



CBCL
CBCL LIMITED
 Consulting Engineers



Active Transportation Plan

for Victoria County

**FINAL
 REPORT**

Prepared for
 The Municipality of the
 County of Victoria

Prepared by
 CBCL Limited &
 TransActive
 Solutions

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CBCL LIMITED

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31 March 2014

Mr. Tom Wilson
Director of Recreation & Tourism
P.O. Box 370
495 Chebucto Street
Baddeck, NS B0E LBO

Dear Mr. Wilson:

RE: Final Report: Victoria County Active Transportation Plan

CBCL Limited and Michael Haynes are pleased to submit this Final Report for the Town of Lunenburg Active Transportation Plan.

Thank you for the opportunity to work on this interesting project. Our team has enjoyed working with you and your colleagues. We found the time that we spent in the County working closely with you to be very enjoyable as well as informative.

We trust that this report will serve the County well. If you have any questions, please do not hesitate to contact me.

Yours very truly,

CBCL Limited

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EXECUTIVE SUMMARY

Active transportation, which primarily includes walking and cycling but also in-line skating, jogging, skateboarding and the use of motorized personal mobility devices, enhances quality of life, attracts business and knowledge workers to a community, and contributes to economic development while encouraging more active, healthy lifestyles.

Over the past decade, the health, social, environmental, economic, and tourism benefits of active transportation have increasingly been recognized as a key component to healthy communities. In Nova Scotia, 56% of individuals are too inactive to reap the benefits of regular physical activity, costing an estimated \$354 million a year in direct expenditures and indirect losses. Target physical activity levels can be met by making physical activity a key component of transportation habits. The livability of the County’s aging and declining population will be significantly improved by establishing an active transportation network.

Due to the significant distances between destinations (e.g. stores, schools, employment, and communities), utilitarian active transportation (or destination-oriented travel) is not easily implemented in Victoria County. The most suitable areas for conventional AT infrastructure solutions are the village of Baddeck, the Wagmatook Reserve, and Ingonish Beach. In other areas of the County, recreation and tourism based active transportation is more appropriate. Active recreation, rather than utilitarian work/school/shopping destination AT, has had to be a much more important focus in Victoria County.

Victoria County’s Active Transportation Plan will set an example for similar geographical areas with low population densities and challenging topographies. Currently no such examples exist. Victoria County’s approach to active transportation considers focused infrastructure projects in specific communities and identifies county-wide policies and approaches related to advocacy, education, and the establishment of community.

Two public consultations were held in February 2014, one in Baddeck and second in Ingonish. A number of key concerns and discussion points were brought forward including:

<ul style="list-style-type: none"> • Safety concerns over lack of infrastructure 	<ul style="list-style-type: none"> • Designated bicycle facilities and racks 	<ul style="list-style-type: none"> • Introducing signage and roadway markings or pavers for pedestrians
<ul style="list-style-type: none"> • Existence of sidewalk, lack of winter maintenance, and presence of wildlife represent impediments to walking 	<ul style="list-style-type: none"> • Communicating needs of active transportation users with decision makers 	<ul style="list-style-type: none"> • Developing public awareness initiatives to engage community members
<ul style="list-style-type: none"> • Partnering with snowmobile clubs to create multi-use trails 	<ul style="list-style-type: none"> • Promoting winter active transportation activities 	<ul style="list-style-type: none"> • Additional widening of shoulders
<ul style="list-style-type: none"> • Recognizing the Nordic Centre in Dingwall 	<ul style="list-style-type: none"> • Developing trails in small communities 	<ul style="list-style-type: none"> • Using gas tax money to fund active transportation projects
<ul style="list-style-type: none"> • Collecting data on active transportation usage to support funding requests 	<ul style="list-style-type: none"> • Skill development 	

An online survey of County residents found that maintaining road infrastructure and developing designated pedestrian/cycling infrastructure to be the most frequent responses to improve safety in Victoria County. Survey respondents also demonstrated a desire for improved year-round access to active transportation facilities, particularly in winter.

The following four goals and corresponding guiding principles were applied in the development of the plan:

Goal	Guiding Principle
1. Educate	<ol style="list-style-type: none"> 1. Promote a shift in public attitudes 2. Raise a new generation of active transportation users
2. Improve Infrastructure	<ol style="list-style-type: none"> 1. Adequately maintain existing on and off-road facilities 2. Improve both on-road and off-road facilities 3. Encourage active transportation friendly built environments 4. Provide year-round safety 5. Liaise with Nova Scotia Department of Transportation and Infrastructure 6. Improve signage
3. Raise Awareness	<ol style="list-style-type: none"> 1. Create / coordinate partnerships 2. Participate in and organize local events
4. Implement the Plan	<ol style="list-style-type: none"> 1. Look for correspondence with potential partners' interests 2. Be opportunistic 3. Evaluate regularly

Recommendations for the development of an active transportation network and activities for Victoria County fall into three broad categories: priority projects, programs, and maintenance and trail development. Priority projects are location specific and tailored to each district. Priority projects are classified into immediate, medium, or long-term projects based on their ease of implementation, cost, and ability of the County to control or influence activities on provincial highways. Immediate and medium projects include such elements as bike rack installation, trail designation, signage improvements, reducing speed limits, paving shoulder and prioritization of projects. Long term projects include bridge crossing widening, Blue Route implementation, and asphalt surface widening.

Programs directed to promote community improvement and educating the public on how to navigate their streets safely are an important component of the plan. Recommended programs include elements in education, promotion, and advocacy.

A key component of the plan is maintenance, aimed at providing an appropriate level of service, and user-friendly, safe, and efficient transportation solutions.

Chapter 6 of the report lays out detailed guidance for implementing each proposed improvement to active transportation in Victoria County.

CHAPTER 1 **INTRODUCTION**

By creating a well-connected, safe and functional Active Transportation Plan, Victoria County can encourage a more active, healthy lifestyle. Active transportation enhances quality of life, attracts business and knowledge workers to a community and contributes to economic development. Active transportation includes walking and biking, but also in-line skating, jogging, skateboarding and the use of motorized personal mobility devices such as powered wheelchairs or medical scooters.

No community in Canada of this geographical area, low population density, and challenging topography has attempted to do an active transportation plan. Therefore, the majority of solutions used by other municipalities simply cannot be applied to the county. Consequently, specific infrastructure recommendations are few in number. The approach must consider the context in which previous successful solutions have been applied, or develop completely new innovative approaches.

Conventional approaches to active transportation need to be altered to include concepts around active recreation. Typically, AT plans include many infrastructure projects. Several of the recommendations that we are making apply to advocacy, education, and the establishment of policies and approaches identified by participants that can be mooted, particularly within the 5 year timeframe of this plan.

There is a good deal of enthusiasm for AT within Victoria County, particularly related to active recreation, which is expressed more strongly in Ingonish than in Baddeck. Similarly, the tourism aspect of active transportation was identified and reinforced by participants as a major consideration.

The Active Transportation Plan for Victoria County provides:

- a review of the existing conditions in the County;
- the planning principles that were applied in the development of the plan;
- recommendations for the development of infrastructure and programs to promote active transportation in the County; and
- an opinion of probable costs for implementation

The plan is based on an analysis of local conditions, a review of existing policies, best case active transportation practices, and community consultation.



CHAPTER 2 **POTENTIAL IMPACTS AND BENEFITS**

Over the last 10 years, the concept of Active Transportation has been gaining popularity because the health, social, environmental, economic and tourism benefits are so substantial. There is clear evidence of the benefits associated with designing cycling and pedestrian friendly communities and encouraging people to be more active by walking and biking more often, for both recreation and utilitarian purposes¹.

Promoting active transportation, especially through the development of an integrated on and off-road system that provides transportation and recreation options, is a simple and obvious strategy that can encourage people to reduce their use of the personal automobile and create sustainable, more liveable, safe and active communities. The benefits include improved health, fitness, quality of life, and social interaction for citizens, a cleaner environment resulting from more sustainable means of transportation, and economic benefits related to new tourism opportunities and diversified transportation options to shops and services for workers and patrons².

According to the Canadian Fitness and Lifestyle Research Institute, 56% of Nova Scotians are currently too inactive to reap the health benefits of regular physical activity³. Health Canada recommends that adults accumulate 150 minutes of moderate physical activity per week while children obtain at least 60 minutes per day. By making physical activity a key component of their transportation habits, individuals can easily achieve this target while carrying out their daily tasks.⁴

A 2002 study⁵ calculated that physical inactivity costs Nova Scotia society more than an estimated \$354 million annually, comprised of direct health care costs including private expenditures of \$107 million a year and \$247 million a year from indirect productivity losses due to premature death and disability. The 2008 study shows that if just 10% more Nova Scotians were physically active, the Province could save an estimated \$7.5 million in total health care spending and an estimated \$17 million in productivity gains.

¹ <http://www.phac-aspc.gc.ca/hp-ps/hl-mvs/pa-ap/at-ta-eng.php>

² https://www.cip-icu.ca/_CMS/Files/FACTSHEETS-ActiveTransportation-FINALenglish.pdf

³ <http://72.10.49.94/media/node/82/tables/Bulletin2PhysicalActivityLevelsTables.pdf>

⁴ http://kn.fcm.ca/ev.php?URL_ID=2175&URL_DO=DO_TOPIC&URL_SECTION=201&URL_PAGINATION=20&reload=1107286064, reviewed on 1 February 2005.

⁵ <http://www.gpiatlantic.org/pdf/health/inactivity.pdf>

Ensuring an adequate amount of physical activity is particularly important to an aging population. Victoria County boasts nearly the highest percentage of seniors, age 55 plus, in Nova Scotia, at 37.8%, compared with a provincial average of 31.5%, and a Canadian average of 27.9%⁶. And of all forms of physical activity, that most preferred by seniors is walking.

In addition, Victoria County has experienced a declining population. Based on the 2011 Census of Population, Victoria County has a population of 7,115 which is 10.6% lower than in 2001. Survey results indicate lifestyle reasons as being among the most important in why people remain in the area. Improving the walking and cycling safety of residents on the area's roads will significantly improve the liveability of the county.

Creating an active transportation network requires government leadership to establish a range of policies and programs that support opportunities for people of all ages and abilities to engage in routine daily physical activity. These policies might address:

- Bicycle and pedestrian oriented design;
- Mixed-use development;
- Ample recreational facilities;
- Locating schools in walkable neighborhoods; and
- Funding and promoting active living programs.⁷

Further information on the case for active transportation can be found in Appendix A.



⁶ <https://www.novascotia.ca/finance/communitycounts/profiles/community/default.asp?gnew=&table=&acctype=0&acctype2=&chartid=&mapid=&dcol=&sub=&gsel=4&ptype=geo&tid=&gview=2&glevel=cnt&gnum=com1807&gnum2=cnt1218>

⁷ <http://www.activelivingleadership.org/aboutal.htm>, reviewed on 1 February 2005

CHAPTER 3 **EXISTING CONDITIONS**

Conventional conditions for utilitarian Active Transportation do not exist through wide areas of Victoria County. For utilitarian AT, short trips, or those within 2.5 km for walking or 8km for cycling, are considered possible. In Victoria County, however, the distance between most communities exceeds that distance, as does the distance between destinations, such as schools or stores, and the communities they service. Only in the village of Baddeck, on the Wagmatook Reserve, or in Ingonish Beach, are there locations where utilitarian AT might be promoted.

For the remainder of the county, AT is largely recreational and tourism based. These uses exist in far larger numbers than in most other parts of the province, and must be considered when creating an Active Transportation plan for the county.

At present, some good pieces of infrastructure exist on important roads within Victoria County. However, lengthy gaps exist, even on the Cabot Trail, that depend upon the provincial government to address, and the small size and geographic constraints of many of the communities restrict what might be undertaken to improve pedestrian and cycling safety.



3.1 Walkability

3.1.1 Sidewalks and Walkways

Sidewalks are found in very few locations within the county, and make up a very small amount of the walkable road routes used by residents.

1. There is a sidewalk, on one side only, of the Cabot Trail in Ingonish Beach. It begins opposite the Smokey Recreation Centre and extends approximately 1.3km to the Cabot Breton Highlands National Park Headquarters Building.
2. There is an extensive network of sidewalks in Baddeck, radiating from Chebucto Street, between Shore Road and Jones Street, where there are walkways on both sides.

3.1.2 Crosswalks

There are few crosswalks in Victoria County. As with the sidewalks, the majority of designated crossings may be found in the village of Baddeck.

There are no designated pedestrian crossings on either the Cabot Trail or Highway 105.

3.1.3 Trails

There is a provincially-significant formal walking trail network in the county. However, the majority of these routes are designed for recreational and tourist use, and are found either in the Cape Breton Highlands National Park, or in a number of provincial parks and protected areas. Almost none of the existing formal trail network can be used to connect communities.

There also exists an extensive ATV and snowmobile network reaching throughout the county, one which does connect some communities and businesses. However, this has not been designed with Active Transportation in mind, and in many areas is not useable by foot or bicycle users without substantial improvements and negotiations with landowners for summer use.

3.1.4 Road Shoulders

For most residents of Victoria County, the only walking and cycling infrastructure available near their residence is the shoulder of the highway, or the paved surface itself. With the exception of Highway 105, and some portions of the Cabot Trail, no paved shoulder exists. And in many communities, particularly those north of Cape Breton Highlands National Park, virtually no gravelled shoulder exists because of the narrow width of the roadbed.



3.2 Bikeability

Bikeability in Victoria County is important because of the significant number of tourists who either ride around the Cabot Trail, or who travel the Trans-Canada Highway travelling to/from the North Sydney Ferry to Newfoundland.

3.2.1 On-Road Bikeability

On-road bikeability varies considerably throughout Victoria County. In broad terms, its quality depends upon the highway on which cyclists travel.

1. Highway 105: In terms of surface, cyclists on this route have good conditions. For most of its length in the county, Highway 105 has a broad paved shoulder, the pavement in good condition, marked with a broad, distinct painted line. However, there are a number of places where the cycling is extremely dangerous. At the bridges crossing the Middle River, and the Baddeck River,

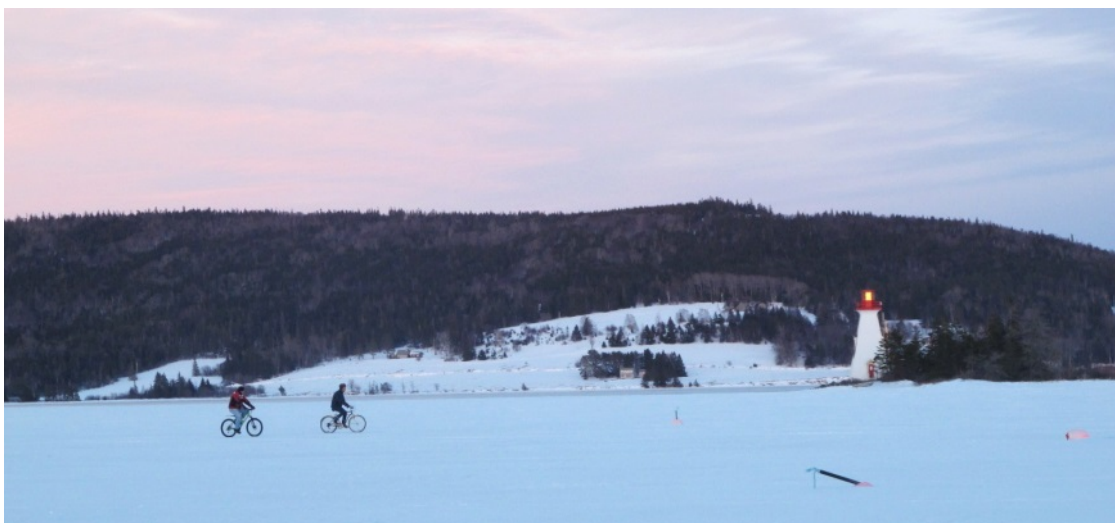


the shoulders disappear, and there is no warning sign for traffic to prepare for cyclists. In addition, the Seal Island Bridge, and its approaches from Kellys Mountain, are without shoulders, forcing cyclists to ride in the vehicle lanes and slow traffic as they cross the bridge. Finally, the rumble strips on Kellys Mountain have been installed in such a way as to prevent cyclists, in some

- areas, from riding on the shoulder. Cyclists, instead, must ride in the vehicle lane in a particularly dangerous area.
2. Cabot Trail: The majority of the road surface of the Cabot Trail is narrow, hilly, and winding. Fortunately, there has been a TIR program to improve the entire road surface of the Cabot Trail, including incorporation of an 80cm paved shoulder. A number of sections of the Cabot Trail have had this work undertaken, with the remainder slated for completion in 5-7 years. Although the shoulder provided is significantly narrower than that recommended for cyclists use, it represents a considerable improvement to biking safety. Despite this road improvement, however, there remain a number of small bridges where no shoulder exists, and certain special geographic features, such as Smokey Mountain, have no road improvement currently planned.
 3. Other roads: With few exceptions, the remaining paved roads in Victoria County are narrow and without shoulders. In addition, many are in a state of disrepair that creates hazards for inattentive cyclists. On many of these roads, however, traffic volumes are low, and experienced cyclists find they provide pleasant scenic rides.

