

Table of Contents

01 Beginnings

- 1.1 Point of Departure
- 1.2 Vision + Objectives
- 1.3 Engage
- 1.4 Document What You Have
- 1.5 Making the Connection
- 1.6 Ready, Set, GO

02 Building Blocks

- 2.1 Demographic Profile
- 2.2 Existing Infrastructure
 - 2.2.1 Existing AT Routes
- 2.3 Ratings of Primary Routes
- 2.4 Opportunities + Constraints
 - 2.4.1 Map of Opps + Cons

03 Guiding Principals

- 3.1 Design Approach
- 3.2 Best Practices

04 The Plan

- 4.1 Connections taking Shape
 - 4.1.1 All Proposed AT Routes
- 4.2 Proposed Primary Routes
 - 4.2.1 Albion Business Park
 - 4.2.2 MacGregor Ave
 - 4.2.3 Acadia Ave
 - 4.2.4 Pleasant St
 - 4.2.5 Bridge Ave
 - 4.2.6 Foord St
- 4.3 Proposed Secondary Routes + Map
- 4.4 Proposed Trail + Development Map
- 4.5 Education
- 4.6 Branding + Marketing
- 4.7 Policy

05 Implementation

- 5.1 Getting it Done

A silhouette of a person standing on a hill, looking out over a sunset. The sky is a gradient of orange and yellow at the horizon, fading into a deep blue at the top. The person is standing on a dark, silhouetted hill.

01 Beginnings

1.1 Point of Departure

The term Active Transportation has been around the block a few times. For nearly a quarter - century communities, governments and organizations in Nova Scotia have been planning, talking and implementing Active Transportation.

We have come a long way in 24 years.

As momentum has grown, so has the definition of Active Transportation.

*ACTIVE TRANSPORTATION IS USING
YOUR OWN POWER TO GET FROM ONE
PLACE TO ANOTHER.*

- GOV. OF CANADA, PUBLIC HEALTH

In the beginning, the primary focus was to reduce greenhouse gas emissions. Decades of devotion to vehicles, highways and roads now have a society less physically active than we once were. Today Active Transportation is measured far beyond positive environmental practices. Population shift can happen in health, economy and community with improvements, education and integration of Active Transportation into daily lives.

An AT Plan lays the ground work for a municipality to invest in the health of their community.

This takes commitment, focus and forward thinking from council, staff and residents to get active, not only in creating and strengthening physical networks but in education and policy for future generations.

This action will resonate on multiple levels. Creating a better place to live, work and play draws people and economic development. Stellarton is poised to act on such a commitment to strengthen and reinforce the strong foundation that is already in place.

it's time to
be bold.





1.2 Vision + Objectives

Stellarton's strategic plan states commitment to Active Transportation. The timing is right to work smart and weave these objectives into concurrent initiatives. Directive to increase accessibility, walkability and participation in recreational activities are all objectives in line with Active Transportation. This planning will also strengthen the ongoing Asset Management work that is underway by Council and staff. Clear objectives will move Stellarton closer to achieving the vision of a thriving community that is safe, healthy, inclusive and engaged with a robust economy that appeals to businesses, citizens and visitors alike.

The overarching goal of this plan is to blaze a trail, with bold intention to actualize a strong active transportation system for the Town of Stellarton. Following are the steps forward in actualizing this goal.

1.3 Engage

This plan is ultimately for the people. Understanding and knowing what the community is doing, what they need and want are critical to mapping a way forward. This is the first step to best inform staff and council as to areas of priority. It also lays lines of communication. A plan that is created for and by community has the greatest chance of success.

Community consultation was held in November 2018. A walking questionnaire and discussion took place within the downtown November 22. One-on-one conversations with business owners, community and customers gave great insight on the issues that directly effect them on a daily basis.

The following businesses were available to discuss during the walkabout: King of Cups, Cards & Things, Foord St. Tobacco Shoppe, Poulain's Pharmacy, Final Touch Party Rentals, Family Home Childcare Centre, Scotia Bank, Pharmacy First, Post Office, Art of Divination, Library and Dream Candy.

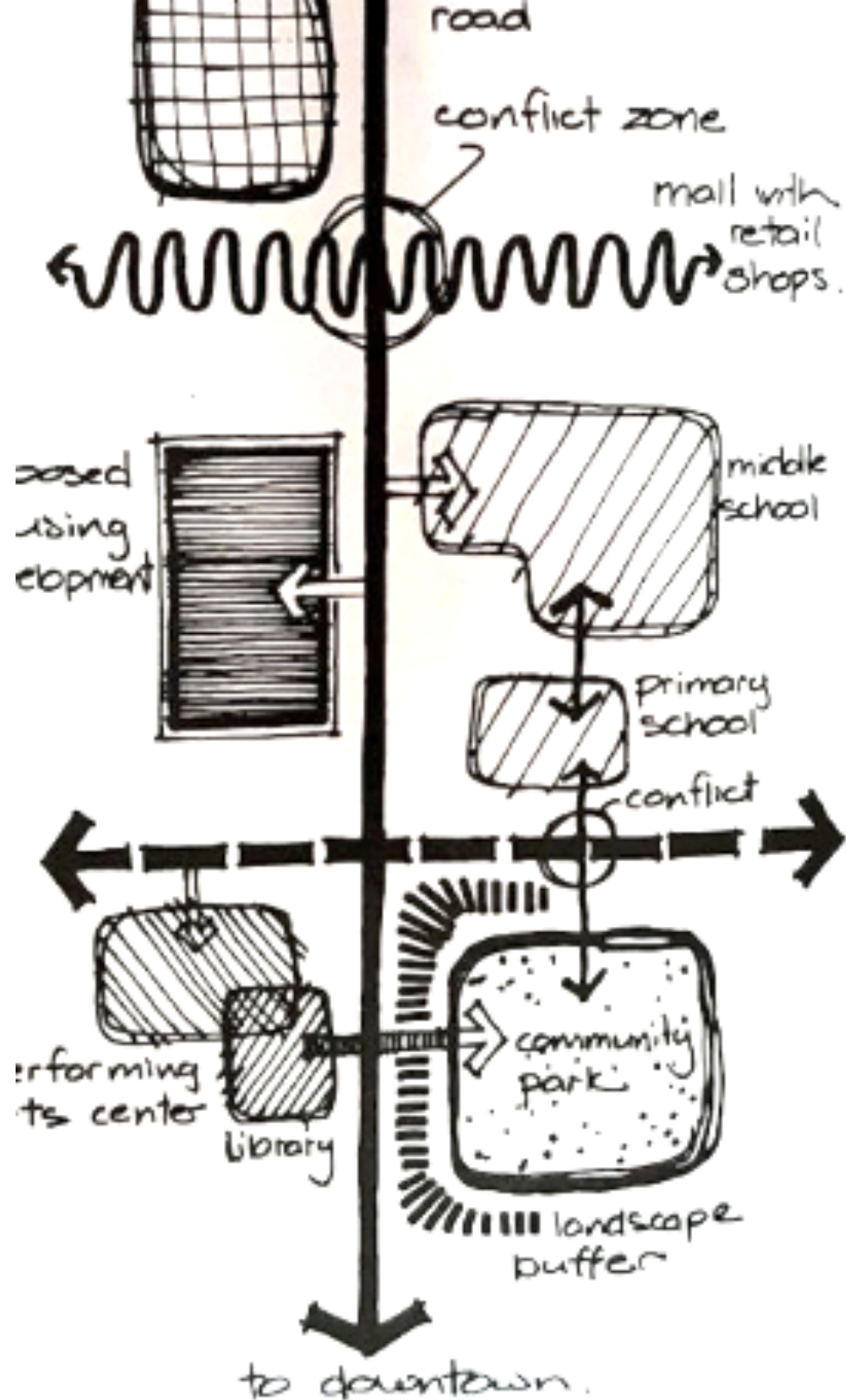
**OVER 500
COMMUNITY
MEMBERS
CONTRIBUTED TO
THE OUTCOME OF
STELLARTON'S
ACTIVE
TRANSPORTATION
PLAN**

1.4 Document What You Have

Knowing what exists is critical to future planning. This isn't always obvious. Desire lines are paths worn over time that people create, getting them from A to B in the shortest period of time. Finding and incorporating these corridors is the secret to the most successful plans.

Daylighting the expertise harvested from the consultation process will serve to strengthen existing networks and inform route decisions. This will also help other planning initiatives as Council moves into a new year. When community see their ideas built, ownership deepens. They are the subject matter experts, as they live work and play in the place. Investment on that level can make or break the success of the project.





1.5 Making the Connection

Once all lines of traffic have been documented, a better understanding of how people are traveling will be revealed. This will highlight areas that pose threat and opportunity that may have been overlooked in the past. In addition to the areas that have been identified in early analysis, are there areas that people want to go and don't feel safe to do so? How can these connections be made to ensure safety and ensure usability.

Areas that aren't safe, won't be traveled to. This can be in both high and low traffic areas. Active Transportation systems can be seen similar to the system within the human body, blood must flow easily and unobstructed to keep all areas alive.





1.6 Ready, Set, GO

With approval from Council and budgetary consideration, the plans that result from this process will be implemented into capital projects. Soft launching as a phased approach for the larger project will allow community to experience the change and give Council feedback. Thus enabling any tweaking of plans to take place. Discussion and cooperation within the different municipal departments is paramount.

Active Transportation infrastructure contributes to the overall well being of the community. Not just as an opportunity to be active but as a vital network that gets people into their community, creating community.







02

BUILDING BLOCKS



2.1 Demographic Profile

These stats are taken from the most recent census data in 2015. They show a strong child and youth representation which is often the opposite to what popular knowledge will state. Creating systems and education for all community will be important but especially for school age children. Building capacity and comfort to navigate an AT system builds healthy lives.

Age characteristics	Total	Male	Female
0 to 4 years	215	115	100
5 to 9 years	255	120	135
10 to 14 years	285	150	135
15 to 19 years	255	130	130

Child and youth 0-19 is 1005 **23.8%**

POPULATION AND DWELLINGS:

YEAR

TOTAL

2016

4208

2011

4485

under 19 & 65 plus
population groups =

43.3%

of Stellarton's total population.

this sector is a *major* user of
active transportation.

Age characteristics	Total	Male	Female
20 to 24 years	220	110	115
25 to 29 years	185	90	100
30 to 34 years	235	115	120
35 to 39 years	265	115	150
40 to 44 years	285	135	150
45 to 49 years	285	125	160
50 to 54 years	290	145	145
55 to 59 years	315	145	175
60 to 64 years	300	130	175

Adult population 20 - 64 is 1510 **56.7%**

65 years and over	820	355	460
65 to 69 years	290	145	145
70 to 74 years	215	105	115
75 to 79 years	135	60	80
80 to 84 years	90	30	60
85 years and over	80	20	60
85 to 89 years	50	10	35
90 to 94 years	30	10	20
95 to 99 years	5	0	0
100 years and over	0	0	0

Senior population 65-99 is 820 **19.5%**

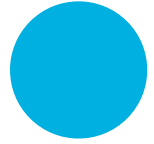
2.2 Existing Infrastructure

The wider roads are excellent existing infrastructure that promotes Active transportation by creating safe bike ways. This added space makes proper cycling safer in and out of Stellarton at all of our entrances. Foord St is an amazing example of “Share the Road” with the exception of the downtown area which is a threat to safe cycling due to existing on street parking and high traffic volumes. It is now mandatory in Nova Scotia for drivers to give 1m of space to a cyclist when passing or you must follow safely behind.

