet is conveniently located on the Cabot Trail.



6 The Tying Scotsman

A destination fly fishing store renowned for its resident expertise and expert-quality tying materials, this specialty shop welcomes custom orders and offers guided fishing and rental equipment.

Solutions

Recommendation: Provide paved shoulder on Cabot Trail and Route 19
Providing a paved shoulder will enable utilitarian and recreational walking between residences and the key community destinations such as the grocery store, library and post office.



Margaree Centre

Active Transportation Plan

- Publicly Owned Land
- Trail



Community Facilities and Destinations

The following list of landmarks and public facilities are important destinations in Margaree Centre that should be linked together by the active transportation network.



1 Margaree Airport

Fishing near the Cranton Bridge is a popular pastime for Margaree residents.



2 Cranton Cross Road Community Centre

A repurposed school building, the community centre opened in 2007. It is a thriving, volunteer-run organization committed to residents' health and wellness. All-ages programs include sport, arts, and continuing education.



3 Wilson United Church

Founded in 1822, the congregation currently comprises 140 families. Weekly service attendance averages 60 people, and the church hall is frequently used for church and community events including choir and youth explorers.



4 River Valley Equestrian Centre

This premiere equine boarding and riding facility is a non-profit organization. It develops and promotes educational and recreational equestrian activities in the area, and attracts members of all ages from throughout Inverness County.



5 Cranton Cottages

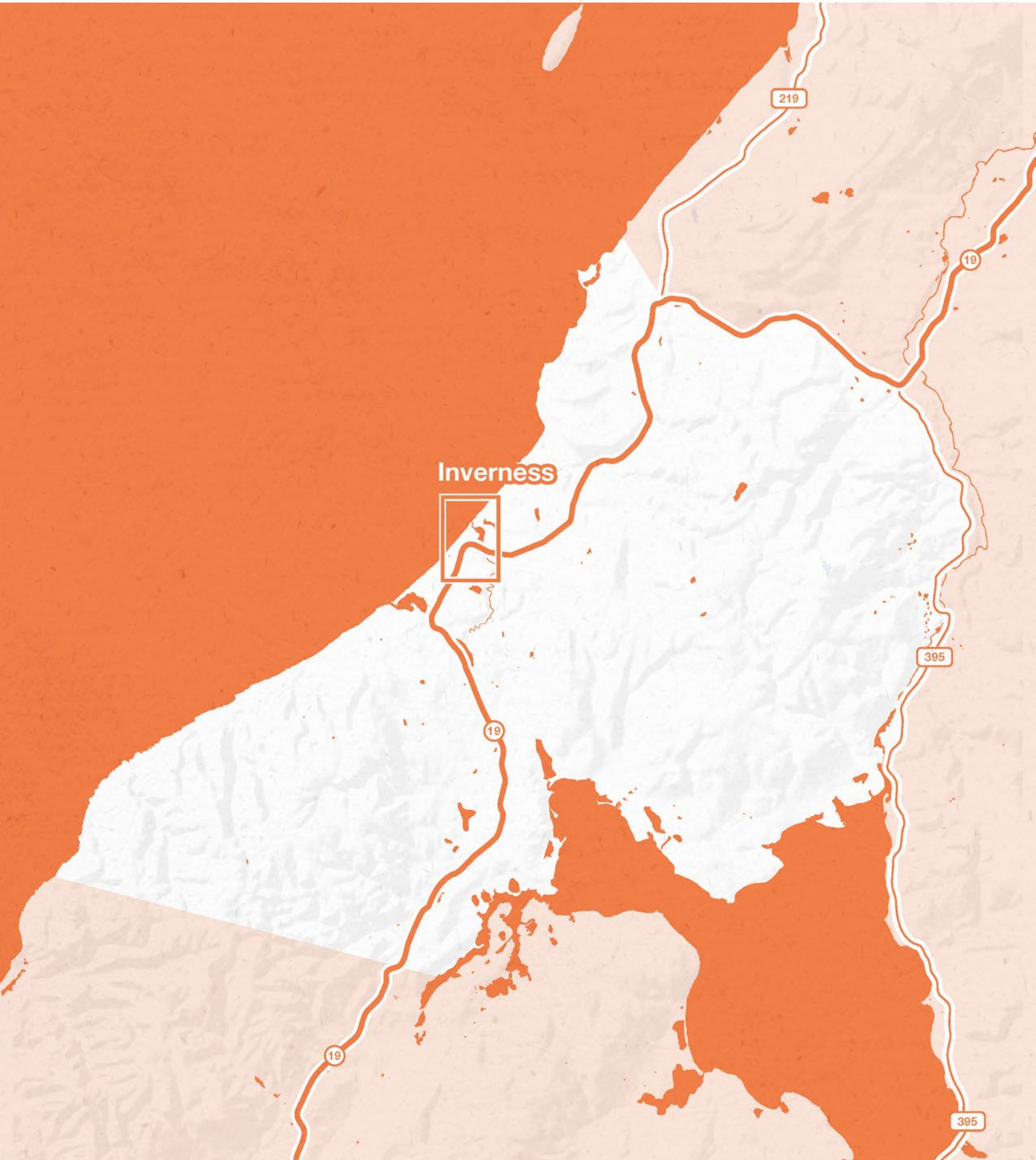
The six cottages feature satellite TV, wifi, and laundry facilities, and have direct access to multi-purpose trail systems for hiking, biking, and winter recreation. Local fishing guides are available upon request.

Solutions

Recommendation: Provide paved shoulder on Granton Crossing Road and West Big Intervale Road

Providing a paved shoulder will enable utilitarian and recreational walking between residences, the key community destinations as well as across the Granton Bridge to a popular fishing spot.

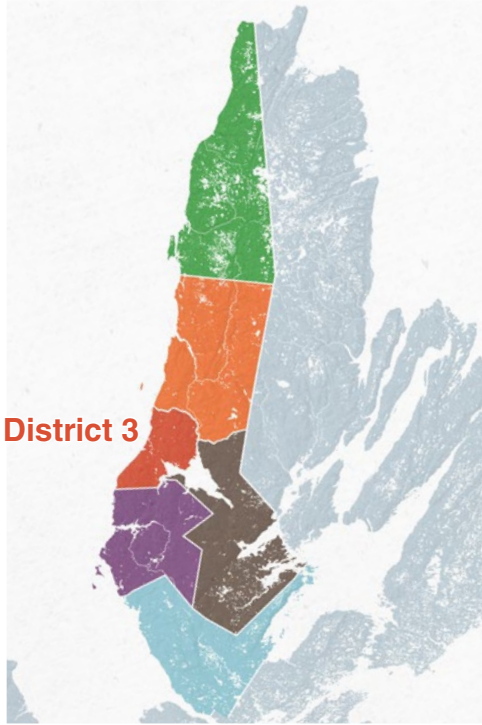
District 3
Active Transportation Plan
Inverness



District 3 Overview

District 3 encompasses the coastal communities between the District 2 boundary, where the Shore Road meets Route 19, and District 5 boundary, stretching inland to the western shore of Lake Ainslie.

Conversations



The community of Inverness has sidewalk along approximately 2.2 km of Highway 19, and an additional 400 metres of sidewalk running up to Inverness Education Centre-Academy. According to workshop attendees, the sidewalks are well-utilized and cover many of the active transportation needs of the community. At this stage, the identified priority is making routes more convenient by developing connections that provide users with shortcuts. Examples included the need for a connection between River Street or MacLeod Street and the school; a route from the school, along the south side of the track, to the Trans-Canada Trail; and a connection from Cabot Links through to the Beach Road. Attendees also saw value in a sidewalk connection from the hospital down to Highway 19 and better connectivity from Inverary Manor to the church and grocery shopping.

Parking was one of the bigger topics of discussion at this workshop. Currently, the main parking supply for the community is street parking along Highway 19. During the high season, the number of vehicles parking here can become overwhelming, leading to visibility issues that attendees felt made it dangerous for people walking in the downtown area. Attendees believed that an effort to improve the parking situation—by developing public parking lots at the either end of downtown—would improve the comfort of walking downtown in peak season (in addition to improving tourism in the community). Attendees also thought that this might provide an opportunity for visitors to “park and walk”, and take in the community on foot.

Survey Responses

The open-ended questions of the online survey contained the following responses related to District 3:

Inverness

- Need a place to park and walk to all stores
- A bike lane around the whole cabot trail would be amazing
- Sidewalks redone for ease of access to shopping, trails, medical appointments
- No sidewalks
- Keep gravel roads graded and add sidewalks
- Access to rails to trails are more points along route 19
- No sidewalks on the Banks Road, trucks make it too scary to walk
- Would love the trail to expand from inverness to broad cove
- Walking at night in the dark side roads of inverness are too cracked
- Inverness boardwalk needs repairs
- Access to inverness beach is difficult, steep stairs, and uneven rocks

Strahlorne

- Paved shoulder or bike trail along HWY 19

Glenville

- Bike and walking lanes on HWY 19



Central Avenue, Inverness

Inverness

Active Transportation Plan

Publicly Owned Land
Trail



Community Facilities and Destinations

The following list of landmarks and public facilities are important destinations in Inverness that should be linked together by the active transportation network.



1 Inverness County Centre for the Arts

The ICCA is a gallery space and reception room that provides a venue for exhibitions and events such as seminars, classes, musical performances and social gatherings.



2 Inverness Education Centre

Opened in 1992, the thriving Inverness Education Centre serves grades P-12. It is a central piece of the Inverness community.



3 Dr. Bernie MacLean Rec Centre

This rec centre hosts an ice skating rink, arena and a variety of sports activities and events. It the "epicentre of activity for young and old", particularly in the winter months when outdoor physical activity is less accessible.



4 Inverary Manor

Inverary Manor is a long-term care facility associated with the Inverness Consolidated Memorial Hospital. This longstanding facility housing seniors was moved into a new building in 2012.



5 Stella Maris Church

Originally opened in 1906, Stella Maris Catholic church is one of the two original churches built in Inverness. It is a cherished piece of the town's history, and continues to host Saturday and Sunday masses.



6 Coop Store

The Inverness Coop is a Foodland franchise grocery store that is well-loved, independently owned and managed by local community members.



7 Seniors Complex

This seniors complex provides seniors housing located near the rec centre and downtown Inverness.