3.2.2 Off-Road Bikeability

There are few formal off-road pathways for cyclists in Victoria County. However, as with walking routes, there are a substantial number of informal routes. In addition, non-paved roads, both provincial highways and the large number of logging roads on the highlands plateau, are used by off-road cyclists. These routes provide potential for mountain-biking that is currently unexplored.



Cycling on Bras d'Or Lake (source: Vince Forestall)

3.3 Other Uses

3.3.1 Wheeling

Topography and small community size imposes limits to the ability of wheelchair users.

The challenges noted are:

- No shoulders
- Broken asphalt on roadways
- Few sidewalks
- Distances to destinations usually too far
- Narrow, hilly roads with restricted viewplanes

3.3.2 Skateboarding

Skateboarding appears to be largely an individual activity restricted to young people. Longboarding, which is a transportation variation of skateboarding, does not appear to be widespread in Victoria County.

3.3.3 Inline Skating

There appears to be little use of, or demand for, inline skating options, except among summertime tourist visitors.

3.3.4 Winter Activities

With regular high snowfall amounts and large areas of wooded and wilderness areas, excellent potential exists for snowshoeing and cross-country skiing. In Cape North, the North Highland Nordic Centre is one of the finest groomed skiing networks in the province.



However, the majority of winter recreation is based upon snowmobile use, and the local clubs have developed an extensive network of signed, maintained trails, particularly south of the National Park. These trails could be used for non-motorized uses as well, but, at present, little has been done to promote them for these uses.

3.3.5 Water-Based Active Transportation

The Bras d'Or Lakes are extremely popular for recreational boating, and provides an alternative transportation route where topography and human-construction has restricted or limited AT options. To date, limited efforts have been made to promote multi-day canoe and kayak trips by providing shore-side-camping, and trip information.

The Trans Canada Trail, as envisioned by the Nova Scotia Trails Federation committee, will choose a water-route from Whycocomagh to North Sydney. This tourist traffic could be directed to stops in Victoria County, such as Little Narrows, Baddeck, Iona, and even Big Bras d'Or, with the thoughtful development of required infrastructure.

3.4 Destinations

Active transportation for utilitarian purposes is inherently destination-oriented travel. The identification of destinations in the County that might attract frequent active transportation usage provides a good indication on where infrastructure improvements may be most effective. The likelihood of people walking to school or work is heavily influenced by travel distance to these destinations, and the safety of the connections between origin and destination.



The key destinations in Victoria County identified were:

- Sites within the Village of Baddeck, such as the Yacht Club, the Alexander Graham Bell Museum, the High School, the hospital, and the businesses on Chebucto Street;
- Businesses along the Cabot Trail in Ingonish Beach and Ingonish;
- Schools and businesses in Wagmatcook;
- The grocery store in Cape North Village; and
- The Tim Hortons on Highway 105 outside Baddeck.

Recreational and tourism Active Transportation have some importance in most communities, but in Victoria County represent a significant, and growing, form of activity. The key destination/corridors identified here were:

- Cabot Trail/ Cape Breton Highlands National Park;
- Highway 105;
- All school locations; and
- Community centres.

3.5 Barriers

There are both natural and human-created obstacles to walking and cycling. Among others, natural barriers include bodies of water and topographic features; man-made barriers include highways, bridges, and high traffic streets.

The major physical barriers to Active Transportation in Victoria County were identified as:

- Distances between communities;
- Small, scattered population centres;
- Rugged topography;
- Narrow roadways;
- Bridges without pedestrian or cycling infrastructure;
- Highway 105;
- State of repair of most paved roads; and
- Limited route choices.

CHAPTER 4 RESULTS OF THE PUBLIC CONSULTATION

4.1 Public Meeting in Baddeck

A public meeting was held on 11 February 2014 in Baddeck with 28 people in attendance. There was wide representation from the community, including representatives from the snowmobiling and ATV clubs. In addition, several people from Sydney, representing both Velo Cape Breton and the Heart & Stroke Foundation, participated.

Key comments from the meeting were:

- People don't generally feel safe walking near their homes, mostly due to lack of sidewalks and people feel they have to drive to get the things they need. People tend to drive to areas where they feel it is safe to walk.
- Need designated bike lanes and bike racks.
- Mark pavements to designate areas where people can walk.
- Lack of sidewalks, icy sidewalks, wildlife are all impediments to walking
- Need to let planners / engineers know to include bike lanes when they develop new bridges.
- Need to make TIR aware that the use of rumble strips and gullies on shoulders make the roads dangerous for cyclists. There was a lot of discussion about rumble strips. For example, around North Shore there is a mandate to provide 1.0m wide shoulder should be used for cyclists; rumble strips should not be placed in areas where cycling is being encouraged. The group also recommended using signs to make people aware that there are cyclists / walkers on road, something graphical.
- In Baddeck:
 - Pave shoulders from exit 8 to 10 (if there was no cost limits);
 - Have a designated area for parking outside village and encourage people to walk into village to do business.
- Things need to be done to entice people to use active transportation. For example, there is only one bike rack in Baddeck. A public awareness campaign would help. Have a map that shows routes and talks about the length of time it will take to get to certain destinations.
- Develop some off road routes that do not allow cars or trucks. Partner with snowmobile clubs to create multi-use trails. Population is sparse so shared use routes should work here easily. Crowdis Mountain Snowmobile Club has 176km of trails that are considered multi-use trails. Need to get Snowmobile info out to others like mountain bikers.
- Need to think about winter product. Issue is that people need to be able to find information on winter activities and routes and what is open.

4.2 Public Meeting in Ingonish

A public meeting was held on 12 February 2014 in Ingonish with 11 people in attendance. A good representation of ages and activities participated, including members of a senior women's cycling group and two mothers with pre-school children.

Key discussion points revolved around:

- Focussing efforts to say that while there is a desire for bike lanes around the Cabot Trail, the initial development of these lanes should be within communities first.
- Where there are shoulders on roads, pavement failure at the edges is an ongoing concern. People also felt that an 80cm shoulder on a highway is not wide enough to provide safe / comfortable experience.
- Looking after / re-introducing what facilities exist or existed in the area previously.
- Recognizing the Nordic Centre in Dingwall as a great asset.
- Organizing people to promote active transportation and build facilities, but there was a concern that there is only a limited number of volunteers in the area and one must be careful not to stretch them too much. It would be better to try to build on existing groups and try to involve the schools. A program similar to the Cabot Trail Working Association could clear roadsides of brush.
- Creating tracks that people could safely walk around in smaller communities.
- Specific recommendations for the installation of infrastructure included:
 - Paving the shoulders of the road from Cape North to Dingwall;
 - Putting a bike rack at Doucette's in Ingonish, at the store in Dingwall, and at the community centre in Bay St. Lawrence.
- Partnering with snowmobile clubs to create multi-use trails.
- Collecting data on active transportation use and activities to support funding requests.
- Dedicating a set percentage from the gas tax towards active transportation.
- Skills development as an important aspect of any plan.

4.3 On-Line Survey

An online survey asking the following questions was available online from # to # with 184 responses received.

Question 1: Identify your community.

Question 2: How safe do you feel walking or cycling on the roads or trails near your home?

Question 3: What would you do to make Active Transportation safer in Victoria County?

Question 4: If we were able to make improvements around schools or other community facilities (i.e. community halls or centres) what would they be?

The tabulation of the responses is available in Appendix B. The "word clouds" illustrated below are a visual means of illustrating the relative number of answers to questions received on the online survey. The larger the number of responses, the proportionally larger the words. All responses that were given more than twice are displayed in the word cloud.

In response to the question: "What would you do to make Active Transportation safer in Victoria

County?”, “Create more bike lanes and sidewalks” was mentioned 91 times, when protected road shoulders, and protected-lane options were included. The second most popular response, with about 32 responses was to “Repair the roads”.

Based on these responses, maintaining road infrastructure and developing designated pedestrian/cycling spaces on or next-to existing roads is of highest priority to Victoria County residents.



Other answers receiving approximately 10 Responses were “Lower the speed of vehicles”, “Better lighting”, and “Create off-road trails”.

The same method as above was used to create a word cloud of responses to the question: “If we were able to make improvements around schools or other community facilities (i.e. community halls or centres) what would they be?”



“Year-round trails” was the most repeated answer, with residents also expressing a desire to see better plowing and clearing of facilities. These responses show residents’ desire for improved year-round access, particularly in winter.

Maintenance and ease of access also dominated the list, with residents calling again for higher road quality, more accessible facilities, repairs to driveways and buildings, and better lighting.

Desire for pedestrian facilities also shows up prominently. Finally, many people called for specific additional facilities, from tracks to swimming pools to playgrounds.

CHAPTER 5 **ACTIVE TRANSPORTATION PLANNING PRINCIPLES**

Goal 1: Educate

Programs to encourage active transportation are as important as infrastructure investments for safety.

Guiding principles:

GP 1.1 Promote a shift in public attitudes

Education is one of the most important components of this plan. Through publications, events, training programs, and other activities, tolerance and safe interaction between all transportation modes should be promoted. Individuals and decision makers should be made aware of the costs and benefits of transportation and land use choices. Residents should be enabled to learn how they can reduce their transportation footprint through AT use for short trips. Motorists should be advised of the need for extra caution when pedestrians and cyclists are on the road shoulders.

GP 1.2 Raise a new generation of active transportation users

Child and youth-based education programs and activities should present active transportation as an easy and potentially safe option for young people. Develop activities and education programs that will encourage young people to view active transportation as a viable alternative to driving.

Goal 2: Improve Infrastructure

Improved active transportation infrastructure will encourage increased active transportation usage.

Guiding principles:

GP 2.1 Adequately maintain existing on and off-road facilities

Existing facilities must be maintained to a mandated standard, and new facilities should be added to the existing system only when it is assured that they can be properly maintained.

GP 2.2 Improve both on-road and off-road facilities

Infrastructure improvements should be a combination of on and off-road facilities. The Municipality should continue to work with TIR to pave the shoulders of the Cabot Trail, focussing on areas where the highway crosses through communities. Victoria County should work with the NS Department of

Education to implement walking trails near all the schools in the Municipality.

GP 2.3 Encourage active transportation friendly built environments

There is a strong connection between the spatial distribution of the built environment and the overall physical activity of residents. New developments should be required to create walkable and bikeable areas by being built within existing communities, considering origin and destination patterns of users, and providing suitable infrastructure connecting important locations. Existing developments should be retrofitted for active transportation usage and new developments should be designed to suit self-propelled modes of transportation. Active transportation routes and land use should continue to be better integrated.

GP 2.4 Provide year-round safety

Walking and biking should be safe for all ages and abilities in all seasons. The Municipality should work with TIR to ensure that surface repair and patching, snowplowing, clearing of ice, flood-proofing, and the filling of low spots and potholes are important maintenance considerations.

GP 2.5 Liaise with Nova Scotia Department of Transportation and Infrastructure

The Municipality should meet with the NS Department of Transportation and Infrastructure Renewal staff at least once a year to ensure that the Department and the Municipality are aware each others' plans. Subsequently, each can build off the other proposed future plans, as they relate to improving and maintaining AT infrastructure.

GP 2.6 Improve signage

As facilities are built or improved, signage designating the facility should be installed. Signs should also be provided at parking areas with access to trails and other active transportation infrastructure. A consistent look and feel for the signs should be developed, so that potential users come to recognize the signs as indicators of AT infrastructure.

Goal 3: Raise Awareness

Raising awareness is a critical component in increasing active transportation participation levels and greater walker/cyclist safety through motorist awareness.

Guiding principles:

GP 3.1 Create / coordinate partnerships

The Municipality should meet regularly with people and organizations involved in active transportation to coordinate and create opportunities to improve AT infrastructure. New projects such as trail creation and improvements or the development of a program should be used to foster partnerships among individuals, NGOs, and departments of government, the RCMP, local businesses and other interest groups.

GP 3.2 Participate in and organize local events

Use these local events as an opportunity to promote active transportation by handing out maps, pamphlets and itineraries, as well as by teaching AT etiquette. Organize group AT activities, such as

trail walking for fitness.

Goal 4: Implement the Plan

Implementation will move this plan from concept to physical realization.

Guiding principles:

GP 4.1 Look for correspondence with potential partners' interests

Various departments of government and non-governmental organizations have different areas of focus like health, recreation, economic development, etc. When seeking funding for a particular piece of infrastructure or program, review potential partners and tailor the request for funding to match their particular areas of interest. Different organizations may support the same initiative for vastly different reasons.

GP 4.2 Be opportunistic

While this plan provides suggestions for priorities for implementation take advantage of making improvements to existing related facilities like the paving of road shoulders. Take advantage of opportunities that come up such as the development of new subdivisions or commercial areas, the resurfacing of roads, or new funding opportunities to create infrastructure, even if it is not in the priority list. However, recognizing Guiding Principle 5.1, it is important to balance efforts to make sure that low-impact items are not siphoning energy and effort from higher impact items.

GP 4.3 Evaluate regularly

Review investments made in active transportation infrastructure and programs to determine what is working, what is failing, and the reasons for their success or failure. Determine how to build on the successes and improve on less-successful activities.

CHAPTER 6 **RECOMMENDATIONS**

The following recommendations lay out a project plan for the development and improvement of both an active transportation network and activities for Victoria County. Although the long-term projects may take as long as 15 to 20 years to complete, the immediate actions denote areas where a significant impact on improving active transportation conditions in the County can be realistically accomplished within a five year time-frame. It is important to show the ultimate plan, to allow opportunities for improvements in lower priority areas to be recognized and exploited if and when they become available.

Further, it must be acknowledged that most of the on-road improvements require cooperation and investment by the Nova Scotia Ministry of Transportation and Infrastructure Renewal who control all the numbered highways that occur within Town limits. Victoria County Council must ensure that TIR is aware of the county's interests and priorities before they undertake their planning procedures.

This report is a "living document" that provides guidance for implementing improvements to active transportation in Victoria County. As such, it should be reviewed and updated annually providing a list of accomplishments from the previous year and outlining activities to be accomplished in the following year.

6.1 Priority Projects

These recommendations have been established based on prioritizing projects that will have an immediate benefit to safety conditions in the County especially for children and seniors. Locations of the proposed projects can be found on Figure 6.1. The County has done an excellent job of obtaining funding for recreation and active transportation initiatives from a number of sources and should continue to do so. Given that the Canada-Nova Scotia Agreement on the Transfer of Federal Gas Tax Revenues supports environmentally sustainable municipal infrastructure projects including active transportation infrastructure, it is appropriate that some of the funds that the Municipality receives be directed to the development of these projects in the county.

District 1 South Victoria including Wagmatcook

A. Immediate

- install bicycle rack: suggest at ferry dock, Little Narrows.
- Recommend that an overland route for the Trans Canada Trail be designated and signed: over Little Narrows Ferry to Iona, following Ross Rd. to Walker Road, to MacKinnon Road, to St. Columbia Road, to Iona and bridge to Grand Narrows. Signage will need to be installed.
- Improve on-road signage warning of pedestrian traffic in Wagmatcook on Highway 105.

B. Medium

- Lower speed limit on Highway 105 in Wagmatcook to 60 kph.
- Create a safe AT corridor in Wagmatcook from Hwy 105 to the new school.
- Pave shoulders of Cabot Trail through Middle River from Inverness County boundary to Hwy 105 (not immediate).

