



MUNICIPALITY OF THE DISTRICT OF ARGYLE

ARGYLE ACTIVE TRANSPORTATION PLAN AMENDMENTS



AMENDMENT MEMO



Project No. 211-11568-01
August 2022



TABLE OF CONTENTS

1	PROJECT INTRODUCTION	1
1.1	Project Components	1
2	RECOMMENDATION STATUS UPDATES	2
3	STAKEHOLDER & PUBLIC ENGAGEMENT ..	4
4	ACTIVE TRANSPORTATION FACILITIES	5
5	RECOMMENDED PRIORITY PROJECTS	7
5.1	Short Term (0-5 Years)	8
5.2	Long Term (6-10+ Years)	13
5.3	Ongoing	16
5.4	Opportunity	18
6	FUTURE RESOURCES	19
6.1	Nova Scotia Trail Signage Guide	19
6.2	Transportation Association of Canada Guidelines	19
6.3	Accessible Design	20
6.4	Funding	20

APPENDICES

APPENDIX A – WHAT WE HEARD MEMO

1 PROJECT INTRODUCTION

The Municipality of the District of Argyle (MoDA) hired WSP to produce amendments to the existing Argyle Active Transportation Plan that provide guidance on priority projects over the next 10 years and focus on pedestrian infrastructure (e.g. sidewalks).

With updates to the priority projects and their associated implementation timelines and cost estimates, MoDA will be able to utilize the information to strengthen their applications for active transportation funding.

1.1 PROJECT COMPONENTS

There were three main project components in which WSP was hired to complete:

1

Project Management & Review of Existing Active Transportation Plan

Provide project management for the duration of the project (i.e. invoicing and communications)

Review existing Active Transportation Plan to inform public engagement and start setting direction for revisions

Meet with MoDA staff to confirm understanding of the existing Active Transportation Plan and preliminary findings

2

Public Engagement

Conduct public engagement sessions; two pop-ups, one workshop, and one public open house

Conduct an online survey

Summarize public engagement results in a “What We Heard” memo

3

Amendments to the Active Transportation Plan

Prepare a memo that revises the proposed projects and timelines for the 5-10 year timeframe. This will include:

- Proposed changes to the Active Transportation Plan & updated policies, if required
- A summary of proposed projects and associated preferred facilities
- Implementation timelines and rough cost estimates for the selected priority projects

2 RECOMMENDATION STATUS UPDATES

As part of the plan review, a status update on the recommendations within the existing Active Transportation Plan was completed by MoDA to establish an understanding of the progress that had been made since the plan was formed in 2016. Each of the recommendations were assigned one of the following statuses: completed (Figure 1), ongoing (Figure 2), in progress (Figure 3), not started (Figure 4), and recommendation removed (Figure 4).

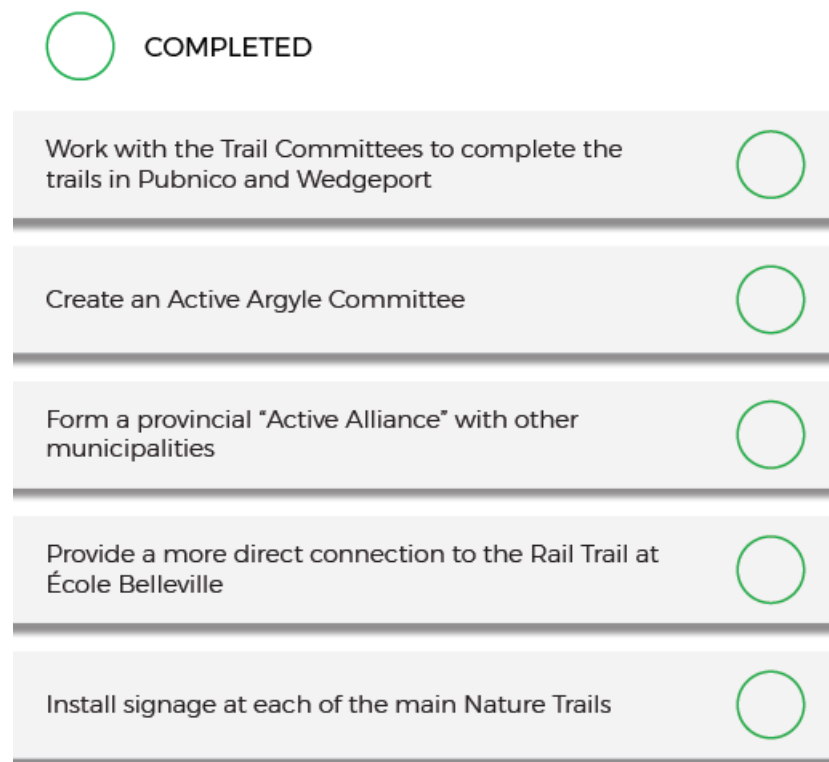


Figure 1: Completed recommendations

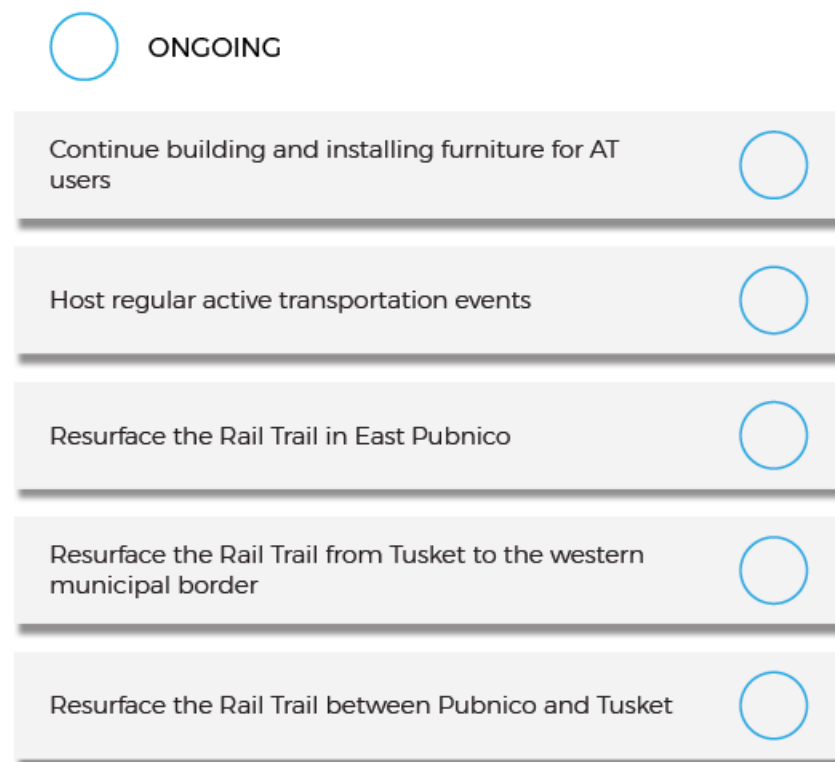


Figure 2: Ongoing recommendations

 IN PROGRESS









- Provide a more direct connection to the Rail Trail for staff and students at Drumlin Heights 
- Place bicycle racks at important civic locations 
- Introduce a Rail Trail signage system in East Pubnico 
- Begin planning and design work for the Hwy 103 pinch point 
- Develop marketing materials to promote active transportation opportunities in MoDA 
- Begin marketing paddling routes and investing in new infrastructure 
- Establish a Bike Friendly Business Program 

Figure 3: In progress recommendations

 NOT STARTED








- Pave shoulders on the 1,300 metre Tusket pinch point 
- Pave the shoulders on Trunk 3 between Ye Old Argyle Road and Exit 32A 
- Pave shoulders on Route 334 
- Pave shoulders on Route 335 
- Extend sidewalk to École Pubnico-Ouest 
-  RECOMMENDATION REMOVED
- Revitalize Stan O'Brien Interpretive Trail 

Figure 4: Not started or removed recommendations

3 STAKEHOLDER & PUBLIC ENGAGEMENT

The Argyle Active Transportation Plan Amendments project included both stakeholder and public engagement. Stakeholder engagement encompassed a virtual workshop with key community stakeholders, hosted on March 10th, 2022, while public engagement included four in-person public open house sessions and an online survey. The open houses were held on the 25th and 26th of April 2022 at Drumlin Heights Consolidated School and Plymouth School, respectively (See Figure 5). A survey was handed out at the open house sessions, which was also made available online from April 25th to May 10th, 2022 to provide residents additional opportunity to provide feedback.

Engagement details and results were presented in a What We Heard Memo, which can be found in Appendix A.



Figure 5: Public Open House at Plymouth School

4 ACTIVE TRANSPORTATION FACILITIES

Four active transportation facility types were considered for additional or amended infrastructure-related recommendations within the Argyle Active Transportation Plan: sidewalk, multi-use pathway, paved shoulder, and painted bike lane.



1 SIDEWALK

A sidewalk is a bi-directional facility for pedestrian use that runs parallel to adjacent roadways. Under the Nova Scotia Motor Vehicle Act, only children are permitted to cycle on sidewalks; therefore, the sidewalk is a space dedicated to those who travel by foot and/or utilize an assistive mobility device, such as a wheelchair, walker or cane.



2 MULTI-USE PATHWAY

A multi-use pathway is a bi-directional shared facility that accommodates the movement of various active transportation users, including cyclists. A multi-use pathway may have a marked centerline to help facilitate active transportation flow.



3 PAVED SHOULDER

A paved shoulder is an asphalted area located on the outer edge(s) of the roadway and is separated from motorists by a white line. They can function as a space for cyclists and pedestrians to travel in when other active transportation facilities are absent.

Photo Source: Small Town and Rural Design Guide Website



4 PAINTED BIKE LANE

A painted bike lane is an unprotected dedicated space for cyclists that runs parallel to vehicular travel lanes within a roadway and is delineated by a painted line. Bicycle pavement markings and signage are installed to indicate that the space is dedicated to cyclists.

Each of the facility types are options for implementation within the Municipality; however, based on the context of the location (e.g. traffic conditions, adjacent land use, etc.) and the type of active transportation users that are desired to be attracted, one facility type may be more suitable than another. Different parameters (See Figure 6), and the preferences and desires expressed from residents during public engagement, helped to determine what facility type(s) was recommended for certain priority project active transportation connections (See Section 5).

PARAMETERS	FACILITY TYPE			
	1	2	3	4
PHYSICALLY SEPARATED	✓	✓		
ALL AGES AND ABILITIES	✓	✓		
ACCOMMODATES PEDESTRIANS	✓	✓	✓	
ACCOMMODATES CYCLISTS		✓	✓	✓
EASY TO MAINTAIN			✓	✓
RECOMMENDED MINIMUM DIMENSION (m)	1.5	3.0	1.8	1.8
CAPITAL COST	\$\$ - \$\$\$	\$\$\$	\$ - \$\$	\$ - \$\$

- 1 SIDEWALK
- 2 MULTI-USE PATHWAY
- 3 PAVED SHOULDER
- 4 PAINTED BIKE LANE

Figure 6: Facility type parameters

5 RECOMMENDED PRIORITY PROJECTS

Recommended priority projects have been compiled under four categories: short term (0-5 years), long term (6-10+ years), ongoing and opportunity. The priority projects comprise of both new projects and those recommended in the 2016 Argyle Active Transportation Plan that have not been completed. Each recommended priority project provides information on key steps, as well as a high-level cost estimate.

Projects that are original to the Plan or that are based on the original are identified by the text “Existing” or “Based on Existing,” respectively, next to the written recommendation. Some of the “Existing” recommendations have had their key steps modified, which can be identified by a “*” next to the Key Steps header.

Similar to the 2016 Argyle Active Transportation Plan, the recommended priority projects considered the municipal budget for active transportation infrastructure and initiatives, as well as limited staff resources. Implementation of the long-term projects heavily relies on the ability of MoDA to secure funds through provincial and federal grants, such as the Government of Canada’s Active Transportation Fund and the Government of Nova Scotia’s Connect2 Grant, and/or as part of provincial road recapitalization projects.

The high-level cost estimates were based on 2022 unit price values (excluding HST) with an applied contingency of 50%, and did not include items such as property acquisition, utility pole relocates, construction administration or inspection. More accurate cost estimates would be prepared in connection to functional and detailed engineering designs. As an additional note, there has been an inflation of material and labour costs in connection to the Covid-19 pandemic.