8 Municipal Office / Canada Post

Canada Post office, serving Inverness and the surrounding area. This is a large post office and serves a radius of about 20km.



Recommendation: Create new connection to ball field and link to residential area

Accessing the ball fields from the school has been identified as an issue due to land dispute. A new connection to the ball field is being considered. This connected should be situated in a way that connects the school to McLean Street to link the northern part of Inverness to the school via lands owned by Strait Regional School Board and Municipality of Inverness. The current link to Celtic Drive should also be formalized.



Recommendation: Investigate new visitor parking lot on Central Avenue

There is a reported shortage of on-street parking on Central Avenue during the peak tourism season. While providing a new parking lot for visitors does not directly impact walkability options for residents, a consolidated and well marked central parking lot could increase visitor pedestrian counts along the Central Avenue sidewalk and have a positive impact on local businesses. An advantageous location would be PID 50126762 between River Street and Veteran Memorial Court, which is owned by Nova Scotia Power but currently vacant.



Stella Maris Church

Recommendation: Explore shared RV parking at church parking lot

It is currently challenging for RVs to stop and park in Inverness. The parking lot at Stella Maris Church is largely unused when the congregation does not need it and a parking arrangement during certain hours of the day for RVs would allow more visitors to stroll along Central Avenue.



Recommendation: Support initiative by Celtic Shores Trail Team for new trail head parking lot

The Celtic Shores Trail Team is actively working to create a new trail head parking lot at Beach No 1 Road and Lower Railway Street. PID 50257609 is owned by Nova Scotia Natural Resources and is large enough to accommodate a single loaded parking lot.



Recommendation: Connect Iverary Manor sidewalk to Central Avenue sidewalk

Iverary Manor has newly installed sidewalks that currently end at Maple Street. The complex is only 300m away from Central Avenue. A curbed sidewalk on Maple Street would enable seniors to safely walk downtown and benefit from access to retail and cafes and generally participate in the civic live along Inverness' bustling main street.



Recommendation: Utilize existing trails to connect new subdivision to school

A new 36 lot subdivision is currently being built at Maple Street Extension. Targeted at families with children, the new neighbourhood would benefit from a direct trail connection to Inverness Education Centre. An informal trail system already criss-crosses the privately-held lands. A formalized agreement with the landowners for the use of the trails and connections into the street network on either end of the trail would secure this convenient walking and cycling connection for children and youth living in the new subdivision.

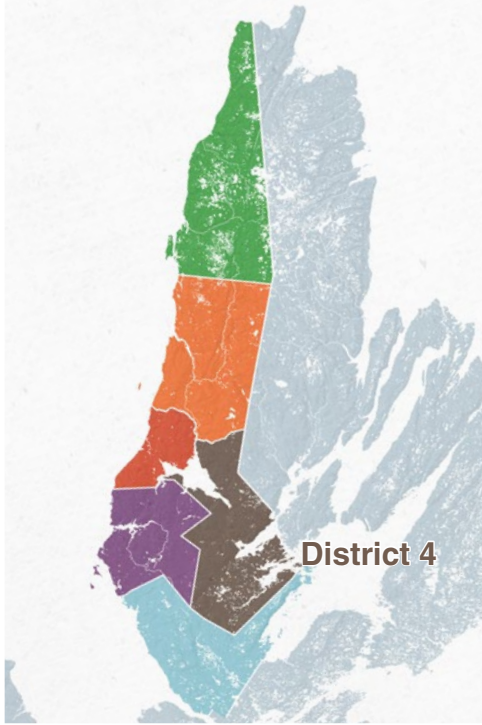
District 4
Active Transportation Plan
Whycocomagh



District 4 Overview

District 4 is the only district in the Municipality that doesn't extend to the coast. Nestled inland, to the east of districts 3 and 5, south of district 2 and north of district 6, District 4 encompasses most of Lake Ainslie and reaches to the western shores of Bras d'Or Lake. With several smaller highways connecting with the 105 near Whycocomagh, the area provides a service stop for travellers passing through, and attracts some commerce from its location as a of crossroads community.

Conversations



Attendees at the District 4 workshop identified a number of key destinations in Whycocomagh, including the Farmer's Daughter, the Co-Op, Tim Horton's, and the post office. The number one barrier to accessing these destinations by active transportation—and the primary area for infrastructure improvements—is Highway 105. This road cuts through the middle of the community, requiring residents to cross high-speed traffic to access many of the services they would like to use. This can especially be an issue during times when traffic from the Newfoundland ferry is passing through the community. Safe crossings at both ends of Main Street would greatly increase connectivity within Whycocomagh. Attendees also identified the secondary priorities of linking into the Sky River Trail, and providing a safe route from the centre of the community to the Tim Horton's further to the south.

Attendees identified the KwikWay in Orangedale as the primary local destination for residents. Although there is little active transportation infrastructure in this community, the bulk of the community is located on secondary roads with lower traffic volumes, so attendees felt that residents are generally comfortable walking along existing roads and shoulders. Attendees identified Stoney Point Road, an unpaved road at the eastern end of the community, as a popular recreational walking route.

Another request within the workshop was a safe cycling route connecting some of the smaller communities with the services in Wycocomagh.

Survey Responses

The open-ended questions of the online survey contained the following responses related to District 4:

Whycocomagh

- Biggest issue is safe crossing of the highway, needs an overpass or underpass, a safe crossing
- Needs an improved gravel shoulder – wider. Places where there is a paved shoulder is still too narrow for when big trucks pass, need to move over into gravel
- Need lighting; dangerous to walk at night *
- Want to access provincial park, the Trans Canada, Main Street Whycocomagh
- Need sidewalks
- Access to rails to trails are more points along route 19
- No sidewalks on the Banks Road, trucks make it too scary to walk
- Would love the trail to expand from Inverness to Broad Cove
- Walking at night in the dark side roads of Inverness are too cracked
- Inverness boardwalk needs repairs
- Access to Inverness beach is difficult, steep stairs, and uneven rocks

Churchview

- Want to access Churchview to Whycocomagh
- Need wider shoulders or sidewalks

East Lake Ainslie

- HWY 395 has too much traffic, trails along the highway would be good, closer to Scotsville with connectors for 395 to snowmobile trails

Scotsville

- Poorly maintained shoulders, too many potholes overgrown brush obstruct views
- Need wider roads and a shoulder we can walk on without moving to the ditch to avoid cars



Community Facilities and Destinations

The following list of landmarks and public facilities are important destinations in Whycocomagh that should be linked together by the active transportation network.



1 Whycocomagh Education Centre

This school is provincially accredited and serves P-8, with 165 students enrolled. They offer core French, Mi'kmaq and Gaelic programs to students.



2 Coop Store

The Whycocomagh Coop is a grocery store and also hosts an NSLC.



3 Farmer's Daughter

Farmer's Daughter is a successful family-run farm market that sells home-baked bread and treats, gourmet foods, gifts and apparel.



4 Canada Post

The post office in Whycocomagh serves a wide area, between Baddeck and River Denys.



5 Whycocomagh Provincial Park

Occupying a dramatic hillside overlooking the Skye River Valley and the Bras d' Or Lake, the park offers a quiet scenic setting for camping, picnicing, hiking, and access to the Bras d' Or Lake.



6 We'koqma'q Mikmaw School

The We'koqma'q Mikmaw school is a high school privately run by the First Nation.



7 Waycobah First Nation Band Office / Health Centre / Daycare

This facility hosts the Band office, Health care centre and a daycare, serving the Whycocomagh First Nation Reserve community.



8 Whycocomagh Waterfront Community Centre

Run by volunteers, the Waterfront Centre is available for weddings, dinners, meetings, markets, art shows and so on. It also is a resource for boaters, providing showers, water, and so on.

Solutions

Recommendation: Provide a safe east-west walking connection through Whycocomagh

Of all bigger communities with major highways traversing through them, Whycocomagh is the only one that hasn't benefited from any sidewalk or streetscaping projects. Vehicles travel through the community at high speeds and there are few visual indicators that drivers are entering the core of a community. Providing a curbed sidewalk and pedestrian scaled lighting along Highway 105 would not only enable safe walking but also tie together the heart of Whycocomagh and make it less of a "drive through" community. A walking connection would also connect the currently somewhat isolated Waycobah First Nation settlement with the remaining community. In detail the following improvements are recommended:

1. A curbed sidewalk and pedestrian lighting along Highway 105 from Reservation Road to Farmer's Daughter
2. A paved shoulder and pedestrian lighting along Main Street
3. A curbed sidewalk and pedestrian lighting along Highway 105 from Main Street to Whycocomagh Provincial Park

Highway 105



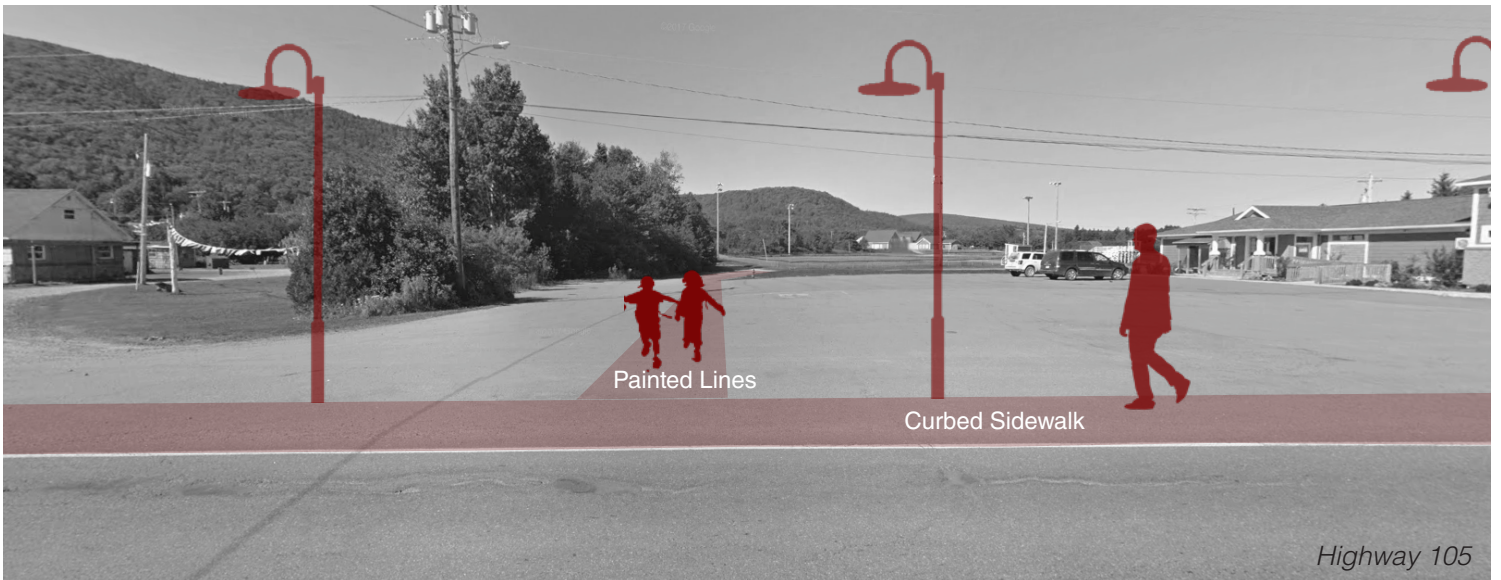
Recommendation: Install signalized push button traffic light at Highway 105 / Main Street intersection

There is currently no safe pedestrian crossing across Highway 105. A push button activated traffic light would enable safe crossings to Main Street and facilitate walking and biking for the students of Whycocomagh Education Centre.