C. Long Term

- Improve width of Hwy 105 bridge crossing Middle River.
- Improve width of Hwy 105 bridge crossing Baddeck River.

District 2 – West Victoria (Middle River and Big Baddeck)

A. Immediate

- Work with snowmobile clubs to improve walkers and cyclists accessibility on existing snowmobile trails, where permission for their use extends to the non-snow months.

B. Medium

- Widen highway shoulders on Cabot Trail within the school zone area around Middle River school. Consider this for all elementary schools in the County.
- Upgrade Cabot Trail, according to TIR plans.

District 3-Baddeck and Bay

A. Immediate

- Provide sidewalk from yacht club up to Chebucto Street, along west side of Jones Street.
- Reduce speed on Water Street to 30 kph.
- Install sidewalk on west side of Jones Street from Chebucto Street to Duntulum Street.
- Provide crosswalk at Hospital and run sidewalk along southern side of Margaree Road as far as the Provincial Building, at Campbell Street.
- Install a bike shelter at the Tourism Information centre.
- Install three additional bike racks in Baddeck. Possible locations include the library, town hall, the yacht club, the hospital, the Co-op, or some other convenient spaces on Chebucto Street.
- Provide paved shoulder on Hwy 205 between high school and exit 8 on Hwy 105.

B. Medium

- Integrate sidewalk connection between Village's Main St. and Alexander Graham Bell Museum, particularly at the entranceway on Chebucto Street.
- Place a stripe / painted line on Twining Street to the Co-op.
- Install sidewalk on south side of Duntulum Street from Jones Street to the Alexander Graham Bell Museum.

- Construct staircase/pedestrian connection from parking area near Visitor Centre (Shore/Chebucto) to Co-op parking lot.
- Extend sidewalk on Campbell Road to connect with Margaree Road sidewalk at Provincial Building.

C. Long Term

- Run Blue Route through Baddeck from Exit 8 on Highway 105, and continue along Highway 205 with paved shoulders, to a minimum of standard used on the Cabot Trail, to Exit 10.

District 4 – East Victoria – Southern base of Smokey to Exit 10

A. Immediate

- Install bike rack at ferry dock, Englishtown.
- Designate the Cabot Trail, from Exit 11 on Highway 105, as the Blue Route.

B. Long Term

- Replace all narrow bridges on the Cabot Trail with structures that provide the 80cm shoulder for walkers and cyclists.

District 5 – Boularderie – top of Kelly’s Mountain to Seal Island Bridge and Boularderie Island

A. Immediate

- Fix position of rumble strips on Hwy 105 to ensure that they provide sufficient area for cyclists and do not cross over from inside to outside of shoulder, especially on Kelly’s Mountain.
- Petition the Minister of TIR to have bike / pedestrian / shared use lanes installed on the Seal Island Bridge
- Bike rack – no specific location suggestion, but the most useful location may be at one of businesses between Exit 13 and 14 on Hwy 105.

District 6 – Southern base of Smokey to Highland Street, Ingonish

A. Immediate

- Petition the Minister of TIR to change the priority of Cabot Trail re-paving/ upgrading to make the section between Ingonish Centre and Ingonish their top priority.
- Install bike rack at Doucette’s store.

District 7 - Highland Street, Ingonish to Effie’s Brook

A. Immediate

- Change priority of Cabot Trail re-pave / upgrade by TIR in Ingonish Centre and Ingonish between the park boundaries to make this top priority.
- Based on discussions with NS Dept. of Transportation and Infrastructure Renewal, designate New Haven / White Point Road as the Blue Route
- Install bike rack: top of beach access staircase, Neils Harbour.
- Reduce speed limit from 50kph to 40kph in Neils Harbour/New Haven.

B. Long Term

- Widen Neil’s Harbour and New Haven road from the Cabot Trail as far as the beach access staircase / parking area.

- When next re-paved, make asphalt surface within the village as wide as possible. In addition, narrow the vehicle travel lanes as much as legally permitted.

District 8 – Effie’s Brook and north

A. Immediate

- Petition the Minister of TIR to make the second highest priority for TIR’s re-paving / shoulder widening of the Cabot Trail to be the section from South Harbour to Cape North.
- Install bike rack at Bay St. Lawrence Community Centre.

B. Medium

- In Dingwall, following discussions with NS Dept. of Transportation and Infrastructure Renewal, put in sleeping policemen (reverse speedbumps that will allow the plow to work) approximately every 200 metres or re-stripe road to one (wide) lane with shoulders for walking / biking and reduce the speed limit to 30kph. If successful, this may also have application on Bay St. Lawrence/Money Point roads.
- Install a refuge island, with curb, at site of stop sign at Cabot Trail / Bay St. Lawrence Rd. intersection, provide curb cuts onto island.
- Create a designated, signed, off-road walking route connecting the end of Mountain View Road to Courtney Road and Bay St. Lawrence Road.

6.2 Programs

Making improvements to infrastructure is only one component of improving Active Transportation in any community. While providing a safe place to walk, cycle, or use other forms of human-powered transportation is essential, so is the need to both promote community improvements, and to educate the public on how to navigate their streets safely.

The barriers to Active Transportation are often explained as being the result of inadequate infrastructure. In reality, and more importantly, the barriers exist in the culture of a community and the attitudes of its population. To change these attitudes will require continuous and effective programs of education, promotion, and advocacy.

6.2.1 Education

Education is one of the most important components of this plan. Active transportation users need to be instructed in on and off-road operating procedures and etiquette in order to support a safe and inviting environment.

Motorists, snowmobilers, and ATV users must be made aware of the need to be cognizant of and share the road or trail with walkers and cyclists and – most important of all – to operate their vehicles more safely and appropriately.

Parents must be convinced of the value of increasing the amount of walking and cycling undertaken by their children and that their children’s safety will be assured while doing so.



Given the wide range of educational opportunities available nationally and provincially, it is important to remember that the County does not have to shoulder educational initiatives on its own.

Ed.1. **Share the Road:**

This program is an important, low cost infrastructure education tool for all road and trail users including motorists, pedestrians and cyclists. “Share the Road” is an initiative that makes roadways safer and more efficient for both motorists and cyclists by reminding everyone that cyclists are a legitimate road use and one likely to be encountered on roads in the community.

In Victoria County, Share the Road signs should be positioned within communities along the Cabot Trail. In addition, signs should be placed in other communities where there are people are currently out walking and cycling or where the Municipality would like to promote this activity. Initial recommended locations include:

- Hwy. 105 in Wagmatcook as noted above;
- at entrance to Neil’s Harbour from Cabot Trail;
- on Cabot Trail at Ingonish and Ingonish Centre when the Highway road exits out of park;
- on Hwy. 205 (Shore Road) near Exit 8;and
- on Hwy. 223 near Highland Village and the school.

One interesting and successful variation of the program occurs in Annapolis County, where bright yellow T-shirts with the “Share the Road” symbol are regularly given as draw prizes during municipal events. Share the Road often becomes a shorthand for ‘bike friendly.’

Ed.2. **Safe Cycle/Skateboarding Training:**

The County could develop and offer ongoing low or (preferably) no-cost programs that provide education on bicycle safety, including the value of wearing helmets, and etiquette for sharing road and trail space.

There are a number of acceptable possible programs that could be adopted, including the bike rodeos currently provided by the RCMP and the CAN-BIKE program operated by the Canadian Cycling Association. The town should investigate the possibility of supplementing the efforts of the RCMP by assisting people to become qualified instructors of one, or both, of these programs.

The first priority of these training courses should be for youth, but consideration should be given

for eventually providing safe-biking courses for seniors and other people as well.



(Photo: André Bouchard)

Offering skateboarding instructional programs will provide the opportunity to access another group of youth different from cyclists. One instructional component that can and should be added is how to be a safe on-street/sidewalk skater, and the AT/health benefits of longboarding.

One program offered by the Ecology Action Centre, Making Tracks, is about making active transportation safe for children and youth in Nova Scotia by giving them the skills they need to do it safely. Using a train-the-trainer model, the program enlists the help of adults and youth in teaching safety skills to other youth and children. Making Tracks focuses on skill-based, experiential workshops. It offers walking, cycling, in-line skating and skateboarding safety skills.

Ed.3. Heart&Stroke OneStep:

Heart&Stroke OneStep is an extracurricular resource featuring pedometers and activities for junior high students to support girls to be physically active through walking. Resources are available in both English and French. OneStep is one resource that schools can use to complement existing activities to encourage and support activity among youth.

Ed.4. Information Flyers should be sent to households along with utility bills or recycling information, at least once per year in the spring, when the weather begins to improve. The flyers can be designed to provide safety tips for AT users - and motorists - addressing the common causes of conflicts and how to avoid them. In addition, household flyers provide a venue for regularly updating residents on additions or changes to the shoulder improvement / trail network.

Ed.5. Provide annual wilderness navigation training courses open to all residents, including basic skills in map, GPS and compass, instructed by the Physical activity coordinator. This will provide an excellent opportunity to provide knowledge of how to safely use the extensive outdoor resources of the county, and a venue to advertise the formal walking routes available for use.

6.2.2 Promotion

From many years of experience, the public has developed the perception that walking and cycling on roads is unsafe. It will be inadequate to simply build infrastructure. In order to have more people walking and cycling, it will be necessary to engage in a range of promotional activities to shift public opinion and encourage them to use the new AT infrastructure that will be developed.

P.1. Continue to update the Naturally Active Victoria County Facebook page, the county and other websites, and other media channels - This should include all the information available about the community benefits of using AT, the most up-to-date information about the condition of the shoulder paving, maps of the currently existing and planned walking tracks around schools, educational information about etiquette and safety, and links to provincial and national AT websites. This should be updated regularly, paying particular attention to seasonally unique issues.



P.2. Brand the Primary Trail/Road Network –Create distinctive signage to identify the network for motorists and walkers/cyclists.

P.3. Support the development of community walking clubs, cycling clubs, and a snowshoe / ski clubs. Encourage regular activities that can be advertised to the public. Support existing groups to recruit new members.



P.4. Support the development of a volunteer trail development group that will monitor and inspect trails. The County should work with interested volunteers to establish a trails group to assist with fundraising, identification and maintenance of areas requiring attention, promotion of trail etiquette, etc. Members of this group can become trained by the NS Trails Federation Trail Patrol and provide education to users about trail etiquette, repair / replace signage, and report on maintenance issues. It might be possible to obtain funding from the Nova Scotia Department of Health and Wellness, Physical Activity, Sport and Recreation or other departments to obtain funding and training.

P.5. Update and reprint Victoria County Cycling Routes Guide and make it available in print and digital formats. This could include a variety of on-road and back-road routes to permit visitors and residents to discover the back roads of Victoria County. Off-road routes should only be included where formally designated pathways have been created and are signed and maintained.

P.6. Create a Victoria County Hiking Guide in order to provide a handy, updated reference to all designated walking routes, whether provincial, national, or local, for residents and visitors. Attempt to highlight a designated off-road walking route in every District of Victoria County. The dimensions of the guide should be similar to the cycling guide and should be available in both print and digital format.

In addition, to encourage both increased participation and the exploration of different areas within the county, create a program that provides recognition both for distances hiked on Victoria County trails in a year. We suggest 25, 50, and 100 km distance pins, and a wall certificate for hiking all the trails in the guide in one year.

P.7. The Hike the Highlands Festival and the **Three Peaks Challenge** have proven to be quite successful in attracting visitors to Victoria County. Consider using these venues as a means to attract a larger number of Victoria County residents to walk some of their own trails. A variation to the program offered for visitors, that would promote physical activity among Victoria County residents, and which might even include an on-road walking component, should be considered.

P.8. Physical Activity Award Program In order to encourage a greater participation in active transportation from a broad range of ages, the County should institute an award program based

upon the daily amount of time that a person is able to engage in walking and biking.

Bronze Level: averaging 30 minutes of walking/biking, five days a week

Silver Level: averaging 30 minutes of walking/biking, seven days a week

Gold level: averaging 60 minutes of physical activity, five days a week

This award can be in the form of certificates, awarded monthly. At the end of one year, to those who have completed twelve consecutive months at the appropriate level, a pin should be presented at a public recognition ceremony, along with other community recognition awards.

If desired, other activities, such as, but not limited to, canoeing/kayaking, gardening, horseback riding, and skateboarding, can be added as contributing to the physical activity totals.

6.2.3 Advocacy

The public needs to be informed about the many health and safety benefits of participating in active transportation. In present-day North American culture, travel by automobile is not only the dominant means of transportation, but in many people's perception, the only one. Consequently, spending on AT may be resisted by the majority because of the opinion that they are frivolous and costly public investments that benefit only special interest populations.



Advocacy programs, in some respects, are quite similar to those for promotion purposes, but tend to be directed at the wider community, not just those who currently use AT.

A.1. Host an annual Active Transportation evening, where groups interested in cycling, walking and other active transportation activities can meet with Council, neighbouring municipalities departments and the NS Department of Transportation and Infrastructure Renewal to talk about accomplishments over the last year, look at possible improvements that can be made to infrastructure and programs in the coming year, discuss sharing of resources, exchange other information, and forge partnerships. Keeping / publishing a report card will assist in measuring progress.

A.2. Liaise with RCMP and conduct an annual review of bicycle and pedestrian accidents to determine if there are unidentified 'hot spots' on the roads where infrastructure improvements need to be made to improve safety.

A.3. Work with supportive agencies such as the Nova Scotia Department of Health and Wellness, the Atlantic Health Promotion Research Centre, the Nova Scotia Heart and Stroke Foundation, and other health services and promotion organisations to promote the health benefits of active transportation.

A.4. **Present to local schools:** This should be done at a meeting of the School Advisory Council, where teachers, parents and staff are able to learn about the AT Plan and suggest ways in which the school can participate. One of the main purposes of this activity will be the promotion of walking trails associated with each school. It is valuable to speak to all three groups: parents, teachers, and staff together.

A.5. **Advocate with the province** to have the **Blue Route** enter Victoria County along 105 from Inverness County. At Exit 8, leave Highway 105 to pass through the Village of Baddeck, and follow Highway 205 until Exit 10, where it rejoins Highway 105. At Exit 11, the Blue Route leaves Highway 105, and follows the Cabot Trail through its entire length, to end at Exit 7 on Highway 105.

To connect with the CBRM, the Blue Route should leave Highway 105 at Exit 6, cross the ferry at Little Narrows, and follow Highway 223 to Iona, where it crosses the bridge to Grand Narrows.

The final selection of route should be coordinated in cooperation with Velo Cape Breton and Bicycle Nova Scotia. As soon as the route is designated, the county should purchase and install signage marking the route.

A.6. **Advocate with Transportation and Infrastructure Renewal** to complete and approve their active transportation policy. This document will provide a framework that will enable local Transportation and Infrastructure Renewal staff to provide definitive answers when requested to assist with the implementation of active transportation infrastructure. The Municipality could also consider adopting the provincial document as well.

6.3 Maintenance and Trail Development

Maintenance is a key component in providing an appropriate level of service and user-friendly, safe and efficient transportation solutions. **Preventative maintenance** includes road, sidewalk and shoulder sweeping and preventative tree pruning. **Corrective maintenance** includes sealing pavement cracks and potholes, repairing markings, pruning trees after a storm and grading crusher dust surfaces. **Replacement** is necessary when something has reached the end of its lifetime. **Winter maintenance** includes snow clearing from road shoulders and grooming of trails to create reasonable places to walk, cross-country ski or snowshoe.

M.1. **Work with the Nova Scotia Department of Transportation and Infrastructure Renewal** to ensure that roads in the Municipality have adequate maintenance to allow their use by cyclists and walkers. The level of required maintenance depends on the specific location, whereby higher levels of repair and snowplowing might be required within communities and less densely populated areas might need somewhat less maintenance.

M.2. Work with the Crowdis Mountain Snowmobile Club and other groups to develop appropriate trails as full multi-use trails. This would involve a prioritization of routes for review, an assessment of their surfaces in the summer to ensure that they are adequate for walking and cycling, and negotiations with landowners to allow access over their land in spring, summer and fall when damage to crops could occur. Within 5 year timeframe of plan, pick 5 priority routes for inventory in terms of land ownership, signage, condition of treadway / drainage issues. Develop these trails for all-season use including identification of appropriate parking areas. The goal will be to have five routes fully operational as all-season routes and advertised to the public.