5.1 SHORT TERM (0-5 YEARS)

RECOMMENDATION:

Adopt a “pack it in, pack it out” policy at the nature trails

COST ESTIMATE:

Fabricate and install signage
\$500 - 550 / sign

KEY STEPS:

1. Have consultation with the trail associations of the nature trails to establish buy-in with the policy
2. Develop and install signage at trailheads to educate users of the policy
3. Add information on the policy within the trails brochure and on the municipal website
4. (Optional) Promote the policy at active transportation events and through an education campaign

RECOMMENDATION:

Install signage along the roads that were designated as “on-road route with sign posts”

COST ESTIMATE:

Fabricate and install signage
Cost of signage is typically covered by NSPW; however, implementation is at their discretion

KEY STEPS:

1. Initiate discussion with the Nova Scotia Department of Public Works (NSPW) to investigate the opportunity to install Bicycle Route Marker (IB-23) and Share the Road (WC-19) signage
2. If approved, fabricate and install signage

RECOMMENDATION:

(Based on Existing) Incentivize Argyle businesses to get certified by Bicycle Nova Scotia as a Bike Friendly Business (BFB)

COST ESTIMATE (2016):

BFB window decal
Free when certified

KEY STEPS:

1. Canvas local business owners for initial members/champions of the program
2. Offer to cost share for a bike rack, including installation
3. Advertise BFB businesses in future AT media

RECOMMENDATION:

(Existing) Develop marketing materials to promote active transportation opportunities in MoDA

COST ESTIMATE (2016):

Design of brochure (by consultant)
\$2,000 – 3,500 or staff time

Printing of brochure (10,000 copies)
\$1,000 – 1,500

KEY STEPS*:

1. Work with Bicycle Nova Scotia to expand their cycling brochure series to Southwest Nova Scotia (Shelburne to Yarmouth or Yarmouth County Rail Trail) or develop a separate brochure aimed at various AT opportunities within Argyle
2. Design an AT brochure
3. Print brochures and place them in Visitor Information Centres and major points of entry to the municipality and province.
4. Provide downloadable digital copy of brochure on the municipal website

RECOMMENDATION:

Investigate the opportunity to have an all-day posted speed limit of 50 km/h within the school zone of Plymouth School

COST ESTIMATE:

Fabricate and install signage
Cost of signage is typically covered by NSPW; however, implementation is at their discretion

KEY STEPS:

1. Initiate discussion with the NSPW to discuss the safety concerns with speeding within the school zone
2. Work with NSPW to conduct necessary traffic, site and signage location assessments within the school zone
3. If approved, fabricate and install signage

RECOMMENDATION:

Investigate the opportunity of reducing the posted speed limit along Argyle Sound Road and along Trunk 3 from Argyle Head Road to Argyle Sound Road

COST ESTIMATE:

Fabricate and install signage
Cost of signage is typically covered by NSPW; however, implementation is at their discretion

KEY STEPS:

1. Initiate discussion with the NSPW to discuss the safety concerns relating to the existing 80 km/h posted speed limit
2. Work with NSPW to conduct necessary traffic and site assessments
3. If approved, fabricate and install signage

RECOMMENDATION:

(Existing) Invest in new paddling infrastructure

COST ESTIMATE (2016):

Provide/upgrade a launch point
Cost will vary depending on existing conditions and infrastructure needs

KEY STEPS*:

1. Engage the paddling community to gather additional information on the top five locations that should be prioritized to receive infrastructure upgrades
2. Create an inventory of paddling boat launches with notes on their respective infrastructure
3. Assess the infrastructure needs of the top five boat launch locations
4. Provide/upgrade infrastructure at the top five boat launch locations over the next five years (10 years if major infrastructure components, such as a concrete ramp, is required)

RECOMMENDATION:

(Existing) Promote paddling routes

COST ESTIMATE (2016):

Create a website
\$5,000 (or less with a stock website or one created by volunteers)

Create a brochure
\$4,000 – 6,000 (by consultant)

KEY STEPS:

1. Begin marketing and promoting paddling opportunities on the shore and along the Tusket River via a website and/or brochure
2. Ensure existing launch points are well maintained and safe for visitors to use
3. Search for opportunities to add more launch points in appropriate locations and install signage along the road to help visitors find these areas

RECOMMENDATION:

Work with NSPW on the Hwy 103 Argyle Interchange Project (Exit 32 & 32A) to integrate active transportation components into the design

COST ESTIMATE:

N/A

KEY STEPS:

1. Hold discussions with NSPW to discuss the opportunity of integrating a sidewalk between the driveway of Drumlin Heights Consolidated School and Argyle Head Road and paved shoulders along Trunk 3 as part of the project's design

RECOMMENDATION:

Conduct a pilot project to provide a complete sidewalk connection between Chemin de l'église and Eglise paroissale catholique Saint-Pierre

COST ESTIMATE:

Develop functional design
(by consultant)
\$6,000 – 8,000

Install pilot project
\$5,000 – \$8,000
Cost could be reduced by utilizing non-conventional materials (e.g. boulders or using excess concrete from a local concrete company)

KEY STEPS:

1. Initiate discussion with Eglise paroissale catholique Saint-Pierre to introduce the project and determine church parking needs
2. Hire a consultant to develop a concept design(s) and functional design for the sidewalk connection that implements access management strategies (e.g. reduce and define access points)
3. Consult with key stakeholders (e.g. NSPW) on the concept design(s) to receive feedback that can be used to select and refine a design into a functional design
4. Pilot the functional design by utilizing temporary materials (e.g. parking curb stops, paint, planters, etc.) and monitor impacts/benefits

RECOMMENDATION:

Create a functional plan for an active transportation connection along Route 334 between Plymouth School and Newell Road

COST ESTIMATE:

Develop functional plan
(by consultant)
\$45,000 - \$55,000

KEY STEPS:

1. Hire a consultant to complete a functional plan that includes:
 - a. the development and evaluation of concept design options that explore the implementation of a multi-use pathway or an asphalt sidewalk with bike lanes
 - b. public and stakeholder (e.g. NSPW) engagement
 - c. the preparation of 30% design drawings and a 'Class D' cost estimate
 - d. a functional plan report with a construction phasing plan

RECOMMENDATION:

Create a plan for an active transportation connection along Route 308 between École Secondaire de Par-en-Bas to the Argyle Township Court House & Gaol

COST ESTIMATE:

Develop functional plan
(by consultant)
\$55,000 - \$65,000

KEY STEPS:

1. Hire a consultant to complete a functional plan that includes:
 - a. the development and evaluation of concept design options that explore the implementation of a multi-use pathway or an asphalt sidewalk with bike lanes
 - b. public and stakeholder (e.g. NSPW) engagement
 - c. the preparation of 30% design drawings and a 'Class D' cost estimate
 - d. a functional plan report with a construction phasing plan

RECOMMENDATION:

(Based on Existing) Create a functional plan for the extension of the asphalt sidewalk ending at Abbots Harbour Road to École Pubnico-Ouest

COST ESTIMATE:

Develop functional plan
(by consultant)
\$55,000 - \$65,000

KEY STEPS:

1. Hire a consultant to complete a functional plan that includes:
 - a. topographical survey
 - b. public and stakeholder (e.g. NSPW) engagement
 - c. the preparation of 30% design drawings and a 'Class D' cost estimate
 - d. a functional plan report with a construction phasing plan

5.2 LONG TERM (6-10+ YEARS)

RECOMMENDATION:

Prepare a detailed design for an asphalt sidewalk between Chemin de l'église and Eglise paroissiale catholique Saint-Pierre

COST ESTIMATE:

Develop detailed design
(by consultant)
\$20,000 – 25,000

KEY STEPS:

1. Secure funds to design the sidewalk
2. Initiate discussion with NSPW to confirm design specifications and establish buy-in
3. Hire a consultant to develop a detailed design of the sidewalk that includes:
 - a. topographical survey
 - b. stakeholder consultation
 - c. 100% design drawings and Class A cost estimate

RECOMMENDATION:

Prepare a detailed design for the active transportation (AT) connection along Route 334 between Plymouth School and Newell Road as presented within the functional plan

COST ESTIMATE:

Develop detailed design
(by consultant)
\$35,000 – 40,000

KEY STEPS:

1. Secure funds to design the active transportation connection
2. Initiate discussion with NSPW to confirm design specifications and establish buy-in
3. Hire a consultant to develop a detailed design of the AT connection that includes:
 - a. topographical survey
 - b. stakeholder consultation
 - c. 100% design drawings and Class A cost estimate

RECOMMENDATION:

Prepare a detailed design for the active transportation (AT) connection along Route 308 between École Secondaire de Par-en-Bas to the Argyle Township Court House & Gaol

COST ESTIMATE:

Develop detailed design
(by consultant)
\$50,000 – 60,000

KEY STEPS:

1. Secure funds to design the active transportation connection
2. Initiate discussion with NSPW to confirm design specifications and establish buy-in
3. Hire a consultant to develop a detailed design of the AT connection, and possibly overpass design, that includes:
 - a. topographical survey
 - b. stakeholder consultation
 - c. 100% design drawings and Class A cost estimate

RECOMMENDATION:

Prepare a detailed design to extend the asphalt sidewalk in West Pubnico to École Pubnico-Ouest

COST ESTIMATE:

Develop detailed design
(by consultant)
\$25,000 – 30,000

KEY STEPS*:

1. Secure funds to design the sidewalk extension
2. Initiate discussion with NSPW to confirm design specifications and establish buy-in
3. Hire a consultant to develop a detailed design of the sidewalk that includes:
 - a. stakeholder consultation
 - b. 100% design drawings and Class A cost estimate

RECOMMENDATION:

Prepare a detailed design to provide a more direct connection to the Rail Trail for staff and students at Drumlin Heights

COST ESTIMATE:

Develop detailed design
(by consultant)
\$20,000 – 25,000

KEY STEPS*:

1. Contact the Nova Scotia Department of Natural Resources and Renewables (NSNRR) to discuss gaining access across PID 90319880 to the Rail Trail
2. Hire a consultant to develop a detailed design of the trail connection to the Rail Trail, that includes:
 - a. topographical survey
 - b. stakeholder consultation
 - c. 100% design drawings and Class A cost estimate

5.3 ONGOING

RECOMMENDATION:

(Existing) Continue building and installing furniture for AT users

COST ESTIMATE (2016):

Build and install furniture
No capital cost required, just time and commitment to remove concrete forms and move furniture to the site

KEY STEPS:

1. Reinitiate the initiative of building concrete benches and picnic tables from excess concrete in collaboration with a local concrete company and community volunteers
2. Install the furniture along trails, at Comeaus Hill Beach, paddling boat launch locations, wharves, and other key locations

RECOMMENDATION:

(Existing) Host regular active transportation events

COST ESTIMATE (2016):

Host an event
Cost will vary depending on event

KEY STEPS:

1. The 2016 Argyle Active Transportation Plan presents a variety of active transportation related events aimed at increasing education and awareness in the Municipality
2. The Active Argyle Committee should host regular events on an ongoing basis throughout the implementation period to work toward triggering a culture shift where active transportation is a safe, viable and fun way to get around for persons of all ages and abilities

RECOMMENDATION:

(Existing) Resurface the Rail Trail in East Pubnico

COST ESTIMATE (2016):

Resurface crusher dust trail
(3.5m wide x 12,500m long)
\$125,000 - 150,000

KEY STEPS:

1. Work with NSNRR, the Yarmouth County Rail Trail Committee, and potentially Bicycle Nova Scotia to resurface the trail to accommodate active transportation use

RECOMMENDATION:

(Existing) Resurface the Rail Trail from Tusket to the western municipal border

COST ESTIMATE (2016):

Resurface crusher dust trail
(3.5m wide x 4,500m long)
\$45,000 – 55,000

KEY STEPS:

1. Work with NSNRR, the Yarmouth County Rail Trail Committee, and potentially Bicycle Nova Scotia to resurface the trail to accommodate active transportation use

RECOMMENDATION:

(Existing) Resurface the Rail Trail between Pubnico and Tusket

COST ESTIMATE (2016):

Resurface crusher dust trail
(3.5m wide x 28,000m long)
\$280,000 – 340,000

KEY STEPS:

1. Work with NSNRR, the Yarmouth County Rail Trail Committee, and potentially Bicycle Nova Scotia to resurface the trail to accommodate active transportation use

RECOMMENDATION:

(Existing) Place bicycle racks at important civic locations

COST ESTIMATE (2016):

Bike rack, installed
\$500 – 2,000 (depending on size)

KEY STEPS*:

1. Consider choosing a standard bike rack model/design and installation standards to streamline the administration burden of each installation
2. Install new racks on a rolling annual schedule and as opportunities arise (e.g. a business offers to co-pay for a rack) at the following locations, prioritizing those at existing cycling destinations and those along cycling routes (as they are constructed):
 - a. businesses (e.g. Carls Store, La Shoppe à Carl & Tusket Falls Brewing Company)
 - b. schools (e.g. Plymouth School)
 - c. municipal office and community halls
 - d. trail heads
 - e. beaches & wharves
 - f. churches

5.4 OPPORTUNITY

RECOMMENDATION:

(Based on Existing) Pave the shoulders along the roads that were designated as either “on-road route with paved shoulder” or “on-road route with sidewalk and bike lanes”, as well as Argyle Sound Road

COST ESTIMATE (2016):

Pave shoulders

Costs for paved shoulders are typically covered by NSPW; however, implementation is at their discretion

KEY STEPS:

1. Contact NSPW to reinitiate discussion about the desire for paved shoulders within the Municipality
2. Monitor NSPW’s annual paving plan documents every year
3. Once one of the subject roadways is added to the five-year paving plan, advocate to NSPW for inclusion of paved shoulders when the street is repaved

PRIORITY:

Each roadway segment that is proposed to have paved shoulders has been assigned either a low or high priority rating:

1. Trunk 3 between Ye Old Argyle Road and Exit 32A (high priority)
2. Argyle Sound Road (high priority)
3. Route 334 (high priority)
4. Route 335 (high priority)
5. Trunk 3 between Lighthouse Road and Route 335 (low priority)
6. Trunk 3 between Route 335 and Ye Old Argyle Rd (low priority)
7. Trunk 3 between Exit 32A and Route 308 (low priority)
8. Trunk 3 between Route 308 and Route 334 (low priority)

6 FUTURE RESOURCES

6.1 NOVA SCOTIA TRAIL SIGNAGE GUIDE

In 2021, the Nova Scotia Trail Signage Guide was established to “help Nova Scotia’s trail managers implement signage that enhances the trail experience and to promote a consistent, coordinated approach to signing trails around the province (pg. 2).” The guide provides direction on the implementation and design of the four main trail signage groups which include trailhead signs, information signs, regulatory signs, and warning signs. It is recommended that the guide be utilized to assist in the development of a signage system for the Yarmouth County Rail Trail in its transformation into a cycling destination trail.