Recommendation: Install signalized push button traffic light at Highway 105 / Main Street intersection

Similarly to the western end of Main Street, a push button activated traffic light would enable safe crossings over Highway 105 and provide a connection to Whycocomagh Provincial Park.



Recommendation: Connect Waycobah First Nation Band Office to new Highway 105 sidewalk

Turning an existing driveway behind the ballfields into an official trail would provide a convenient walking connection from the Waycobah First Nation settlement to the new sidewalk along Highway 105 and further into Whycocomagh.

Main Street



Paved Shoulder

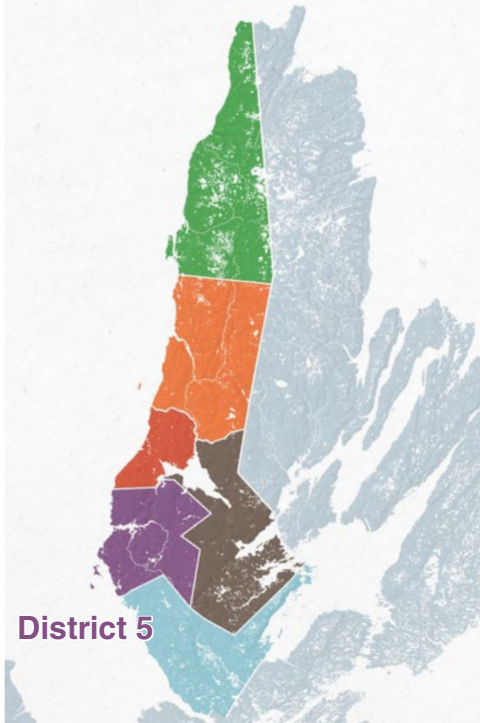
District 5
Active Transportation Plan
Mabou / Port Hood



District 5 Overview

District 5 comprises the coastal communities south of District 3 and north of District 6, reaching inland as far as the western border of District 4. Port Hood and Mabou are the two main communities in District 5. Highway 19 traverses the district north to south and Route 252 provides one of only three east-west connections in the Municipality.

Conversations



Mabou was looked at by both the Port Hood workshop attendees, and students at Dalbrae Academy. The students expressed a desire to have a safer place to walk along Highway 19 from the school to downtown Mabou. They also identified an existing informal pathway, across from the school, that connects into the Trans Canada Trail. This pathway could be formalized to increase accessibility. Workshop attendees suggested that an alternative to highway shoulder improvements could be to place sidewalks from the end of the bridge to where Highway 19 intersects the Trans Canada Trail. This would make it easier for community residents to access the trail, and (along with the pathway formalization) would allow students from the school to access downtown using the trail.

Other small improvements suggested by workshop attendees included a short sidewalk along Larche Way to connect the small options home and proposed seniors housing to the sidewalks on Mabou Harbour Road; repairs to the sidewalks at both ends of the bridge; and extending the eastern end of the sidewalk to connect with the Freshmart and the bus stop.

Port Hood was looked at by both the workshop attendees, and the staff of Bayview Education Centre. Like Inverness, Port Hood has an extensive network of existing sidewalks that fulfill many of the community's active transportation needs. However, there is a major barrier in this community that prevents active transportation use for young people: Highway 19. Due to high speeds and challenges with visibility on Highway 19, students at Bayview are not permitted to walk or bicycle to school, even though many of them live only a few hundred metres away, on the other side of the highway. Staff at Bayview strongly emphasized the need for a safe crossing, ideally connecting through to Clan Ranald Road and on through to High Road. As a secondary priority, staff would also like to see an improved connection from the school to the Trans Canada Trail, either through upgrades to Company Street and Sharon Drive, or through a new trail cutting a more direct route from the school.

Other possible improvements attendees in Port Hood identified included a short stretch of sidewalk along Reynolds Street to connect the medical centre and the seniors' home to the main sidewalk network; a pedestrian connection between Fraser Street and Treuburg Road; and shoulder improvements to the popular walking loop made up of High Road, Dunmore Road, and Highway 19.

Survey Responses

The open-ended questions of the online survey contained the following responses related to District 5:

Mabou

- No sidewalks around Dalbrae Academy – walking have to go on muddy side of road
- Lip between pavement and shoulder is sometimes too big to move from one to the other
- Want to safely cycle to Mabou Coal Mines, Mabou Beach, Glenora Inn and Distillery, Colindale Road, Celtic Shore Trail System
- Want to connect Mabou Harbour with the sailing club, beach and trails with the village and Celtic Shore trail
- Paved shoulders 4-6 feet wide
- Bench at head of Mabou Rivers trail from Glendyre toward Mnbou
- More sidewalks and improved lighting
- Want to access Bayview Ed Centre from Transcanada Trail; connector trail to Bayview
- Sidewalk in Mabou from the existing to the TCT

Port Hood

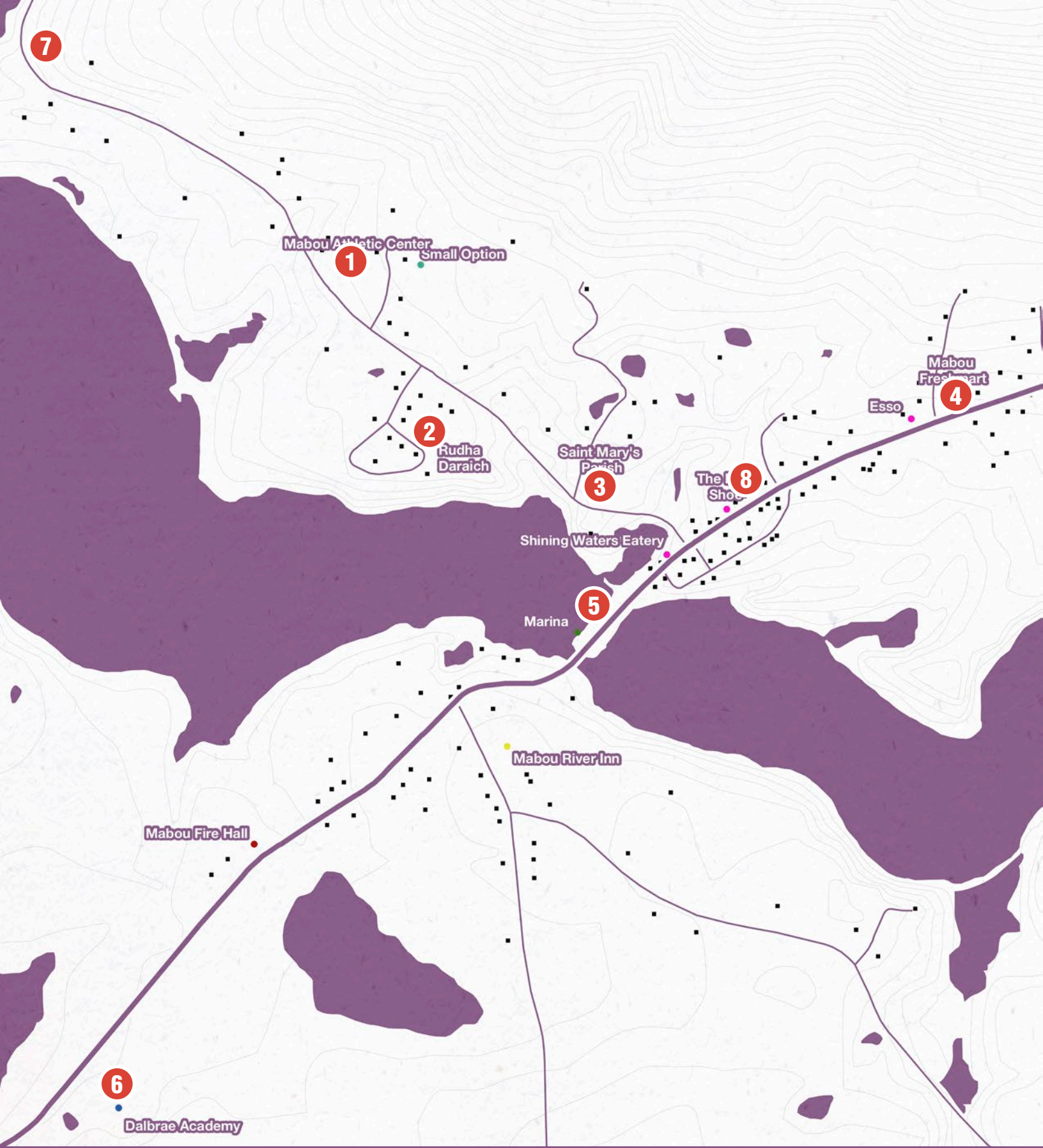
- Route 19 between the two entrances to Port Hood is dangerous, a lit sidewalk is needed
- Port Hood to Judique needs sidewalks or safe paths
- Cape LeMoine
- Lack of shoulders, poorly maintained, narrow roads make it dangerous
- Want to reach Belle Cote, Grand Etang, Cheticamp

Centreville

- Multiuse trail between centreville road and Brook Village

Mabou Harbour Road, Mabou





Mabou

Active Transportation Plan

Community Facilities and Destinations

The following list of landmarks and public facilities are important destinations in Mabou that should be linked together by the active transportation network.