M.3 Create an overall Trail Strategy for Victoria County. Based on the work done as part of M.2, the Municipality could consider the development of an overall trails strategy for the whole County. This strategy could provide specific information related to proposed routes and the location of other facilities such as parking and signage installations along with more detailed opinions of probable costs and implementation scheduling suitable for inclusion in the County’s budgetary planning process.

6.4 Opinion of Probable Costs

Figure 6.2 provides an Opinion of Probable Costs for the implementation of the various plans and programs recommended in this report.

Victoria County Active Transportation Plan

Figure 6.2: Opinion of Probable Capital Costs

Date: 31 March 2014
CBCL Project No.: 141205.00

This opinion of probable costs is presented on the basis of experience, qualifications, and best judgement. It has been prepared in accordance with acceptable principles and practices. Sudden market trend changes, non-competitive bidding situations, unforeseen labour and material adjustments and the like are beyond the control of CBCL Limited. We cannot warrant or guarantee that actual costs will not vary significantly from the opinion provided.

These costs are in 2014 dollars. They are for capital construction only and do not allow for contingencies (typically 25% at this stage) and engineering fees (typically 10%).

District 1 South Victoria including Wagmatcook

No.	Item	Quantity	Units	Unit Cost	Cost
A. Immediate Projects					
	Provide bike rack near Little Narrows ferry	1	each	\$2,500	\$2,500
	Recommend overland route for Trans Canada Trail over Little Narrow Ferry to Iona (including signage)				n/a
	Improve road signage for pedestrians in Wagmatcook	1	lump sum	\$7,500	\$7,500
B. Medium Term Projects					
	Lower speed limit on 105 to 60 kph in Wagmatcook		staff time		n/a
	Create a safe AT corridor from Hwy 105 to the new school		staff time to coordinate with Band and Province		n/a
	Pave shoulders of Cabot Trail through Middle river to Hwy 105				n/a
C. Long Term Projects					
	Improve width of Hwy 105 bridge over Middle River		staff time to coordinate with Province		n/a
	Improve width of Hwy 105 bridge over Baddeck River		staff time to coordinate with Province		n/a

District 2 West Victoria (Middle River and Big Baddeck)

No.	Item	Quantity	Units	Unit Cost	Cost
A. Immediate Projects					
	Work with snowmobile clubs to improve walkers and cyclists accessibility on existing snowmobile trails	1	lump sum	\$25,000	\$25,000
B. Medium Term Projects					
	Priority to widen shoulders on Cabot Trail around Middle River school		staff time to coordinate with Province		n/a
	Upgrade Cabot Trail		staff time to coordinate with Province		n/a

Victoria County Active Transportation Plan
 Figure 6.2: Opinion of Probable Costs

District 3 Baddeck and Bay					
No.	Item	Quantity	Units	Unit Cost	Cost
A. Immediate Projects					
	Provide sidewalk from yacht club up to Chebucto Rd. along Jones Rd. (west side)	55	metres	\$250	\$13,750
	Reduce speed on Water Street to 30 kph	staff time to coordinate with Province			n/a
	Install sidewalk on west side of Jones Street from Chebucto Street to Duntulum Street	125	metres	\$250	\$31,250
	Extend sidewalk along Margaree Rd. from Hospital up to Provincial Building	200	metres	\$250	\$50,000
	Provide bike shelter at Tourism Information	1	lump sum	\$20,000	\$20,000
	Locate 3 bike racks in Town	3	each	\$2,500	\$7,500
	Provide paved shoulder on Hwy 205 between high school and exit 8 on Hwy 105	staff time to coordinate with Province			n/a
B. Medium Term Projects					
	Better integrate sidewalk connection between Village's Main St. and Alexander Graham Bell Museum	1	lump sum	\$12,000	\$12,000
	Install sidewalk on south side of Duntulum Street to Alexander Graham Bell Museum	150	metres	\$250	\$37,500
	Construct staircase and path from Visitor Centre to Co-op parking lot	1	lump sum	\$25,000	\$25,000
	Extend sidewalk on Campbell Road to connect with Margaree Road sidewalk at Provincial Building	55	metres	\$250	\$13,750
C. Long Term Projects					
	Run Blue Route through Town and along Hwy 205 with paved shoulders	staff time to coordinate with Province			n/a
District 4 East Victoria – Southern Base of Smokey to Exit 10					
No.	Item	Quantity	Units	Unit Cost	Cost
A. Immediate Projects					
	Bike rack at Englishtown Ferry	1	each	\$2,500	\$2,500
	Use Cabot Trail as Blue route	1	each	\$2,500	\$2,500
	Use Cabot Trail as Blue route	staff time to coordinate with Province			n/a
C. Long Term Projects					
	Replace narrow bridges on Cabot Trail	staff time to coordinate with Province			n/a
District 5 Boularderie – Top of Kelly's Mountain to Seal Island Bridge and Boularderie Island					
No.	Item	Quantity	Units	Unit Cost	Cost
A. Immediate Projects					
	Fix position of rumble strips on Hwy 105, especially on Kelly's Mountain	staff time to coordinate with Province			n/a
	Petition to have to bike / pedestrian / shared use lanes over the Seal Island Bridge	staff time to coordinate with Province			n/a
	Install bike rack at one of businesses near Exit 13 of Hwy 105	1	each	\$2,500	\$2,500

Victoria County Active Transportation Plan
 Figure 6.2: Opinion of Probable Costs

District 6 Southern Base of Smokey to Highland St., Ingonish □					
No.	Item	Quantity	Units	Unit Cost	Cost
A. Immediate Projects					
	Make re-pave / upgrade of Cabot Trail shoulders by TIR priority in Ingonish Centre and Ingonish			staff time to coordinate with Province	n/a
	Put bike rack at Doucette's	1	lump sum	\$2,500	\$2,500
District 7 Highland St., Ingonish to Effie's Brook □					
No.	Item	Quantity	Units	Unit Cost	Cost
A. Immediate Projects					
	Change priority of Cabot Trail re-pave / upgrade by TIR in Ingonish Centre and Ingonish to top priority			staff time to coordinate with Province	n/a
	Designate New Haven / White Point Rd. as Blue Route			staff time to coordinate with Province	n/a
	Place bike rack at top of beach access staircase in Neil's Harbour	1	each	\$2,500	\$2,500
	Reduce speed limit to 40kph in Neils Harbour/New Haven			staff time to coordinate with Province	n/a
C. Long Term Projects					
	Widen Neil's Harbour and New Haven road to beach access staircase / parking area			staff time to coordinate with Province	n/a
	When re-paved, make road through Neil's Harbour as wide as possible with narrow vehicle lanes			staff time to coordinate with Province	n/a
District 8 Effie's Brook and North □					
No.	Item	Quantity	Units	Unit Cost	Cost
A. Immediate Projects					
	Make TIR's re-paving / shoulder widening from South Harbour to Cape North second overall priority			staff time to coordinate with Province	n/a
	Provide bike rack at Bay St. Lawrence Community Centre	1	each	\$2,500	\$2,500
B. Medium Term Projects					
	In Dingwall, put in "sleeping policemen" every 200 or so metres (look up a best distance) or re-stripe road			\$5,000 to \$30,000	
	Provide refuge island with curb where stop sign is at Cabot Trail / Bay St. Lawrence Rd. intersection	1	lump sum	\$15,000	\$15,000
	Create a walking route connecting end of Mountain View Rd. to Courtney Rd. and Bay St. Lawrence Rd.	1,950	metres	\$25	\$48,750

Victoria County Active Transportation Plan
 Figure 6.2: Opinion of Probable Costs

Programs					
Education					
No.	Item	Quantity	Units	Unit Cost	Cost
Ed.1.	Install Share the Road signage	1	lump sum	\$3,000	\$3,000 per year
Ed.2.	Safe Cycle/Skateboarding Training	1	lump sum	\$1,000	\$1,000 per year
Ed.3.	Heart&Stroke OneStep			staff time	n/a
Ed.4.	Information Flyers	1	lump sum	\$1,000	\$1,000 per year
Ed.5.	Provide annual wilderness navigation training courses	1	lump sum	\$2,500	\$2,500 per year
Promotion					
No.	Item	Quantity	Units	Unit Cost	Cost
P.1.	Continue to update Facebook page, websites, and other media channels			staff time	n/a
P.2.	Brand the Primary Trail/Road Network (design fees)	1	lump sum	\$10,000	\$10,000
P.3.	Support the development of community walking, cycling, and snowshoe / ski clubs			staff time	n/a
P.4.	Support the development of a volunteer trail development group			staff time	n/a
P.5.	Update and reprint Victoria County Cycling Routes Guide	1	lump sum	\$20,000	\$20,000
P.6.	Create a Victoria County Hiking Guide	1	lump sum	\$30,000	\$30,000
P.7.	Use the Hike the Highlands Festival and the Three Peaks Challenge to attract residents to walk			staff time	n/a
P.8.	Implement a Physical Activity Award Program	1	lump sum	\$750	\$750 per year
Advocacy					
No.	Item	Quantity	Units	Unit Cost	Cost
A.1.	Host an annual Active Transportation evening	1	lump sum	\$1,500	\$1,500
A.2.	Liaise with RCMP			staff time	n/a
A.3.	Work with supportive agencies			staff time	n/a
A.4.	Present to local schools			staff time	n/a
A.5.	Advocate with the province regarding the Blue Route			staff time	n/a
A.6.	Advocate with NS Dept. of Transportation and Infrastructure Renewal to implement their AT policy			staff time	n/a
Maintenance and Trail Development					
No.	Item	Quantity	Units	Unit Cost	Cost
M.1.	Work with the Nova Scotia Department of Transportation and Infrastructure Renewal			staff time	n/a
M.2.	Work with the Crowdis Mountain Snowmobile Club and other groups to develop multi-use trails	1	lump sum	\$15,000	\$15,000 per year
M.3.	Create an overall Trail Strategy for Victoria County	1	lump sum	\$50,000	\$50,000

APPENDIX A

The Case for Active Transportation

The Canadian Context

Active Transportation activities provide significant health and fitness, transportation, environmental, economic and tourism benefits. Municipalities in Nova Scotia, Canada, and throughout North America are implementing initiatives to promote and encourage active transportation activities as a preferred option to the private automobile for short-distance trips and as a method of promoting a more active and healthy lifestyle.

Over the last 10 years, the concept of Active Transportation has been gaining popularity because the health, social, environmental, economic and tourism benefits are so substantial. There is clear evidence of the benefits associated with designing cycling and pedestrian friendly communities and encouraging people to be more active by walking and biking more often, for both recreation and utilitarian purposes.

Promoting active transportation, especially through the development of an integrated on and off-road system that provides transportation and recreation options, is a simple and obvious strategy that can encourage people to reduce their use of the personal automobile and create sustainable, more liveable, safe and active communities.

These benefits include improved health, fitness, quality of life, and social interaction for citizens, a cleaner environment resulting from more sustainable means of transportation, and economic benefits related to new tourism opportunities and diversified transportation options to shops and services for workers and patrons.

Health, the environment, safety, the built environment, barriers to active transportation, and economic benefits are the key areas to be addressed in a sound active transportation plan. Creating an active transportation network requires government leadership to establish a range of policies and programs that support opportunities for people of all ages and abilities to engage in routine daily physical activity. These policies might address:

- Bicycle and pedestrian oriented design;
- Mixed-use development;
- Ample recreational facilities;
- Locating schools in walkable neighborhoods; and
- Funding and promoting active living programs.⁸

Health and Fitness

Walking and cycling, as well as skateboarding and inline skating, provide enjoyable, convenient and affordable means of exercise and recreation. Research suggests that the most effective fitness routines are moderate in intensity, individualized, and incorporated into our daily activities. In addition, studies have shown that people who use active transportation are, on average, more physically fit, less obese and have a reduced risk of cardiovascular disease.

Current estimates place the cost of physical inactivity in Canada at \$5.3 billion (\$1.6 billion of direct costs and \$3.7 billion in indirect costs) and the cost of obesity in Canada at \$4.3 billion (\$1.6 billion of direct costs and \$2.7 billion of indirect costs) in health care expenditures⁹. Our health system is

⁸ <http://www.activelivingleadership.org/aboutal.htm>, reviewed on 1 February 2005

⁹ Canadian Fitness and Lifestyle Research Institute. 2010. *Cost of Physical Inactivity*.

attempting to shift from simply protecting people from hazards in the environment to developing healthy environments in which people can live.

Increased physical activity such as walking, cycling and other active transportation related activities can help reduce the risk of coronary heart disease, premature death, high blood pressure, obesity, adult-onset diabetes, depression and various types of cancer. A more active population can in turn reduce the cost of medical care, decrease workplace absenteeism, and maintain the independence of older adults and younger children exploring potential new active transportation options. If Canadians were to become more active, there would be:

- 26% fewer deaths from type II diabetes;
- 20% fewer deaths from colon cancer; and
- 22% fewer deaths from cardiovascular disease¹⁰.

Sedentary lifestyles have serious consequences for public health. The most visible is the sharp rise in obesity across Canada in recent years. Almost half of Canadians ages 12 and over report being physically inactive and 26% of youth between the ages of two and 17 years old are overweight or obese (Statistics Canada, 2006). In Canada, the prevalence of obesity has more than doubled in the last 20 years (Katzmarzyk & Mason, 2006). Comparatively, the proportion of overweight and obese adolescents aged 12-17 doubled from 14% to 29% between 1979 and 2004, and today only 12% of children and youth get adequate levels of physical activity.

There is strong evidence that people who commute to work using Active Transportation are more likely to be fit and less likely to be overweight or obese than those who use exclusively motorized modes. In addition, there are other health benefits to the physical fitness gains. Active Transportation can enhance one's mental outlook and well-being, improve self-image, social relationships and increase self-reliance by instilling a sense of independence and freedom. These can contribute to healthier and happier personal relationships, and improve work and school productivity.

Improving active transportation methods such as walking and cycling can help make communities more liveable by creating an environment that is pleasant and safe with reduced noise and pollution. This can encourage more social interaction within a neighbourhood and create a stronger sense of community.

Transportation

Walking and cycling are means of transportation that are efficient, affordable and accessible. They are the most energy efficient, and generate no pollution. The transportation benefits of walking, cycling and other Active Transportation modes include reduced road congestion and maintenance costs, less costly infrastructure, increased road safety and decreased user costs.

In general, active transportation modes provide no emissions during use and have low lifecycle greenhouse gas emissions. In many cases, for distances up to 8 km in urban areas, cycling can be the fastest of all modes from door to door.

Canadians make an average of 2,000 trips per year of distances less than 3 km, using their automobile more than 90% of the time. Surveys show that 66% of Canadians would like to cycle

¹⁰ http://www.cflri.ca/eng/provincial_data/information/cost_inactivity.php, accessed on 31 March 2011.

more than they presently do. Seven in 10 Canadians say they would cycle to work if there “were a dedicated lane which would take me to my workplace in less than 30 minutes at a comfortable pace” (National Active Transportation Survey, *Go for Green*, 2005). These facts clearly demonstrate the potential for increasing the number of trips by bicycle, especially in the more developed areas of the Municipality.

It has been estimated that due to rising gasoline prices, more than 10 million cars – mostly belonging to low income families – will disappear in the US in the next five years, and a similar trend is expected in Canada (CIBC World Markets, 2008). This issue will be even more relevant in rural communities, where income levels are typically lower. Providing safe options for bicycle and pedestrian travel is going to become increasingly important.

Road improvements to increase the safety of pedestrians and cyclists can and will also enhance the safety of other road users. The U.S. Federal Highway Administration reports that paved shoulders on two-lane, rural roads have been shown to reduce run-off-the-road, head-on and sideswipe collisions by 30% to 40%. In addition, many municipalities have found that paved shoulders reduce maintenance costs related to shoulder deterioration, grading and snow removal.

Environment

Active Transportation activities are energy-efficient, non-polluting modes of travel, whereas short-distance automobile trips are the least fuel efficient and generate the most pollution per kilometre. Reducing the number of motor vehicles on the road decreases the number of pollutants released into the atmosphere by motor vehicles. Short-distance trips have the greatest potential of being undertaken by Active Transportation.

The effects of climate change can be reduced by encouraging drivers to use other modes of transportation, especially for travel outside rush hours. Motor vehicles, roads and parking facilities are major sources of water pollution and hydrologic disruptions due to such factors as road de-icing, air pollution settlement, and roadside herbicides.