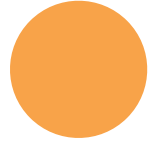
Bike racks are located at our Education centres (GR Saunders elementary and NSCC) The Stellarton public library has an iron fence which many cyclists lock their bikes to even though that was not its original design. It is evident that more bike racks in popular destinations is needed. The Stellarton public library also has a bike lock program that gives library patrons a lock to use while at the library.

The Fixit station is a project between the Library and the Town of Stellarton that has a multi tool repair station located between the Library and Town hall on Foord St. This includes an air pump and 6 tools that are standard for bicycle repair. Having infrastructure in place to support Active Transportation is a must.

Currently the downtown core and major walking routes have quality sidewalks. Some of the most densely populated areas do not have sidewalks. Sidewalks around the elementary school are in poor condition. Sidewalks are the most important item to support Active Transportation and ensure equity for accessibility. The majority of our high traffic areas have newer or good condition ratings with down town and the business park. The area around GR Saunders needs to be addressed on Jubilee.



Bike Route

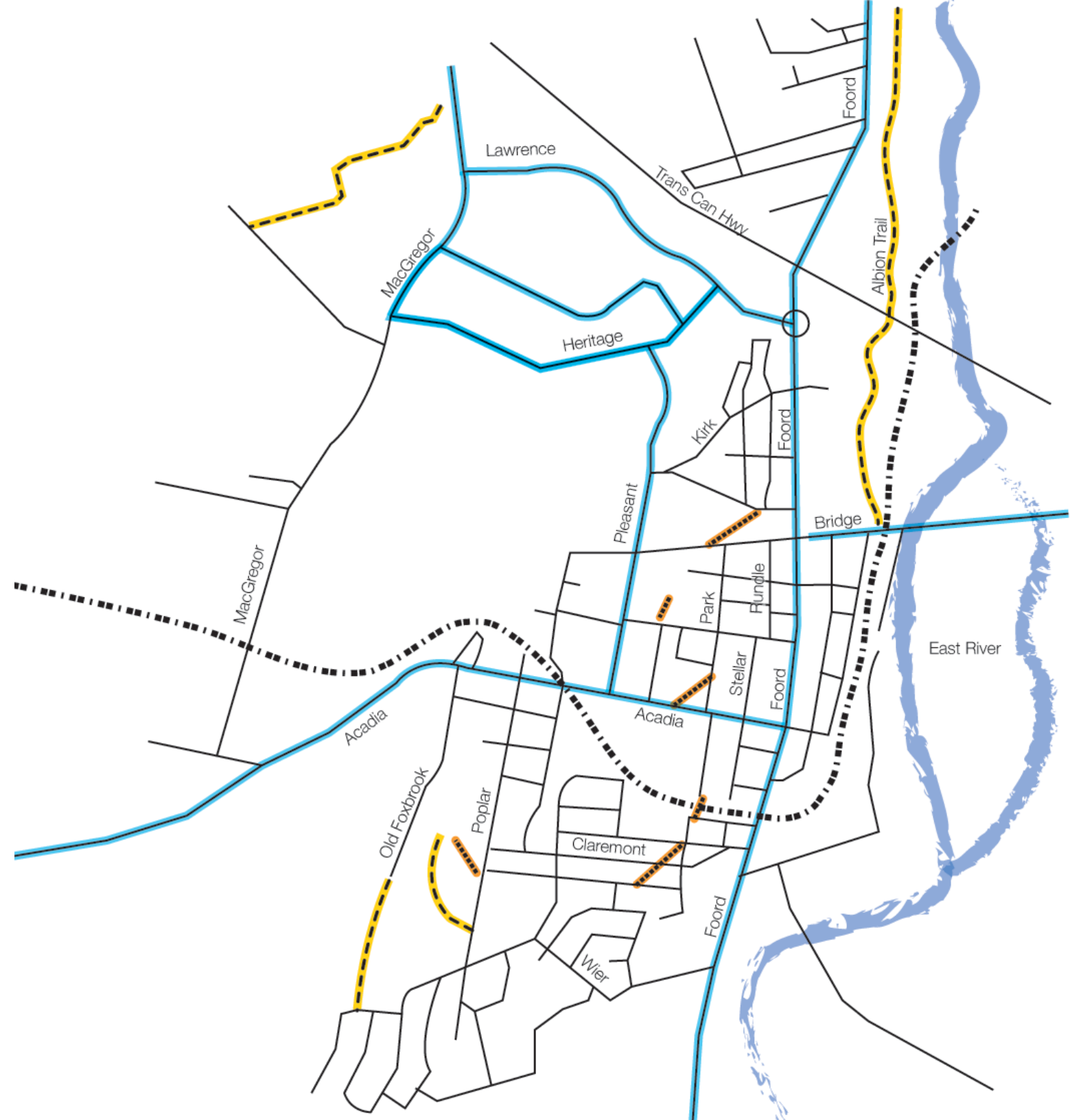


Foot Trails

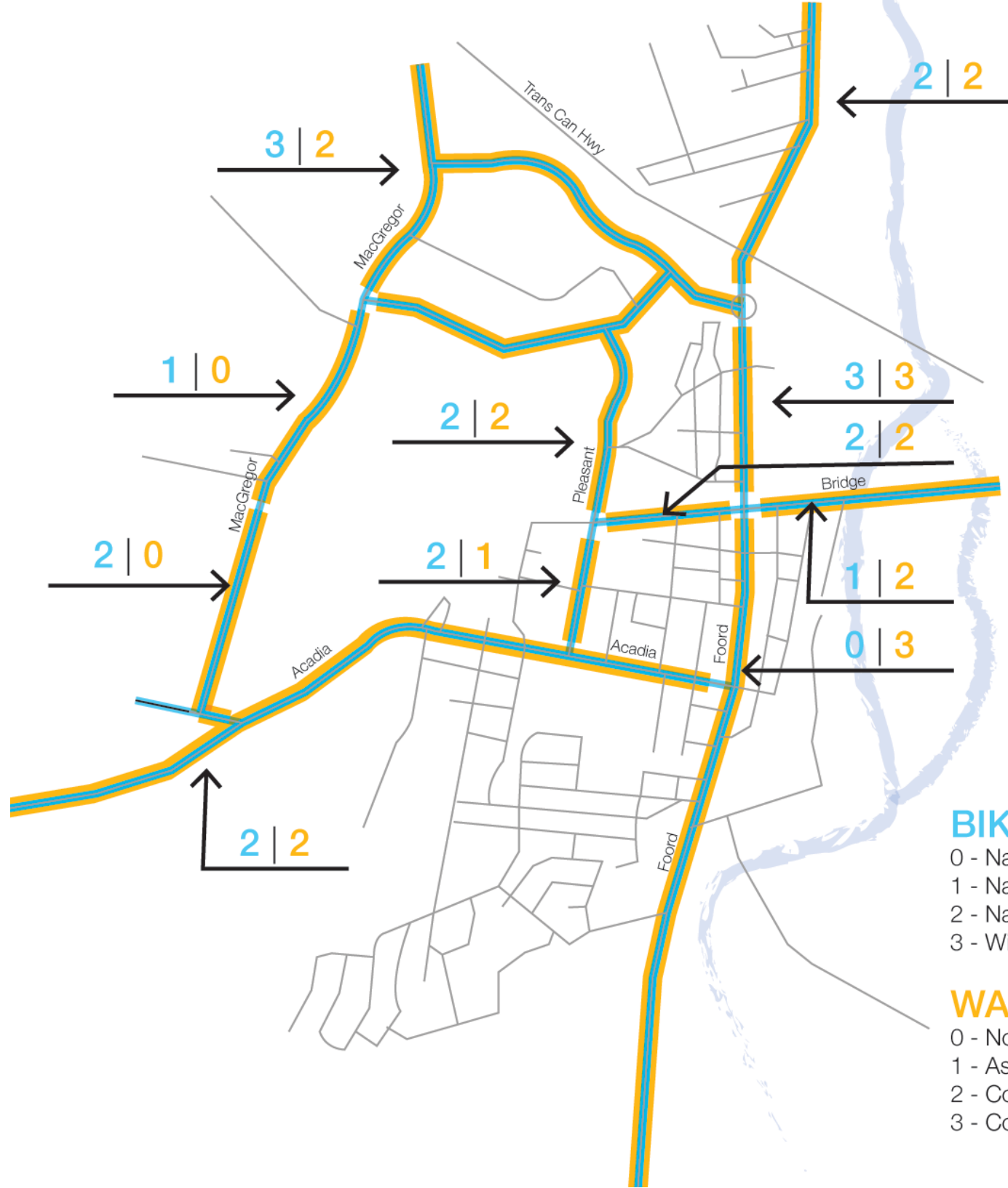


Multi-purpose Trail

2.2 Existing AT Routes



2.3 Rating of Primary Routes



BIKE

- 0 - Narrow Lanes / No Shoulder
- 1 - Narrow Lanes / Narrow Shoulder
- 2 - Narrow Lanes / Wide Shoulder
- 3 - Wide Lane / Wide Shoulder

WALK

- 0 - No Sidewalk
- 1 - Asphalt Sidewalk with Asphalt Curb
- 2 - Concrete sidewalk on one side
- 3 - Concrete sidewalk on both sides

2.4 Opportunities + Constraints

With an in-depth inventory of existing conditions and an overwhelmingly positive response to the public consultation, opportunities and constraints can now be concluded. Respondents named key areas as priority, sighting safety as their primary concern. This understanding has been the overall directive for the resulting recommendations. The heavy traffic areas also tell that this is where community is currently active and in some cases would like to spend more time. These areas are hubs of activity and people are best served with improved conditions. Increased connection and design the option to move actively without having to jeopardize their personal safety. The opportunities and constraints that follow are in relation tot the overall space that people travel within the Town of Stellarton, be it for recreation or transportation from destination to destination.