1 Mabou Athletic Centre / Mabou Farmers Market

A recreation hub in Mabou, this non-profit facility is home to an arena, fitness centre, and summer sports programs like soccer.



2 Seniors Housing

This apartment housing complex, near downtown Mabou, provides manageable apartments for seniors.



3 Saint Mary's Church

St Mary's is a Catholic church with Sunday service. The church hall has an arched ceiling, and it is enjoyed by tourists for its architecture near as well as being steadily attended by locals.



4 Mabou Freshmart

The Mabou Freshmart is a grocery store as well as hosting an NSLC. It is well-loved and appreciated for great customer service, fresh meat and in-store bakery.



5 Marina

The Mabou Marina provides a dock and boat ramp water access, and is enjoyed by all.



6 Dalbrae Academy

Dalbrae Academy is Mabou's high school, hosting approximately 500 students from grades 9-12. It was opened in 2000 and is a centralized school serving over 11 communities.



7 Mabou Sailing and Boating Club

This club has a dock facility and a fleet of boats, and hosts sailing and other programs for youth and adults alike. It is a community hub for outdoor enthusiasts.



8 Post Office

This centrally located post office serves Mabou and the surrounding area.

Solutions



Recommendation: Connect Dalbrae Academy to Celtic Shores Trail

Dalbrae students frequently walk along Route 19 into Mabou even though the Celtic Shores Trail runs close to the school. An extension of the Dalbrae sidewalk to a crosswalk and short trail connection to Celtic Shores Trail would provide students with a safe walking and cycling connection into Mabou.



Recommendation: Connect existing sidewalk to Celtic Shores Trail

There is currently no active transportation connection from the Celtic Shores Trail into Mabou. By closing the short gap between the existing main street sidewalk and the trail crossing at Route 19, both Dalbrae students and recreational users of the trail can take advantage of the services in the core of the community.



Recommendation: Connect existing sidewalk to Mabou Freshmart

Mabou Freshmart and the Strait Area Transit bus stop are currently not connected to the main street sidewalk. Closing this short gap by extending the sidewalk will provide a safe walking route to these important destinations.



Recommendation: Connect existing sidewalk to Mabou Athletic Centre

The curbed sidewalk along Mabou Harbour Road currently ends at Larche Way. An extended sidewalk to Mabou Athletic Centre would safely direct users to the front entrance of the recreation facility.



Recommendation: Provide paved shoulders between Sailing Club and Athletic Centre

This road is becoming a popular roadway to cycle by locals and visitors alike, not only due to the scenic beauty of the area, but also the proximity to the church, local Farmers Market, Mabou Sailing Club marina and Mabou Harbour and Wharf.





Port Hood

Active Transportation Plan



Community Facilities and Destinations

The following list of landmarks and public facilities are important destinations in Port Hood that should be linked together by the active transportation network.



1 Municipal Building

This building houses the Municipality of the County of Inverness offices.



2 Dr John Waters Medical Centre

This is a building which is host to several medical businesses and other services, including a doctor and a beauty salon.



3 AI MacInnis Sports Centre

Named after the hockey legend, this sports centre is a hockey arena and community hub. Several sports teams and league call this centre home. This venue also hosts several non-sports related community events and festivals.



4 Coop Store & Strait Area Transit Stop

This grocery store is an Atlantic Coop Foodland franchise, locally owned and appreciated as a central piece of Port Hood community life.



5 Ball Fields

The Ball Fields in Port Hood are well-used by all ages of residents and are particularly loved by the Port Hood Minor Ball club.



6 Bayview Education Centre

Bayview Education Centre serves the Port Hood region including over 7 neighbouring communities. The facility also acts as a community centre, with sports infrastructure and multi-purpose spaces for meetings and events.



7 Port Hood Station Provincial Park

This day park features beautiful beaches and a well-loved boardwalk and walking trail that is enjoyed by locals and visitors alike.



9 Clove Hitch Bistro / Home Hardware

The popular restaurant and the hardware store are important destinations for users of the Celtic Shores Coastal Trail for washrooms, food and bike repairs.



10 Port Hood Station Trailhead / Proposed Chestico museum/trail café

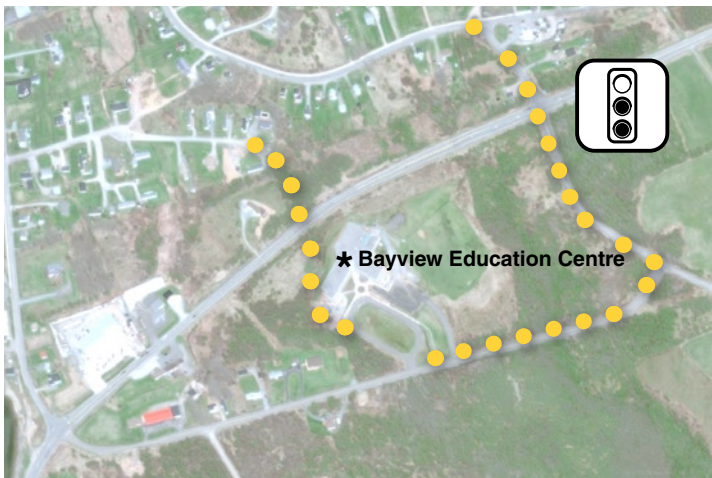
This trailhead is the closest to Port Hood, the beach and local retail and services. A new museum and trail cafe is planned by the trailhead.



11 Seaside Convenience and NSLC

Seaside is the only convenience store in the area opened after the local grocery closes.

Solutions



Recommendation: Connect Bayview Education Centre to Port Hood and install signalized crossing at Route 19

Administration of the Bayview Education Centre currently have to tell students to not walk or cycle to the school because of the treacherous crossing of Route 19. Teaching staff and administration at the school are very aware that this is not a satisfying situation since many students live within walking distance in Port Hood. A signalized crossing at Dunmore Road and a paved shoulder along Dunmore and Company Street is the preferred solution for the school's administration. Sightlines at Route 19/Company Street are too short for a safe crossing. Students also currently use an informal trail at the end of Clan Ranald Road that crosses over private land to catch school buses leaving for Dalbrae Academy. This connection could be explored as an alternative to a crossing at Dunmore as sidelines are equally good and the connection into the community would be very direct.



Recommendation: Connect Main Street sidewalk to Port Hood Day Park and Boardwalk and Seaside Convenience and NSLC

There is currently no safe walking connection from the community to the Port Hood Day Park and Seaside Convenience and NSLC. Connecting the existing sidewalk on Main Street to the park would make this important recreational asset more accessible to residents. Seaside is the only convenience store in the area opened after the local grocery closes. More residents could be encouraged to walk or cycle to the store instead of driving if safe conditions prevailed.



Recommendation: Provide paved cycling shoulder between Clove Hitch Bistro / Home Hardware and Port Hood Station Trailhead / proposed Chestico museum/trail café

According to users of the Trail, this is the favoured route/shortest route to get off the trail and into the community of Port Hood (for work, washrooms, restaurants, retail). A paved cycling shoulder would greatly improve connectivity between the popular trail and services for trail users available in Port Hood.



Recommendation: Connect the municipal office's front door to Main Street and provide crosswalk

The court house used to have a direct pathway from the front door to Main Street that was removed some time ago. The front door is still the main entrance to the building but can only be somewhat awkwardly reached from the parking lot along the building. Reinstating and landscaping the pathway to the street and installing bike racks would give the landmark building well-deserved civic prominence from the street and would also signal to visitors that they are welcome and the municipality is open for business. This improvement could also be seen as an important symbolic step emphasizing that the municipality supports walking and cycling.

District 6
Active Transportation Plan
Judique / Port Hastings



District 6 Overview

District 6 is the Municipality's southernmost district, incorporating a series of coastal communities and smaller inland communities. The district encompasses the southern segment of Inverness County, excluding only the town of Port Hawkesbury, which lies within the county but outside the Municipality. However, many District 6 residents work or make use of services based in that town.

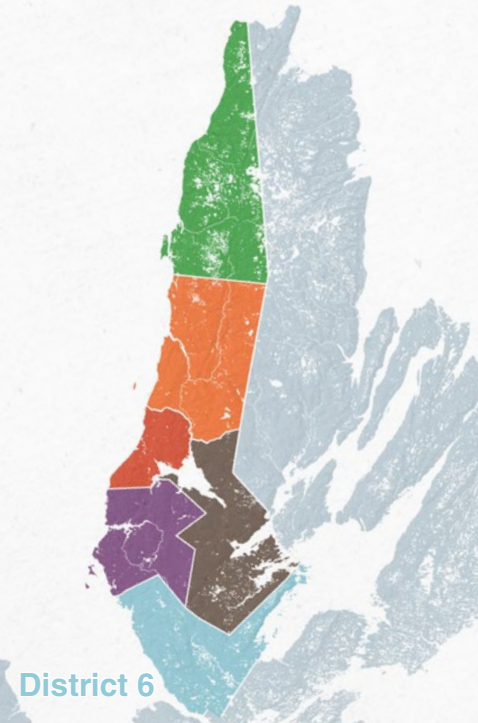
Conversations

The two main topics discussed in District 6 included the future configuration of the Port Hastings roundabout and better active transportation connectivity to Port Hawkesbury. The current roundabout in Port Hastings was considered the main obstacle for walkability in the community. Generally, it was the consensus among attendees that no improvements to pedestrian connections could be made before the Province undertakes a major reconfiguration of the intersection of Highway 4 and 5 and Route 19 and its sprawling off ramps that cut through the community. Ideas for future active transportation connections included sharing the rail corridor between rail and a trail for travel to Port Hawkesbury and connecting the provincial Visitor Information Centre to the trail head of the Celtic Shores Coastal Trail. Another priority on the minds of attendees included a walking and cycling connection across the Canso Causeway.

Suggestions for Judique focused on adding a paved shoulder to Route 19 in the heart of the community and continuing the work on a planned new connection from the highway to the Celtic Shores Coastal Trail. The lack of street lighting was also mentioned.