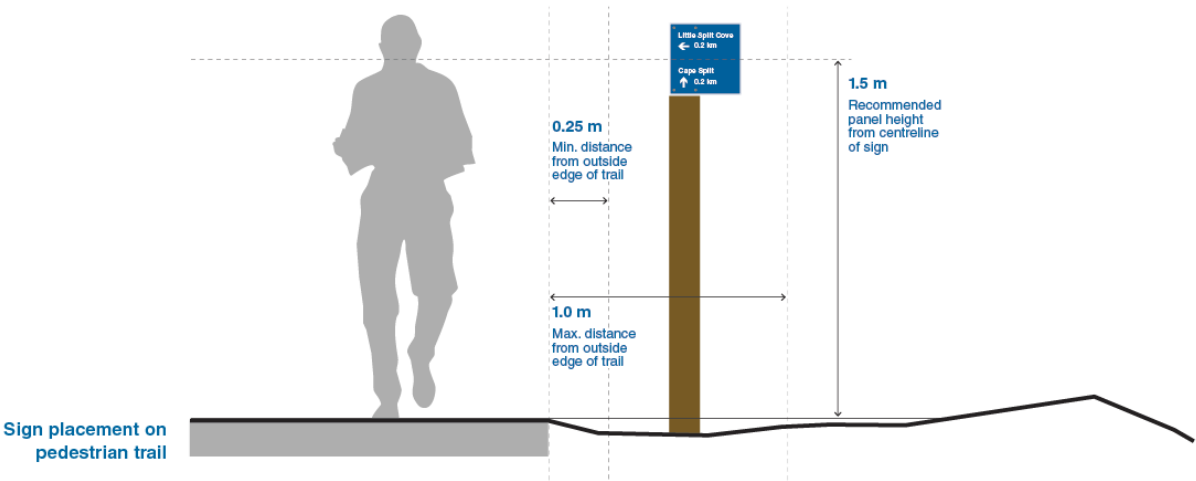


Figure 7: Sign placement illustration from the NS Trail Signage Guide (pg. 45)

6.2 TRANSPORTATION ASSOCIATION OF CANADA GUIDELINES

The Transportation Association of Canada (TAC) has published a series of guidelines that assist planning and engineering practitioners throughout the nation. TAC guidelines (See Figure 8), such as the Geometric Design Guide for Canadian Roads, the Manual of Uniform Traffic Control Devices for Canada (MUTCDC), and the Pedestrian Crossing Control Guide, are foundational to the design of roadways and transportation infrastructure systems and services across many Canadian jurisdictions, including Nova Scotia. For the functional plan and detailed design of the infrastructure priority projects, it is recommended that these guides be used.



Figure 8: TAC guidelines

6.3 ACCESSIBLE DESIGN

The Government of Nova Scotia produced a strategy “Access by Design 2030” which established a goal of achieving an accessible Nova Scotia by 2030. One of the priorities of the strategy is the development of accessible standards, which includes those for streets, sidewalks, pedestrian crossings, and other built environment features. The Province has developed Interim Accessibility Guidelines for Indoor and Outdoor Spaces, which is currently under review; however, it is anticipated that this document or finalized standards will be made available during the timeframe that the recommended long-term infrastructure priority projects are being pursued.

An additional resource that can be utilized is the Standards Council of Canada’s Accessible Design for the Built Environment (CSA B651-18), which is a standard that contains requirements for making buildings and other facilities accessible including pedestrian crossings, curb ramps, pedestrian crossing signals, etc.

6.4 FUNDING

As the implementation of the long-term projects heavily relies on the ability of MoDA to secure funds through provincial and federal grants, below (See Table 1) is a list of potential grants for the Municipality to consider:

Table 1: Funding Programs

GRANTING AUTHORITY	PROGRAM	SUMMARY
Government of Canada – Infrastructure Canada	Active Transportation Fund	This fund supports projects that build new and expanded networks of pathways, bike lanes, trails and pedestrian bridges, in addition to supporting active transportation planning and stakeholder engagement activities.
Government of Canada – Infrastructure Canada	Investing in Canada Plan: Public Transit Stream	This fund supports the building, expansion and upgrading of urban and rural transit networks, including the creation of multi-use pathways in communities across the country.
Government of Nova Scotia – Department of Communities, Culture, Tourism and Heritage	Trail Expansion Grant Program	This fund supports community groups, municipalities, and ‘not-for-profit’ organizations to develop new trails, expand recreational trails, and do capital upgrades to existing trails.
Government of Nova Scotia – Department of Communities, Culture, Tourism and Heritage	Trail Maintenance Program	This fund supports community trail groups who are involved in regular and on-going maintenance on their trails.

Government of Nova Scotia – Department of Communities, Culture, Tourism and Heritage	Trails Engineering Assistance Grant	This fund supports trail builders and managers by providing them with funding for professional engineering expertise.
Government of Nova Scotia – Department of Communities, Culture, Tourism and Heritage	Active Communities Fund	This fund supports community-wide initiatives to encourage less-structured physical activity and movement.
Government of Canada - Atlantic Canada Opportunities Agency	Innovative Communities Fund	This fund supports projects that build the economies of communities in Atlantic Canada.
Government of Nova Scotia – Department of Public Works	Connect2 Program	This fund supports active transportation projects that will improve connectivity within and between communities and have the potential to reduce emissions. Funding can be used for community planning, feasibility studies, learning by doing, public engagement sessions, program promotion and demonstration projects.
Government of Nova Scotia – Department of Natural Resources and Renewables	OHV Infrastructure Fund	This fund supports the maintenance of OHV accessible infrastructure.
Federation of Canadian Municipalities	Green Municipal Fund – Capital Project: Transportation networks and commuting options &	This fund supports local governments to switch to sustainable practices faster by offering loans and grants for capital projects that reduce pollution in Canadian communities by improving transportation systems and networks or encouraging people to switch to less polluting transportation options.
Federation of Canadian Municipalities	Green Municipal Fund – Study: Transportation networks and commuting options	This fund supports local governments to switch to sustainable practices faster by offering loans and grants for feasibility studies and initiatives that reduce pollution in Canadian communities by improving transportation systems and networks or encouraging people to switch to less polluting transportation options.
Trans Canada Trail	Trail Funding Program	This fund supports trail operators across Canada in the development and enhancement of the Trans Canada Trail.

A WHAT WE HEARD MEMO



MUNICIPALITY OF THE DISTRICT OF ARGYLE

ARGYLE ACTIVE TRANSPORTATION PLAN AMENDMENTS



WHAT WE HEARD MEMO



Project No. 211-11568-01
May 2022



TABLE OF CONTENTS

1	STAKEHOLDER & PUBLIC ENGAGEMENT ..	1
1.1	Feedback Submissions	1
1.2	Stakeholder Workshop	2
1.3	Public Engagement	5

APPENDICES

- APPENDIX A – STAKEHOLDER MEETING PRESENTATION SLIDES
- APPENDIX B – DISPLAY BOARDS & MAPS
- APPENDIX C – PLYMOUTH SIDEWALK STEERING COMMITTEE LETTER
- APPENDIX D – PUBLIC OPEN HOUSE POST-IT NOTES

Cover Photo Source:
Yarmouth and Acadian
Shores website

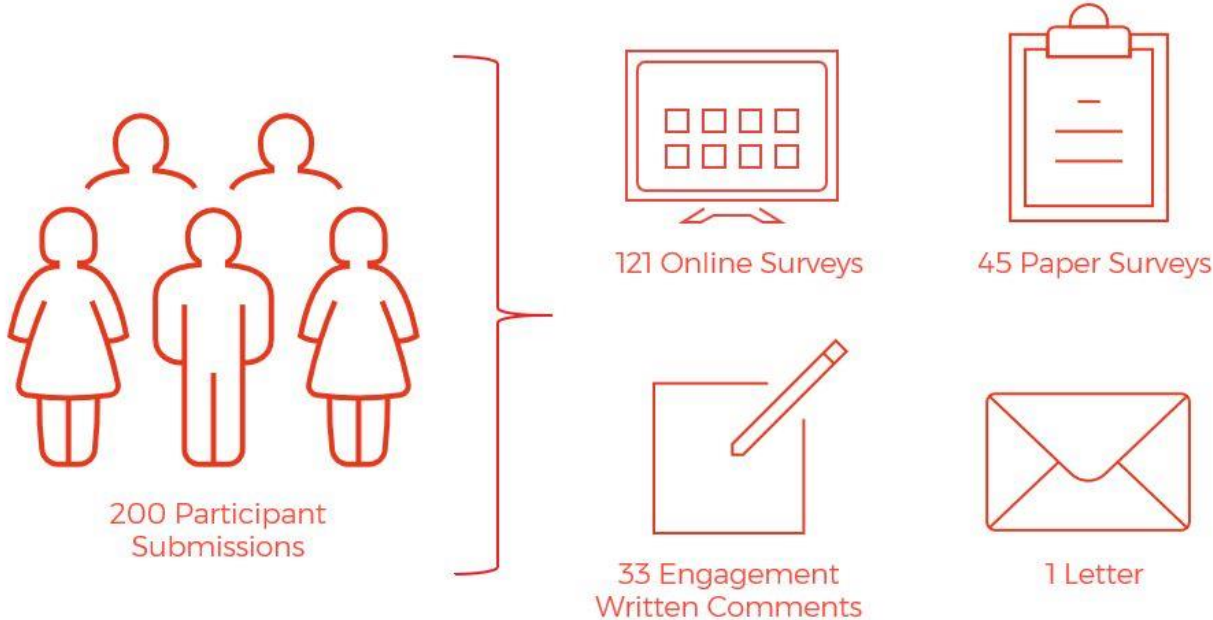
1 STAKEHOLDER & PUBLIC ENGAGEMENT

The Argyle Active Transportation Plan Amendments project included both stakeholder and public engagement which were held in March and April of 2022, respectively. This “What We Heard” memo provides an overview of the engagement activities conducted and of the feedback results. Additional public engagement documents including meeting presentation slides and engagement boards can be found in the appendices.

1.1 FEEDBACK SUBMISSIONS

Overall, approximately 200 submissions of input were provided in the following ways:

- 166 submissions of the survey (121 online & 45 paper)
- 33 written comments (e.g. Post-It notes on engagement boards) received at the in-person public engagement sessions (~55-60 attendees)
- 1 letter from the Plymouth Sidewalk Steering Committee
- 10-person virtual stakeholder meeting
- 2-person Plymouth site visit



1.2 STAKEHOLDER WORKSHOP

One workshop was held virtually on 10 March 2022 with key community stakeholders to introduce the project, provide an overview of the existing Argyle Active Transportation Plan and the status of its recommendations, and to discuss areas within the Municipality that could benefit from the implementation of active transportation facilities and amenities that are not already proposed within the existing plan. The stakeholders included two staff members from the Municipality's Recreation Department, two District Councillors, and representatives from the local schools, the Yarmouth Rail to Trail Association, and Nova Scotia Public Health.

A summary of the key discussion points is presented below while presentation slides are presented in Appendix A.

1.2.1 LOCATIONS FOR BIKE RACKS

In connection to the existing plan's recommendation to place bicycle racks at important civic locations, workshop participants were asked what other key destinations should have bicycle racks where they do not currently exist.

Discussion focused around providing and/or upgrading bicycle racks at the schools. It was mentioned how École Pubnico-Ouest and École Secondaire de Par-en-Bas have a number of students (~10-20) who already bike to school and that bicycle racks are provided at both; however, the rack that is provided at École Pubnico-Ouest needs replacement.

At Plymouth School, based on the knowledge of the workshop participants, no students bike to school due to the lack of supporting infrastructure and the presence of high vehicle speeds that occur along Route 334. It was noted that drivers do not slow down within the school zone even though signage is provided that indicate that drivers are required to reduce speed to 50km/hr when children are present. It was suggested that providing a safe avenue for students to bike to school would need to occur first before investing in bike racks.

Regarding Drumlin Heights Consolidated School, it was expressed how it is not safe to walk to school, let alone bike to school, due to the lack of active transportation infrastructure and the connection of the school driveway with the Trunk 3 in proximity to Hwy 103. There is a desire for a safe route to be created from the school driveway to where students are walking from. It was noted how providing a safe route is also desired in connection to the school's evacuation plan where currently students must travel along the grassed edge of Trunk 3 to reach the muster station at the Argyle Historical Baptist Church on Argyle Head Road. There is particular concern for the students who are outside the school bus zone who then walk to school without a safe route.