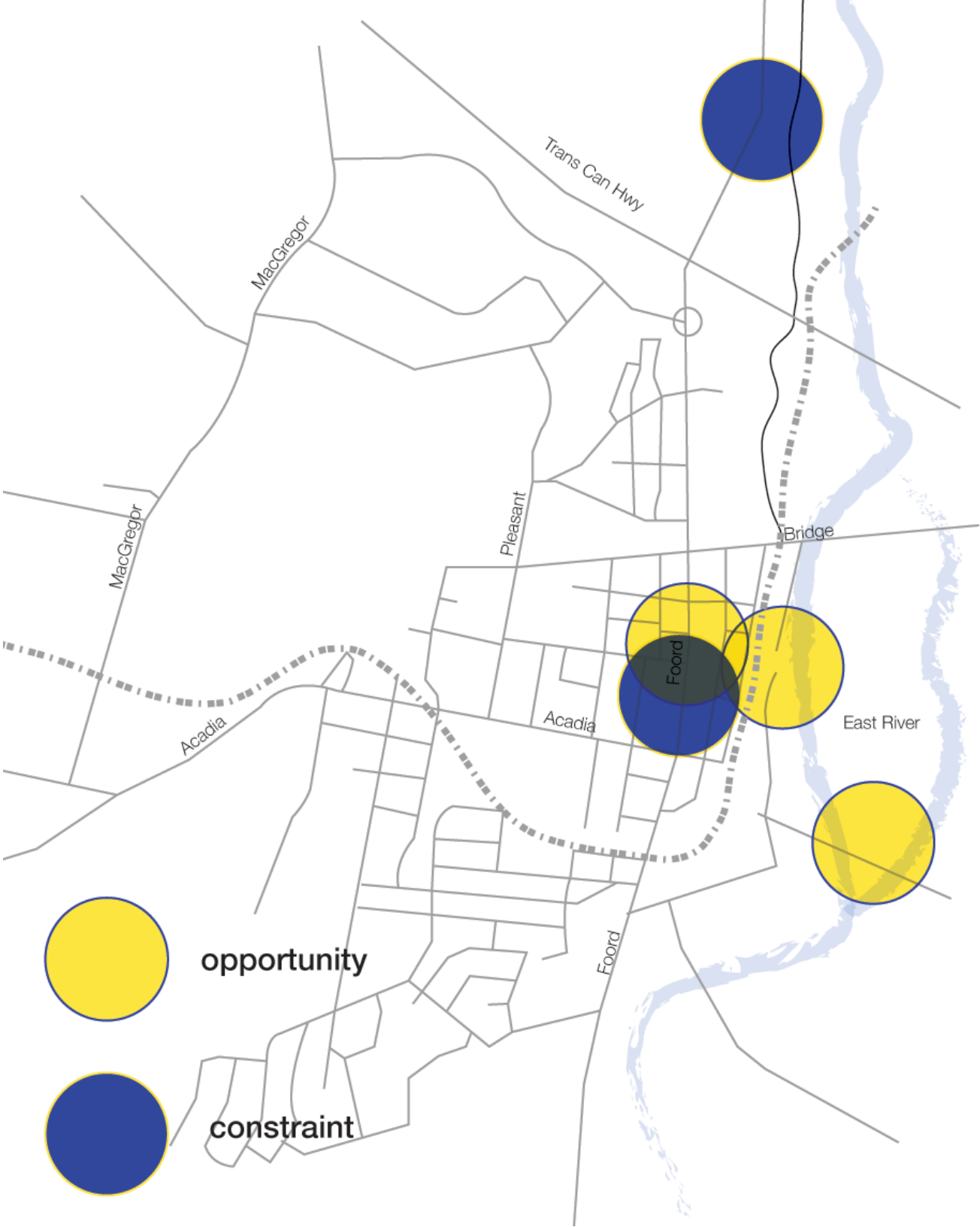
Constraints

- Speed of vehicular traffic in the Town. Especially in the downtown creating an uncomfortable environment for all those not in a vehicle.
- Low visibility of pedestrians at crosswalks within the downtown create unsafe interactions between drivers and people.
- Lack of Active Transportation infrastructure in some areas of Town lead to unsafe conditions for pedestrians and cyclists thus discouraging participation in Active transportation.
- low tolerance and understanding fro cyclists as equals road users.
- private land ownership in areas of desired trail expansion and connection
- consistent signage (installation and location)

Opportunities

- Engaged community as demonstrated via the public participation process.
- Substantial infrastructure and location appropriate conditions in many areas of the Town.
- Supportive Council that have made Active Transportation, walkability and accessibility a priority within their strategic plan.
- Major employers within the Town limits with provincial and national reach.
- Town owned land available for trail development.
- Dense neighbourhoods
- An active business community and 4 schools

**2.4 Opportunities
+ Constraints**





03

GUIDING PRINCIPALS



3.1 Design Approach

Councils directive to create plans around walkability, bike-ability and accessibility have been intertwined within this Active Transportation plan. To achieve the three directives guiding principals were set. Every aspect of this plan was reviewed, discussed and designed with safety, connection and innovation at the forefront.

Safety - if people don't feel safe in a space, any space, they won't go there by nature. If there aren't many people cycling on a street, that is a good indication that people don't want to be there! Typically, the primary reason is for their own personal safety. Thus designing for all users in and out of the vehicle is key. Each have their own requirements and are no more or less important than the next. All are community and share the space. The task is to create an environment that serves each user well and becomes a place that people want to be.

Connectivity - the essence of a transportation system is allowing safe, smart passage from one point to another. Making the connection isn't always easy but when the reason for the lack of connection is identified, this allows for expanded thought on the issue as a whole. Creating connections strengthens the two points individual with increased traffic but also gives opportunity for the area to now be built upon collectively. Often the connection or path becomes part of the destination. Connection also means allowing opportunity for all users to access facilities. A simple curb can be a major barrier to some who, with a drop curb (low/no curb) allows them to continue on their path. This type of barrier creates dis-connection and segregates community.

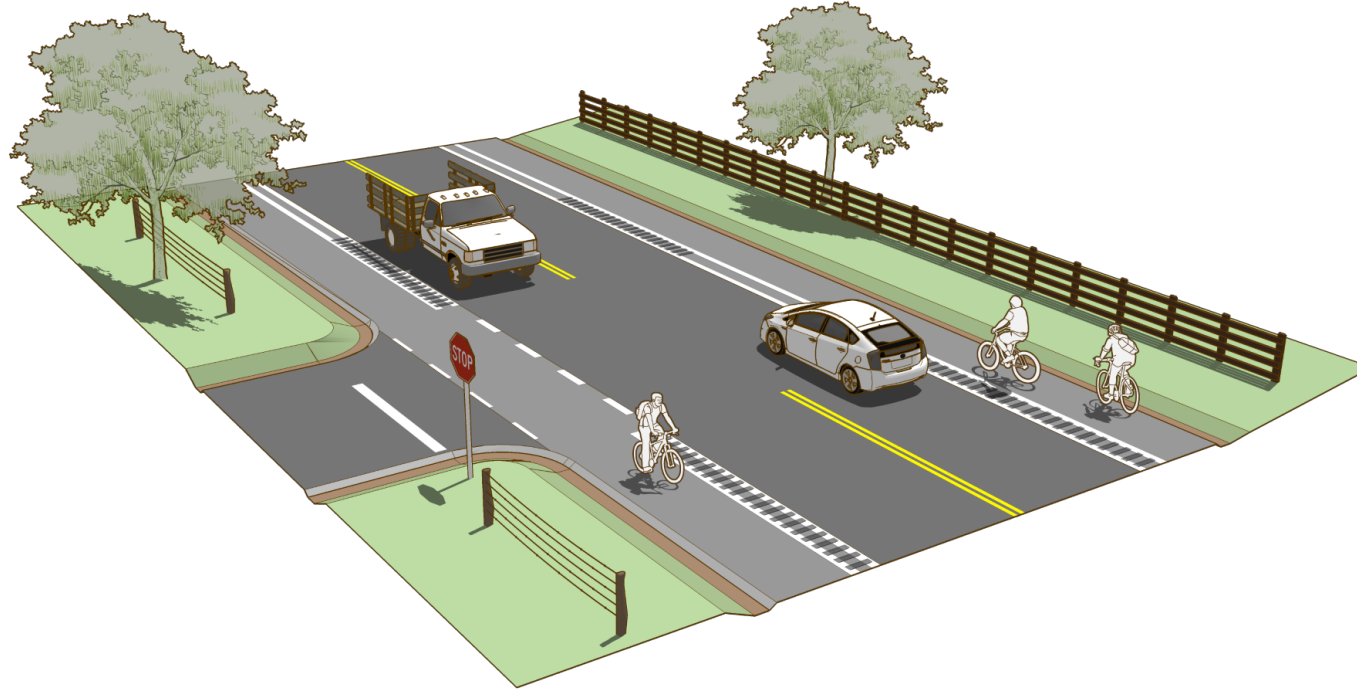
Innovation - Within areas of constraint, opportunity is calling. All over the world, towns, cities and communities are facing the same challenges. Motor vehicles dominate and by nature have dehumanized urban areas. Areas that are meant for human interaction and connection. A series of small changes can have collective impact with little financial investment in the bigger picture. Innovation takes imagination and willingness to see a productive solution, and one that may not be the most obvious. Looking at our environments with an inclusive lens builds whole communities. Global examples show that simple can be the best answer all the while helping to lower our environmental impact and improve lives.



3.2 Best Practices

On - road Facility Typologies

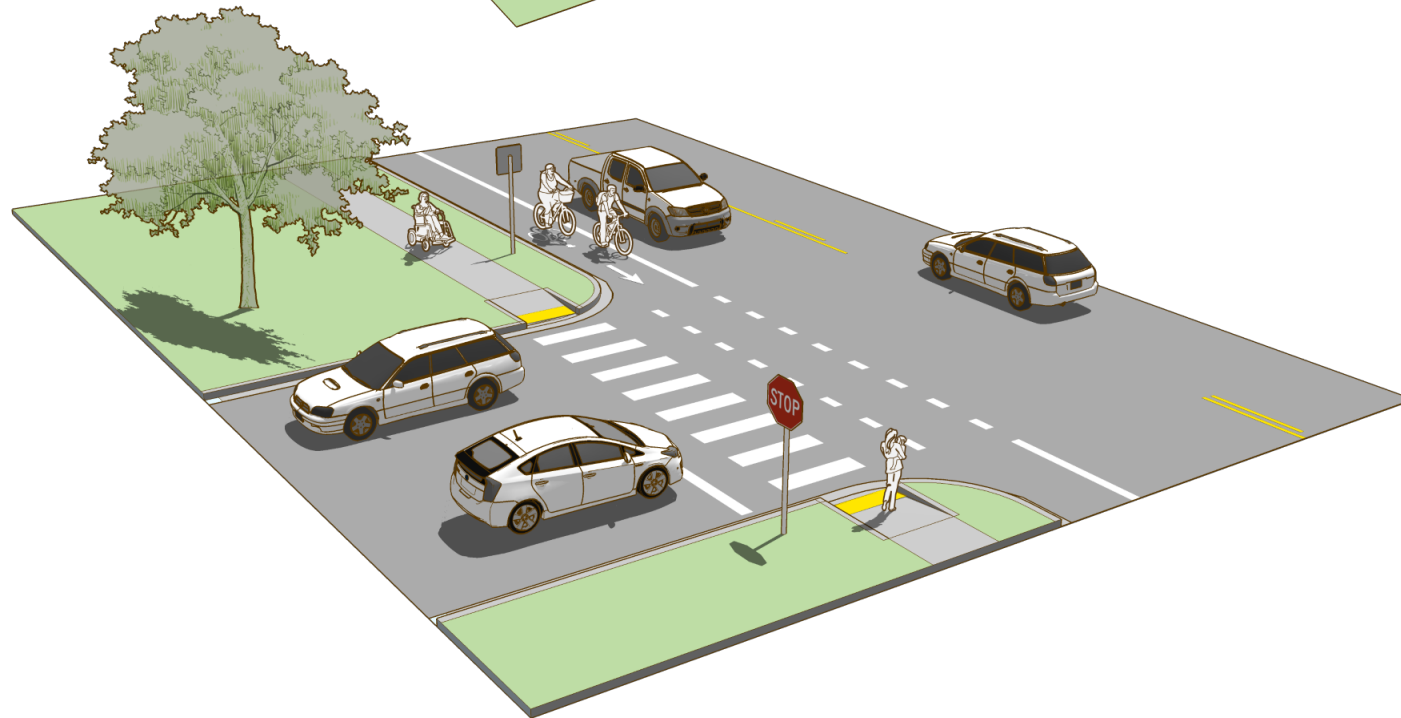
The following facility types are described based on the standards outlines in the Velo Quebec Technical Handbook of Bikeway Design, and the AASHTO Guide for the Development of Bicycle Facilities.



Paved Shoulder - A paved shoulder is a bike facility that is adjacent to the outer lane of traffic. Paved shoulder can be constructed on either rural or urban road cross sections, and cyclists travel in the same direction as the vehicular traffic. When travelling on a paved shoulder, cyclists typically follow the same signage and standards as vehicles. When implementing paved shoulders as an AT facility, both shoulders must be paved, in order to facilitate cyclists riding with the flow of traffic. Widths of paved shoulders typically vary, depending on the road right-of-way width, volume of traffic and design speed. Paved shoulders that are too wide are not recommended as they may appear to drivers as an additional lane.



Shared Roadway - A designated shared roadway cycling route, officially designated and identified by 'Share the Road' signage. This facility is a standard road with light motor vehicle traffic (less than 3000 vehicles daily in urban settings, less than 1000 in rural settings) and with light truck traffic (less than 250 per day). Shared road routes should be well signed, frequented by cyclists, and designed to circumvent alternative more dangerous on-road connections.