Motor vehicles generate various types of unwanted noise that cause disturbance and discomfort to residents: engine acceleration, tire/road contact, braking, horns and vehicle theft alarms. Cyclists and walkers are not disruptive to communities from a noise perspective.

Making communities less auto-dependant by providing infrastructure for Active Transportation modes, such as walking and cycling, can reduce the amount of land required to construct new communities, thus creating more compact subdivisions that make more efficient use of available land.

Economic

The average cost of driving 1 km in a Dodge Grand Caravan costs the owner between \$0.449 and \$0.882¹¹. Walking or biking 1 km costs nothing.

¹¹ Canadian Automobile Association. 2011. *Driving Costs: Beyond the Price Tag – Understanding Your Vehicles Operating Costs*.

In 2004, *Go for Green* published what remains the principle Canadian document examining the economic benefits of Active Transportation: “The Business Case for Active Transportation: The Economic Benefits of Walking and Cycling¹²”.

This report specified that savings could be obtained by shifting mode share from driving to walking and cycling. These savings include a reduction in the following costs:

- Road construction, repair and maintenance costs, which will be reduced because of lower demand as mode share shifts to walking and cycling;
- Health costs of treatment for those affected by air pollutants and greenhouse gas emissions;
- Health care costs due to increased physical activity and reduced respiratory and cardiac disease;
- Fuel, repair and maintenance costs of personal vehicles for individuals who substitute some of their driving for walking and cycling;
- External costs due to traffic congestion; and
- Parking subsidies.

Positive benefits to the community, in economic terms, will also include:

- The economic impact of bicycle tourism;
- The economic impact of bicycle sales and manufacturing;
- Increased property values along greenways and trails and in pedestrian and cycling friendly neighbourhoods; and
- Increased productivity and a reduction of sick days and injuries in the workplace.

Considerable examples exist that show on and off-road trails provide significant economic benefits for both local businesses and even adjacent landowners. Benefits are provided to the local economy during both construction and operation.

Trail construction results in direct benefits such as jobs, including the supply and installation of materials.

Following construction, benefits emerge in the form of expenditures by trail users. A few examples include¹³:

- 70% of Bruce Trail (Ontario) users cite the trail as the main reason for visiting the area in which they are walking. They spend an average of nearly \$20/person per visit within a 10 km corridor on either side of the trail;
- Quebec’s La Route Verte produced annual expenditures of \$95.4 million in 2000, representing 2,000 jobs, or \$15.1 million in tax revenue for the government of Quebec and \$11.9 million for the government of Canada;
- In 2002, Quebec hosted no fewer than 190,000 bicycle tourists. These spent an average of \$112 per day and an average of 6.5 nights during their visit. This compared to \$52 per day and an average of 3.1 nights spent by other tourists;
- The Eastern Ontario Trails Alliance estimated that at the end of a ten year build-out period, 320



Figure 2.1: Potential Benefits to Land Owners

¹² Richard Campbell and Margaret Wittgens. 2004. *Business Case for Active Transportation: The Economic Benefits of Walking and Cycling*.

¹³ Jennifer Dill. 2009. *Bicycling for Transportation and Health: The Role of Infrastructure*.

km of their system, constructed at a cost of \$5.4 million, will generate approximately \$36 million in annual economic benefits in the communities through which it passes, and create/sustain over 1,100 jobs. Their trails system is shared-use, including motorized; and

- A 2009 study of Bloor Street, a commercial street in Toronto, Ontario showed that encouraging bicycling is good for business: people who had biked and walked to the area reported that they spent more money in the area per month than those who drove there. The study concluded that the addition of bike lanes would be unlikely to harm local business and predicted that commercial activity on the street would likely increase. Three-quarters of merchants surveyed on the street believed that business activity would improve or stay the same if a bike lane replaced half of the on-street parking¹⁴.

On and off-road trails systems can have varied levels of attraction for tourists. They can be travel destinations in themselves, encouraging visitors to extend their stay in the area or enhancing business and pleasure visits. By increasing the level of tourist draw, travelers can be expected to stay longer, resulting in an additional night's lodging and meals, a major direct new benefit to local businesses. A local hotel is already taking steps to connect to the neighbouring rail-trail along the La Have River.

- A 2007 survey of Canadian tourists active in the outdoors showed that more than 30% cycled on at least one occasion while on vacation;
- The Ontario Ministry of Transportation reported that touring cyclists spend an average of \$130 per day in Ontario, and bicycle retail and tourist industry contributes to a minimum of \$150 million a year to the Ontario economy; and
- Bed and breakfast operators between Ottawa and Kingston report that the majority of their business is from touring cyclists.

Although not a Canadian example, the following statistic from the United States is worth quoting:

- Cyclists in Vermont spend an average of \$180 U.S. per day, the same amount as someone traveling by car.

Tourism

There is a growing demand for cycling and ecotourism throughout North America, stemming from an increasing desire to explore new areas through an active mode of transportation and experience one's natural surroundings. In all cases the increase in cycling and active tourism has a direct impact on the economic standing of the City, Town, County or Region in which it is implemented.

A study done by the Victoria Transport Policy Institute shows that walking and cycling facility improvements and promotion programs have a direct impact on economic development by increasing shopping opportunities and tourism activities. More specifically, "one study estimates that rail trails in Australia provide an average of \$51 to the regional economy per cycle tourist per day (Beeton, 2003)". A number of studies show a direct correlation between the implementation of well-planned, non-motorized transportation improvements and an increase in local tourism economies.

In the United States, studies have shown that trails and greenways have been able to stimulate

¹⁴ Nancy Smith Lea. 2010. *Converting On-Street Parking to Active Transportation in Toronto: Two Studies of Merchant and Patron Preferences.*

tourism and recreation-related spending and that trail and greenway systems have become the central focus of tourist activities in some communities. In these communities, this push in active tourism can be a key means of “kick-starting” the economy.

Though tourism benefits from AT and Trail facilities prove to provide an injection into the local economy there are also a wide range of social, environmental and health benefits associated with AT and trail tourism. As people become increasingly more aware of the benefits to trail use and pedestrian and cycling activities there tends to be a continuous increase in the number of cycling tourists who will provide further benefits to their communities and the communities to which they visit.

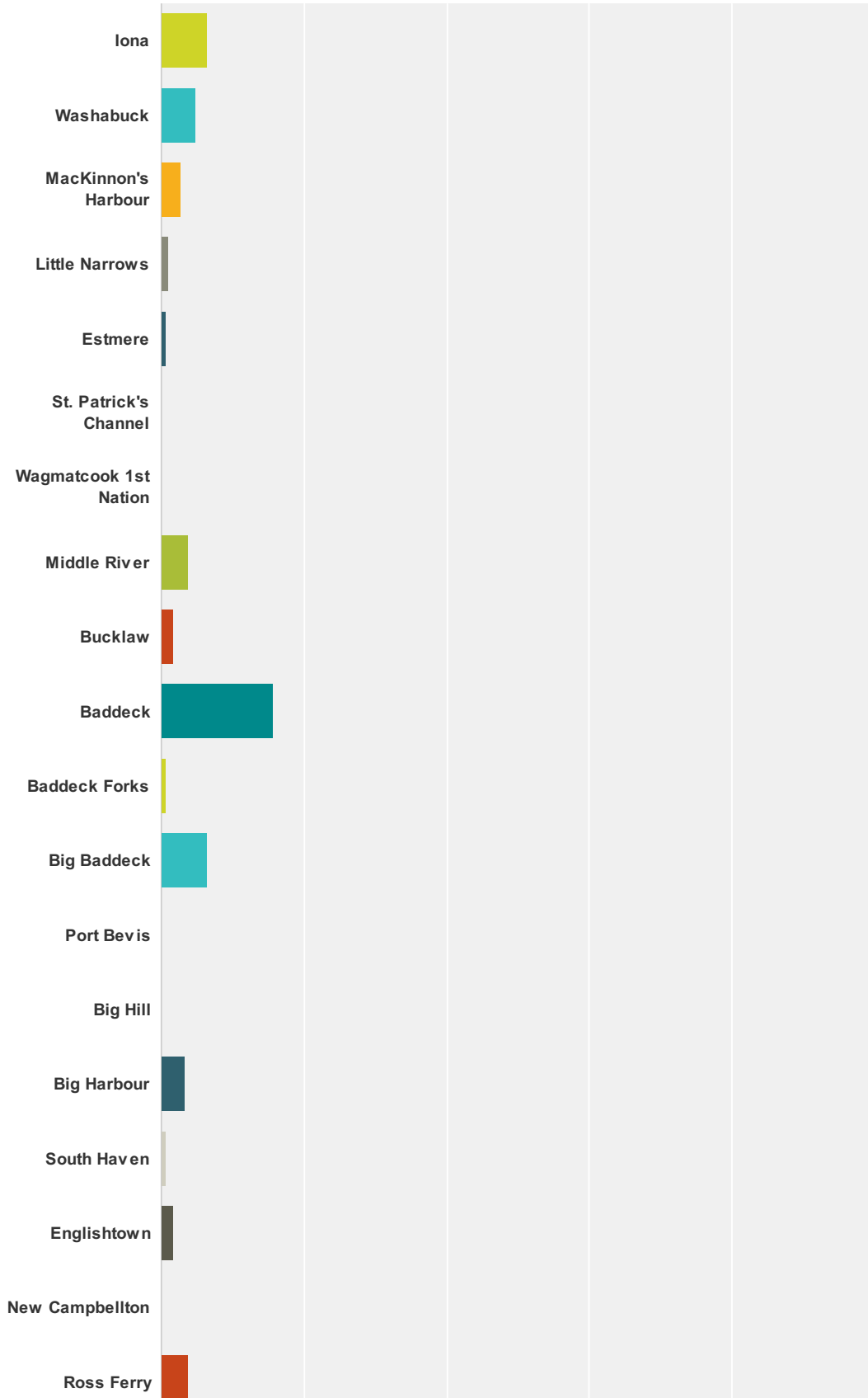
APPENDIX B

Survey Results

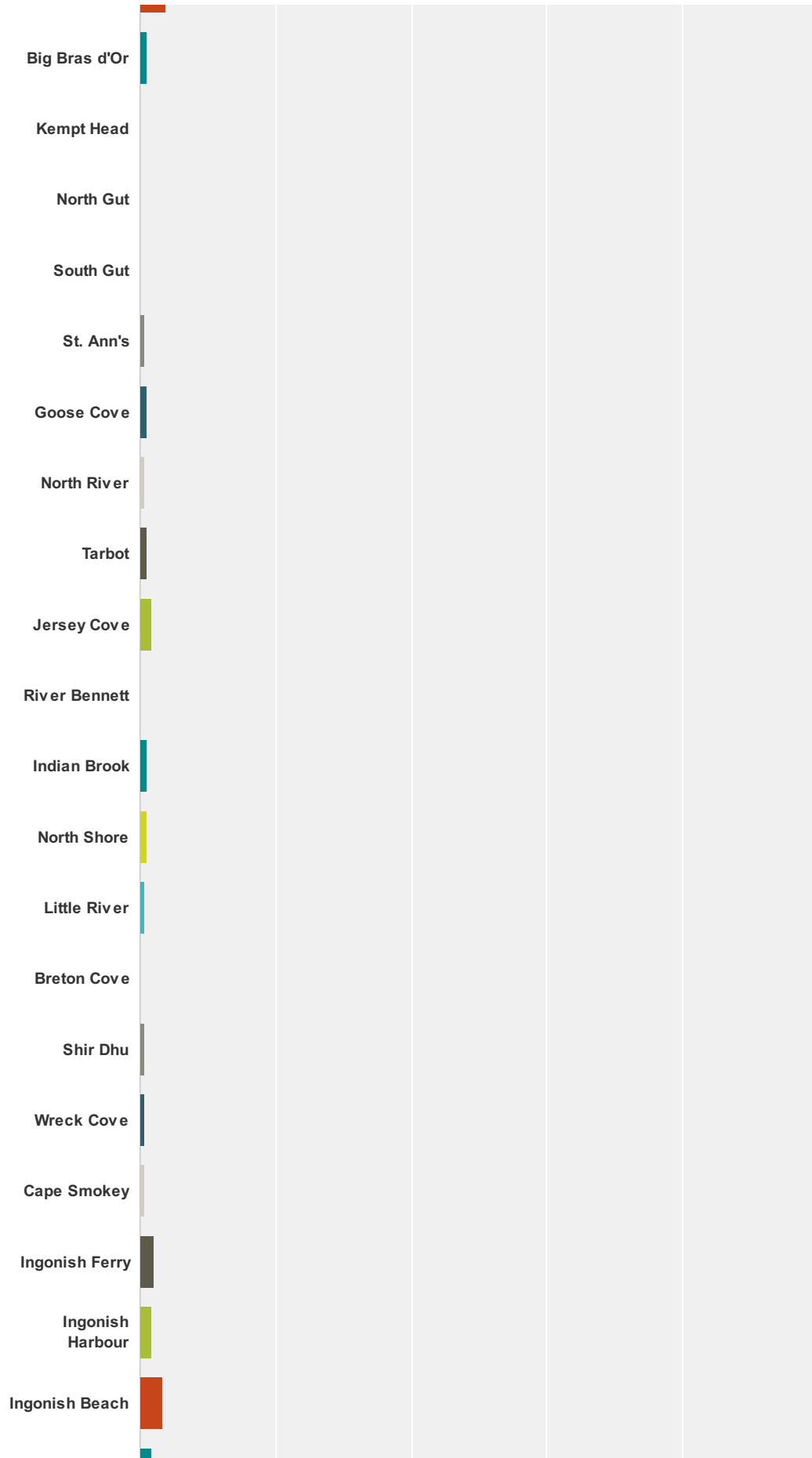
Active Transportation Survey - Victoria County

Q1 Identify your community

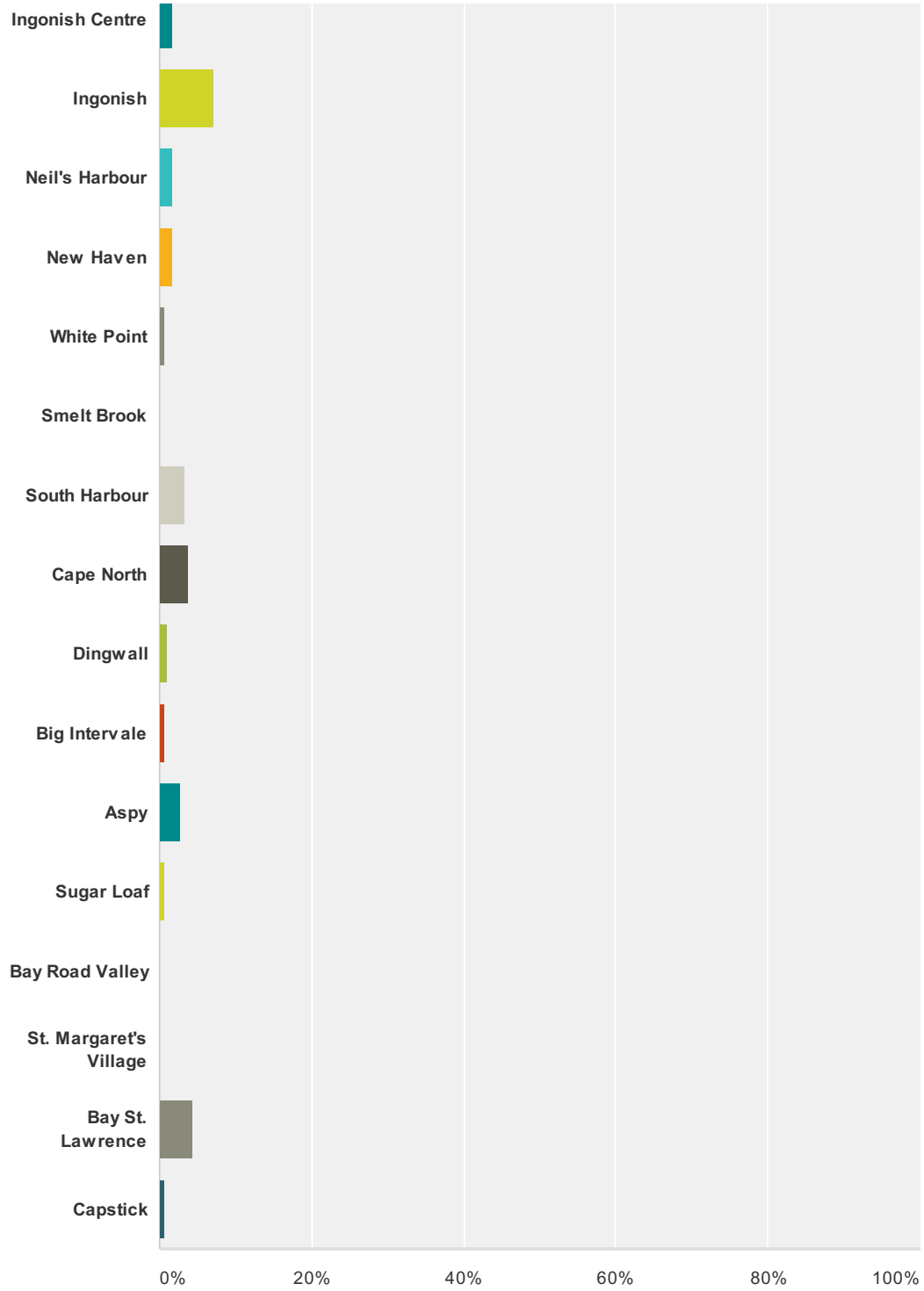
Answered: 184 Skipped: 0



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Answer Choices	Responses
Iona	6.52% 12
Washabuck	4.89% 9
MacKinnon's Harbour	2.72% 5
Little Narrows	1.09% 2