Survey Responses

The open-ended questions of the online survey contained the following responses related to District 6:



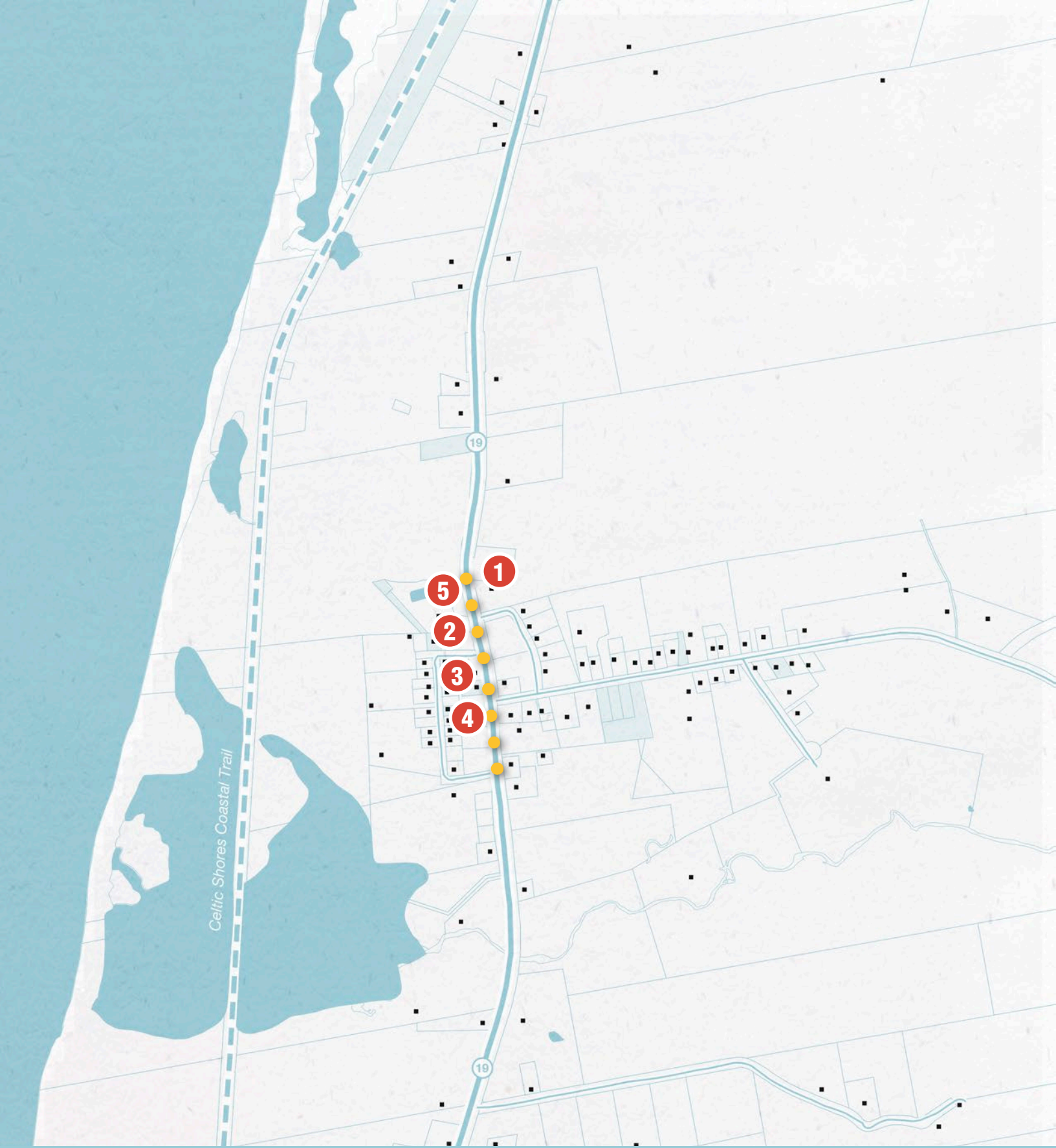
Judique

- Would like to see trails going over the mountain to the highway, between Judique and Glendale
- Trail would be great if it went all the way to Port Hawksbury

West Bay

- Want to be able to access PHK old graveyard road and access to the mall

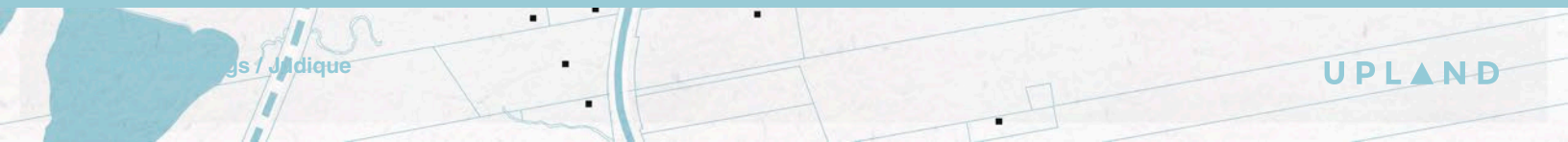




Judique

Active Transportation Plan

- Publicly Owned Land
- Trail



UPLAND

Community Facilities and Destinations

The following list of landmarks and public facilities are important destinations in Judique that should be linked together by the active transportation network.



1 St. Andrews Church

St. Andrews Roman Catholic Church is a central church to the oldest Scottish parish in Cape Breton. This sandstone building was built in 1927 and is still well-attended. Adjacent to the church is the Tartan Garden.



2 Judique Community Centre

The Judique Community Centre is a multi-purpose public facility offering a beautiful venue for wedding receptions, conferences and concerts.



3 Celtic Music Interpretive Centre

This centre is a non-profit cultural archive and community hub. It provides education about the Celtic history, culture, and music of Cape Breton, and hosts lively music events regularly.



4 Wayne's Variety, NSLC, Post Office & Strait Area Transit Stop

Wayne's is a centrally-located convenience store serving many needs. As well as selling typical corner-store goods, it is home to an NSLC and a Canada Post office.



5 Judique Community Trail

The Judique Community Trail - Alexander Trail links the community to the Celtic Shores Coastal Trail.

Solutions



Recommendation: Provide paved shoulder along Route 19

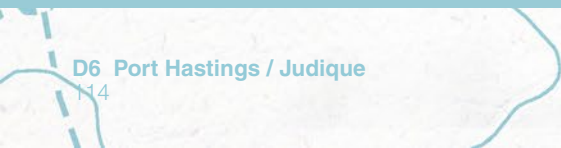
The purpose of the paved shoulder would be to provide a safe walking route between Judique's key destinations along a straight stretch of Route 19 that sees many vehicles travel at high speeds.



Port Hastings

Active Transportation Plan

-  Publicly Owned Land
-  Trail



UPLANDS

Community Facilities and Destinations

The following list of landmarks and public facilities are important destinations in Port Hastings that should be linked together by the active transportation network.



1 Port Hastings Fire Hall

The fire hall hosts bingo, Celtic Colour Festival concerts and a variety of other events and community meetings.



2 Saint Davids United Church

St. David's has a membership of 150, with an average of 40 people attending service each Sunday and a small, active Sunday School.



3 Post Office

The small post office is located on Lovers Lane.



4 Visitor Information Centre

The provincial visitor centre has wireless/public computer access, washrooms, picnic tables, a gift shop, bike rack, payphones and a display case from Cape Breton Crafts & Design displaying local crafts of Cape Breton.



5 Celtic Shores Coastal Trail Trail Head

This is the southern trail head of the 92-km Celtic Shores Coastal Trail stretching from Port Hastings to Inverness on the west coast of Cape Breton Island.

Recommendation: Integrate active transportation into new roundabout/intersection design

There appears to be general consensus that the current roundabout in Port Hastings is not only confusing and unsafe to drivers but also completely separates different parts of the community from one another. Until the reconfiguration, the key destinations in Port Hastings will remain isolated in largely unreachable on foot or bike. When the redesign of the intersection takes place, walking and cycling paths should be integrated into the overall design and the opportunity to knit the community back together should be seized.

Highway 104



Recommendation: Provide paved shoulders along Highway 104 between Visitor Information Centre and Celtic Shores Trail Head Parking Lot

Paved shoulders on both sides of Highway 104 will allow the many users of the Celtic Shores Trail to safely reach the Visitor Information Centre from the trail and vice versa. The should will also connect Port Hastings to the Canso Causeway where a safe trail crossing could connect cyclists and walkers to the mainland.



Recommendation: Provide a trail across the Canso Causeway

There is an opportunity to provide a gravel trail between the high-tension guardrail and the armour rock of the causeway. While this trail would be narrower than a standard trail, it would provide an important connection for active transportation users along the otherwise dangerous and busy crossing.

Recommendation: Explore Rail Trail from Port Hastings to Port Hawkesbury

Rail trails can be implemented along active rail lines. A trail on the waterside of the rail right-of-way would be a truly scenic connection into Port Hawkesbury and a much safer alternative than a paved shoulder along the four-lane Highway 104.

Recommendation: Support new trail head

The Ceilidh Coastal Trail Association is currently preliminary design work on a new trail head off Newtown Road that would provide scenic views across the Strait of Canso.

IM Implementation



IM-1 Implementation Plan

The recommendations proposed in this Plan have been developed with consideration for the human resources and financial capacity of the Municipality to undertake them. The following pages provide a framework for implementing these recommendations. The framework includes a rough timeframe for completion, a high level outline of steps to follow, an identification of the groups and organizations that could be partners in implementation, and if necessary, an opinion of probable costs for each recommendation.

The recommendations are arranged on the following pages based on when work on the specific project should begin. Short term recommendations should begin within years 1 - 3 of the plan period and medium term recommendations in years 4 and 5. Long term recommendation should begin from years 6 - 10. Recommendations labeled as "opportunity" are ideas that depend heavily on the work of outside agencies. These projects should be delayed until an outside opportunity—typically provincial road repaving—makes it easier to implement that specific AT improvement. Some recommendations are labeled "ongoing". These projects do not require a specific, one-time action, but rather a commitment from the Municipality to include these actions in its ongoing operations.

The timing of projects is somewhat loaded to the short term end of the timescale. This is done for two reasons:

1. To encourage the immediate implementation of smaller projects with visible impacts. This will allow the Municipality to capitalize on the enthusiasm surrounding the development of this Plan, as well as establish some early successes that can build further momentum for later elements of the Plan.
2. Some projects, such as providing sidewalks and signalized crossings in Whycocomagh are major undertakings. While the actual infrastructure improvements are probably a number of years away, these types of projects do require significant planning and advocacy to higher levels of government. It is crucial that the first steps for these larger improvements begin immediately.