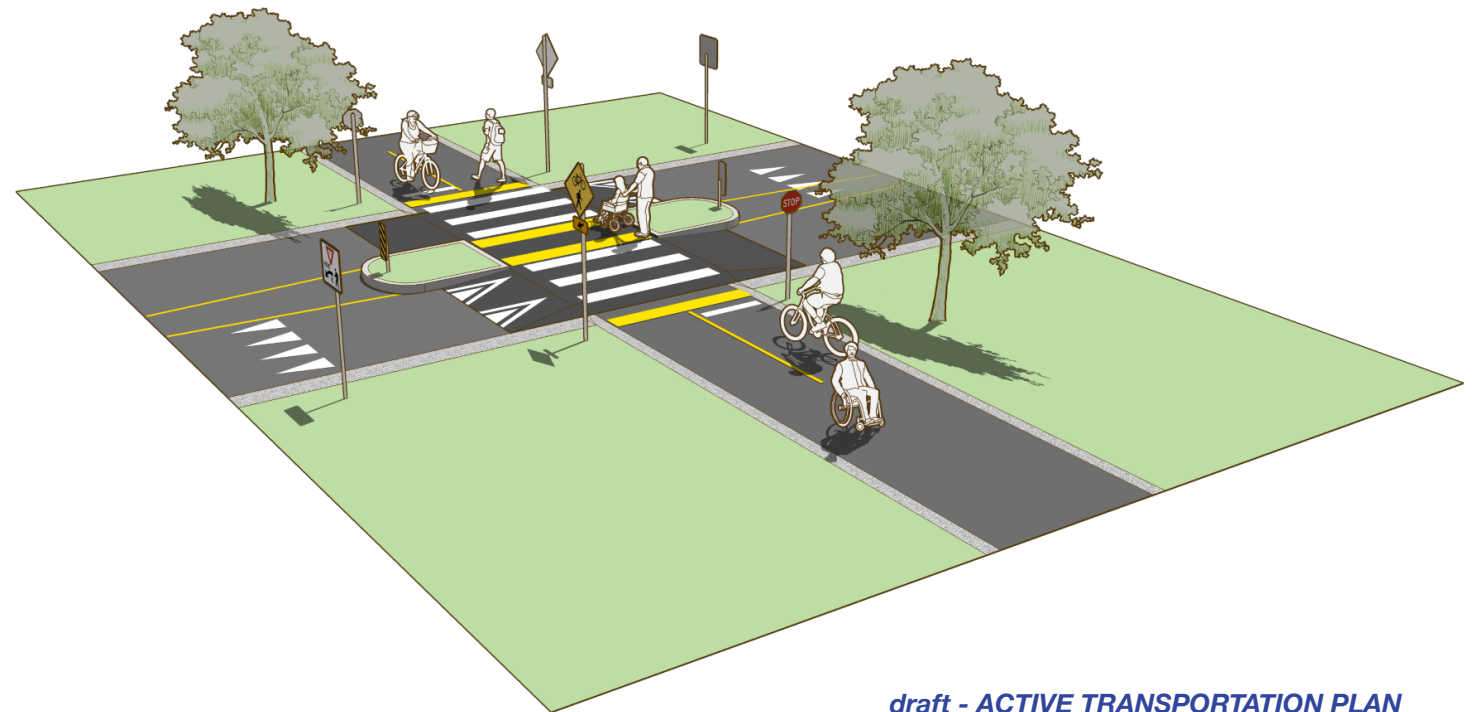


Bike Lane - A bike lane is an on-road facility designed for the exclusive use of cyclists. Bike lanes are typically an urban road feature, located on the right (outside) of traffic lanes, but on the left (inside) of any on-street parking. A bike lane is unidirectional; contra-flow bike lanes should have some physical separation from vehicular traffic. A bike lane is separated from the traffic lane by pavement markings and often includes road signage.

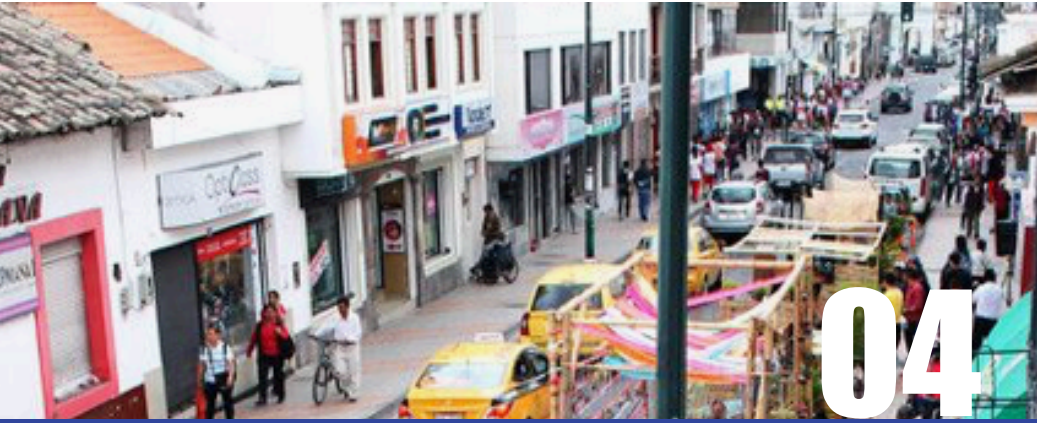
Urban Sidewalk - An urban sidewalk is typically constructed of concrete. Often, the sidewalk is adjacent to a grassed boulevard or amenity strip; but the sidewalk may be directionally next to the curb. According to Nova Scotia Provincial legislation, cyclists are not permitted to ride on the sidewalk, unless it has been designated a trail by the local traffic authority.



Multi - Use Trail - Multi-use trails are situated completely off-road, and have minimal interactions with vehicles at designated crossing points. Multi-use trails are designed to accommodate a number of uses, including cycling, walking, running and optionally inline skating, skiing, ATV use or equestrian. Multi-use trails can be constructed of either hard or soft surfacing material, such as asphalt or crusher dust. The surfacing selection will influence the range of possible uses and accessibility for all users. Multi-use trails are bidirectional, and require a minimum width to facilitate passing.







THE PLAN



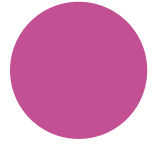
4.1 Connections taking Shape

The following chapter lays out the design recommendation in detail. These recommendations are a result of extensive community consultation, critical analysis of the opportunities and constraints along with research and built data from around the world. The resurgence of active transportation in the last twenty years has given excellent examples in many different contexts. This allows us to dream big but remain rooted in our community, understanding the context and feasibility.

We heard the primary need for improved safety. Ultimately the intent of this plan is to get people out, active and choosing a transportation mode other than a car. When people get out of cars and vehicles and BE in the community and nature vs driving through it sealed off from the environment, a richer experience takes place. In order for this to take place, people need to feel safe. For those already out there, they become champions for this project helping to highlight the disconnections and areas of opportunity. This gives opportunity to improve and build smart systems and structure that becomes vital asset to the Town of Stellarton.