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Estmere	0.54%	1
St. Patrick's Channel	0%	0
Wagmatcook 1st Nation	0%	0
Middle River	3.80%	7
Bucklaw	1.63%	3
Baddeck	15.76%	29
Baddeck Forks	0.54%	1
Big Baddeck	6.52%	12
Port Bevis	0%	0
Big Hill	0%	0
Big Harbour	3.26%	6
South Haven	0.54%	1
Englishtown	1.63%	3
New Campbellton	0%	0
Ross Ferry	3.80%	7
Big Bras d'Or	1.09%	2
Kempt Head	0%	0
North Gut	0%	0
South Gut	0%	0
St. Ann's	0.54%	1
Goose Cove	1.09%	2
North River	0.54%	1
Tarbot	1.09%	2
Jersey Cove	1.63%	3
River Bennett	0%	0
Indian Brook	1.09%	2
North Shore	1.09%	2
Little River	0.54%	1
Breton Cove	0%	0
Shir Dhu	0.54%	1
Wreck Cove	0.54%	1
Cape Smokey	0.54%	1
Ingonish Ferry	2.17%	4
Ingonish Harbour	1.63%	3

Active Transportation Survey - Victoria County

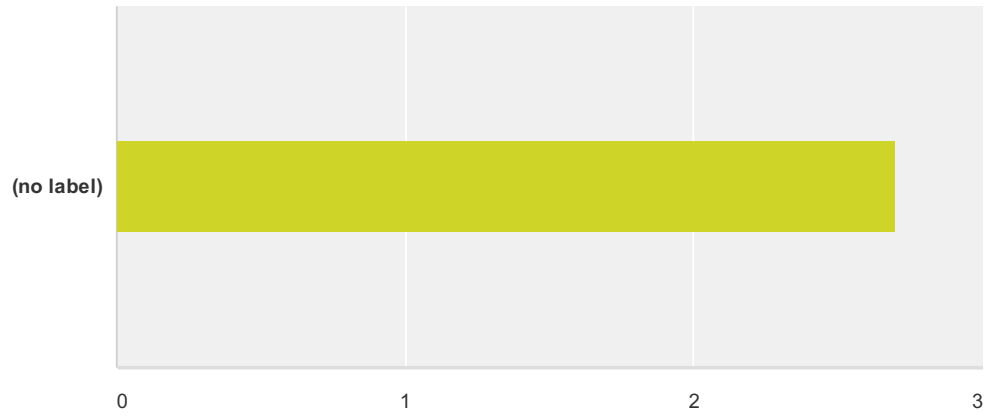
Ingonish Beach	3.26%	6
Ingonish Centre	1.63%	3
Ingonish	7.07%	13
Neil's Harbour	1.63%	3
New Haven	1.63%	3
White Point	0.54%	1
Smelt Brook	0%	0
South Harbour	3.26%	6
Cape North	3.80%	7
Dingwall	1.09%	2
Big Intervale	0.54%	1
Aspy	2.72%	5
Sugar Loaf	0.54%	1
Bay Road Valley	0%	0
St. Margaret's Village	0%	0
Bay St. Lawrence	4.35%	8
Capstick	0.54%	1
Total		184

#	Other (please specify)	Date
1	Ottawa Brook	3/3/2014 10:39 AM
2	big gfarm rd	2/28/2014 12:37 AM
3	big farm rd big baddeck	2/28/2014 12:00 AM
4	big farm rd big baddeck	2/26/2014 5:47 PM
5	Baddeck Bay	2/24/2014 10:11 AM
6	Nyanza	2/21/2014 1:04 PM
7	Jamesville	2/21/2014 8:51 AM
8	Nyanza	2/21/2014 8:01 AM
9	Red Point	2/21/2014 1:39 AM
10	Nyanza	2/20/2014 9:16 PM
11	Glen Tosh near South haven	2/20/2014 2:44 PM
12	Inlet Baddeck	2/20/2014 12:19 PM
13	Baddeck Inlet	2/19/2014 7:46 PM
14	hhh	2/19/2014 9:45 AM

Active Transportation Survey - Victoria County

Q2 How safe do you feel walking or cycling on the roads or trails near your home?

Answered: 160 Skipped: 24



	very safe	safe	somewhat	not safe	Total	Average Rating
(no label)	13.75% 22	28.13% 45	32.50% 52	25.63% 41	160	2.70

Active Transportation Survey - Victoria County

Q3 What would you do to make things safer?

Answered: 160 Skipped: 24

#	Responses	Date
1	improve the road shoulders	3/6/2014 4:33 PM
2	More lighting at night	3/4/2014 9:12 AM
3	bike lanes	3/3/2014 5:49 PM
4	Biking lane! Or bigger shoulder.	3/3/2014 4:27 PM
5	Big trucks to do the speed limit not the speed they are going.it's only 80 not more	3/3/2014 10:40 AM
6	I would put a pathway beside the road to enable walkers, dog walkers and cyclists to get from the village of Baddeck to the top of McAulay's hill by exit 10. It would provide a safe place for people to exercise on varying gradients, thus enabling them to take advantage of outdoor exercise to a greater or lesser degree, depending upon their needs.	3/3/2014 9:09 AM
7	nothing	3/3/2014 4:59 AM
8	nothing I can think of at present.	3/1/2014 12:22 PM
9	Have big trucks take another route	3/1/2014 11:18 AM
10	road work the roads are unsafe for cycling patch jobs are a joke cut back the trees along the roads hire the right people to pave the roads	2/28/2014 12:57 AM
11	road work the roads are unsafe patch jobs are a joke cut back the trees along the roads	2/28/2014 12:13 AM
12	start road work the roads are	2/27/2014 11:58 PM
13	A sidewalk would be excellent....	2/27/2014 9:13 PM
14	This is two questions with two different answers. I feel quite safe walking because I can step off the Cabot Trail when vehicles approach. I do not feel safe to bicycle, because there is no shoulder, the edges of the roads are cracked and potholed, and there are many blind corners. We need a clearly marked bicycle lane during repaving, which should have occasional onroad marking indicating it is a cycling lane, and which is wide enough for cyclists. (Cycling is also great for tourism, but I would NEVER recommend anyone cycle on the North Shore - far too dangerous.)	2/27/2014 1:15 PM
15	Keep the public up to date on research on coyotes.	2/27/2014 7:24 AM
16	The only concern here basically is coyotes. Seldom see them, don't expect any trouble, but I carry a stick. The more we understand these animals the more we can learn to co-exist.	2/27/2014 7:19 AM
17	Have wider shoulders on the roads for walking especially along Baddeck Bay.	2/26/2014 10:56 PM
18	stay home	2/26/2014 5:59 PM
19	not a problem	2/26/2014 4:39 PM
20	Streetlight's, clearing along roadways for better viewing and widen walking area. We have a fast paced straight area, and a lot of turns in another area.	2/26/2014 9:41 AM
21	ADD NON-VEHICLE LANE TO HIGHWAY	2/26/2014 8:10 AM
22	night light walking track	2/25/2014 8:01 PM
23	A sidewalk! There are always people walking/running/biking on the road (including myself). There is a bike lane in the park, so the road is a bit wider there. If there was a sidewalk anywhere from North Bay Beach to the other end of Ingonish where the park starts again (by Dino's) that would make things much safer for everyone.	2/25/2014 7:10 PM
24	upgrade, repair,or build proper road shoulders, properly install guide rails the correct distance from the roadway driving lanes instead of along the edge of the paved surface. create easy access walking trails that would accommodate all potential users	2/25/2014 6:36 PM

Active Transportation Survey - Victoria County

25	wider shoulder and winter time make sure it was plow	2/25/2014 6:01 PM
26	wider shoulder and repairs done to shoulder of roads	2/25/2014 3:30 PM
27	larger road side	2/25/2014 10:08 AM
28	Just south of Ingonish Irving, after a blind hill is a passing lane that my neighbors and I have been asking to be removed. Our councillor Wayne Budge has raised the issue with the Dept. of Transportation prior to line painting but they have ignored him. This is not a safe area.	2/25/2014 9:37 AM
29	Make sure there is adequate lighting.	2/25/2014 9:16 AM
30	Educate car drivers to slow down and make room for passing "soft tissue" = walkers, runners, cyclists. Educate walkers, runners, etc. about the importance and their own responsibilities to be seen: like bright colours, flashing lights on walking stick etc. Carry cellphone, whistle (high pitch noise scares the animals), ski-pole or walking stick. Avoid wearing earphones. Always be able to hear approaching cars, animals etc. Waterbottle,if you are planning a long bike ride on a hot day.	2/25/2014 8:50 AM
31	shoulders of roads should be maintained better where people walk, ie in jamesville theres guardrail missing for 25 years or more . theres no shoulder and at least a 50 ft. drop straight down , it is also on a curve.	2/25/2014 8:44 AM
32	bike lanes or much wider shoulders	2/25/2014 8:30 AM
33	Widen the shoulder enough to walk or add a walking path. There is no shoulder in some spots so you would pretty much be walking on the road and with the traffic nobody hardly walks.	2/24/2014 10:38 PM
34	The cabot trail is a busy road during the summer months, biking is difficult because of the poor conditions of the shoulders of the road. I would like to see paved shoulders, which I think the famous cabot trail should have, for the locals and all the cycling groups that tour the trail. I would also like to see more off road trails so our children could enjoy biking, jogging, roller blading without the risk of getting hit by a moving vehicle.	2/24/2014 6:25 PM
35	A safe shoulder for biking or walking, eg Middle River Hunter's Mountain is a very dangerous to bike.	2/24/2014 2:46 PM
36	Sidewalks or a walking track	2/24/2014 2:23 PM
37	Trim more trees and brush from ditches, to give longer views. Add/increase the width of a paved shoulder (helps keep roadway edge from crumbling, permits better ploughing in winter and drainage in summer, so I can stay off the roadway). Most of the time in winter, there's no place for me to leap when the plough, garbage truck, fuel trucks, or other semi-trailers come along, so better sight lines gives me more warning to perhaps change the side of the road I'm on when necessary. Personally, there's nothing I can do beyond ensuring I'm wearing colours that can be seen, and I do walk with a light and reflectors at night.	2/24/2014 1:34 PM
38	wider shoulders on the roads to make it safer to use them...especially during the winter and icy weather	2/24/2014 10:12 AM
39	More sidewalks, please	2/24/2014 9:47 AM
40	Keep educating the general public to respect walkers, runners and cyclists who share the road Keep the road safe, eliminate potholes, keep the shoulders repaired and cleared Seal Island bridge should have a walkway for safe access for runners and walkers - it is a travesty that the main bridge on the island does not have a sidewalk!!!!!!!!!!!!!!!!!!!!!!	2/24/2014 7:41 AM
41	more bike trails and bike lanes	2/23/2014 9:52 PM
42	I could say, "have paved shoulders", but I won't say that because there is no money tree in Nova Scotia, and there are more serious priorities.	2/23/2014 6:11 PM
43	Sidewalks, shoulders on the roads, speed signs,	2/23/2014 2:59 PM
44	vvvvv	2/23/2014 11:44 AM
45	If the trails were maintained and cleared more and when walking on the road, the shoulders are either non-existent or in such bad shape they are not safe to walk on.	2/23/2014 11:07 AM
46	Sidewalks or better imprinted shoulders. More street light	2/22/2014 9:50 PM
47	Winter - use more salt so the roads are clear Summer - fix the roads - they desperately need to be done	2/22/2014 12:37 PM

Active Transportation Survey - Victoria County

48	if the side roads were wide enough to walk on or if the sides were filed in and not washed out like they are,, I would feel safer!	2/22/2014 10:26 AM
49	?	2/22/2014 10:14 AM
50	I'm an regular runner on the Ross Ferry Road and its great, no improvements to suggest.	2/22/2014 9:19 AM
51	To make it safe for walking and biking, I would suggest a bicycle/walking lane.	2/22/2014 8:57 AM
52	side walks ,monitored trails	2/22/2014 8:46 AM
53	I vary the time that I would ride me bike, only early in the morning.	2/22/2014 8:37 AM
54	Wider shoulder	2/22/2014 1:03 AM
55	paved shoulders or bicycle lane	2/21/2014 10:09 PM
56	Wider shoulder on road	2/21/2014 9:20 PM
57	Cars go too fast near my house. When I was a child I was biking all the time. There is NO WAY I would let my children bike on these roads.	2/21/2014 8:28 PM
58	pave the roads	2/21/2014 4:35 PM
59	If i could make thing safer i would add Sidewalks made of Concrete to the sides of therode... :D	2/21/2014 4:25 PM
60	Add an appropriate bike lane to the Cabot Trail.	2/21/2014 3:17 PM
61	Wider roads with a cycle/walking lane.	2/21/2014 2:12 PM
62	I live on the trans Canada highway. This is not a safe place to walk or ride a bike or use any pedestrian type of transport. I must drive to another location such as the Yankee Line or Beverly's hill road if I wish to walk. There are no walking trails near my home. I would have to drive to different locations.	2/21/2014 1:07 PM
63	signage for motorists to be aware of walkers and cyclists	2/21/2014 12:55 PM
64	It would be beneficial to have more sidewalks ie along the water on the bay road!	2/21/2014 11:01 AM
65	More definition of off-road trails with clear signage - especially since newcomers are not aware of off-road trails.	2/21/2014 10:58 AM
66	GPS type homing system monitored at the EMS or RCMP office that a walker or cyclist can activate when necessary. Someone knowledgeable could create a system to locate someone in distress.	2/21/2014 9:51 AM
67	More sidewalk access throughout all of Ingonish or bicycle lanes so you are not so close to traffic when you are walking on the road.	2/21/2014 9:49 AM
68	Make better trails, side walks	2/21/2014 8:52 AM
69	People drive way too fast.	2/21/2014 8:33 AM
70	Lower the speed limit in some places and more policing on the road, because most drive to fast.	2/21/2014 8:31 AM
71	coyotes ??	2/21/2014 8:03 AM
72	for biking fix the pavement especially on secondary roads like the Yankee Line, west side Middle River	2/21/2014 8:02 AM
73	Fix the shoulder of the rd for walking or cycling or build a walk/cycling path that goes from Cape North to Dingwall. I have never walked through Cape North in the 3.5 yrs I have lived here with my young son because it is so dangerous. To make our trails safer I would do more maintenance on bridges and clearing trails. I would also add signage to show direction better and kms into the woods you are or how many kms left to get back to trail head.	2/21/2014 7:24 AM
74	Since there really is no other place to conveniently walk, Route 223 seems to be the preferred walking route. Good sized shoulders would help.	2/21/2014 5:55 AM
75	Obey rules. Wear reflective vest/ pants	2/21/2014 1:40 AM
76	It would be safer if al the traffic from the dump road actually stopped at the stop sign	2/21/2014 12:18 AM