IM-2 Infrastructure Cost Estimates

Each of the following recommendations includes an opinion of probable costs, if costs are involved. These estimates were developed based on information available at the time of developing this Plan (summer 2018), combined with our best professional judgment. As such, variances in these estimates will occur. The changing costs of material and labour, as well as the conditions and underlying principles from which contractors will derive their bids for the work, are outside our knowledge and control. Costs do not include HST. The range of costs indicated in each of the implementation details below accounts for a 20 percent contingency.

We have assumed the following base unit costs for active transportation route-based initiatives:

Infrastructure		
Route Type	Description	Cost per km
On Road Route with Paved Shoulder	Paved Shoulder as Part of Road Retrofit	\$ 36,000.00
On Road Route with Paved Shoulder Extension	Paved Shoulder Added to Existing Road	\$ 100,000.00
On Road Route with Sign Posts	Sign Posts on Existing Road	\$ 2,000.00
Multi-Use Trail	Crusher Dust, New Construction	\$ 190,000.00
Resurface Multi-Use Trail	Crusher Dust, Resurfacing Existing Trail	\$ 10,000.00

Recommendation	
Place bicycle racks at important civic locations and businesses	
Steps to Implementation: <ol style="list-style-type: none"> 1. Identify a list of important civic locations and businesses that could benefit cyclists. Preference should be given to locations along cycling routes, locations with amenities for cyclists, and common destinations for residents. 2. Consider choosing a standard bike rack model/design and installation standards to streamline the administrative burden of each installation. 3. Install new racks on a rolling annual schedule and as opportunities arise (e.g. a business offers to co-pay for a rack). 	Timeframe: Ongoing See page 43 for more information
Potential Community Partners: Inverness County businesses, schools, other civic institutions	
Opinion of Probable Cost: Bike rack, installed \$ 500 - 2,000 (depending on size)	

Recommendation	
Host regular active transportation events	
Steps to Implementation: <ol style="list-style-type: none"> 1. This plan presents a variety of active transportation related events aimed at increasing education and awareness in the municipality. 2. The Active Inverness Committee should host regular events on an ongoing basis throughout the implementation period to work toward triggering a culture shift where active transportation is a safe, viable and fun way to get around for all ages and abilities. 	Timeframe: Ongoing See page 40 for more information
Potential Community Partners: Active Inverness	
Opinion of Probable Cost: Cost will vary depending on event.	

Recommendation	
Work with the Nova Scotia Trails Federation (NS Trails) to integrate trails	
Steps to Implementation: <ol style="list-style-type: none"> 1. NS Trails continues to complete their visions for Celtic Shore Coastal Trail. The Active Inverness Committee should support their work by sharing information, helping secure funding, finding volunteer support to help build trails, and making connections from the trail to community destinations. 2. It is important that at least one member from NS Trails sit on the Active Inverness Committee so that all organizations can work together to help accomplish the municipal objectives of increasing active transportation. 	Timeframe: Ongoing
Potential Community Partners: Nova Scotia Trails Federation	
Opinion of Probable Cost: No capital costs required, just time and commitment.	

IM-4 SHORT TERM Projects (Years 1 to 3)

Recommendation

Create an Active Inverness AT Committee

Steps to Implementation:

1. Create an Active Transportation Committee comprised of municipal staff; Council representation; business owners; community members; and representation from the RCMP, NSTIR, schools, and local trail groups.
2. The Active Inverness AT Committee will be responsible for implementing the recommendations of this Plan, advocating for investments from other levels of government, and taking advantage of other opportunities to improve AT in Inverness as they present themselves.

Timeframe:



Begin and Complete in 2018

See page 35 for more information

Potential Community Partners:

Council, schools, RCMP, NSTIR, local trail groups, business owners, community members

Opinion of Probable Cost:

Volunteer time

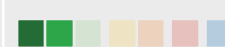
Recommendation

Form a provincial “Active Alliance” with other municipalities

Steps to Implementation:

1. Contact the Active Avon and Active Sherbrooke AT Committees to discuss establishing a formal partnership to work together and share active transportation resources and knowledge, such as branding, signage, and AT policies.
2. Work with the province and other provincial stakeholders, such as Bicycle Nova Scotia, to broaden the partnership to other municipalities and active transportation groups throughout the province and to apply for funding to strengthen these tools and resources.
3. Create an Active Alliance website that can host these resources and share success stories in a public forum.

Timeframe:



Begin in 2018

Complete in Summer 2019

See page 37 for more information

Potential Community Partners:

Active Avon Group, Active Sherbrooke Group, Department of Energy, Bicycle Nova Scotia, and other Nova Scotian municipalities and AT groups interested in participating in such a partnership.

Opinion of Probable Cost:

No capital costs required, just time and commitment.

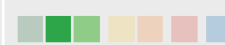
Recommendation

Establish a Bike Friendly Business Program

Steps to Implementation:

1. Contact potential community partners to explore opportunities to extend existing bike friendly business programs to the Inverness County area.
2. Adopt an existing program or develop branding and criteria for an Inverness-specific program.
3. Canvas local business owners for initial members/champions of the program.
4. Advertise bicycle friendly businesses in future AT media.

Timeframe:



Aim to launch a pilot program for summer 2019.

See page 38 for more information

Potential Community Partners:

Halifax Regional Municipality, Cities and Environment Unit, Inverness business owners

Opinion of Probable Cost:

Bicycle Friendly Business stickers (200 stickers)	\$ 500 - 1,000
Develop local program brand and criteria (if necessary)	\$ 1,000 - 2,000 or staff/volunteer time

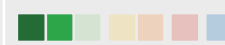
Recommendation

Initiate design for Whycocomagh AT improvements

Steps to Implementation:

1. Contact the NSTIR area office and Area Manager to initiate conceptual design for sidewalks, lighting, paved shoulders and signalized intersections in Whycocomagh.
2. Conceptual and detailed design should be completed by fall 2019.

Timeframe:



Begin in 2018

Complete in fall 2019

See page 92 for more information

Potential Community Partners:

NSTIR

Opinion of Probable Cost:

Design Fees (10% of construction budget)	\$ 290,000 - 348,000 *
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* Conceptual design study to be cost-shared between NSTIR and municipality

Recommendation

Pave shoulders between Clove Hitch Bistro & Port Hood Station Trailhead

Steps to Implementation:

1. Contact the NSTIR area office and Area Manager and request adding shoulders to this section of road when crews are conducting repaving on Trunk 19 in the near future.
2. Repaving for Trunk 19 (from 1.1 km north of Joe Effie Road northerly–6.8 km) is scheduled to occur in 2018/19.
3. Emphasize importance of connection from Blue Route Trail Route to amenities in community of Port Hood.

Timeframe:

ASAP, Repaving is scheduled to occur 2018/19

See pag107 for more information

Potential Community Partners:

NSTIR, Bicycle Nova Scotia (as a potential ally)

Opinion of Probable Cost:

Paved Shoulder, both sides (700 metres) \$ 25,000 - 30,000
Total \$ 25,000 - 30,000 *

* Costs for paved shoulders are typically covered by NSTIR, however, implementation is at their discretion.

Recommendation

Extend Port Hood Main Street sidewalk to Seaside Convenience

Steps to Implementation:

1. Contact the NSTIR area office and Area Manager and request adding sidewalk to this section of road when crews are conducting repaving on Trunk 19 in the near future.
2. Repaving for Trunk 19 (from 1.1 km north of Joe Effie Road northerly–6.8 km) is scheduled to occur in 2018/19.

Timeframe:

ASAP, Repaving is scheduled to occur 2018/19

See page 47 for more information

Potential Community Partners:

NSTIR

Opinion of Probable Cost:

Sidewalk, one side (1000 metres) \$ 90,000 - 108,000
Total \$ 90,000 - 108,000 *

* Costs for sidewalk should be cost-shared between NSTIR and municipality

Recommendation

Extend Mabou Harbour Road sidewalk to Mabou Athletic Centre

Steps to Implementation:

1. Contact the NSTIR area office and Area Manager and request adding sidewalk to this section of road when crews are conducting repaving on Mabou Harbour Road in the near future.
2. Repaving for Mabou Harbour Road (from Trunk 19 northerly to end of pavement - 7.1 km) is scheduled to occur in 2018/19.

Timeframe:

ASAP, Repaving is scheduled to occur 2018/19

See page 106 for more information

Potential Community Partners:

NSTIR

Opinion of Probable Cost:

Sidewalk, one side (130 metres) \$ 12,000 - 14,400
Total \$ 12,000 - 14,400 *

* Costs for sidewalk should be cost-shared between NSTIR and municipality

Recommendation

Pave shoulders between Mabou Sailing Club and Athletic Centre

Steps to Implementation:

1. Contact the NSTIR area office and Area Manager and request adding shoulders to this section of road when crews are conducting repaving on Mabou Harbour Road in the near future.
2. Repaving for Mabou Harbour Road (from Trunk 19 northerly to end of pavement - 7.1 km) is scheduled to occur in 2018/19.

Timeframe:

ASAP, Repaving is scheduled to occur 2018/19

See page 103 for more information

Potential Community Partners:

NSTIR,

Opinion of Probable Cost:

Paved Shoulder, both sides (800 metres) \$ 29,000 - 35,000
Total \$ 29,000 - 35,000 *

* Costs for paved shoulders are typically covered by NSTIR, however, implementation is at their discretion.

Recommendation

Provide paved shoulders and signalized crossing to Bayview Education Centre

Steps to Implementation:

1. Bayview Education Centre students are currently not allowed to walk or cycle to their school.
2. Contact NSTIR immediately to discuss the possibility of adding shoulders and signalized pedestrian crossing to connect the school to Port Hood community.
3. Implement improvements by 2020.

Timeframe:

Begin meeting with potential partners in early 2019 to secure funding, and aim for construction for summer of 2020.

For more information, see page 106.

Potential Community Partners:

NSTIR, NS Department of Education and Early Childhood Development

Opinion of Probable Cost:

Paved Shoulder, both sides (800 metres) \$ 80,000 - 96,000
 Pedestrian signal \$ 200,000 - 240,000
Total \$ 280,000 - 336,000 *

* Costs for paved shoulders are typically covered by NSTIR, however, implementation is at their discretion.