Aside from providing bicycle racks at schools, the Municipality had previously sent out letters to local businesses to offer guidance and funding to install bicycle racks, if desired; however, only the Pharmasave in West Pubnico accepted the offer.

1.2.2 PADDLING BOAT LAUNCH IMPLEMENTATION AND MARKETING

In connection to the existing plan’s recommendation to begin marketing paddling routes and investing in new infrastructure, workshop participants were asked a couple of questions.

The first being what current challenges are being faced relating to the fulfilment of the recommendation. It was mentioned how promotional brochures have been developed for biking and nature trails, but that there has been no progress on developing one for paddling routes. It was acknowledged that more work needs to be done to move this part of the recommendation further.

The second question asked whether any infrastructure has been provided at any of the proposed boat launches. No information was provided regarding existing infrastructure; however, it was mentioned that work was currently ongoing to implement launches at Glenwood Provincial Park and off Eel Lake Road close to Hwy 103. The paddling launch at Glenwood Provincial Park will be accessible and will also have an accessible pathway leading to it.

The third question asked workshop participants which locations proposed to be paddling launches within the Active Transportation Plan should be prioritized to receive infrastructure. None of the participants had an opinion on the matter and, as such, it was decided that it would be better to establish priority locations during public engagement.

1.2.3 FURNISHINGS

In connection to the existing plan’s recommendation to continue building and installing furniture for active transportation users (e.g. benches, picnic tables, and waste bins), workshop participants were asked whether there are any locations they feel should have furnishings, such as that displayed in Figure 1. The discussion focused on the installation of waste bins at the nature trails, as there currently are none. As the Municipality’s Public Works Department is only responsible for waste bins at public facilities on municipal land, the maintenance of bins would fall on the volunteers of the respective trail associations. Concerns were expressed relating to bins waste being dispersed from blowing wind and scavenging animals. Although properly designed bins could mitigate these concerns, the extra responsibility on the trail associations could be burdensome. It was mentioned how many nature trails have a “pack it in, pack it out’ policy that requires users to leave no trace that they were there by carrying their waste with them. Signage and educational initiatives could be pursued to address the litter issue. A general agreeance was made by the workshop participants that this would be the best action to proceed with.



Figure 1: Picnic Table at the entrance of the Wedgeport Nature Trail

1.2.4 EVENTS

Hosting active transportation events within the Municipality has been more challenging due to the ongoing Covid-19 pandemic; however, a couple of initiatives have been pursued or in the process of being pursued. Plans are being made to host an event for this year's Nova Scotia Walk Day on May 11th, 2022 while during Halloween this past year (2021), an event was held for the local kids to dress up and walk along one of the nature trails. Promotion of the trails is important within the Municipality. As such, two trails are planned to be featured as part of the "Art on the Trail" initiative that will showcase pieces of art along the trails to attract users.

1.2.5 DESIRED CONNECTIONS

Throughout the workshop, participants noted locations where it would be desirable to have additional active transportation connections. As mentioned prior, both Drumlin Heights Consolidated School and Plymouth School have been flagged as locations that are desired to have active transportation facilities, particularly relating to evacuation plans and safe walking routes. Two other schools that were recommended to have active transportation facility connections include École Secondaire de Par-en-Bas and École Pubnico-Ouest.

Students from École Secondaire de Par-en-Bas have been observed to walk along the edge of Route 308 and across the Hwy 103 overpass during lunchtime to access destinations on the south side of the highway, such as the Ultramar gas station. Due to the proximity to vehicular traffic entering and exiting from the highway, providing safe active transportation infrastructure over the highway is desired.

In regard to École Pubnico-Ouest, an existing sidewalk along Route 335 on the west side currently ends at Abbotts Harbour Road, approximately 1km south of the school's driveway. It was recommended to extend the existing sidewalk to reach the school, as well as to provide a crosswalk at the driveway (See Figure 2). The existing Argyle Active Transportation Plan already proposes this sidewalk extension.



Figure 2: Desired Location for Crosswalk and Active Transportation Facility at Access to École Pubnico-Ouest

1.3 PUBLIC ENGAGEMENT

Four in-person public open house sessions were held in April 2022 to provide an overview of the existing Argyle Active Transportation Plan and the purpose of providing amendments, to introduce active transportation facility types, to gather information on how residents currently experience active transportation within the Municipality, and to solicit feedback on what additional connections and facilities residents would like to see.

The first two sessions were held at Drumlin Heights Consolidated School on April 25th, 2022 from 3:30-5:00pm and 6:00-7:30pm, while the last two sessions were held at Plymouth School (See Figure 3) on April 26th, 2022 from 3:30-5:00pm and 6:00-7:30pm.

Upon entering each of the public open house locations, attendees were introduced to the format of the engagement and provided a survey to collect feedback. Display boards and maps (See Appendix B) were set up around the room for attendees to review at their own pace. Attendees were encouraged to add written notes to the display materials, and to ask questions and/or provide comments to the event hosts.



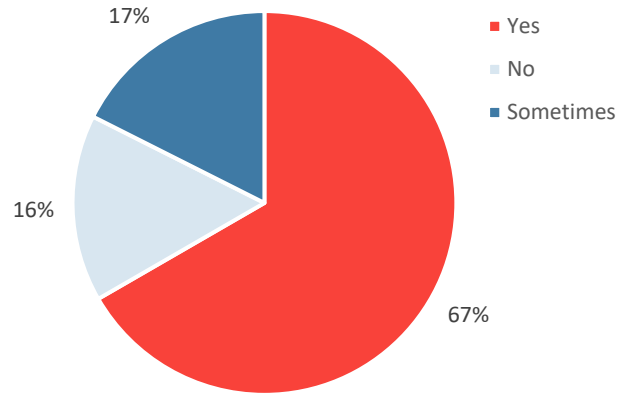
Figure 3: Public Open House at Plymouth School

To provide additional time and methods for residents to submit feedback for the project, the display materials were posted on the Municipality's website with a link to an online version of the survey that was open from April 25th to May 10th, 2022.

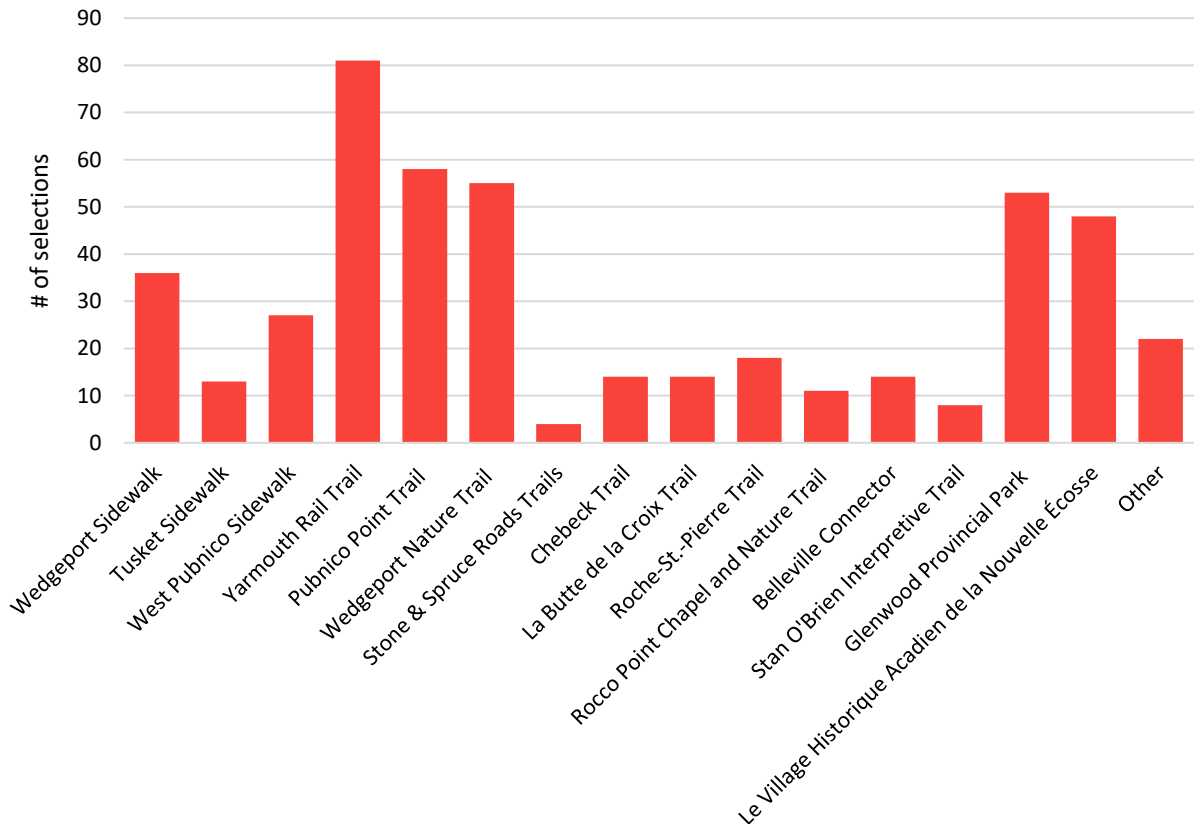
1.3.1 SURVEY RESULTS

The first section of the survey asked questions to gather information on how residents currently experience active transportation. The results of these questions are presented below:

- Participants were asked whether they currently utilize any of the existing active transportation infrastructure presented on the Active Transportation Map (See Appendix B). The majority stated that they did (67%), while a smaller proportion of participants responded with “sometimes” (17%) or “no” (16%).



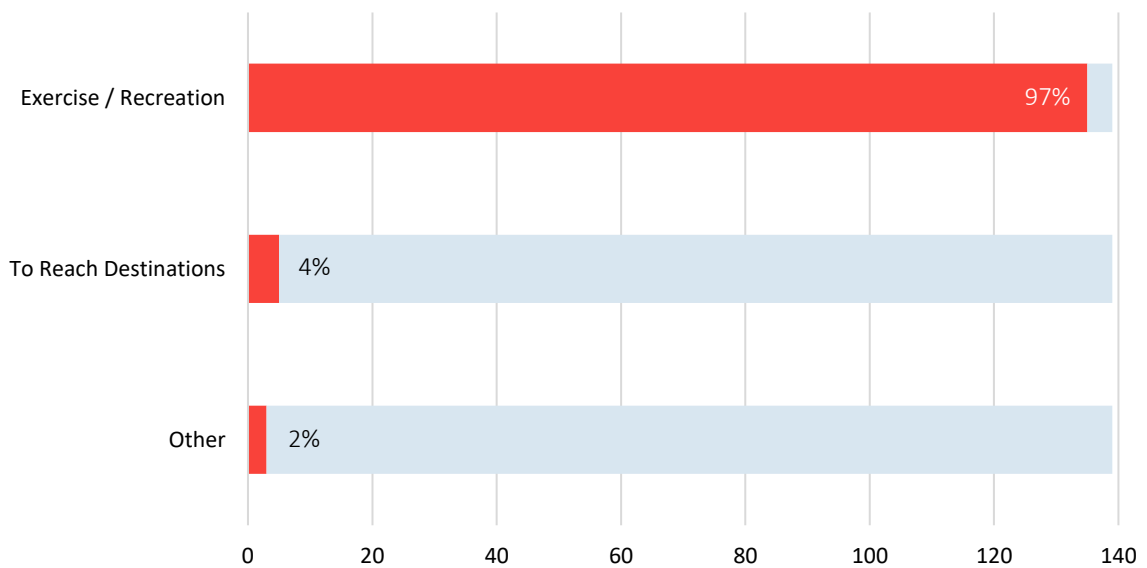
- If participants stated that they did or sometimes utilize active transportation, they were asked to note which facilities they use, as well as their main purpose for using them.



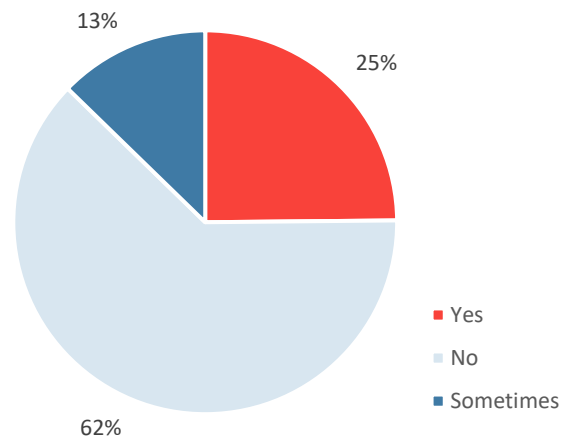
The most frequently used facilities are the Yarmouth Rail Trail, Pubnico Point Trail, Wedgeport Nature Trail, Glenwood Provincial Park, and Le Village Historique Acadien de la Nouvelle Écosse; all of which are off-road facilities.

Relating to “other” facilities, a number of participants noted that they utilize the K-class roads to the west of Route 334 for active transportation purposes, including Flint Road, Hardwood Hills Road, and Backland Road. A couple of participants also listed facilities outside of the Municipality including the Utkubok Trail in Arcadia, the sidewalks and multi-use pathways in the Town of Yarmouth, and the Ellenwood Lake Trail within the Ellenwood Provincial Park. Within the Municipality, other facilities that a couple of participants stated that they utilize are the East Pubnico Biking and Walking Park and trails on private land.