Active Transportation Survey - Victoria County

77	The roads have a lot of twists and turns so I am very nervous taking my kids in the stroller, etc. There are many places where there is no shoulder so it makes it difficult to walk safely. The cars also drive too fast for the roads. I think the road needs to have much needed work done with shoulders and ditching and more police monitoring the speed limits.	2/20/2014 10:16 PM
78	More room on the side of the road and better conditions on the side of the road.	2/20/2014 9:35 PM
79	Walking is safe. I don't bicycle!	2/20/2014 9:34 PM
80	I live on the Trans Canada Highway. .	2/20/2014 9:17 PM
81	The roads are narrow and not well maintained in all areas	2/20/2014 8:43 PM
82	Walking lanes or biking lanes	2/20/2014 8:40 PM
83	get more people on the road without their cars	2/20/2014 8:27 PM
84	signs to alert drivers that people walk the road; enforce speed limit; a pr campaign to create awareness of people being active, walking and safety discussed,	2/20/2014 8:21 PM
85	Widen roads to include bike lanes!	2/20/2014 7:48 PM
86	paved wide shoulders	2/20/2014 7:41 PM
87	Wider road, bike lane, sidewalk	2/20/2014 7:32 PM
88	Wider (ideally paved) shoulders to the road that are in good repair and level with the roadbed.	2/20/2014 7:08 PM
89	always go with another companion	2/20/2014 7:06 PM
90	Have road paved	2/20/2014 6:56 PM
91	bike lanes on the highway repair the erosion on the sides of Baddeck Bay road create bike lanes on main roads	2/20/2014 6:44 PM
92	Bike lanes are a must have.	2/20/2014 6:43 PM
93	improve shoulders of roads boardwalk down baddeck bay road (rte 205) consider more stop signs reduce speed limits in popular walking and cycling areas develop strategy to reduce number of cars on main street in baddeck during peak season	2/20/2014 6:09 PM
94	Because the road is in such rough shape, vehicles can be seen swerving all over the road (to avoid pot holes) and shoulder. This makes things a little uneasy when walking on the shoulder. Obviously sidewalks would be great, but realistically if the asphalt surface of the road could be fixed and the shoulders regraded, things would be a lot safer.	2/20/2014 5:46 PM
95	Trails: safe. Shore Road: not so safe when campground traffic gets going in summer. Cabot Trail: wouldn't want to do anything but drive on it - no real shoulders.	2/20/2014 5:34 PM
96	More street lights	2/20/2014 5:26 PM
97	More signage	2/20/2014 5:23 PM
98	more sidewalks	2/20/2014 5:20 PM
99	A side walk and more street lights.	2/20/2014 4:36 PM
100	I really think we need to think about winter activities too! We are in dire need of access through the Park and the Wilderness area. This could connect Northern Cape Breton with Cheticamp trails. After all, it is only a distance (straight line) of 14 miles..... snowshoeing, snowmobiling, skiing, hiking! possibilities are endless	2/20/2014 4:24 PM
101	Designated trails, clearly marked would enable more people to travel the trails. This would make me feel safer knowing more people are out	2/20/2014 4:20 PM
102	Having sidewalks	2/20/2014 4:17 PM
103	Widened and paved shoulders on the roads.	2/20/2014 4:00 PM
104	bike lanes, especially where there are lots of turns in roads making it difficult for vehicles to see far ahead paths exclusively for bikes and walking	2/20/2014 3:52 PM
105	more signage for sure one thing we really should have out by my house is more warnings for the school bus...the bus comes and turns in our driveway the traffic is so fast here that we need signs to show way ahead of time...this is an highway issue I know but signs for ppl to slow down.	2/20/2014 3:18 PM

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106	have bicycle lane along Cabot Trail	2/20/2014 3:16 PM
107	Have bike lanes on roads and maybe a walking track somewhere.	2/20/2014 3:16 PM
108	Bike lanes Maintained walking and ski trails with lighting	2/20/2014 2:56 PM
109	fix roads and get rid of coyotes	2/20/2014 2:52 PM
110	Extend bike paths on highways and add a huts on walking trails incase of emergency's with a way to communicate for help!	2/20/2014 2:46 PM
111	Walk or cycle with a group on back roads not the highway	2/20/2014 2:46 PM
112	Add a sidewalk. Living on the Cabot Trail during tourist season can be very dangerous. Drivers are looking at the scenery not at the road.	2/20/2014 2:46 PM
113	Better maintained	2/20/2014 2:44 PM
114	I live on the Trans Canada therefore the traffic travels at high speed making it unsafe and dangerous to walk. Wider shoulders on the roads would help and more street lights. Secondary roads in Middle River are just too dangerous to even bike because of the poor pavement and large pot holes.	2/20/2014 2:43 PM
115	Nothing	2/20/2014 2:42 PM
116	I live on the Trans Canada Highway. Traffic travels at very high speeds. Wider Shoulders on the roads would be helpful and more street lights for walking at night/evenings especially in the winter. Lots of trails around my home in which I feel safe walking.	2/20/2014 2:34 PM
117	There's no actual trail for cyclist And the only trails I'm aware of are the cross country ski trails	2/20/2014 2:34 PM
118	condition of the roads make it difficiult for safe cycling	2/20/2014 2:32 PM
119	Wider shoulders	2/20/2014 2:31 PM
120	30 kms chebucto street; twining rd lane for cycling; baddeck to exit 10 - extra shoulder for walk cycle; bike racks; level sidewalks; cossing lights at crosswalks	2/20/2014 2:30 PM
121	Have lighted trails off of the main highway for walking, running, cycling, etc. which are also maintained and accessible in the winter.	2/20/2014 2:29 PM
122	Mark designated areas for non motorized traffic ie; pedestrian or bike lanes.	2/20/2014 2:28 PM
123	Better lighting	2/20/2014 2:19 PM
124	Fences along trails, as their are Coyotes around	2/20/2014 2:15 PM
125	Fix guard rails and widen roads!	2/20/2014 2:12 PM
126	Widen Baddeck Bay Road for walkers, cyclists. Too narrow at present. Extend sidewalk past hospital to link up with Campbell street. As the rink and curling rink are both located there - it is impossible to walk to these 2 recreational activities in the winter when the snow is piled on either side of Old Margaree Road.	2/20/2014 2:09 PM
127	Install a side lane such as sidewalks that can be used for walking and cycling.	2/20/2014 2:08 PM
128	Repair Kempt Head Road and shoulder.	2/20/2014 2:02 PM
129	widen the road or put in a bike/waking lane	2/20/2014 1:54 PM
130	We need cell phone coverage! I hike and snowshoe on trails and in the woods off-trail. I am often alone. Cell coverage would greatly increase my safety. I have neighbors who will not go out alone to hike or walk because they do not hove the safety of cell coverage.	2/20/2014 1:53 PM
131	Cars respect walkers and cyclists. The big thing to make the roads safer would be to repair Kempt Head Road (rated the 5th worst road in the province!).	2/20/2014 1:52 PM
132	Walking ok Cycling to dangerous. Too many holes and pavement all broken up.	2/20/2014 1:51 PM
133	A nearby walking track with parking.	2/20/2014 1:50 PM
134	The Cabot Trail could definitely use wider shoulders or a bike lane. As of now, I will only bike it in early morning. Many of the secondary roadshave next to no shoulders or they are so rough and stoney that they are very dangerous. Too bad, that of all the snowmobile trails and lumber roads we have here, that a cross Cape Breton or even further bike path and hiking trail couldn't be created.	2/20/2014 1:49 PM

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135	A side walk. Traffic is too fast regardless of the posted speed limit. There is not much of a shoulder and none in the winter. A walking track would be the best option.	2/20/2014 1:43 PM
136	I feel safe enough - can't think of any improvements.	2/20/2014 1:32 PM
137	Make sure programs are in place at the schools to remind children about the dangers of trails and encounters with strangers or animals and how to best deal with these situations	2/20/2014 1:30 PM
138	possibly educating people on what to be cautious about	2/20/2014 1:18 PM
139	paved shoulder (i.e. a couple of feet of cycling/walking area divided from driving part of road by a white line	2/20/2014 1:12 PM
140	have wider and better defined bike/walker lanes all along. they are there but not very wide and poorly defined.	2/20/2014 12:50 PM
141	add a decently wide bicycle lane	2/20/2014 12:33 PM
142	Ticket high speed traffic	2/20/2014 12:32 PM
143	Designated bike lane	2/20/2014 12:20 PM
144	paved shoulders, organized walks, cycling rides,	2/20/2014 10:20 AM
145	Eliminate coyotes - perhaps by parvo disease	2/20/2014 9:51 AM
146	Nothing in terms of active transportation (however, road conditions for driving very unsafe)	2/20/2014 9:36 AM
147	Well defined bike trails needed.	2/20/2014 9:27 AM
148	Sidewalks Wider roads	2/20/2014 8:43 AM
149	Roads have to be repaired no shoulders to walk on and pavement breaking up so people could easily trip and fall or roll an ankle.	2/20/2014 8:22 AM
150	Paved shoulder	2/20/2014 8:22 AM
151	Try to convince drivers to slow down and share the roads. A never ending battle.	2/20/2014 8:14 AM
152	Road repairs that would help keep drivers on their own side of the road some areas don't have shoulders on the road missing pieces of asphalt and cracking causes hazards	2/19/2014 8:51 PM
153	My area is safe to walk	2/19/2014 7:47 PM
154	No idea	2/19/2014 7:05 PM
155	Make a waling/cycling track next to the road.	2/19/2014 4:55 PM
156	Better signage and painting of shoulder lane	2/19/2014 4:49 PM
157	walking poles, and paved shoulders,	2/19/2014 4:29 PM
158	paved shoulders on North Shore as well Englishtown Ferry to Barachois turn-off	2/19/2014 4:24 PM
159	bla	2/19/2014 3:59 PM
160	pillows	2/19/2014 9:46 AM

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Q4 If we were able to make improvements around schools or other community facilities (i.e. Community Halls or Centres) what would they be?

Answered: 148 Skipped: 36

#	Responses	Date
1	Outside exercise areas	3/6/2014 4:34 PM
2	More lighting	3/4/2014 9:13 AM
3	Walking trails	3/3/2014 4:28 PM
4	Try to get people more aware there is a lower speed limit ahead and there may be people on the side of the road if there is a function going on .	3/3/2014 10:44 AM
5	Perhaps more outdoor play areas, incorporating natural materials such as trees and timber framing. More parking facilities.	3/3/2014 9:13 AM
6	no ideas	3/3/2014 4:59 AM
7	I am not aware of any problems.	3/1/2014 12:23 PM
8	more parking space	3/1/2014 11:19 AM
9	next	2/28/2014 12:15 AM
10	not Qualified to answer this.....	2/27/2014 9:19 PM
11	Well, our North Shore School, sadly, was demolished, so no suggestions there. No complaints about the community halls from my perspective.	2/27/2014 1:18 PM
12	Put walking trails around them.	2/27/2014 7:24 AM
13	Build walking trails around them. Also in Switzerland some have exercise stations spread along the trails, not fancy equipment, just wood/rope/ structures offering different degrees of challenge. The insurance companies set them up.	2/27/2014 7:21 AM
14	N/A	2/26/2014 10:56 PM
15	I don't think there is a problem.	2/26/2014 4:43 PM
16	Once again the lighting and the clearing for safety; even a crosswalk would be good.	2/26/2014 9:43 AM
17	Improve washroom facilities.	2/26/2014 8:12 AM
18	signage--park & walk	2/25/2014 8:07 PM
19	A roof on the Ingonish outdoor rink would improve the conditions greatly and there would be more usable days at the rink.	2/25/2014 7:11 PM
20	make them more user friendly for the community as a whole	2/25/2014 6:39 PM
21	walking lanes	2/25/2014 6:02 PM
22	none	2/25/2014 3:31 PM
23	arrange busses for afternoon activities for kids from different communities to get together.	2/25/2014 10:11 AM
24	Again ensure proper lighting and accessibility.	2/25/2014 9:17 AM
25	Implement outdoors cardio vascular training equipment. Built swimming pools to serve certain parts of the county - to avoid being confined to one pool with certain hours and cross contamination from being used by children I the daily run.	2/25/2014 8:53 AM
26	a public ball field would be good ,we had one but the church sold the fence fo some thing , eevv though it was buiolt with a grant and donations from the public	2/25/2014 8:49 AM

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27	tuning lanes into centers	2/25/2014 8:31 AM
28	Our elementary schools are in question right now about whether to stay or be combined with the high school so I will leave that alone. What would I do with our Community Centre: Fix the driveway, cut some trees to pen it up and so it can be seen from the road and add more outside light so people feel safer at night. Add a walking/running track outside. Repairs to building.	2/24/2014 10:43 PM
29	Basketball court, skateboard ramps, surface for road hockey, walking trails, biking trails, ice rink	2/24/2014 6:33 PM
30	sidewalks and paved shoulders.	2/24/2014 2:47 PM
31	Indoor walking track and sidewalks	2/24/2014 2:24 PM
32	I expect you're talking about using these facilities for workouts. Active Transpo to me is about travel, getting from one place to another. So this aspect has no meaning to me. I suppose you could consider lighting and a small bus-stop-like weather shelter for people like me, who walk or bike to GET somewhere. We could use these centres as places to get out of surprise bouts of impossible weather...	2/24/2014 1:37 PM
33	our schools and churches should be our community centers...and available to people after school hours and when church services are not in session.....	2/24/2014 10:14 AM
34	Access to public transportation Access to exercise equipment, especially during the winter months, when outdoor activities may be limiting due to weather	2/24/2014 9:48 AM
35	A better track at Boularderie school Seal Island bridge needs a sidewalk Tennis courts on Boularderie island Dalem Lake trails fixed up, but I think there is an effort being made now, difficult to tell in the winter	2/24/2014 7:43 AM
36	paving parking lots	2/23/2014 9:53 PM
37	Higher fences for animals, more security	2/23/2014 3:01 PM
38	555	2/23/2014 11:45 AM
39	Walking tracks and outdoors gym area also sufficient lighting so you would feel safe using the area after dark.	2/23/2014 11:08 AM
40	Walking track around the rink in Ingonish Beach. Some type of a roof on the rink for year round use.	2/22/2014 9:52 PM
41	Make an agreement with the province to always have them plowed out	2/22/2014 12:38 PM
42	more out door programs for the kids and seniors..air quality at the school is poor!	2/22/2014 10:27 AM
43	it would be cool if there was some lighting (solar) in the trees and open trails around the river side. Perhaps, some signs on the groomed trails, as reminders to share the trails with walking or snowshoeing folks.	2/22/2014 10:17 AM
44	no suggestions.	2/22/2014 9:20 AM
45	activities for different age groups ,more family centered programs,	2/22/2014 8:49 AM
46	It would be more organized activities to get people out and also an easier way of knowing what was open when. Often people do not know when facilities such as the rink in Ingonish is open.	2/22/2014 8:40 AM
47	regular times of access for gyms wide shoulders for bicycles and walkers off-road walking trails at each school for after-hours and weekend use by community	2/22/2014 1:04 AM
48	don't know	2/21/2014 10:10 PM
49	Better lighting	2/21/2014 9:20 PM
50	More exercise equipment and more access to equipment.	2/21/2014 8:29 PM
51	e	2/21/2014 4:35 PM
52	To make sure the bus's can make it to the school on a good paved road	2/21/2014 4:26 PM
53	Ensure visibility for vehicles/bikes entering or leaving parking lots and sufficient parking spaces.	2/21/2014 3:19 PM
54	community facilities that have recreation space for kids and adults to use exercise equipment or play indoor sports on evenings, weekends and holidays.	2/21/2014 2:14 PM
55	Walking/running tracks with proper lighting.	2/21/2014 2:12 PM