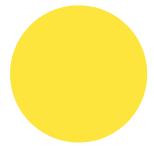
Primary Route



Secondary Route

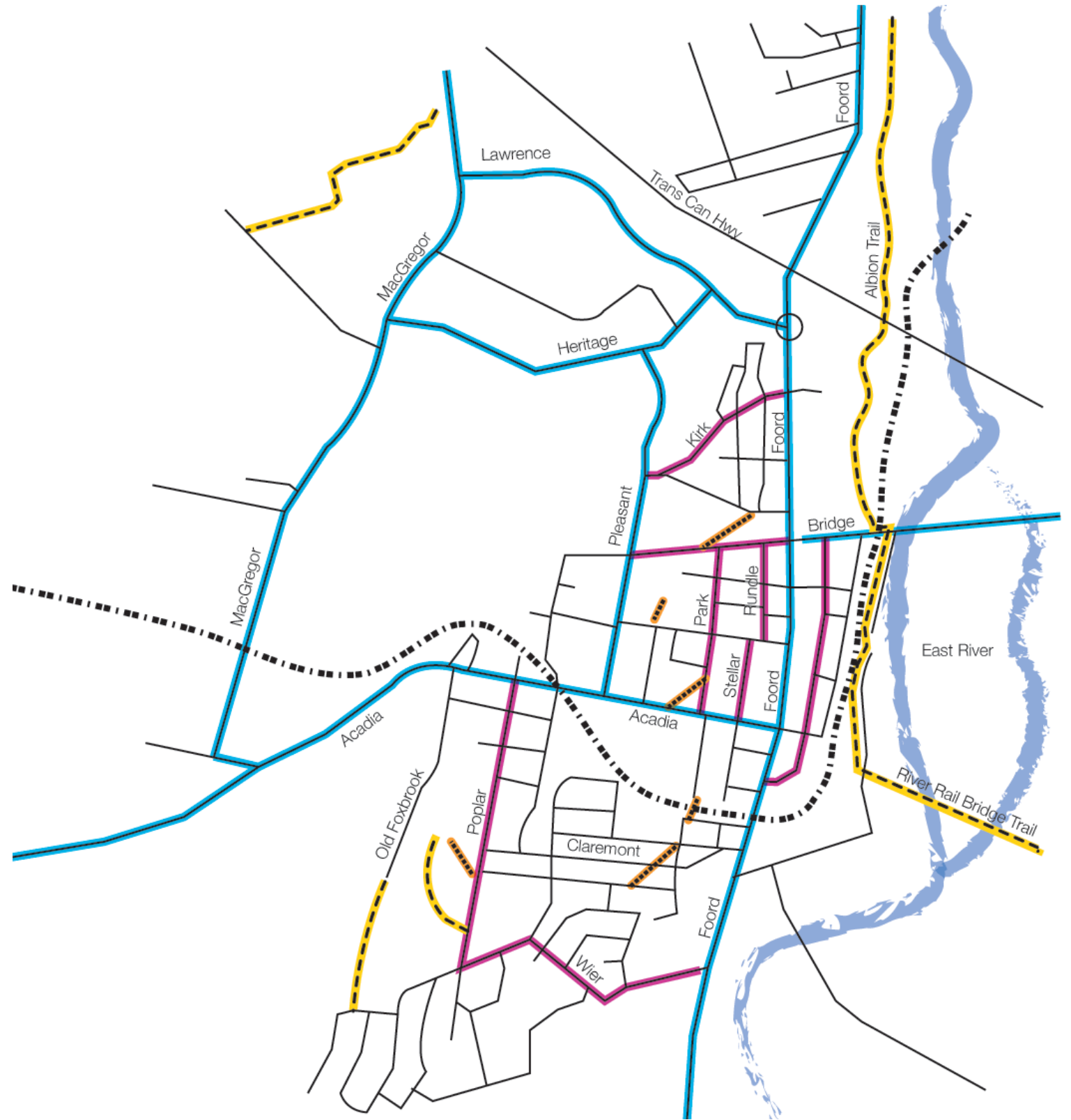


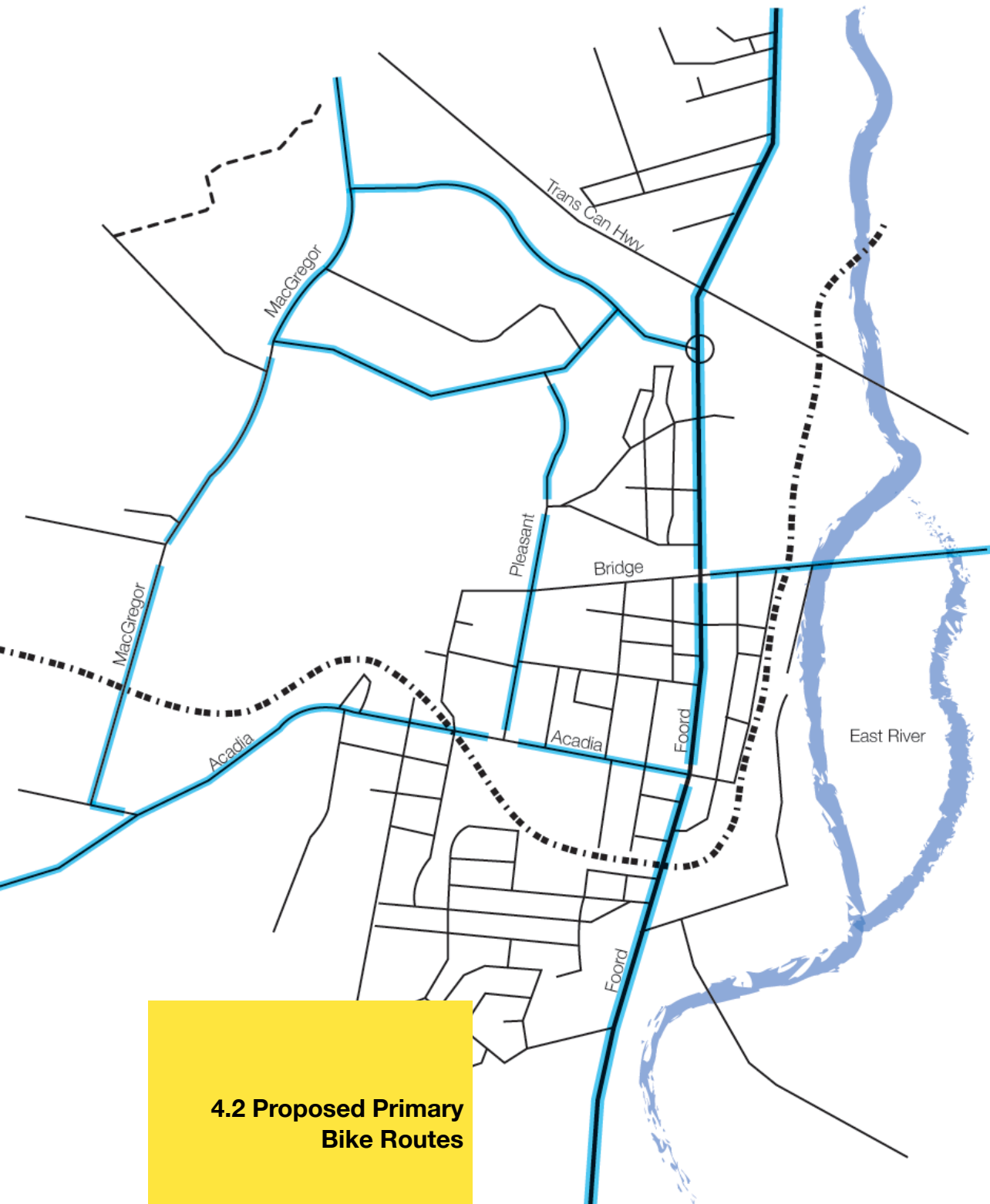
Tertiary Route



Multi-purpose Trail

**4.1 Proposed AT
Routes**





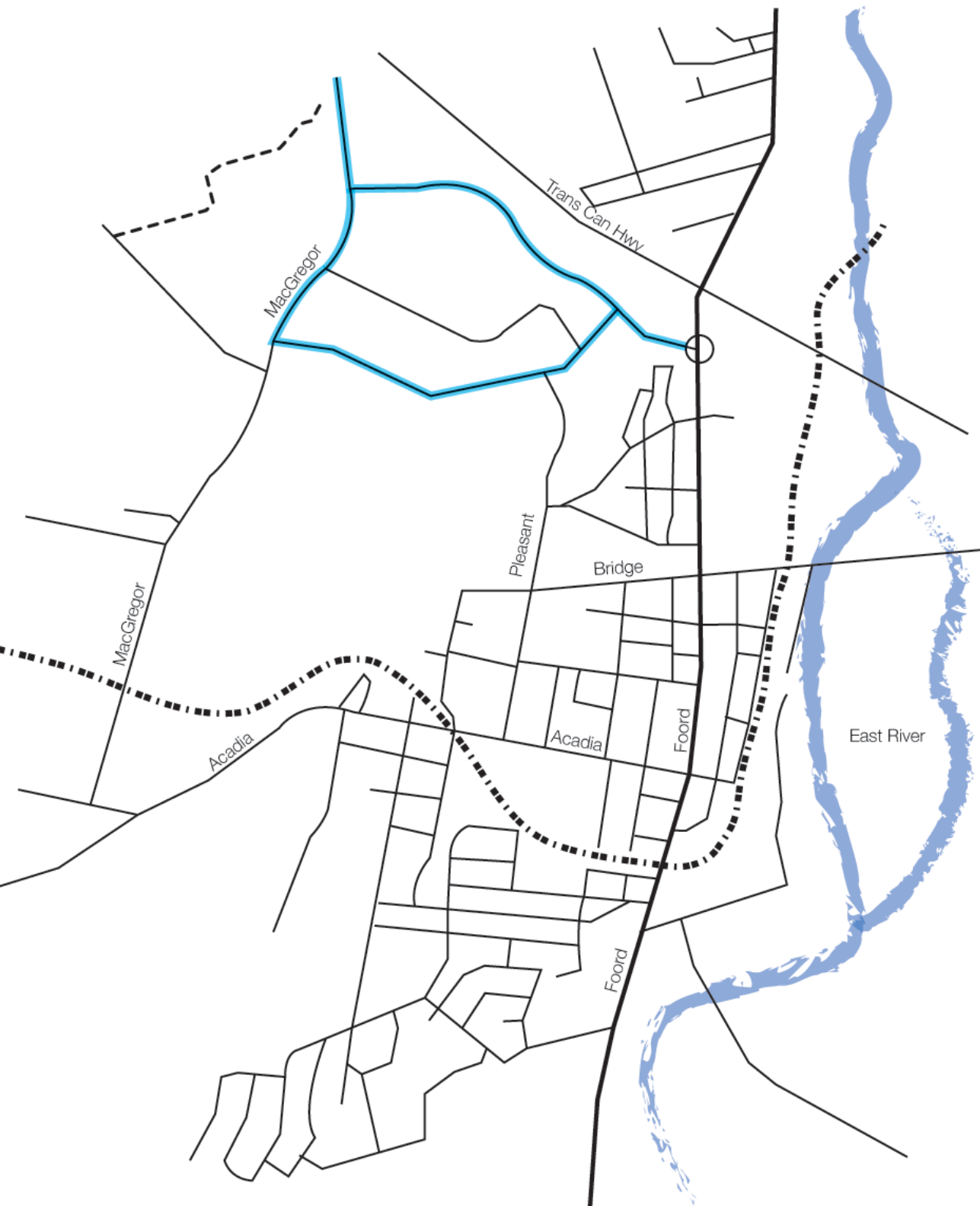
4.2 Proposed Primary Routes

The primary route is the foundation of the AT plan. This network links major destinations within the Town. Hot spots within the Town are the four schools with another elementary school just outside the Town boarder. A bustling downtown, a large grocery store, two Sobeys head office buildings, large manufacturing facilities, the Wellness Centre directly on the Town limits and the entry points on Foord, MacGregor and Bridge Ave.

The primary route includes:

- Foord Street (Town line to Town line)
- MacGregor Avenue
- Lawrence Boulevard
- Heritage Avenue
- Pleasant Street
- Bridge Avenue (from the intersection with Foord to the Town limits)
- Acadia Avenue

As major arteries they have the heaviest volume of traffic and increased level of risk for cyclists and pedestrians. The following breakdown will proceed segment by segment making recommendations with an accompanying typology.



4.2.1 Albion Business Park

The Albion Business Park has generous road allowance and wide open view plane. The street has ample room to accommodate 2m painted bike lanes on both sides. This will increase safety for cyclists given that vehicles tend to increase speed on wide, open roads. MacGregor is also the primary shipping route for Pioneer Coal Mine. With the depletion of resource and anticipated closing in the next few years, development within this area of Town is poised to take off in the coming years.

The Wellness Centre is a key destination. AT connection from Stellarton are clear choice as well as New Glasgow via North Foord St. This route would bypass the heavy traffic zone of Westville Rd. Walking traffic from this direction also makes sense given the newly installed segment of sidewalk within the County boundaries. Installation of rumble strips in 10m intervals would further alert drivers to the presence of the bike lane.

Recommendation:

Phase 1 (2019) - Installation of 2m painted bike lanes.

Phase 2 (2021) - Installation of rumble strip on top of the painted bike lane line.

4.2.2 MacGregor Ave

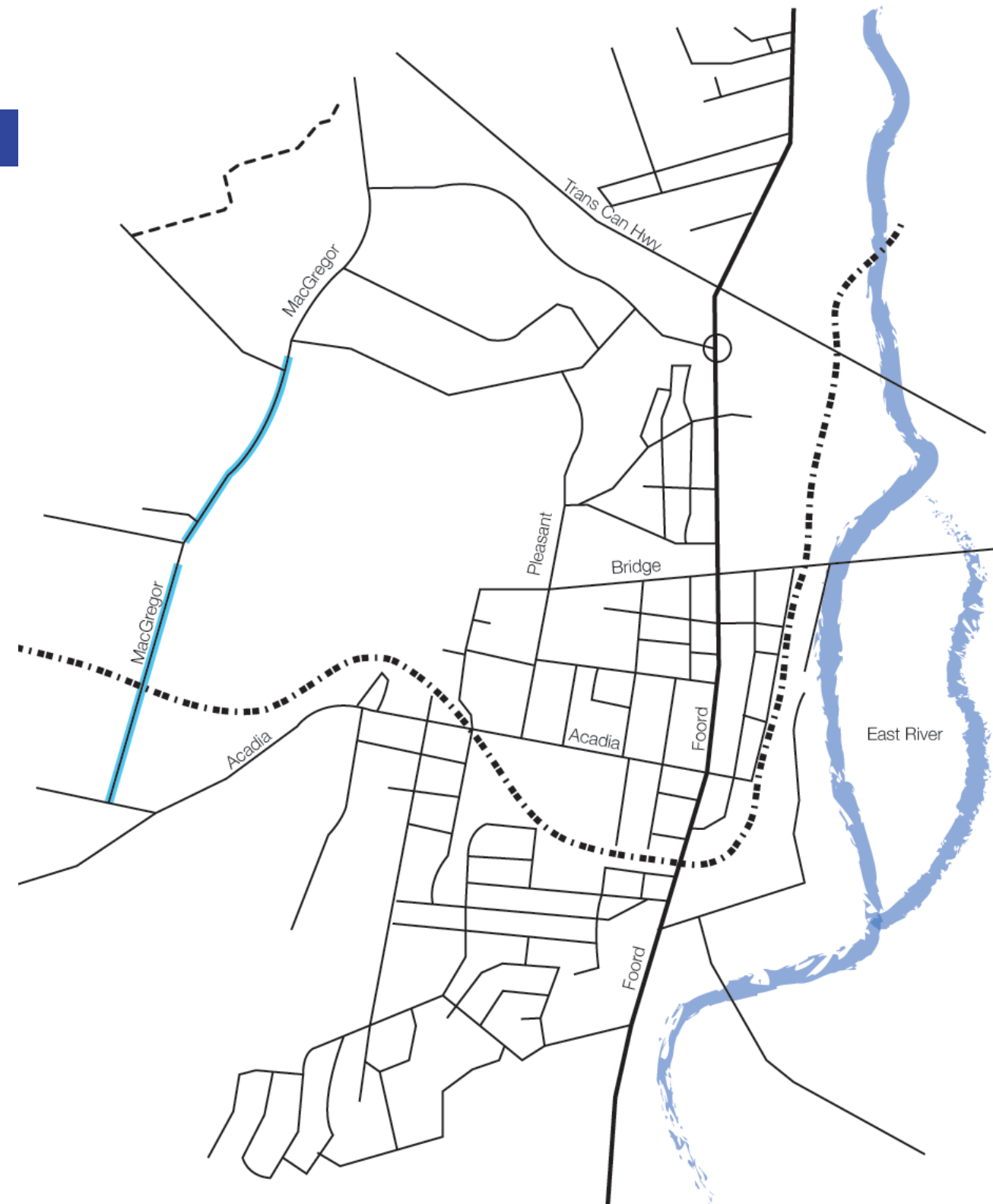
Section 2 - This stretch of road from Auburn Street to the Albion ball fields has heavy truck traffic on the way to and from the Pioneer Coal mine entrance and wash plant. Truck traffic is also passing through to the other industrial based businesses further along MacGregor. There is also a small residential neighbourhood including two ball fields. With the extreme mixed use, limited street lighting and little road shoulder, the addition of painted bike lanes would dramatically improve cycling safety. The ball fields are heavily used in season with most users parking on street. Further inquiry and attention to the state of the parking lot is required to ensure it is being maximized.