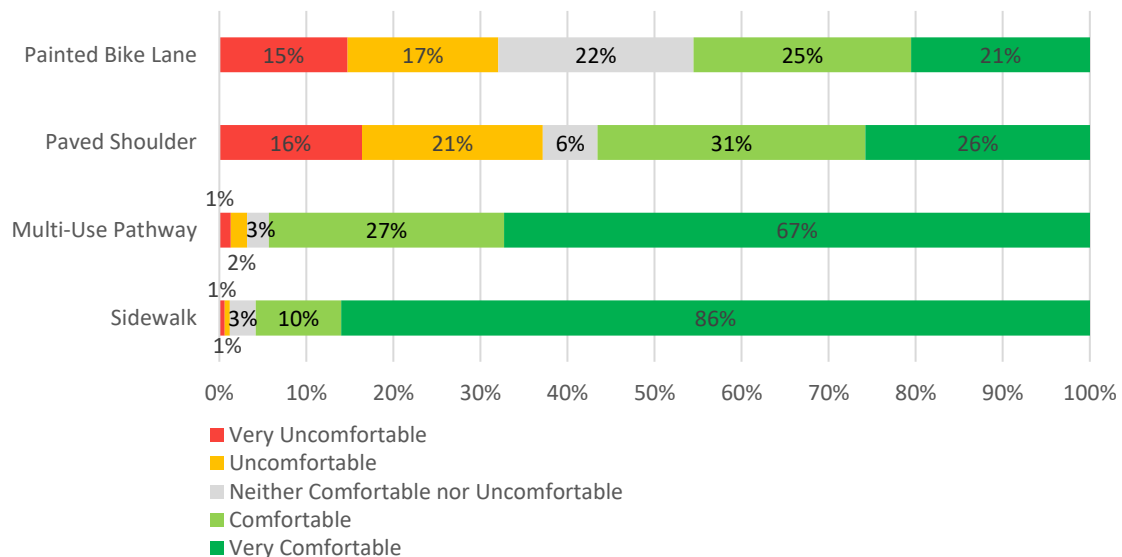
The majority of the 139 participants who stated that they utilize or sometimes utilize active transportation mostly do so for exercise and recreational purposes (97%). Very few participants utilize active transportation to reach destinations (4%) or for other reasons (2%). A couple of participants noted that they utilize active transportation for health purposes (e.g. mental health).



- Participants were asked whether they cycle. The majority stated that they did not (62%), while a smaller proportion of participants responded with “sometimes” (13%) or “yes” (25%).



- If participants stated that they did or sometimes cycle, they were asked to describe the routes they typically travel. Quite a large proportion of descriptions involved using off-road facilities such as the Yarmouth Rail Trail or Pubnico Point Trail, as well as quiet side streets such as Flint Road or Newell Road. Some participants included comments in their descriptions stating that they do not feel comfortable using the main roads. It was suggested by a few that if cycling infrastructure were provided on the main roads that they would cycle more. For those that do feel comfortable sharing the road with motor vehicles, popular cycling routes or corridors include the Tusket-Belleville loop, Route 308 to Morris Island and/or along Tittle Road, and Argyle Sound Road (sometimes extending to/from Middle Argyle or to the point of West Pubnico). Some descriptions included reaching specific destinations such as the credit union in Tusket, La Shoppe à Carl, Creamy Treat, Tusket Falls Brewery, the Co-op in west Pubnico, and to school.
- Based on the information that was provided on the active transportation facility types display board (See Appendix B), participants were asked how comfortable they would feel utilizing each. The sidewalk and the multi-use pathway were the two facility types in which participants indicated that they would feel the most comfortable using. Approximately one third of participants indicated that they would not feel comfortable using a painted bike lane. Similarly, approximately two fifths of participants indicated that they would not feel comfortable using a paved shoulder; however, close to three fifths of participants indicated that they would.



- Based on the information that was provided on the Boat Launch Map (See Appendix B), participants were asked to list the five numbers that correspond to the boat launches that they believe should receive paddling infrastructure upgrades. Six locations were selected as the fifth place was tied. The launch locations, in order from the most selected to the least, are Tuna Wharf (#9), Wedgeport Harbour Authority Wharf (#10), Comeaus Hill Beach (#8), Tusket River Look-Off (#3), Hubbards Point Wharf (#4), and at the end of Ardnamurchan Road (#16). As a note, some participants may not have understood that the

question was specifically relating to paddling infrastructure and therefore selected answers relating to motorized boats.

- Participants were asked what specific locations that they felt would benefit from active transportation connections and what facility type they would prefer for the connection. Most of the submissions received revolved around six main communities: Plymouth (~70), Tusket (~20), Argyle (~20), West Pubnico (~10), Wedgeport (~5), and East Pubnico (~5).

Many participants felt that the community of Plymouth would greatly benefit from having an active transportation facility, particularly connecting Plymouth School to Newell Road along Route 334. Some participants, as part of their survey submissions, provided comment on the safety issues in the area such as speeding vehicles and provided stories of near misses of being hit by a motor vehicle as a pedestrian. There is particular concern for the safety of children who reside in the community and of those who go to Plymouth School. As such, there is a deep desire to provide an active transportation facility that provides a safe space for children outside of the bus zone to walk or bike to school. Most submissions relating to Plymouth did not specify what type of facility would be preferred, but based on the context of the comments, a physically separated facility from motor vehicles (i.e. sidewalk or multi-use pathway) seems to be the type of facility that is desired. Some participants noted that they would like to see a facility extend past the main suggested connection (Plymouth School to Newell Road) to reach Dominique Road, Flint Road and/or Birch Street.

The most desired active transportation connection in Tusket was along Route 308 and across the Hwy 103 overpass from École Secondaire de Par-en-Bas to the existing sidewalk that currently ends at the Nova Apartment building. Comments provided noted how this connection would link students from the school with the commercial area of Tusket where they could access food establishments at lunch time. A fair number of the submissions suggested extending the existing sidewalk to make this connection; however, there were a couple of people who desired a multi-use pathway as the facility type.

For the Argyle community, the most prominent connection that was suggested was providing a sidewalk from Central Argyle (or from Ye Old Argyle Road) to Argyle Sound Road. Two participants specifically noted that it would be desirable to have a sidewalk to provide a safe space to walk as they felt that the road was very dangerous due to the 80 km/hr speed limit. A couple of participants also felt that having either paved shoulders or a sidewalk along Argyle Sound Road would be beneficial. Relating to Argyle's Drumlin Heights Consolidated School, a couple of participants suggested providing a connection from the school to the Argyle Historical Baptist Church (the school's muster station), as well as formalizing a connection to the Yarmouth Rail Trail.

Within the Pubnicos, extending the existing sidewalk in West Pubnico to meet with École Pubnico-Ouest was the most desired connection. A couple of participants also noted that they would like the existing sidewalk to extend to the south to connect to destinations such as De La Tour Co-op and Pubnico Point Trail. In East Pubnico, there was a desire to have a dedicated active transportation facility for at least a portion of the length of the area, as

the local segment of the Yarmouth Rail Trail was mentioned to not be suitable for walking and/or cycling as it is in rough shape due to ATV use. One participant mentioned how the area receives quite a bit of cycling tourism and how it would be nice to provide painted bike lanes from Lower East Pubnico to Tusket.

For Wedgeport, there was no strongly desired active transportation connection. Two participants suggested extending the existing sidewalk to the north to link with points such as La Shoppe à Carl and to Cape Wharf Road, while another two participants suggested extending the existing sidewalk to the south to link with points such as the Wedgeport Nature Trail.

- Participants were asked what civic locations or other key destinations they felt should have bicycle racks where they currently do not exist. Suggested locations included:
 - the Tusket businesses (particularly Carls Store)
 - the Tusket Falls Brewing Company
 - at post offices and credit unions
 - at La Shoppe à Carl
 - at schools (particularly at Plymouth School)
 - at the new municipal office
 - at the Argyle Township Court House & Gaol
 - at community halls
 - at churches
 - at the cemetery off Newell Road in Plymouth
 - at beaches (particularly Comeaus Hill Beach)
 - at trail heads
 - at wharfs
- Participants were asked what locations they felt should have furnishings such as benches, picnic tables and waste bins. The most common suggestion was to provide furnishing at and along trail facilities, including Pubnico Point Trail, Wedgeport Nature Trail, Roche-St-Pierre Trail, and the Yarmouth Rail Trail. There was a common desire to have waste bins at trail entrances; however, some participants noted that they would only want this if the bins were maintained. A couple of participants also expressed that it would be nice to have benches and/or picnic tables at trail entrances and at trail look-off points.

Other fairly common suggestions included providing furnishings (or additional furnishings) at beaches such as Comeaus Hill Beach, paddling boat launches, wharves, at Plymouth Hall and Plymouth School, and along Flint Road.

Additional comments that were attached to the paper copies of the survey from the public open house sessions that are unrelated to any specific survey question can be found in Appendix C.

1.3.2 PUBLIC OPEN HOUSE COMMENTS

Only three people attended the public open house sessions at Drumlin Heights Consolidated School; therefore, most of the comments were received at the Plymouth School sessions.

Many attendees at the Plymouth public open house sessions expressed their concerns regarding the existing safety issues with walking and/or biking along Route 334 within their community due to there not being any active transportation facility to provide separation with motor vehicle traffic. There is a general concern with traffic volumes and speeds, particularly on the approach to Plymouth School. Road signage does indicate that drivers are required to reduce their speed limit to 50 km/hr from 70 km/hr on the approach to the school when children are present; however, residents noted that many drivers still travel above 50 km/hr. It was also noted that there is a fairly significant volume of truck traffic that is generated from the Plymouth Gravel Pit, located south of the school, which decreases the level of comfortability for those who do actively travel along Route 334's narrow shoulder.

Residents shared stories of circumstances where they have almost been hit by motor vehicles, on various occasions, to a point where it has frightened some of them away from continuing to walk or bike along the main road. Parents expressed their concern for the safety of their children and noted how they would love to have the opportunity for their children to be able to walk or bike safely to school. One story was shared about a family, who lives outside of the school bus zone, that sometimes is unable to get the children to school on days that they cannot get access to a private vehicle as they do not feel safe walking to school.

Based on the reports from key community stakeholders, such as the district councillor, it was noted that Plymouth School has never practiced their evacuation plan due to the safety concern of guiding elementary-aged children 1.2km south along the edge of Route 334 to the evacuation shelter; the Plymouth Recreation Hall.

The Plymouth residents have been advocating for a sidewalk in their community since the late 1980's and even have their own sidewalk steering committee. The committee provided a letter (See Appendix D) to present their community's concerns and their vision for a sidewalk.

Most of the comments posted to the public engagement display boards (See Appendix C) were related to the concerns described above in Plymouth. Many of the comments recommended providing a sidewalk between Plymouth School and Newell Road. There was also a suggestion to reduce the speed limit, as well as a comment regarding how walking along the shoulder of Route 334 is inaccessible for those with mobility issues due to the uneven surface.

Also relevant to the community of Plymouth, there were a couple of comments that noted the potholes along Sims Road which are caused from the increased volume of vehicles that travel the gravel road to access the community mailbox. The notes requested that the road be grated more often throughout the year. There was also a suggestion to have a sidewalk connect to it, which may promote some people to access the community mailbox through active travel rather than by vehicle.

A similar problem with road maintenance was noted to happen at the Comeaus Hill community mailbox. Other maintenance/safety issues that were noted within the community of Comeaus Hill include, the damaged trees that were recommended to be cleared to provide a safe space for walking, and (within Upper Comeaus Hill) the drop from the edge of the asphalt road to the shoulder. There was a request to have active transportation facilities along the main roads within the community as well as to provide a bicycle rack and/or gazebo at Comeaus Hill Beach.

Two post-it notes were added to the Boat Launch Map noting two popular paddling launch locations that were not already listed on the map, which were at the end of Public Wharf Road in Wedgeport and off Chemin du Pont du Marais in West Pubnico.