Recommendation

Connect Dalbrae Academy to Celtic Shores Trail

Steps to Implementation:

1. Dalbrae Academy students frequently walk along Route 19 into Mabou.
2. Contact NSTIR and NS Department of Education and Early Childhood Development immediately to discuss the possibility of extending sidewalk and adding crosswalk across Trunk 19.
3. Work with NS Trails to connect trail to crosswalk.
4. Implement improvements by 2020.

Timeframe:

Begin meeting with potential partners in early 2019 to secure funding, and aim for construction for summer of 2020.

For more information, see page 102.

Potential Community Partners:

NSTIR, NS Department of Education and Early Childhood Development

Opinion of Probable Cost:

Sidewalk, one side (10 metres) \$ 1,000 - 1,200
 Crosswalk with amber beacons \$ 25,000 - 30,000
 Trail connection (20 metres) \$ 2,000 - 2,400
Total \$ 28,000 - 33,600 *

* Costs-shared by NSTIR and NS Education

Recommendation

Extend Trunk 19 sidewalk to Celtic Shores Trail in Mabou

Steps to Implementation:

1. This is both an important connection for Dalbrae Academy students into Mabou as well as for Celtic Shores Trail (Blue Route) users to services into the community.
2. Contact the NSTIR area office and Area Manager to discuss the possibility of extending the existing sidewalk.
3. Implement improvements by 2020.

Timeframe:

Begin meeting with potential partners in early 2019 to secure funding, and aim for construction for summer of 2020.

See page 102 for more information

Potential Community Partners:

NSTIR, NS Department of Education and Early Childhood Development, NS Trails, Bicycle Nova Scotia (as a potential ally)

Opinion of Probable Cost:

Sidewalk, one side (200 metres) \$ 18,000 - 22,000
Total \$ 18,000 - 22,000 *

* Costs for sidewalk should be cost-shared between NSTIR and municipality

Recommendation

Liaise with Conseil des arts de Chéticamp to improve walkability at cultural hub

Steps to Implementation:

1. Begin working with Conseil des arts de Chéticamp to plan for sidewalks at planned Quartier Cultural.
2. Support the implementation of sidewalks and pavement markings.

Timeframe:

Begin meeting with partners in early 2019, and implement when changes are made to area.

See page 55 for more information

Potential Community Partners:

Conseil des arts de Chéticamp

Opinion of Probable Cost:

Sidewalk (500 metres) \$ 45,000 - 54,000
Total \$ 45,000 - 54,000*

* The NS Department of Acadian Affairs and Francophonie and the Atlantic Canada Opportunities Agency support the Quartier Cultural project; cost sharing of AT infrastructure should be explored

Recommendation

Implement Whycocomagh AT improvements

Steps to Implementation:

1. Walking and cycling conditions in Whycocomagh are currently treacherous and improvements should be a priority.
2. Once conceptual designs have been completed by NSTIR, construction should take place in 2020.

Timeframe:

Construction in 2020.

See page 94 for more information

Potential Community Partners:

NSTIR, Waycobah First Nation

Opinion of Probable Cost:

Sidewalk, one side (3000 metres) \$ 270,000 - 324,000
 Paved shoulder, one side (1200 metres) \$ 120,000 - 144,000
 Pedestrian lighting (1 per 12m; 350 lights) \$ 2,100,000 - 2,520,000
 Pedestrian signals (2) \$ 400,000 - 480,000
Total \$ 2,890,000 - 3,468,000 *

* Cost-shared between NSTIR and municipality

Recommendation

Support Celtic Shores Trail Team for new trail head parking lot (Inverness)

Steps to Implementation:

1. The Celtic Shores Trail Team is actively working to create a new trail head parking lot at Beach No 1 Road and Lower Railway Street.
2. Support Celtic Shores Trail Team in negotiations with NS Natural Resources.
3. Once detailed designs have been completed construction should take place in 2020.

Timeframe:

Begin negotiations in 2019, construction in 2020.

See page 86 for more information

Potential Community Partners:

NS Trails, Nova Scotia Natural Resources (PID 50257609)

Opinion of Probable Cost:

Paved parking lot (600 square metres) \$ 36,000 - 44,000
Total \$ 36,000 - 44,000 *

* Cost-shared between municipality and NS Trails

Recommendation

Integrate sidewalks into new Cranton Bridge (Margaree Centre)

Steps to Implementation:

1. Contact the NSTIR area office and Area Manager and request adding sidewalks to new Cranton Bridge.
2. Bridge replacement is scheduled to occur in 2019/20.

Timeframe:

Bridge replacement is scheduled to occur 2019/20

See page 79 for more information

Potential Community Partners:

NSTIR

Opinion of Probable Cost:

Costs depend of bridge design

Recommendation

Connect Iverary Manor sidewalk to Central Avenue sidewalk (Inverness)

Steps to Implementation:

1. Iverary Manor has newly installed sidewalks that currently end at Maple Street. The complex is only 300m away from Central Avenue.
2. Contact the NSTIR area office and Area Manager to discuss the possibility of extending the existing sidewalk from Maple Street to Central Avenue.
3. Implement improvements by 2020.

Timeframe:

Complete by 2020

See page 87 for more information

Potential Community Partners:

NSTIR

Opinion of Probable Cost:

Sidewalk, one side (350 metres) \$ 32,000 - 38,000
Total \$ 32,000 - 38,000 *

* Costs for sidewalk should be cost-shared between NSTIR and municipality

IM-5 MEDIUM TERM Projects (Years 4 and 5)

Recommendation

Develop Marketing Materials to Promote AT Opportunities in Inverness

Steps to Implementation:

1. Work with Bicycle Nova Scotia to expand their cycling brochure series to Inverness County or develop a separate brochure aimed at various AT opportunities within Inverness.
2. Hire a consultant to design an AT brochure
3. Print brochures and place them in Visitor Information Centres and major points of entry to the municipality and province

Timeframe:



Years 4/5

For more information, see page 40.

Potential Community Partners:

Bicycle Nova Scotia

Opinion of Probable Cost:

Design of brochure (each)	\$ 2,000 - 3,500
Printing of brochure (10,000 copies)	\$ 1,000 - 1,500
Total	\$ 3,000 - 5,000

Recommendation

Pave shoulders on Cabot Trail in St. Joseph du Moine

Steps to Implementation:

1. Contact the NSTIR area office and Area Manager and request adding shoulders to this section of road regardless of repaving schedule.
2. NSTIR typically does not provide paved shoulders where high pedestrian volumes are anticipated. However, in St. Joseph du Moine with it's spread out development pattern and likely low pedestrian counts, a paved shoulder might be the most realistic improvement for pedestrians since a sidewalk would be very costly to install.
3. Emphasize the benefits of a paved shoulder to the Blue Route Trail Route and explore if the shoulder could be shared by local residents for walking and Blue Route cyclists.

Timeframe:



2021/22

See page 66 for more information

Potential Community Partners:

NSTIR, Bicycle Nova Scotia (as a potential ally)

Opinion of Probable Cost:

Paved Shoulder, both sides (3500metres)	\$ 350,000 - 420,000
Total	\$ 350,000 - 420,000 *

* Costs for paved shoulders are typically covered by NSTIR, however, implementation is at their discretion.

Recommendation

Pave shoulders on Cabot Trail in Belle Cote

Steps to Implementation:

1. Contact the NSTIR area office and Area Manager and request adding shoulders to this section of road regardless of repaving schedule.
2. NSTIR typically does not provide paved shoulders where high pedestrian volumes are anticipated. However, in Belle Cote with it's spread out development pattern and likely low pedestrian counts, a paved shoulder might be the most realistic improvement for pedestrians since a sidewalk would be very costly to install.
3. Emphasize the benefits of a paved shoulder to the Blue Route Trail Route and explore if the shoulder could be shared by local residents for walking and Blue Route cyclists.

Timeframe:



2021/22

See page 75 for more information

Potential Community Partners:

NSTIR, Bicycle Nova Scotia (as a potential ally)

Opinion of Probable Cost:

Paved Shoulder, both sides (1000 metres)	\$ 100,000 - 120,000
Total	\$ 100,000 - 120,000 *

* Costs for paved shoulders are typically covered by NSTIR, however, implementation is at their discretion.

Recommendation

Pave shoulders on Trunk 19 in Judique

Steps to Implementation:

1. Contact the NSTIR area office and Area Manager and request adding shoulders to this section of road regardless of repaving schedule.
2. NSTIR typically does not provide paved shoulders where high pedestrian volumes are anticipated. However, in Judique where likely low pedestrian counts occur, a paved shoulder might be the most realistic improvement for pedestrians since a sidewalk would be very costly to install.

Timeframe:



2021/22

See page 113 for more information

Potential Community Partners:

NSTIR

Opinion of Probable Cost:

Paved Shoulder, both sides (450 metres) \$ 45,000 - 54,000
Total \$ 45,000 - 54,000 *

* Costs for paved shoulders are typically covered by NSTIR, however, implementation is at their discretion.

Recommendation

Pave shoulders on section of Highway 104 in Port Hastings

Steps to Implementation:

1. Contact the NSTIR area office and Area Manager and request adding shoulders to this section of road regardless of repaving schedule.
2. Emphasize the benefits of a paved shoulder that connects the Blue Route Trail Route to the provincial Visitor Information Centre.

Timeframe:



2021/22

See page 116 for more information

Potential Community Partners:

NSTIR, Bicycle Nova Scotia (as a potential ally)

Opinion of Probable Cost:

Paved Shoulder, both sides (500 metres) \$ 50,000 - 60,000
Total \$ 50,000 - 60,000 *

* Costs for paved shoulders are typically covered by NSTIR, however, implementation is at their discretion.

Recommendation

Construct sidewalk at the Home Hardware commercial cluster in Cheticamp

Steps to Implementation:

1. Contact the NSTIR area office and Area Manager and collaborate on an access management plan for this location with NSTIR and business owners.
2. Install curbed sidewalk.