Section 3 - From the ball fields to Beaufort St to Acadia, the road widens and is curbed. It also intersects with an active rail line. With the continued wide road allowance, bike lanes will continue from Section 2.

Recommendation:

Phase 1 (2019) - Installation of 2m painted bike lanes.

Phase 2 (2021) - Installation of rumble strip on top of the painted bike lane line.

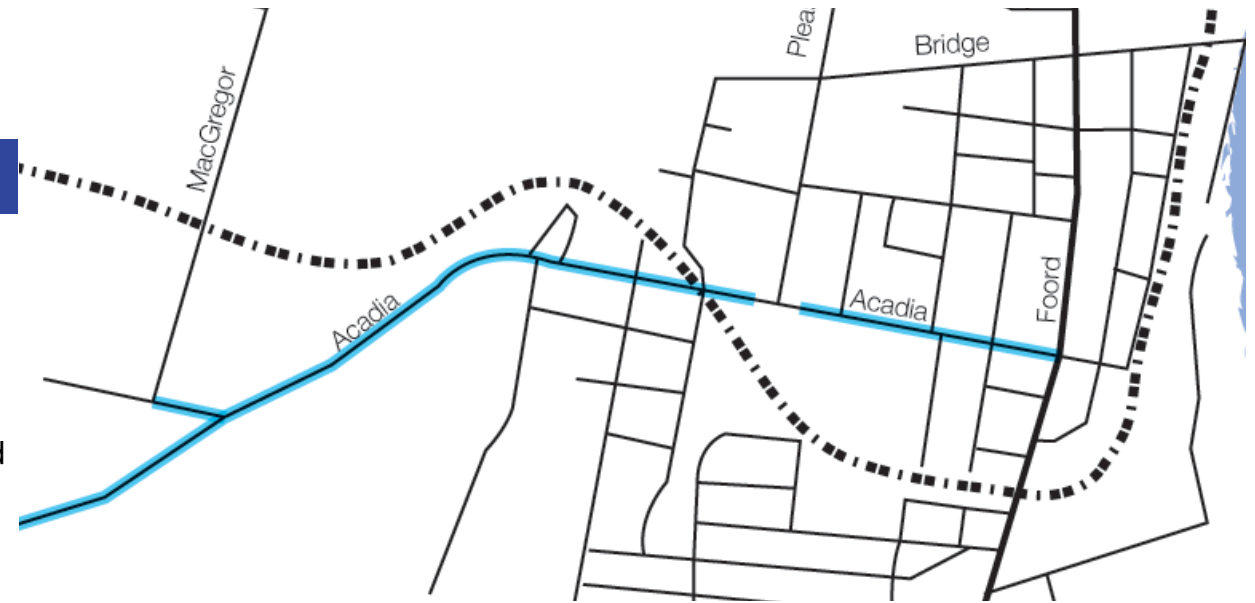


4.2.3 Acadia Ave

Section 1 - Acadia Ave from the Westville town line east to Pleasant, borders the industrial park and much has recently been resurfaced. This area has large manufacturing facilities and are significant employers to the area. Installation of 2m painted bike lanes are being recommended. At the Town line, where the road crosses Bear Brook, the lane widths narrow. A separate pedestrian bridge has been proposed in the past but currently is not financially feasible. Signage notifying users of the change in conditions will be required. The bike lane will have to merge into the vehicle lane.

Further down, AT traffic will be entering Acadia from Poplar, as it is a proposed secondary AT route. This intersection has reduced visibility. The building on the corner of Acadia and Poplar obstructs sight lines and often vehicles can be seen edging out over the crosswalk.

Section 2 - This section of Acadia Ave from Pleasant to Foord St. is more urban in nature than Section 1. There are multiple destinations and as a result varied traffic situations. The NSCC is a major destination and could see some of the highest AT traffic within the Town. Painted bike lanes will continue to Park St allowing students traveling to GR Saunders to turn onto Park St, now designated as a secondary bike route.



From Park St to Foord the typology will change into a shared road. Adjacent to Sharon St. John at the side entrance, there is on street parking. This eliminates the possibility of continuing the bike lane. Beyond Stellar St. traffic can become congested as well when funerals or visitations take place at MacQuarries Funeral Home.

Recommendations:

- Phase 1 (2019) - Installation of 2m painted bike lanes from Town limit to Park St. Share the Road symbols painted in vehicles lane to Foord St. intersection. Signage at intersection of Poplar and Acadia, possible paint application to indicate routes.
- Phase 2 (2021) - Installation of rumble strip on top of the painted bike lane.

4.2.4 Pleasant St

Section 1 - Pleasant St from Heritage to Foster Ave currently has one paved bike lane. It will require painting. There is road allowance for a bike lane on the opposite side, closest to the mine site. This portion of paving will be included in capital planning with Engineering, where it is practical. There is sidewalk in good condition on one side of the road with a cross walk from Pleasant to Heritage.

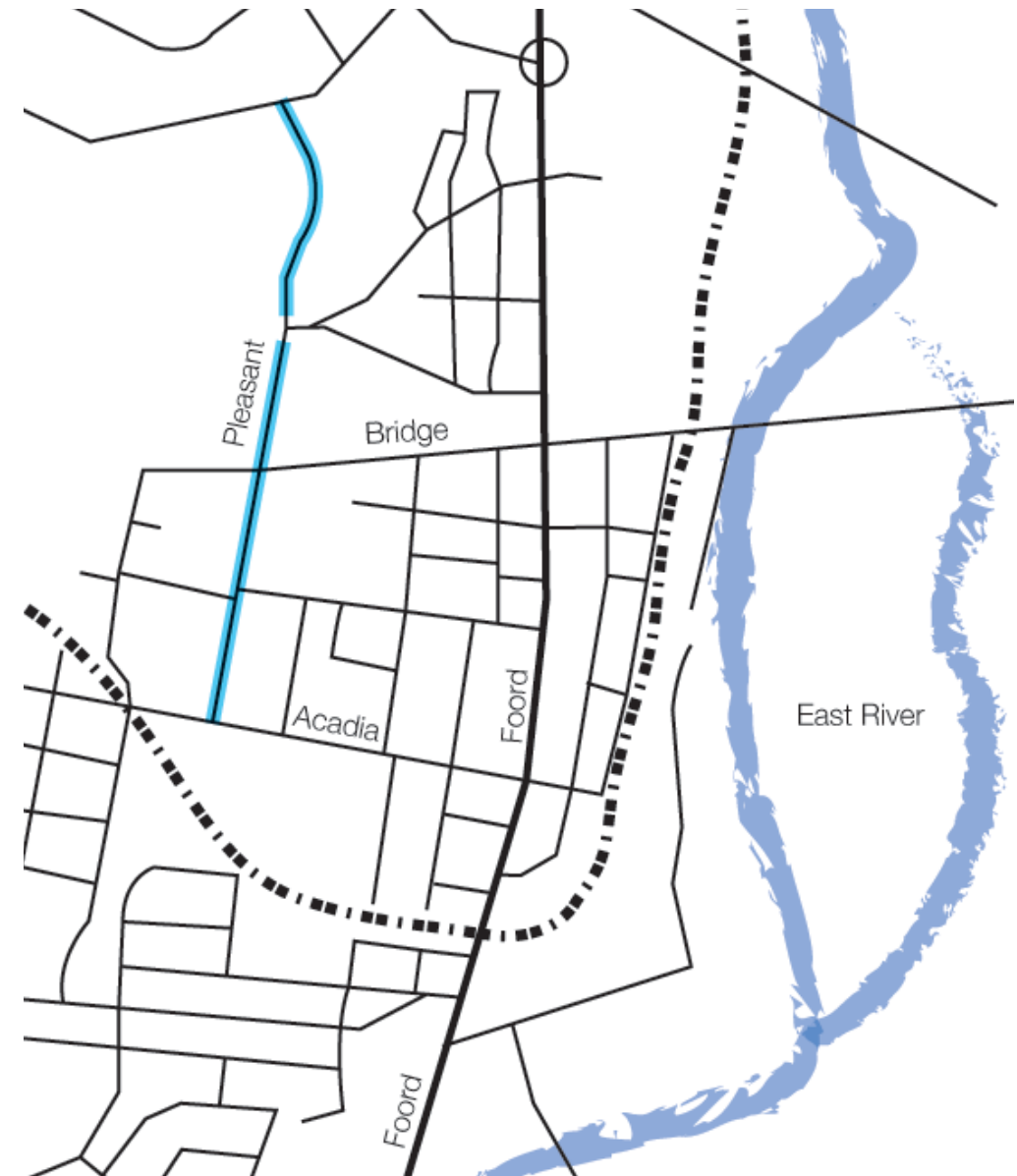
Section 2 - From Foster to Bridge, this section of street continues with enough road allowance for a bike lane on both sides of the street. At the intersection of Pleasant Ave and Pleasant St. there is a crosswalk within 12m of a stop sign at Jubilee St. Vehicles traveling north from Bridge are looking forward to the intersection where a crosswalk would typically be. In this instance the crosswalk is before the stop sign creating a potential conflict between driver and pedestrian.

Recommendation:

Phase 1 (2019) - Installation of 2m painted bike lanes. Extend section of sidewalk along Pleasant North 12m to the intersection with Jubilee and Pleasant.

Coordinate capital planning with Engineering.

Phase 2 (2021) - Installation of rumble strip on top of the painted bike lane line.



4.2.5 Bridge Ave

Section 1 - From the signalled intersection at Foord St., to the Town limit, traffic density is heightened. This is a major artery especially at peak traffic hours in the morning and afternoon. One of the Sobeys head offices is on King St, directly off Bridge Ave. Given the tight road allowance this segment of the primary route will be Share-the-Road typology. Entrance to the Albion trail is also off Bridge Ave.

Planters were installed at the corner of Bridge and Foord in the Summer of 2018 as a beautification project by Communities in Bloom. The success of this project wasn't just about beautification. This section of the Downtown is lacking definition and softscaping. The planters are an excellent example of low cost project that make significant impact to a space on many levels.

Recommendation:

Phase 1 (2019) - Install Share - the - Road typology from intersection at Foord to Town lines. Further work with Communities in Bloom to enhance the Albion Trail head.