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56	If there is room, add gardens and pathways so people can spend time out doors. Even walking in a smaller space would be helpful. Many areas are taken up with large parking areas but few footpaths.	2/21/2014 1:09 PM
57	improve visibility of pedestrians for motorists, install crosswalks and pedways	2/21/2014 12:57 PM
58	"Facility Improvements" made in the past in communities without local resident schools, required "volunteers" who had to both raise the money to pay for the improvements as well as volunteer to build them and maintain them. These volunteers were mainly parents who wanted some nearby assets for their children. Time passes on quickly...volunteers age....facilities get neglected and disintegrate... The County needs a full-time "Physical Activities for Youth Co-coordinator" to set up defined projects based on "no-school communities" input as well as healthy activity based on proven needs re children /youth ages 3 to 16 years of age and who accesses youth employment funds from the federal and the provincial governments to set up defined projects to fulfill these needs. Co-coordinator needs to set up train-the-trainer projects to prepare suitable youth to help supervise and coordinate the activities and use of facilities. The same pattern can be used for communities with schools whose indoor and outdoor already outfitted, existing facilities, are under-used outside of in-school gym classes and school-organized defined sports teams.	2/21/2014 11:21 AM
59	gotta think about that one -	2/21/2014 9:52 AM
60	Saint Peters Parish hall needs to fixed up. it's a complete mess and no longer usable for the community. It should be turned into a youth center or a community center that would be more localized. We also need childcare facilities in this area. people babysit or do child care out of their homes but it's not daycare or educational programs for very young children.	2/21/2014 9:51 AM
61	2/21/2014 8:55 AM
62	Bike stands, so bikes can be locked in.	2/21/2014 8:34 AM
63	Hhhhh	2/21/2014 8:31 AM
64	Access!!!! Improvement to roads for safe access to facilities!	2/21/2014 8:05 AM
65	better play areas	2/21/2014 8:03 AM
66	In regard to active transportation? Nothing. I see no relationship.	2/21/2014 5:56 AM
67	Supply sand for icy conditions	2/21/2014 1:42 AM
68	easier access	2/21/2014 12:18 AM
69	I would love a new gym/work out facility with a nice atmosphere and top of the line equipment. At North Highlands Nordic, an improved ski room with proper bathroom/change facilities and running water would be nice. The community centre in Cape North needs a lot of work..it is in poor condition!!!	2/20/2014 10:19 PM
70	Better paving, fixed asphalt that is broken.	2/20/2014 9:36 PM
71	sidewalks	2/20/2014 9:34 PM
72	More colors	2/20/2014 8:43 PM
73	Welcoming entrances	2/20/2014 8:41 PM
74	hire permanent staff	2/20/2014 8:27 PM
75	not sure	2/20/2014 8:21 PM
76	It would be nice to have some hiking trails in the area. They could be used in the winter for walking, snow shoeing etc.	2/20/2014 7:58 PM
77	Separate faciyy for North Highlands Nordic. Year round trails. Fitness centre with ski club	2/20/2014 7:42 PM
78	Walking/biking trail, snowshoe/ski trail in winter	2/20/2014 7:32 PM
79	Keeping our parking lots clear & handicap parking.	2/20/2014 7:11 PM
80	Good signage indicating the facility. (If up off the main road, directional arrow and distance.)	2/20/2014 7:09 PM
81	Add benches	2/20/2014 6:57 PM
82	fix pot holes better in order to keep bikers from crashing	2/20/2014 6:45 PM
83	Indoor walking track	2/20/2014 6:43 PM

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84	bicycle racks ensure adequate cross walks limit or redesign parking to make it safe for active transportation	2/20/2014 6:11 PM
85	signage, and proper parking. A lot of community halls don't have enough parking so when they are hosting an event cars are parked on the sides of the road, leaving room for only a single lane of traffic to drive through	2/20/2014 5:47 PM
86	Garden areas with paths, to make buffer from parking, traffic. Plants also clean the air.	2/20/2014 5:35 PM
87	Street lights;	2/20/2014 5:27 PM
88	More maintenance.	2/20/2014 5:24 PM
89	better lighting	2/20/2014 5:21 PM
90	Developing the water front in Etown to resemble the Baddeck boardwalk	2/20/2014 4:38 PM
91	snowmobile trails to connect communities to other existing trails	2/20/2014 4:24 PM
92	more programs for all ages many places tend to focus just on youth and seniors, I am in the middle!	2/20/2014 4:21 PM
93	There should be year-round, outdoor park at each school and community centre. People need a reason to travel to these places and be active.	2/20/2014 4:02 PM
94	i don't spend any time at these places so I don't know	2/20/2014 3:54 PM
95	improve financial viability of Gaelic Singers Hall for music and as a showcase for the area	2/20/2014 3:18 PM
96	have some things for kids...maybe swings up at the parish hall by the green gym...kids are the future.	2/20/2014 3:18 PM
97	not sure	2/20/2014 3:17 PM
98	The improvements should be made between these places. Parking a bike or skis really is not an issue most places	2/20/2014 3:00 PM
99	A place for the teenagers to go a pool hall with some arcade games videogames etc. to keep the road and away from trouble	2/20/2014 2:47 PM
100	I really don't know	2/20/2014 2:47 PM
101	Our school could use a bikerack for those students who are close enough to bike.	2/20/2014 2:46 PM
102	Discontinue bus service in the village of Baddeck so that children would walk to school. Improve and make more side walks. Better access to school and community halls in the evenings	2/20/2014 2:44 PM
103	We need a public pool	2/20/2014 2:44 PM
104	dont know	2/20/2014 2:42 PM
105	Remove the bus service from the village of Baddeck so children would walk to school. More sidewalks. Better access to school and community halls	2/20/2014 2:38 PM
106	Entice youth and public to get out and enjoy our beautiful land	2/20/2014 2:35 PM
107	Make sure there's proper outdoor lighting	2/20/2014 2:33 PM
108	wider roads for additional traffic	2/20/2014 2:33 PM
109	bicycle racks at schools rec facilities; educational programs of cycle; walking at bell museum returned; shoe line road extended-shoulder to highway and up to the rink	2/20/2014 2:31 PM
110	Keep side walks repaired and marked.	2/20/2014 2:29 PM
111	Trailway system	2/20/2014 2:29 PM
112	accessable to the public	2/20/2014 2:20 PM
113	To have a small school bus or van for the children of Washabuck to get to school quicker	2/20/2014 2:16 PM

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114	Have more collaboration between schoolboard and community. The school is in our community, but is operated by a board that is outside our community. They have own set of rules and protocols which effectively keep the community out of the school - except under their conditions and rules. There is a new sports field and walking track at the school. The community needs to know about it and when it is available to them. The walking group at the museum was very successful, but since the museum is closed, there is no indoor place for people to walk (free from snow, ice and slippery spots). Is there some way to open the museum at certain times on certain days for a walking group?	2/20/2014 2:13 PM
115	Play grounds, basketball hoops	2/20/2014 2:13 PM
116	I would like to see all communities North of Smokey come together and build one large complex to be used for sporting activities such as an ice surface, bowling lanes, swimming pool, gym, etc. and community activities such as fundraisers, meeting, conferences, suppers, etc.	2/20/2014 2:12 PM
117	Regular maintenance to the walking trail at Boularderie Elementary. Same for the skating rink. More bike racks at the school, at the Ross Ferry Volunteer Fire Department, at the Ross Ferry Marine Park	2/20/2014 2:03 PM
118	Walking track with washroom and a measured area. IE: 500m., etc. we used to have plaister park and we used it a lot. Red island trail is great, but it floods out at certain times of year and is intimidating to some. Site of old north shore school, owned by county. Another great spot wld. Be PIPer's trailer park. Vacant land w/ possibility of agreement w/ owner. Good parking, flat area, very accessible.	2/20/2014 1:59 PM
119	We could use more bike racks - at the school, fire hall. There are some at the Ross Ferry Marine Park	2/20/2014 1:58 PM
120	At the Community Center in Bay St. Lawrence I would like to see the outdoor sport court completed so our youth can play basketball, ball hockey, tennis, etc. We also have many old wood roads and trails very close to the community that could easily be cut-out and marked for off road walking, hiking, and snowshoeing.	2/20/2014 1:57 PM
121	paving plowing/ice removal in winter months safe parking lots	2/20/2014 1:55 PM
122	Signage to centres... Repair roads so visitors would not be afraid to travel on them.	2/20/2014 1:53 PM
123	Uncertain.	2/20/2014 1:50 PM
124	A well-lit walking track that is in plain view of the road. Neither school has a good location as far as feeling safe goes. Halls etc don't seem to have a lot of property for this.	2/20/2014 1:46 PM
125	Work with CBVRSB to create a safe nature trail around Middle River School. The children would like to play in the woods, but aren't allowed because it's too difficult to "police." A fenced-in trail and nature area would contribute to physical activity, and allow for increased outdoor learning (in keeping with the school's "green" mandate).	2/20/2014 1:35 PM
126	I feel improvements could be made to have the school gym utilized more during school and/or after school such as more guest speakers in regards to different sports or training sessions	2/20/2014 1:32 PM
127	improved access ie: early morning and later evenings	2/20/2014 1:20 PM
128	easier access for instructors to get schools and halls e.g. if they collect money, that they can keep part of it for their time vs having to donate to charity in P3 schools. This is a marginal income and instructors deserve to keep some of the money	2/20/2014 1:14 PM
129	community halls - financial assistance that would help them be open more often in winter for activities for us . They have closed the rural schools so we have not many places to go when weather is bad, at the volunteers who look after these places can only do so much for us . the buildings require lots of maintenance and upgrades re winter use but money raising is ongoing and difficult . That means they can't always be open to allow us use plus many who work also do the volunteer stuff so are not available to open buildings when we might want to use them. It costs to heat, provide toilet etc, etc - easier to keep it closed rather than risk insurance issues.	2/20/2014 12:56 PM
130	Better signage	2/20/2014 12:32 PM
131	Baseball field	2/20/2014 12:21 PM
132	1-3 kms loops, walking tracks etc.	2/20/2014 10:21 AM
133	more trails - better signage encourage bike rentals, kayak rentals etc.	2/20/2014 9:53 AM

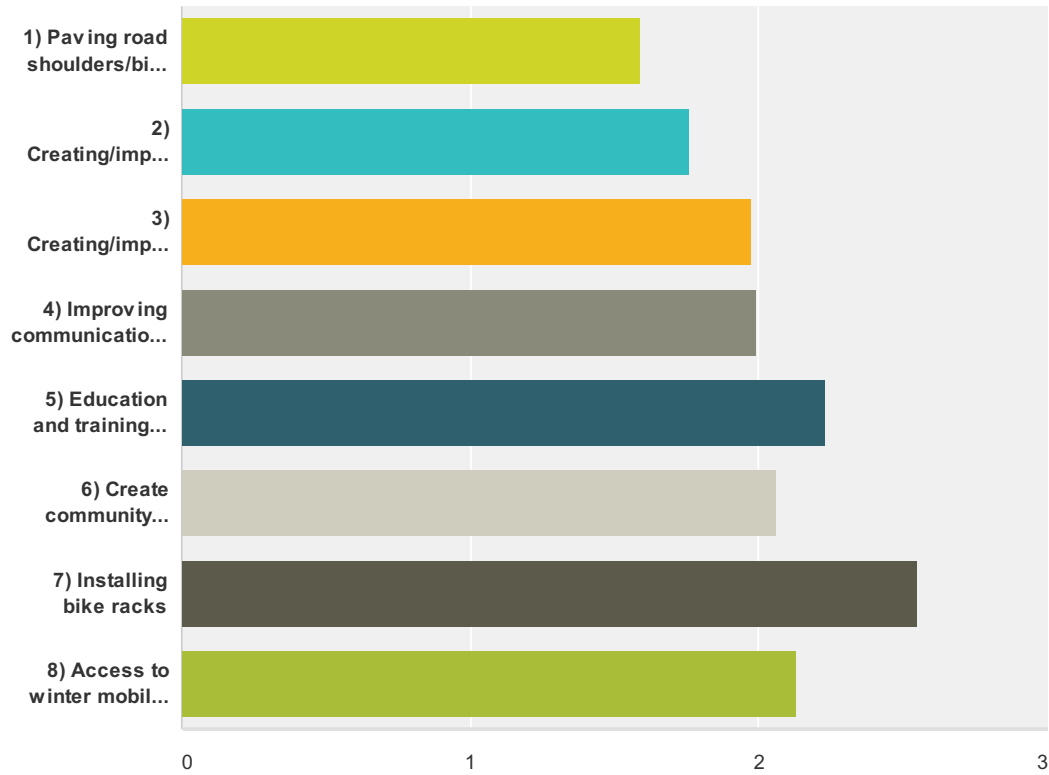
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134	I would love to see a hiking trail in our area for local residents and to showcase the beauty of the Washabuck peninsula and attract hikers to the area.	2/20/2014 9:38 AM
135	Easier access to school facilities. Improve availability of loaner skis, snowshoes, bikes.	2/20/2014 9:30 AM
136	Support from county. Financial	2/20/2014 8:44 AM
137	Nothing right now	2/20/2014 8:29 AM
138	- More lighting outside so people could take advantage of the outdoor recreational facilities. - Easier access to school indoor facilities.	2/20/2014 8:24 AM
139	Open more hours with paid staff to guarantee access	2/20/2014 8:23 AM
140	post signs that let drivers know the road is shared with walkers, etc. Have designated trails, where available, utilize existing trails, improvement to paths and trails Provide more access to equipment that is available in schools and centres.	2/20/2014 7:11 AM
141	Additional multi use trails	2/19/2014 7:47 PM
142	No idea	2/19/2014 7:05 PM
143	Make waling tracks/cycling tracks.	2/19/2014 4:56 PM
144	Signage and mapping	2/19/2014 4:50 PM
145	1 -3 km paved shoulders around halls and or walking tracks	2/19/2014 4:29 PM
146	paved shoulders for a km and or walking tracks around community halls.	2/19/2014 4:25 PM
147	bla	2/19/2014 3:59 PM
148	more pillows	2/19/2014 9:46 AM

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Q5 Please rank these Active Transportation actions in order of importance:

Answered: 140 Skipped: 44

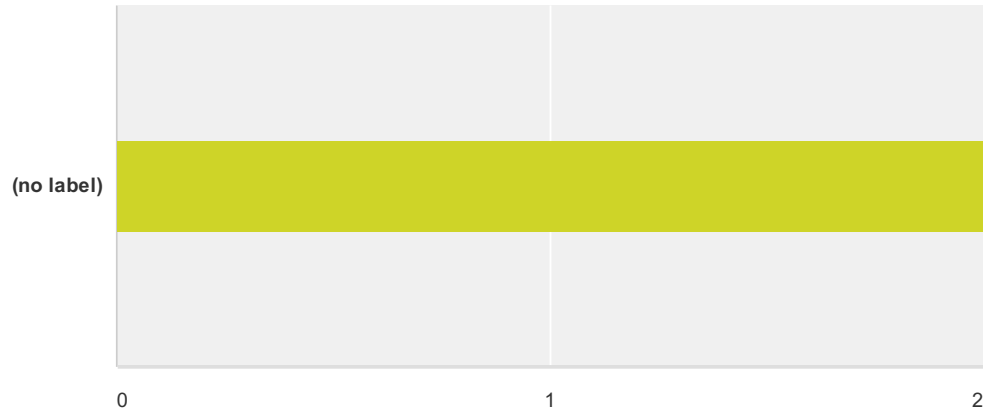


	1	2	3	4	Total	Average Rating
1) Paving road shoulders/bike lanes	70% 98	10.71% 15	9.29% 13	10% 14	140	1.59
2) Creating/improving short community walking paths	50.71% 71	28.57% 40	14.29% 20	6.43% 9	140	1.76
3) Creating/improving off-road shared use trails connecting communities	41.43% 58	30.71% 43	17.14% 24	10.71% 15	140	1.97
4) Improving communication among existing community groups and between them and residents	40.71% 57	29.29% 41	20.71% 29	9.29% 13	140	1.99
5) Education and training in safe walking and/or cycling	30.71% 43	31.43% 44	22.14% 31	15.71% 22	140	2.23
6) Create community walking (or cycling, snowshoeing, etc.) groups	36.43% 51	32.86% 46	19.29% 27	11.43% 16	140	2.06
7) Installing bike racks	21.43% 30	25.71% 36	29.29% 41	23.57% 33	140	2.55
8) Access to winter mobility devices (snowshoe, ice grips)	32.14% 45	36.43% 51	17.86% 25	13.57% 19	140	2.13

Active Transportation Survey - Victoria County

Q6 What is your knowledge of trails and other active transportation locations in your area?

Answered: 137 Skipped: 47



	Excellent	Moderate	Poor	None	Total	Average Rating
(no label)	21.17% 29	59.85% 82	16.79% 23	2.19% 3	137	2.00

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