APPENDICES

A

STAKEHOLDER MEETING
PRESENTATION SLIDES

March 10, 2022

MoDA Active Transportation Plan Amendments

Workshop



Source: Yarmouth & Acadian Shores Website



Source: Nova Scotia
Tourism Website

Introductions



Courtney Pyne, P.Eng, PMP

Senior Traffic & Transportation Engineer



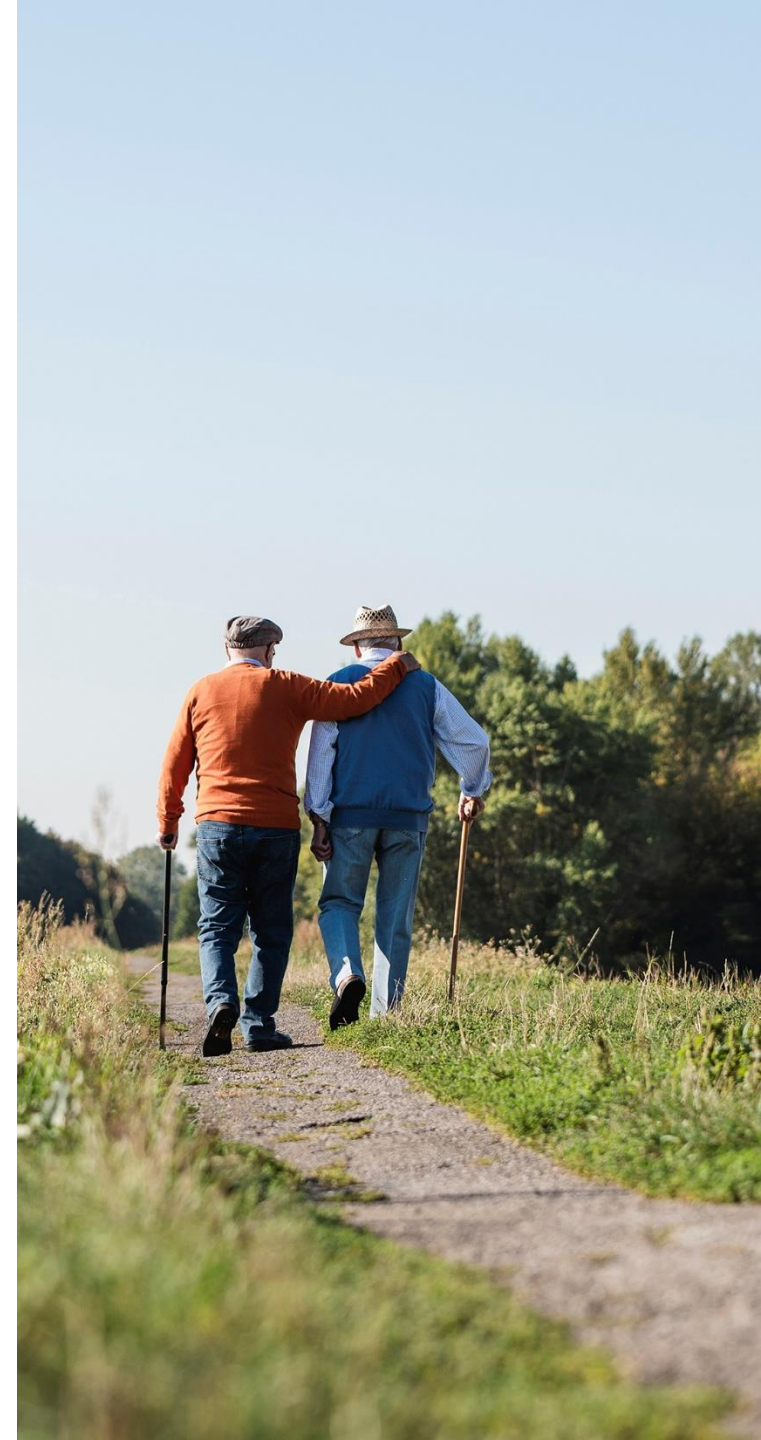
Julia Mills, EIT

Junior Traffic & Transportation Engineer

Purpose of Amendments to Active Transportation Plan

The purpose of providing amendments to the existing Active Transportation Plan is to add and/or revise the priority projects to include more pedestrian infrastructure (e.g. sidewalks).

With updates to the priority projects and their associated implementation timelines and cost estimates, the Municipality of the District of Argyle (MoDA) plans to utilize the information to strengthen their applications for active transportation funding.



Project Outline

1 Project Management & Review of Existing Active Transportation Plan

Provide project management for the duration of the project (i.e. invoicing and communications)

Review existing Active Transportation Plan to inform public engagement and start setting direction for revisions

Meet with MoDA staff to confirm understanding of the existing Active Transportation Plan and preliminary findings

2 Public Engagement

Conduct public engagement sessions; two pop-ups, one workshop, and one public open house

Conduct an online survey

Summarize public engagement results in a “What We Heard” memo



3 Amendments to the Active Transportation Plan

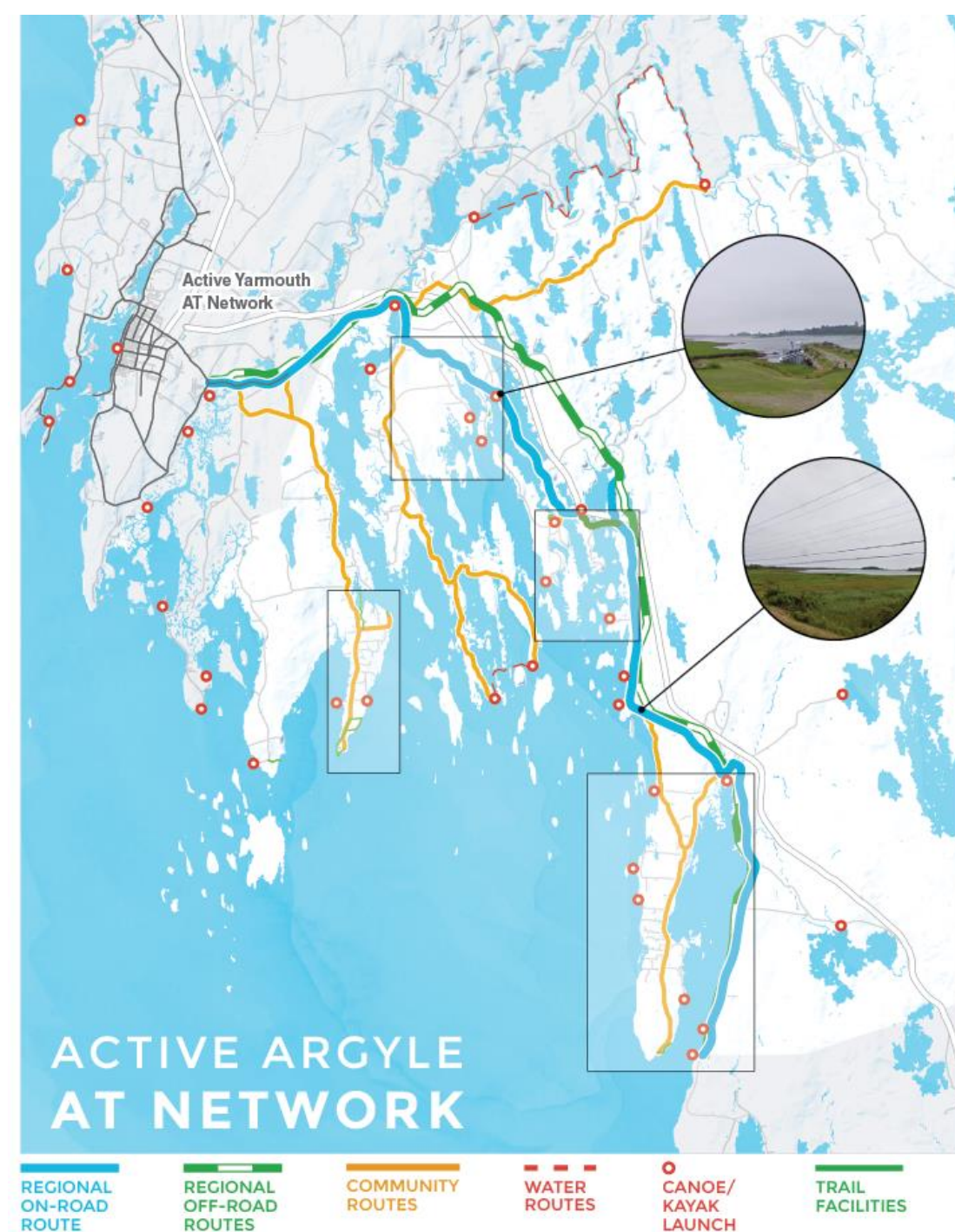
Prepare a memo that revises the proposed projects and timelines for the 5-10 year timeframe. This will include:



- Proposed changes to the Active Transportation Plan & updated policies, if required
- A summary of proposed projects and associated preferred facilities
- Implementation timelines and rough cost estimates for the selected priority projects

Active Transportation Plan Overview

- 1 The goal of the Argyle Active Transportation Plan was to improve options for residents to use active modes of transportation for trips to work, school, shops, services, and for recreational purposes.
- 2 Existing conditions of the Municipality were established to identify project challenges and opportunities.
- 3 Developed guiding principles to guide the proposed network design and implementation strategy.
- 4 The plan identified opportunities to add new or upgrade active transportation infrastructure, particularly around schools and business hubs.
- 5 The plan identified links to the Provincial Blue Route cycling initiative.
- 6 The plan provided a 10-15 year implementation strategy that identified priorities, key implementation steps, and a high-level cost estimate.





Active Transportation Plan Overview

Guiding Principles

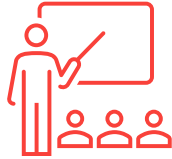
Project
Introduction

AT Plan Overview

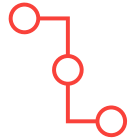
Recommendations
Status Update

Rural AT Facility
Types & Selection

Next Steps



Focus on Education and Awareness



Connect the Dots



Make It Irresistible



Make It Safe



See Beyond the Road



Find Partners, Near and Far



Be Realistic

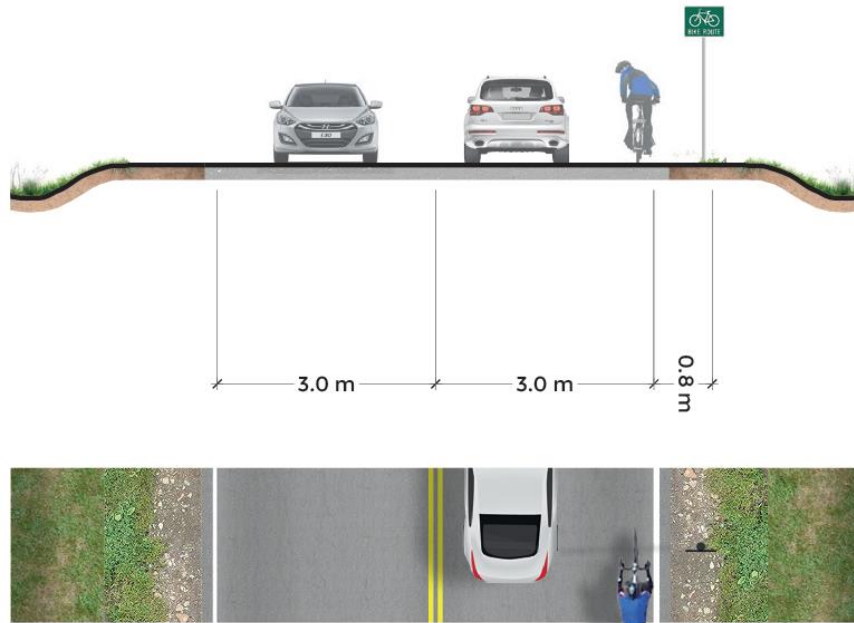


Year-Round

Active Transportation Plan Overview

On-Road Route with Sign Posts

A handful of on-road active transportation routes within the network are useful long range connections (which are more useful for cyclists), but have relatively low vehicular traffic. These routes should be designated as signed AT routes, featuring “Bike Route” to ensure road users know that the route is to be shared by motorists and cyclists. These types of routes should also feature “Share the Road” signage to acknowledge that cyclists may also use the route from time to time.