4.2.6 Foord St.

Section 1 - The North section of Foord St from the Town limits to Bridge Ave, encounter a number of issues. The first being one that the community consultation process garnered a fair bit of attention. Between the Wholesale Club and the exit ramp to the 104 Hwy, which is 110m distance, there are 15 different options that a driver could take off Foord St going in either direction.

Northern Lane

Turn Right to Fast Fuel
Turn Left to Marie St.
Turn Left to A&W two times
Turn Left to Wholesale Club
Turn Right to Big 8 Bottling
Continue North

Southern Lane

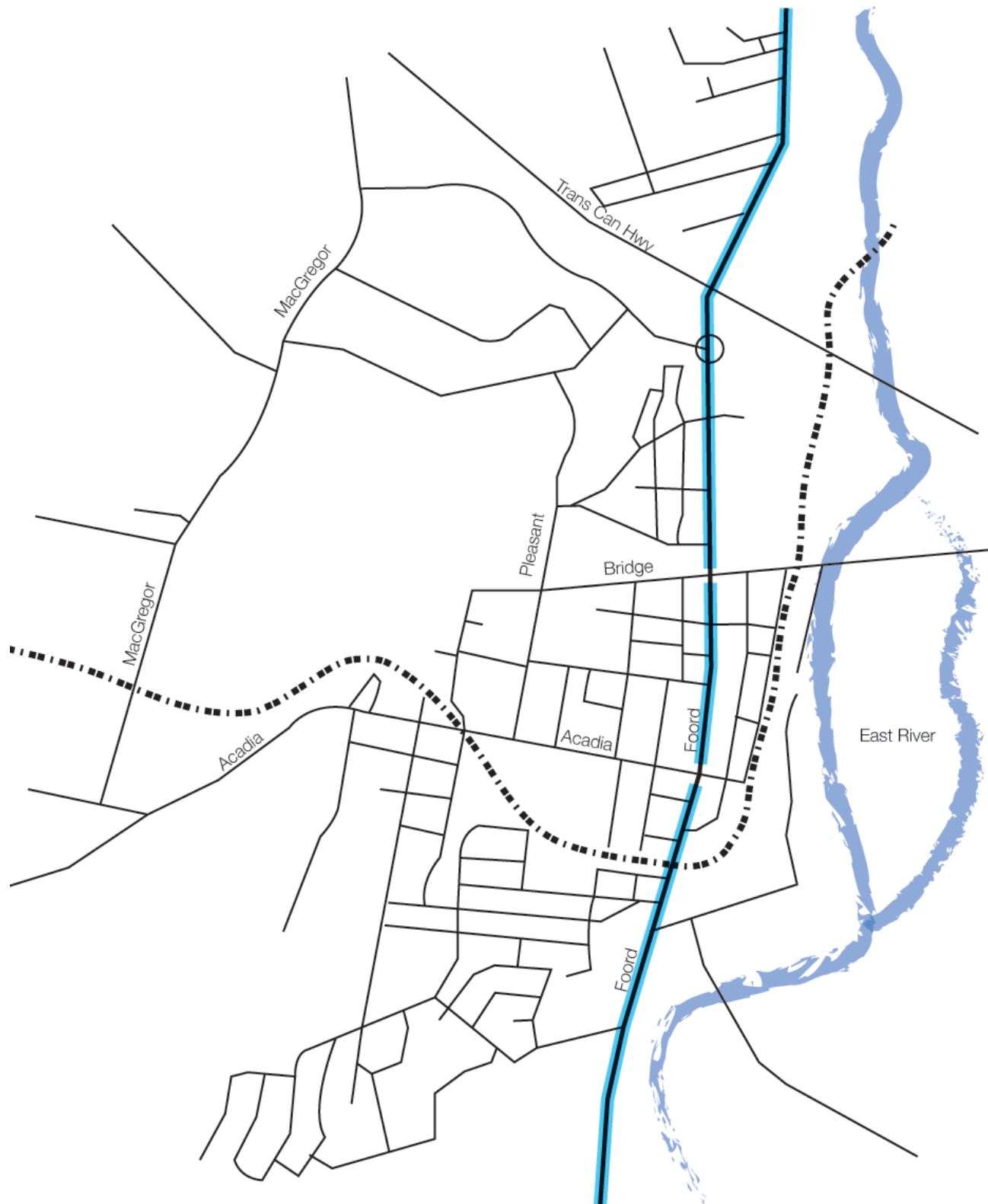
Turn Right to Wholesale Club
Turn Right to A&W two times
Turn Left to Big 8
Turn Left to Fast Fuel
Turn Right to Marie St.
Turn Right to exit HWY 104 ramp.
Continue South

This isn't including traffic entering on to Foord from either side of the road, turning in either direction. With this many decisions for a driver including regular tractor trailer delivery to the Wholesale Club, Big 8 and Fast Fuel, a crosswalk in the middle of it all, doesn't give pedestrians the priority they require.

Currently the crosswalk is at A&W and Fast Fuel. Moving the crosswalk to the corner of Marie St. to cross in front of the Sobeys head office and installing a lit crossing system will bring attention to the pedestrian. A small section of sidewalk and a landing will be required at the corner of Marie and Foord. Remnants of a sidewalk exists but was abandoned at some point. Capital planning for the crossing systems with Engineering will be required and upgrades to the landing and sidewalk will be included in the budget for this project.

Continuing South on Foord, painted bike lanes on both sides will be applied. Share the Road typology will be in place for the Roundabout while discussion of an added bike lane on the outside will take place for future phases. Once past the roundabout, bike lanes on both sides will continue to the intersection with Bridge Ave.





Section 2 - This section has been determined as Downtown. This was another area that received a lot of comments and interest from the consultation period. Downtown Stellarton is a dynamic hub of activity and to many, a hidden gem. With the recent investment of Town Square and opening of a number of unique business, Foord St is having a resurgence and is poised to stand front and centre as a destination within the county and a far.

Much of what was heard from community was the contributing factors of vehicle speed, regular logging truck traffic and low visibility of pedestrians making it a dangerous place to walk, little own cycle. Given the road allowance, separate bike lanes are not possible, but other environmental measures can take place to slow the speed of traffic and give pedestrians improved visibility. All while enhancing and creating space for a positive downtown experience for business to capitalize on and community to enjoy.

From the intersection with Bridge to the intersection with Acadia, there are no formal traffic stops. With increased distance between stops, regular traffic speed increases. In the instance of traffic lights, the documented behaviour is to increase speed, in hopes to “beat the light”. Traffic slows when encountering a stop sign. As there is no other option until a full stop has taken place and the situation assessed.

From Bridge Ave to the RCAF building, the street appears to be very open. This is due to the businesses on the eastern side (Tim Hortons etc) are set back from the street with parking lots in front. It is recommended that behind the sidewalk, within the Town right of way, that a strip of softscaping be installed where possible. Much like the planting at the corner of Bridge and Foord, this will help define the space and “narrow” the expansive perception during this section of street. Softening the view plane will be multifold in its benefits. With the anticipated development of NS. Spirit Co, the downtown is extended beyond its traditional confines. The addition of this softscaping will further enhance and build partnership between the Town and businesses, while narrowing the view plane, creating a dappled canopy effect will slow traffic for improving safety and the pedestrian experience.

At the intersection of Foord and Jubilee, a 3-way stop is recommended. This is the half way mark within the downtown. Slowing down to the stop sign in both directions will slow through traffic overall, allow traffic from Jubilee equal access and give pedestrians priority while crossing the street.

Continuing to the crosswalk at the Post Office, a lit, mid block crossing system is recommended. This system has been specified and approved by public works. Details of this system are contained in the appendix.



For the downtown as a whole, in efforts to slow and calm traffic while enhancing the pedestrian experience, it is recommended that a pilot project on Parklets be launched. A Parklet, is when a parking space is used and converted into pedestrian space. This can be permanent or seasonal, all the while maintaining the sidewalk for accessibility purposes. This expands and creates useable streetscape for the Town within the parameters of a 2.7m x 6m (9ft x 20ft) stall. There is excellent opportunity to partner with business as well. Spaces would be equally divided per each side of the street. The downtown is fortunate to have a large, centrally located municipal owned parking lot behind the Town Office. Parking here and walking a matter of meters to the Downtown district is very opportune and should be marketed. Further development of this pilot project would take place between Planning and Engineering in 2019 with launch of a temporary, seasonal parklets for Spring 2020.

Recommendation:

Phase 1 (2019) - Install crossing flags at all crossings for pedestrians to carry from side to side. Planning and Engineering - Detailed design of Parklet project and right of way softscaping projects. Detailed design required for Lit crossing systems at Jubilee. A 3-Way stop installed at Jubilee St. and Foord St

Phase 2 (2020) - Installation of Parklets and back of sidewalk softscaping within Section 2.

Parklets are public seating platforms that convert curbside parking spaces into *vibrant community spaces*

Also known as street seats or curbside seating, parklets are the product of a partnership between the city and local businesses, residents, or neighbourhood associations.



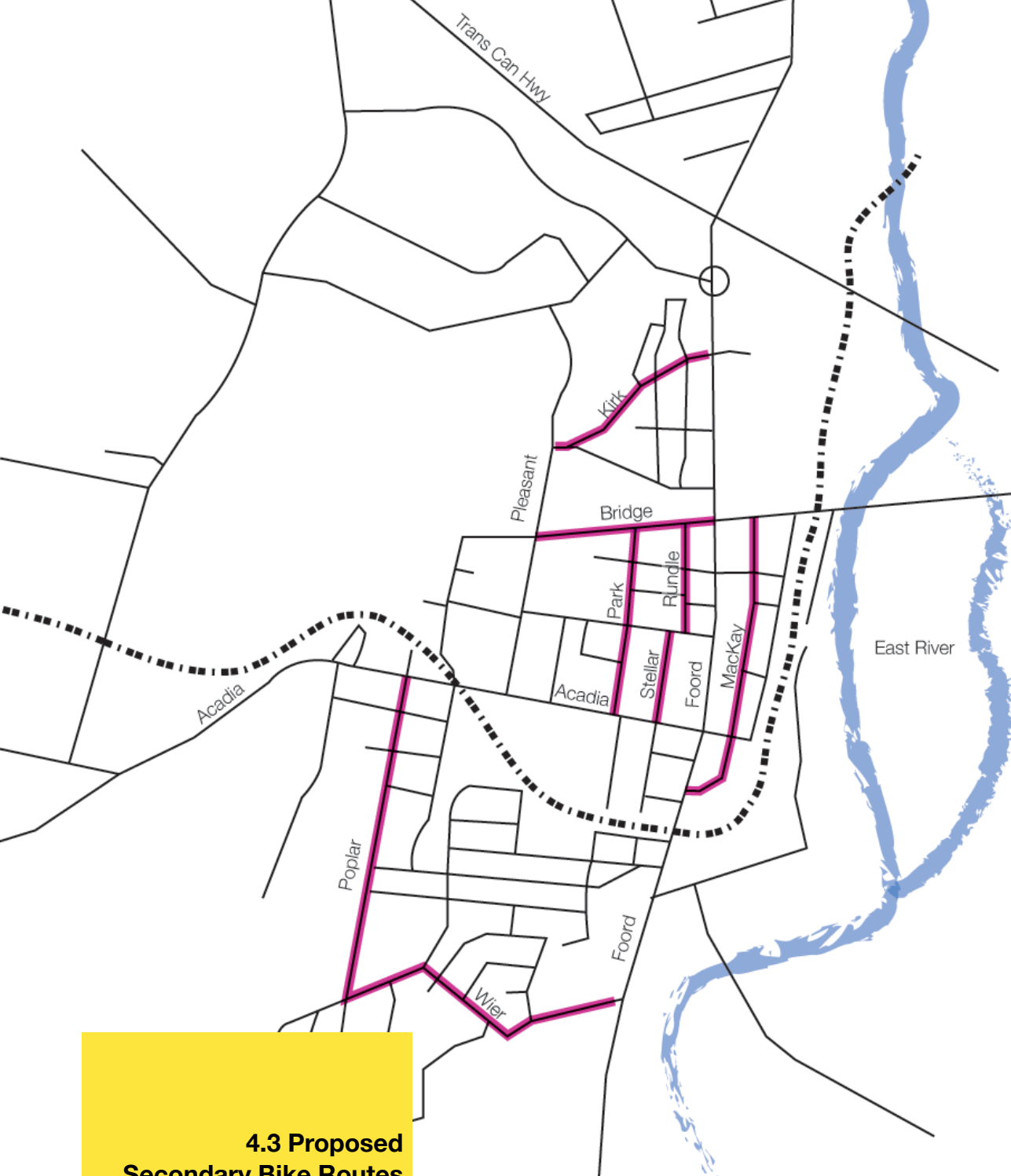
Section 3 - This section of Foord will continue the same typology of “Share the Road” as Section 2. This section connects WA MacLeod School and is important in maintaining a primary route for students. The secondary route from Weir connects to Foord in this section as well. Also key for those getting groceries and accessing the secondary connection at MacKay St.