Timeframe:



2021/22

See page 56 for more information

Potential Community Partners:

NSTIR, business owners

Opinion of Probable Cost:

Sidewalk, one side (200 metres) \$ 18,000 - 22,000
Total \$ 18,000 - 22,000 *

* Cost-shared between NSTIR, municipality and potentially business owners

Recommendation

Pave trail across Canso Causeway

Steps to Implementation:

1. Contact the NSTIR area office and Area Manager and collaborate with NS Trails, Guysborough County and Antigonish County on concept.
2. NSTIR is supportive of concept but will not fund it.
3. Consider costs of annual maintenance as boulders are frequently replaced due to winter storms by NSTIR.

Timeframe:



2021/22

See page 117 for more information

Potential Community Partners:

NSTIR, Bicycle Nova Scotia, NS Trails, Guysborough County, Antigonish County

Opinion of Probable Cost:

Paved Trail (1500 metres)	\$ 23,000 - 28,000
Total	\$ 23,000 - 28,000 *

* NSTIR will not cover these costs

Recommendation

Connect Waycobah First Nation Band Office to new Highway 105 sidewalk

Steps to Implementation:

1. Collaborate with Waycobah First Nation to establish trail across the band's land.
2. Conduct a site survey, develop a detailed design, and hire a contractor to construct the trail.

Timeframe:



2021/22

See page 95 for more information

Potential Community Partners:

Waycobah First Nation Band

Opinion of Probable Cost:

Gravel Trail (600 metres)	\$ 114,000 - 137,000
Total	\$ 114,000 - 137,000

Recommendation

Utilize existing trails to connect new subdivision to school (Inverness)

Steps to Implementation:

1. Contact the landowner to discuss gaining direct access to the Rail Trail
2. If the landowner is willing, purchase the necessary land or establish an easement across the land.
3. Conduct a site survey, develop a detailed design, and hire a contractor to construct the trail.

Timeframe:



2021/22

See page 87 for more information

Potential Community Partners:

Owners of PIDs 50127562, 50301274, 50326156, 50326164, 50128875

Opinion of Probable Cost:

Gravel Trail, resurface (800 metres)	\$ 8,000 - 10,000
Total	\$ 8,000 - 10,000 *

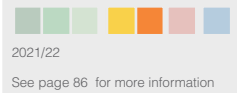
Recommendation

Create new connection to ball field and link to residential area (Inverness)

Steps to Implementation:

1. Contact the landowner to discuss gaining direct access to the Rail Trail
2. If the landowner is willing, purchase the necessary land or establish an easement across the land.
3. Conduct a site survey, develop a detailed design, and hire a contractor to construct the trail.

Timeframe:



Potential Community Partners:

Owners of PIDs 50180603 and 50187822

Opinion of Probable Cost:

Gravel Trail, new (600 metres)	\$ 114,000 - 137,000
Total	\$ 114,000 - 137,000 *

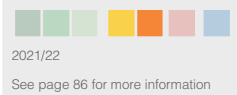
Recommendation

Investigate new visitor parking lot on Central Avenue (Inverness)

Steps to Implementation:

1. Contact the landowner to discuss plans.
2. If the landowner is willing, purchase or lease the necessary land.
3. Conduct a site survey, develop a detailed design, and hire a contractor to construct the parking lot.

Timeframe:



Potential Community Partners:

Owners of PID 50126762

Opinion of Probable Cost:

Paved parking lot (2500 square metres)	\$ 150,000 - 180,000
Total	\$ 150,000 - 180,000 *

* NSTIR will not cover these costs

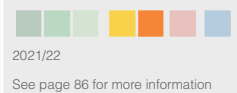
Recommendation

Explore shared RV parking at church parking lot (Inverness)

Steps to Implementation:

1. Contact the landowner to discuss shared parking arrangement.
2. If the landowner is willing, establish lease agreement.
3. Install directional signage between parking lot and Central Avenue.

Timeframe:



Potential Community Partners:

Owners of PID 50126952

Opinion of Probable Cost:

Directional signs (3)	\$ 6,000 - 7,000
Total	\$ 6,000 - 7,000

Recommendation

Extend Trunk 19 sidewalk to Mabou Freshmart

Steps to Implementation:

1. Contact the NSTIR area office and Area Manager to discuss the possibility of extending the existing sidewalk.

Timeframe:

See page 102 for more information

Potential Community Partners:

NSTIR

Opinion of Probable Cost:

Sidewalk, one side (120 metres)

\$ 11,000 - 13,000

Total

\$ 11,000 - 13,000 *

** Costs for sidewalk should be cost-shared between NSTIR and municipality*

Recommendation

Extend Main Street sidewalk and connect to municipal office (Port Hood)

Steps to Implementation:

1. Contact the NSTIR area office and Area Manager to discuss the possibility of extending the existing sidewalk.

Timeframe:

See page 107 for more information

Potential Community Partners:

NSTIR

Opinion of Probable Cost:

Sidewalk, one side (110 metres)

\$ 10,000 - 12,000

Total

\$ 10,000 - 12,000 *

** Costs for sidewalk should be cost-shared between NSTIR and municipality*

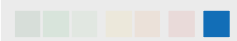
Recommendation

Provide paved shoulder, visitor parking and crosswalk (Pleasant Bay)

Steps to Implementation:

1. Install paved parking and signage at municipally owned property (PID 50105014).
2. Ask NSTIR to provide painted crosswalk.
3. Monitor NSTIR's annual paving plan documents.
4. Once Routes are added to the five-year paving plan, advocate to NSTIR for the inclusion of paved shoulders when the street is repaved.

Timeframe:



As the opportunity presents itself

For more information, see page 51.

Potential Community Partners:

NSTIR

Opinion of Probable Cost:

Shoulders, both sides (800m)	\$ 29,000 - 35,000
Paved parking lot (1800 square meters)	\$ 108,000 - 130,000
Crosswalk with amber beacons	\$ 25,000 - 30,000
Total	\$ 162,000 - 195,000 *

* Costs for paved shoulders are typically covered by NSTIR, however, implementation is at their discretion.

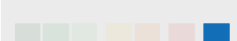
Recommendation

Widen Meat Cove Road between Welcome Center and campground

Steps to Implementation:

1. Monitor NSTIR's annual paving plan documents.
2. Once Routes are added to the five-year paving plan, advocate to NSTIR for the widening of gravel road to improve pedestrian safety.

Timeframe:



As the opportunity presents itself

For more information, see page 59.

Potential Community Partners:

NSTIR

Opinion of Probable Cost:

830 m Cost pending design

Many of the recommendations of this Plan depend more on human resources than capital funding. However, there are a number of larger interventions that require significant funds. Implementing all of these recommendations in a reasonable period of time could be challenging without outside funding, including provincial, federal, and non-profit agency grants.

Below is a summary of a handful of funding opportunities that are currently available in the Inverness area. Funding programs often change with each new government budget. It is likely that the below table will be obsolete long before the end of 10 year horizon of this Plan. However, the table gives a good indication of the funding agencies and types of grants that are often available. These agencies are likely the best place to look for future funding programs.

Provider	Program Name	Funding Available	Notes	More Information
Federation of Canadian Municipalities	Green Municipal Fund	Loan for up to 80 percent of eligible project costs Grant of up to 15 percent of loan value		https://www.fcm.ca/home/programs/green-municipal-fund.htm
Nova Scotia Communities, Culture, and Heritage	Recreation Facility Development	1/3 of project cost up to a maximum of \$150,000	Competitive RFP process.	Contact local coordinator, currently Larry Maxwell: (902) 563-2380 / larry.maxwell@novascotia.ca
Nova Scotia Department of Energy	Connect2	50% of eligible costs up to \$150,000 for infrastructure and design and up to \$30,000 for enabling projects	Projects must be utilitarian in nature (e.g. connect people to services)	http://novascotia.ca/programs/connect2/
Nova Scotia Communities, Culture, and Heritage	Regional Development Grant	50% of eligible costs	Projects must be focused on education and awareness	Contact local coordinator, currently Larry Maxwell: (902) 563-2380 / larry.maxwell@novascotia.ca
Heart & Stroke Foundation	Walkabout	Grants of \$250 to \$2,000	For infrastructure, marketing, or advocacy	http://walkaboutns.ca/walkabout-info/walkabout-programs/community/walkability-grants/

Appendix



POSTED SPEED (km/h)	PAVED SHOULDER WIDTH (m)			
	AADT <1000	AADT 1000–2000		AADT >2000
		NEW CONSTRUCTION/ RECONSTRUCTION	REPAVING ²	
50	NA	1.2	1.0	1.2
60–70	NA	1.2	1.0	1.5
80	NA	1.5	1.0	1.75
				1.5 ³

NOTES:

1. NEW CONSTRUCTION/RECONSTRUCTION GUIDELINES APPLY TO RECONSTRUCTION OR REPAVING WORK AREAS WHERE THE EXISTING SUBGRADE IS WIDE ENOUGH TO MEET THE NEW CONSTRUCTION SHOULDER STANDARDS, e.g. REMOVING CLIMBING LANES, NARROWING LANE WIDTH.
2. REPAVING: NO WIDENING OF SUBGRADE IS PLANNED.
3. THIS MAY BE UNACHIEVABLE DUE TO SUBGRADE CONSTRAINTS. EVERY EFFORT WILL BE MADE TO HAVE THE SHOULDER AS WIDE AS POSSIBLE, WITH A MINIMUM OF 1.0m. IF 1.5m IS UNACHIEVABLE, SIGNAGE MAY BE NECESSARY.

4. NO SHOULDER WIDENING IS RECOMMENDED WHEN PAVEMENT PRESERVATION, MAINTENANCE OVERLAYS, ETC. ARE PLANNED.
5. A MINIMUM OF 1.5m IS REQUIRED NEXT TO GUARDRAIL, CURB OR OTHER FIXED OBJECTS. ON SHOULDERS 1.5m OR GREATER, ADD 0.2m TO 0.5m IN AREAS WHERE THERE IS A FIXED OBJECT.

B. B. B. B.
Manager Highway Planning and Design

Director Highway Engineering Services

Executive Director Highway Engineering and Construction

Scale : N.T.S.
Drawn by : G.WRIGHT
Checked by : E.PUGH
Date of Plan : JUNE 2011
File No. : S-2011-200

2	NOTES REVISED JAN. 2014
1	CHANGE TO NOTES 27 JUNE 2013
No.	REVISION

NOVA SCOTIA
Transportation and Infrastructure Renewal

**PAVED SHOULDER WIDTH
FOR ACTIVE TRANSPORTATION**



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