ON-ROAD ROUTE
WITH SIGN POSTS

ON-ROAD ROUTE
WITH PAVED SHOULDER

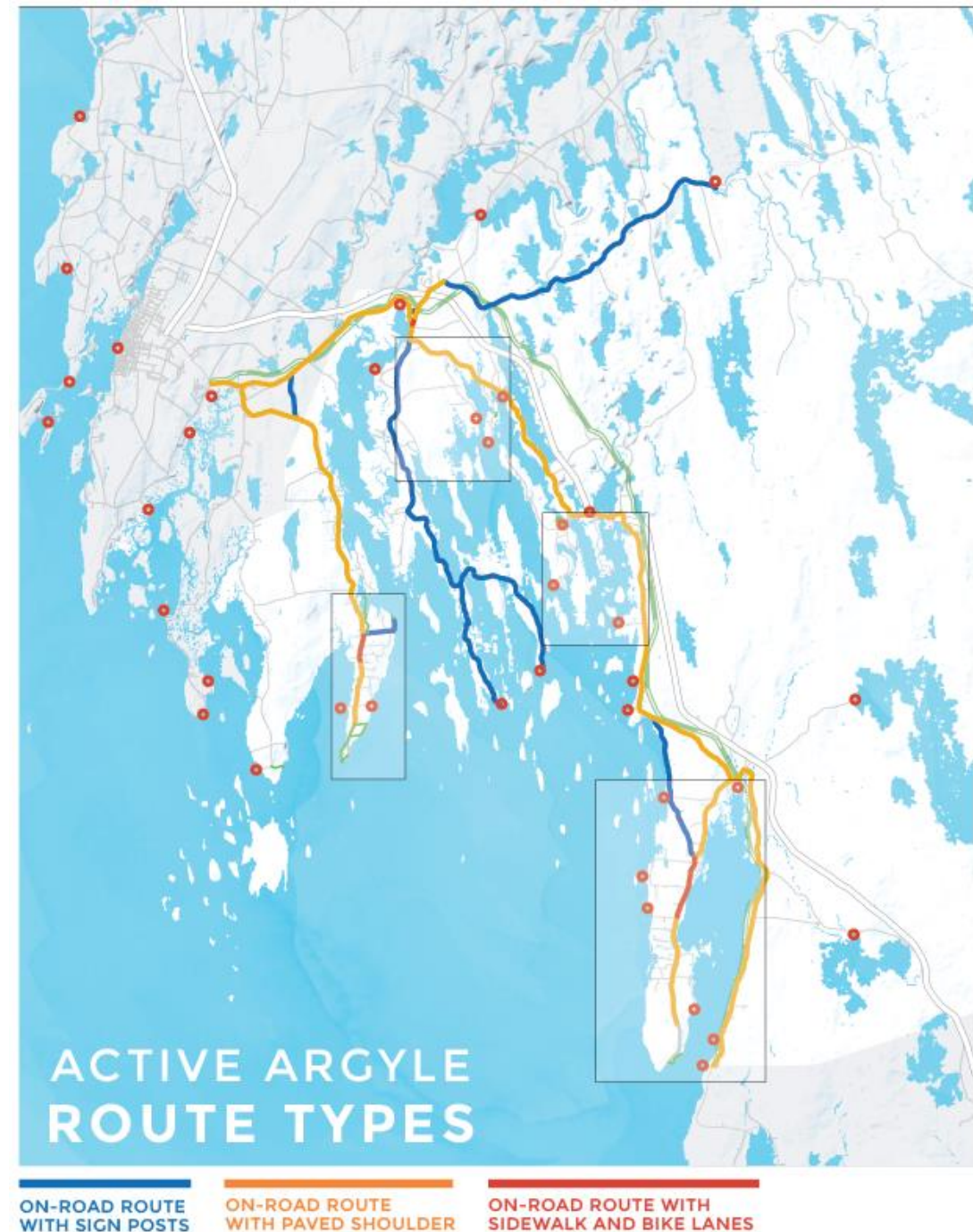
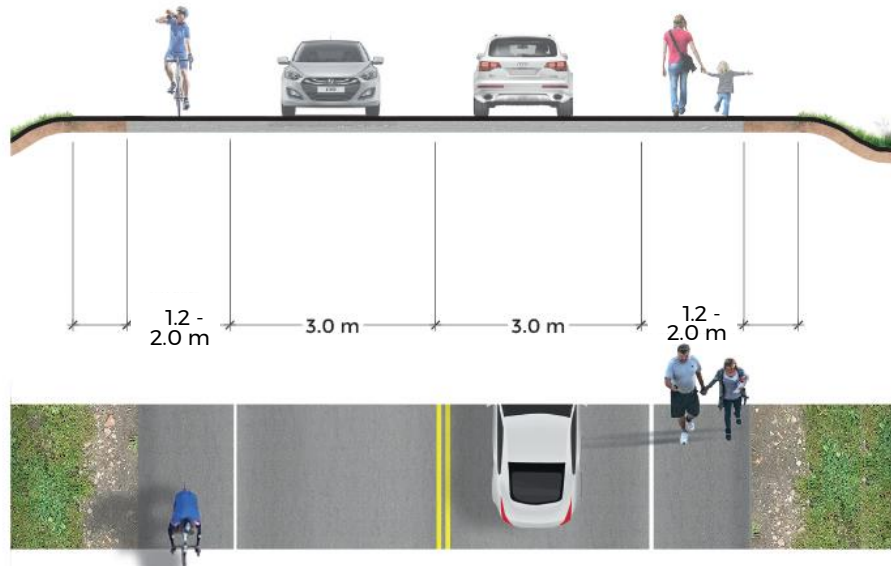
ON-ROAD ROUTE WITH
SIDEWALK AND BIKE LANES

Active Transportation Plan Overview

On-Road Route with Paved Shoulders

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

Based on the Provincial standard detail, a paved shoulder width would range between 1.2-2.0m, depending on traffic volume and speeds.





Active Transportation Plan Overview

Project
Introduction

AT Plan Overview

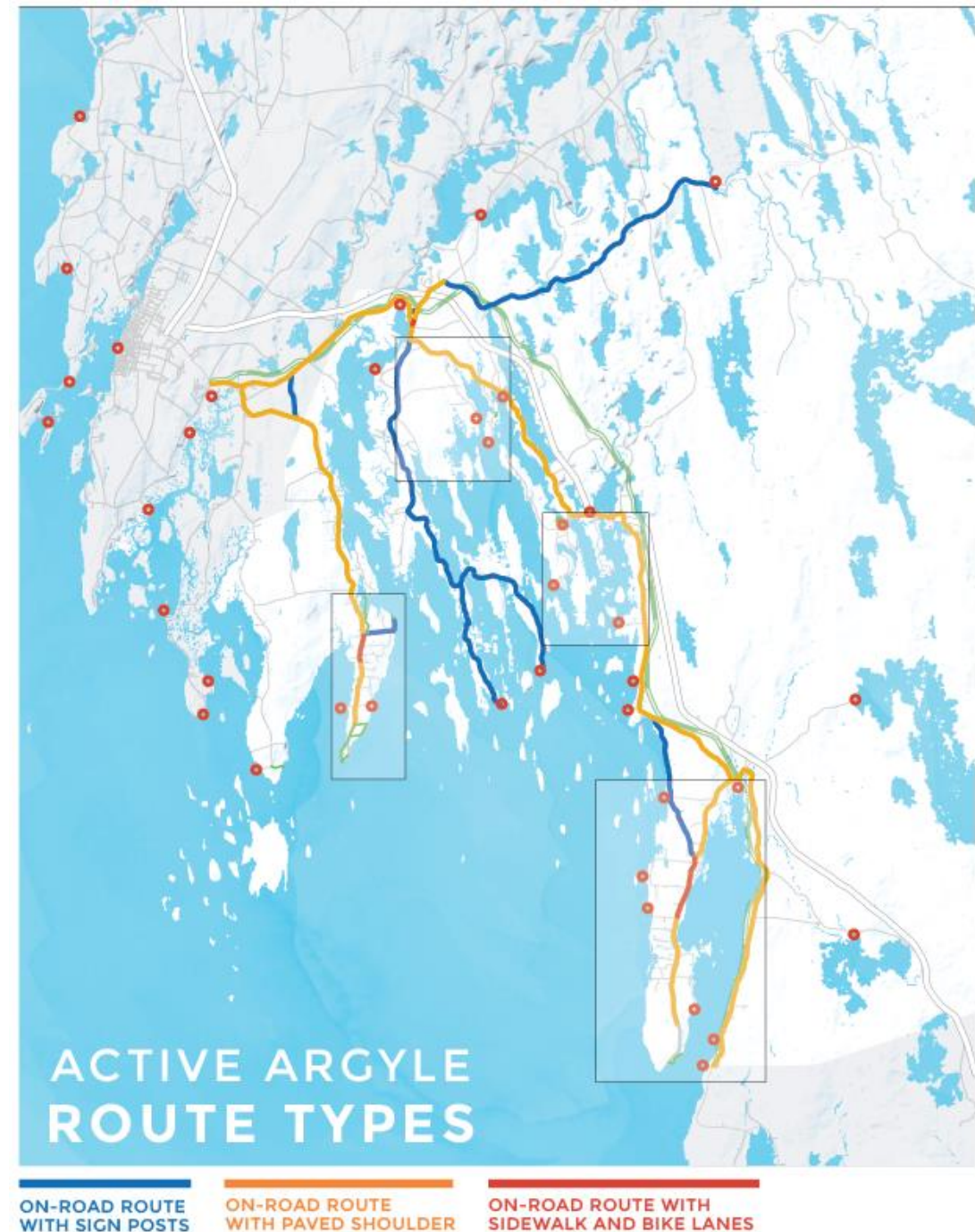
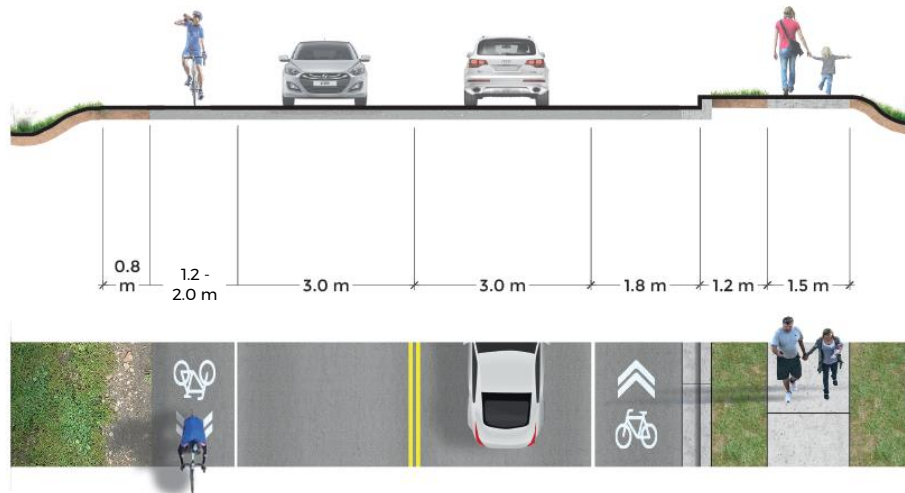
Recommendations
Status Update

Rural AT Facility
Types & Selection

Next Steps

On-Road Route with Sidewalk & Bike Lanes

Within West Pubnico, Tusket and Wedgeport, there are segments of the road that feature a sidewalk along one side of the road, with a 1.8m wide paved shoulder between the sidewalk curb and the inside travel lane. The sidewalks provide an excellent walking route for pedestrians, and the paved shoulder presents an opportunity to create a similarly excellent route for cyclists. Dedicated bike lanes can be created by adding a paved shoulder on the other side of the road, offering excellent space for cyclists within the community centres of the Municipality. Bike lane symbol pavement markings and signage can be placed as per Transportation Association of Canada guidelines.





Active Transportation Plan Overview

Project Introduction

AT Plan Overview

Recommendations Status Update

Rural AT Facility Types & Selection

Next Steps



Active Transportation Plan Overview

Project
Introduction

AT Plan Overview

Recommendations
Status Update

Rural AT Facility
Types & Selection

Next Steps

Pinch Points

- 1 A 1 km pinch point exists near Glenwood where AT users traveling on Trunk 3 are forced to use Highway 103 to continue through the area. The plan proposed that a new off-road connection, parallel to the highway, be constructed by rebuilding the former Trunk 3 bridge.




2


A 1.3 km pinch point exists within Tuskent between where Trunk 3 intersects with Route 308 in the south to where the Rail Trail intersects with Route 308 in the north. The plan proposed that paved shoulders be implemented.





Recommendations Status Update


 Completed


Work with the Trail Committees to complete the trails in Pubnico and Wedgeport 

Create an Active Argyle Committee 

Form a provincial “Active Alliance” with other municipalities 

Provide a more direct connection to the Rail Trail at École Belleville 

Install signage at each of the main Nature Trails 

Provide a more direct connection to the Rail Trail for staff and students at Drumlin Heights 





Recommendations Status Update

Project
Introduction

AT Plan Overview

Recommendations
Status Update

Rural AT Facility
Types & Selection

Next Steps

 In Progress

 Ongoing

Place bicycle racks at important civic locations



Continue building and installing furniture for AT users



Introduce a Rail Trail signage system in East Pubnico



Host regular active transportation events



Begin planning and design work for the Hwy 103 pinch point



Resurface the Rail Trail in East Pubnico



Develop marketing materials to promote active transportation opportunities in MoDA



Resurface the Rail Trail from Tusket to the western municipal border



Begin marketing paddling routes and investing in new infrastructure




Resurface the Rail Trail between Pubnico and Tusket





- What civic locations or other key destinations do you think should have bicycle racks where they do not exist currently?
- What are the current challenges being experienced relating to implementing paddling boat launches? Has infrastructure been provided at any of the proposed boat launches? What locations do you believe should be prioritized to receive infrastructure?
- Are there any locations that you feel should have furnishings such as benches, picnic tables and waste bins?


Recommendations Status Update - Continued


 Not Started


Pave shoulders on the 1,300 metre Tusket pinch point 

Pave the shoulders on Trunk 3 between Ye Old Argyle Road and Exit 32A 


Pave the shoulders on Trunk 3 between Ye Old Argyle Road and Exit 32A 

Pave shoulders on Route 334 

Pave shoulders on Route 335 

Extend sidewalk to École Pubnico-Ouest 

 Recommendation Removal

Revitalize Stan O'Brien Interpretive Trail 

Establish a Bike Friendly Business Program 



It was noted that there have been several attempts to approach businesses to establish a Bike Friendly Business Program, but that there has not been any progress. Is it the intention that this initiative will still be pursued or should it be removed?

Shared Bike/Pedestrian Facility Types



Multi-Use Pathways

A multi-use pathway (MUP) is a bi-directional shared facility that accommodates the movement of cyclists and pedestrians, separate from motorists. A MUP may have a marked centerline to help facilitate active transportation flow.



Paved Shoulder

A paved shoulder is an asphalted area located on the outer edge(s) of the roadway and is separated from motorists by a white line. They can function as a space for cyclists and pedestrians to travel in when other active transportation facilities are absent.