Recommendation:

Phase 1 (2019) - Installation Share the Road typology. and any signage required.







4.3 Proposed Secondary Routes

Secondary routes are the route that cyclists most often choose to travel. They are routes often for cyclist only or where bikes are the majority and vehicles the minority. When designated and promoted, they help increase the flow of AT traffic and normalize the activity.

The secondary route includes:

- Kirk St.
- Bridge Ave (Foord to Pleasant)
- Park St.
- Stellar St.
- Rundle St.
- MacKay St.
- Poplar St.
- Weir St.

These routes are selected to help facilitate youth riding to school, building capacity and providing options for those not comfortable with high traffic streets. All of these streets would have Share the Road typologies applied.

4.3 Proposed Secondary Bike Routes



4.4 Proposed Trails + Development

The Town of Stellarton is rich in multi-use trails. Existing trails are in excellent condition and expansion is only to create desired connections furthering development.

The trails includes:

- Albion Trail
- Old Foxbrook Trail
- River Bank Trail
- Babe Mason Way
- Old Foster Trail

The expansion of the Albion trail would be the Riverbank Trail. This would connect Bridge Ave to the train trusses. This project requires further detailed planning to resolve the private land ownership issue along Riverbank St. Preliminary partnerships have been made with the Dept of Environment in efforts to develop along the riverbank. Passage from the end of River St to the Town owned pumping station at the end of Riverbank could be established. Further detailed design would be required by Engineering. This would be a project that the Town could advertise or partner with NSCC to accomplish the work required to engineer a crossing. Paving of the Albion trail would see it as a truly multi-use trail. Currently some small wheeled strollers and wheel chairs are unable to traverse the crusher dust material. This would be a long term goal.

4.5 Education is Key

Mutual Understanding

Education is a critical component that must be taken into consideration for a new plan with changed infrastructure, current policy and inclusive, accessible spaces. Infrastructure such as bike lanes, route signage and multi-use trails are necessary facilities in order to provide users with the option of active transportation; education works to contribute to the incentive to use the system. The Town of Stellarton must work with the various stake-holders in the community to take an active role in promoting and developing active transportation leadership; creating and supporting programs and policies that will encourage users to enjoy the various network facilities. AT users need to be well informed on how to safely navigate the network, and the general public needs to be well informed on safe interactions with AT users.

Educational Recommendations:

- Undertake a branding and marketing study, to create a clear and consistent message for all issues related to Active Transportation in Stellarton.



CLEARING A PATH
FOR PEOPLE WITH SPECIAL NEEDS
CLEARS THE PATH FOR EVERYONE!

Early Education

The Town should also engage with the RCMP/ Local Police to encourage Active Transportation education in our local schools and childcare agencies. Safely navigating street crossings, bicycle lanes and safe travel routes empower children to build daily healthy habits by choosing to use the AT system.

Educational Recommendations:

- Work with educators and local police on giving children a “Walking License” that will give knowledge and confidence to the children how to use the systems in place.
- Tap into Active Pictou County and Cycle NS. They have cycling education pieces that are available for distribution and use. This information could be easily adapted for use in Stellarton.

Pedestrian Education

The Town could work with local schools and also the local child care agencies around an education component to safely navigate street crossings, bicycle lanes and safe travel routes within the AT plan.

Educational Recommendations:

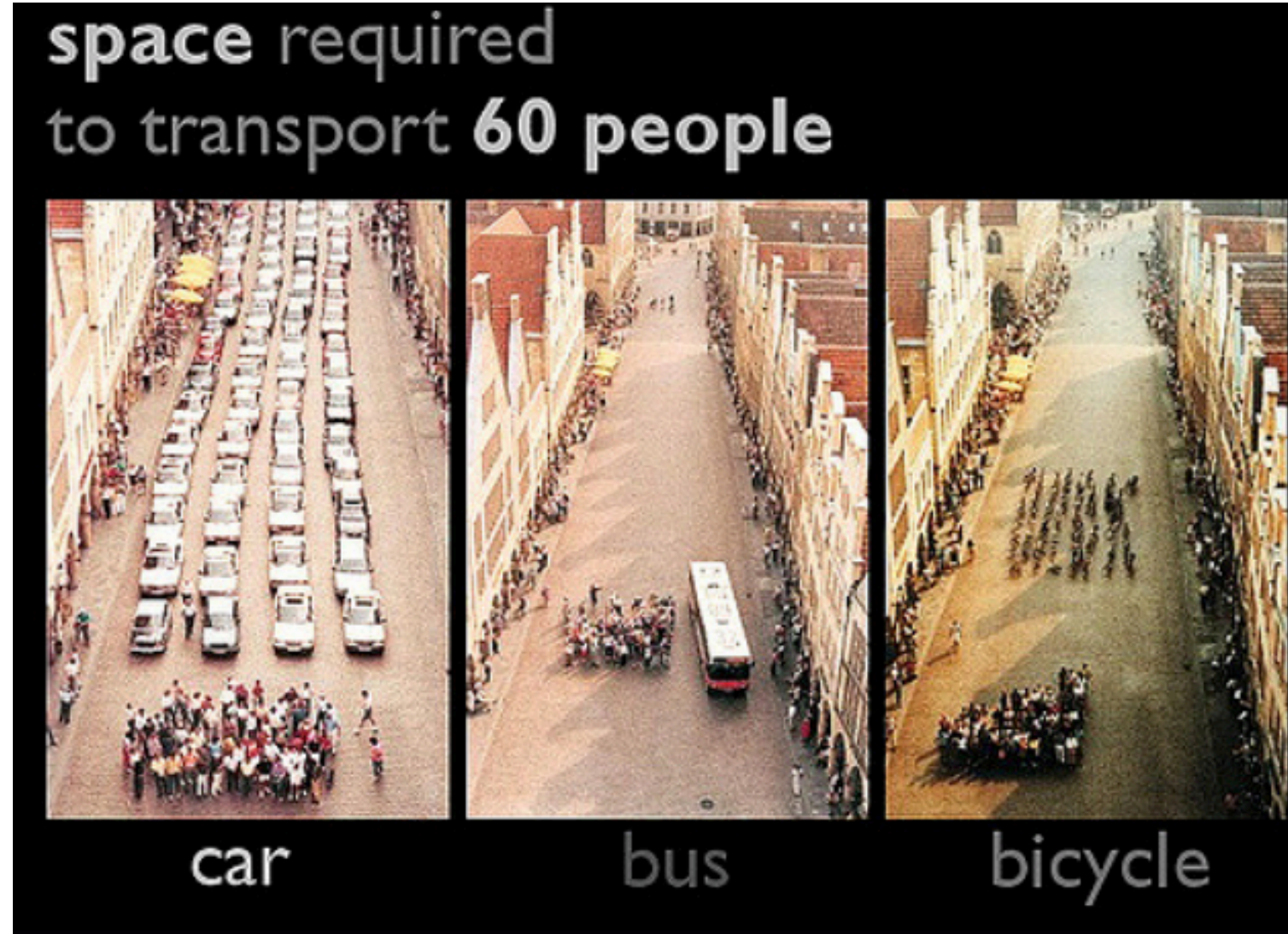
- Work with educators and local police on giving children a “Walking License” that will give knowledge and confidence to the children how to use the systems in place.



4.6 Branding and Marketing

Messaging

The Town should develop a clear Active Transportation message and marketing plan to promote the changes. The Town can use partners such as Active Pictou County, Pictou County Cycle and the Chigencito Regional School Board to share messaging and education pieces as well as promoting public events.



4.7 Policy

The Role of Council

Once Council has adopted the Active Transportation plan as a guiding document, the next step to insure implementation is policy. Policy creates a platform for future council and departmental work to stem from. This policy will centre around the community and Council’s vision as captured during the engagement process.

The next step is to create an AT/Trail by law that further implements and expands upon the recommendation within this report. As well as future planning resulting from this plan. A draft policy from the Ecology Action Centre can be found in the appendix. It has been included for information purposes and will form the basis of Stellarton’s future Active Transportation Policy.

MUNICIPAL ACTIVE TRANSPORTATION POLICY TEMPLATE & GUIDE

MARCH 2014

The following template was developed by the Ecology Action Centre with the support of the Province of Nova Scotia.

The purpose of the Active Transportation Policy Template is to provide a document that will guide a municipality in developing its own active transportation (AT) policy. The template is meant to provide a high-level policy which outlines the commitment the municipality has to AT. Municipalities may copy, add to and revise in order to tailor it to their needs. The intent is that all Nova Scotia municipalities will adopt an AT policy. In addition, see the AT 101 document for guidance on creating an AT Plan.

For all policies and publications referenced below, a web link is provided at the end of the document.



IMPLEMENTATION



5.1 Getting it Done

The following sections detail the path to which staff and Council will navigate to take this plan to fruition. A range of actionable items have been detailed. Projects with high visibility and ease of implementation should be given highest priority. Larger projects will require more time to work out all details before implementation. In determining project hierarchy the following should be considered:

- immediate economic impact
- potential for greatest impact
- opportunity for partnerships with private sector
- logical design and construction sequence
- budgetary consideration
- probable funding opportunities

1. Preliminary Review - The first step towards implementation of the AT plan is adoption and ratification of the plan by Stellarton Town Council. The plan should be adopted and endorsed in principle, which will set the underlying foundation for any subsequent work relayed to Active Transportation. Once the plan has been adopted, it will be important to formally determine the administrative owner(s). Individual projects will fall to different departments but will require a lead to oversee and ensure that the plan moves forward. Upon determination of who will champion the plan towards implementation, a review of planned anticipated capital projects should be completed. This will give all at the table time to see where opportunities to piggyback with planned capital maintenance or operational improvement projects can be made.

2. Feasibility - Once the decision to move forward has been made, it is necessary to determine that portion or facility will be completed within the coming construction year. The following should be considered during this phrase:

- review necessary site information that would influence cost of the project determined for that route.
- examine costs and benefits of proposed route linkage, looking at capital and maintenance cost, efficiencies with other capital projects and overall benefits.
- coordinate construction with other projects, if that option is available.
- make a recommendation based on projects found to be feasible for the coming season and forecast for the next.

3. Detailed Design - Once feasibility of the project has been approved, detailed design will take place. This level of design may happen “in house” but may also require independent engineering services. Design should follow the recommended facility typologies and standard Municipal and Provincial guidelines.