Source: Small Town and
Rural Design Guide Website

- + Physically separated from motor vehicles
 - + Accommodates users of all ages and abilities
 - + More conducive to providing amenities (e.g. benches, bike racks, etc.)
 - More expensive and requires more work to implement
 - Requires dedicated snow removal and maintenance
-
- + Affordable & easy to implement
 - + Snow removal and maintenance occurs as part of the roadway's
 - Does not accommodate users of all ages and abilities
 - Not physically separated from motor vehicles

Dedicated Pedestrian Facility



Sidewalk

A sidewalk is a bidirectional facility provided for pedestrian use that typically runs parallel to an adjacent roadway. Physical separation is provided by a curb and/or a buffer space that can be utilized for landscaping, hosting utility poles and providing amenities (e.g. benches).

- + Physically separated from motor vehicles
- + Accommodates users of all ages and abilities
- Requires dedicated snow removal and maintenance
- Can be cost-prohibitive

Existing

There are four existing on-road segments of asphalt sidewalks in MoDA:

- Two in Wedgeport; one on the east side of Route 334 from Doucet Road to Chemin de Lest, and one on the west side of Route 334 from Ditcher Road to Saint-Michel Roman Catholic Church.
- One in West Pubnico on the west side of Route 335 from Chemin du Rocher to Abbotts Harbour Road
- One in Tusket on the east side of Route 308 from Courthouse Road to the Nova Apartment building.

Proposed

The Active Transportation Plan proposes one sidewalk extension, which is to extend the sidewalk on Route 335 north to connect to École Pubnico-Ouest.

Facility Prioritization

Criteria that can be utilized to determine which active transportation connections should be prioritized are:

- 1 Major roadways (e.g. arterials)
- 2 Safety Issues
- 3 Presence of existing active transportation facilities
- 4 Proximity to major destinations
- 5 Proximity to schools
- 6 Proximity to senior homes
- 7 Population
- 8 Accessibility
- 9 Economic Generation Opportunity
- 10 Cost & Feasibility



- What specific locations do you feel would benefit from active transportation connections that are not already proposed within the plan?
- Do any of the schools have a sidewalk connection currently?



1 École Wedgeport



2 Plymouth Elementary School



3 École secondaire de Par-en-Bas



4 École Belleville

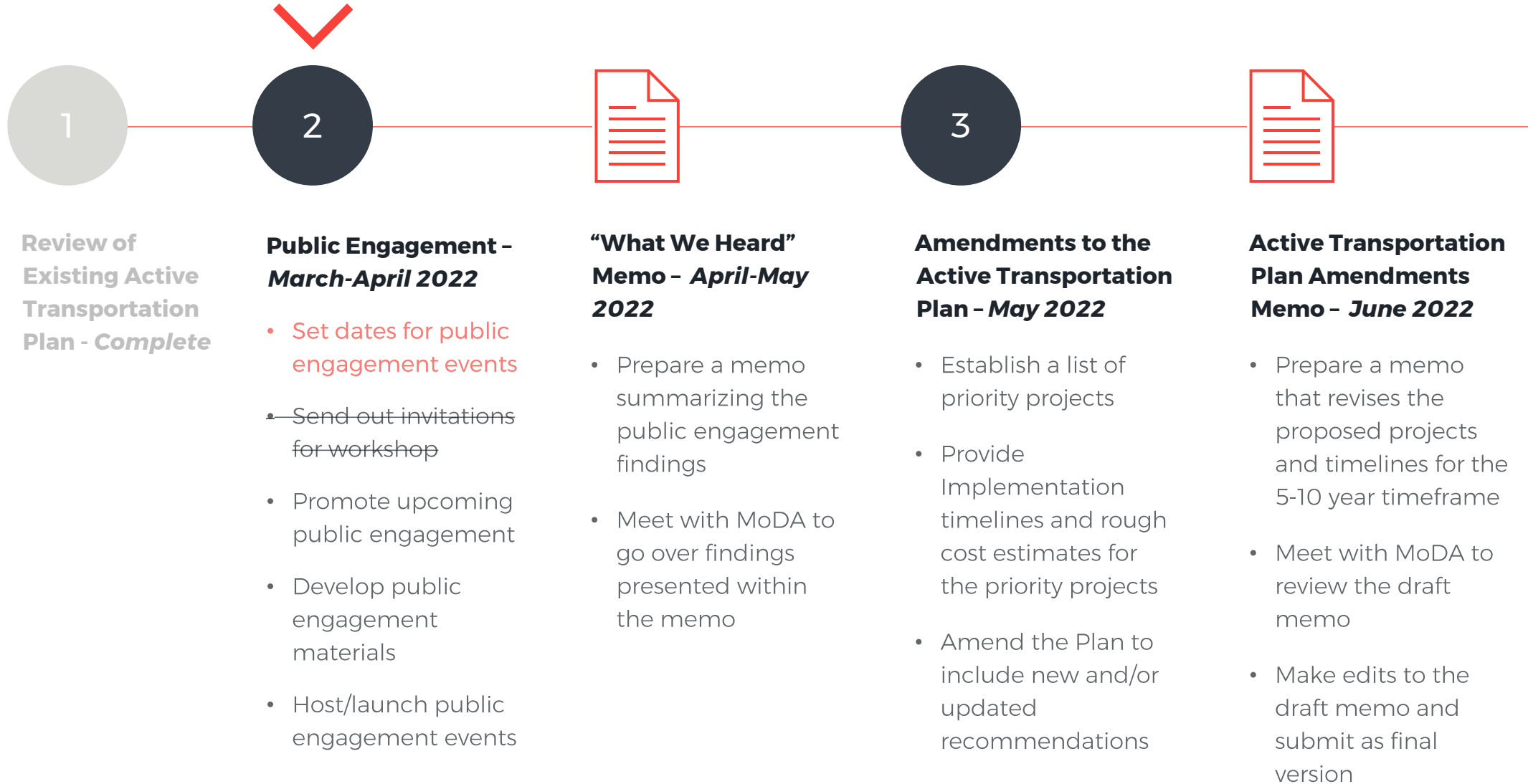


5 Drumlin Heights Consolidated School



6 École Pubnico-Ouest

Next Steps





Thank You

B

DISPLAY BOARDS & MAPS

ARGYLE ACTIVE TRANSPORTATION PLAN AMENDMENTS

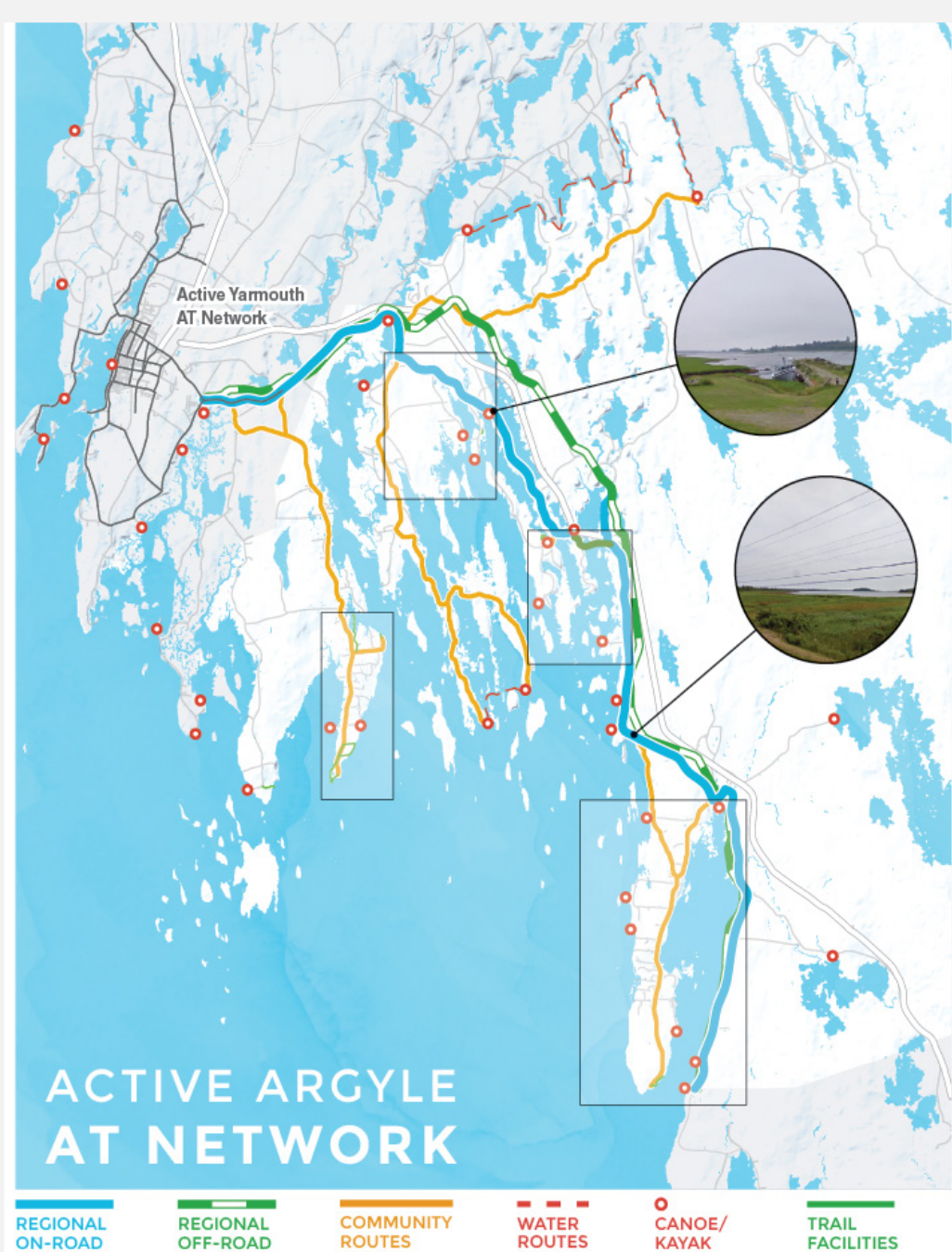
PROJECT PURPOSE

The purpose of providing amendments to the existing Active Transportation Plan is to add and/or revise the priority projects to include more pedestrian infrastructure (e.g. sidewalks).

With updates to the priority projects and their associated implementation timelines and cost estimates, the Municipality of the District of Argyle (MoDA) plans to utilize the information to strengthen their applications for active transportation funding.

A.T. PLAN OVERVIEW

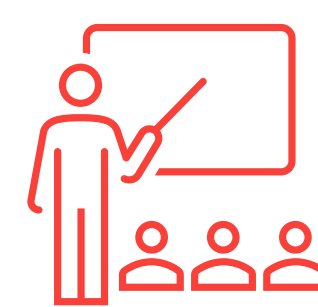
- 1 The Argyle Active Transportation Plan was developed in 2016.
- 2 The goal of the plan was to improve options for residents to use active modes of transportation for trips to work, school, shops, services, and for recreational purposes.
- 3 Existing conditions of the Municipality were established to identify project challenges and opportunities.
- 4 Developed guiding principles were created to guide the proposed network design and implementation strategy.
- 5 The plan identified opportunities to add new or upgrade active transportation infrastructure, particularly around schools and business hubs.
- 6 The plan identified links to the Provincial Blue Route cycling initiative.
- 7 The plan provided a 10-15 year implementation strategy that identified priorities, key implementation steps, and a high-level cost estimate.



WHAT IS ACTIVE TRANSPORTATION?

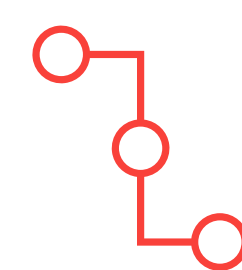
Active transportation (AT) is a term that describes human-powered forms of mobility including, but not limited to, walking, running, cycling, roller blading, scootering, skateboarding and through the use of assistive mobility devices such as wheelchairs, walkers and canes.

GUIDING PRINCIPLES



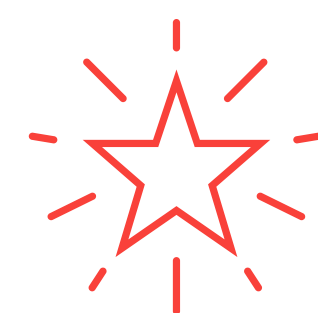
Focus on Education and Awareness

Helps to develop a culture that embraces active transportation, where everyone shares the road with a positive attitude.



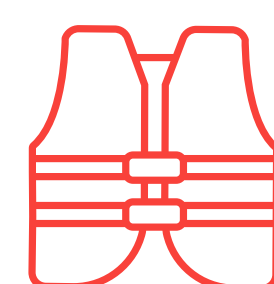
Connect the Dots

Providing new and improved connections between already existing facilities will make them even more amazing and attractive.



Make it Irresistible

Make using active transportation a fun and enjoyable experience for people of all ages and abilities.



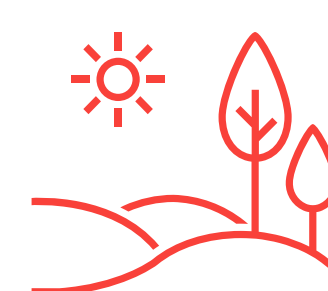
Make it Safe

People utilizing AT can feel more safe through infrastructure improvements, educational programs and ongoing maintenance of facilities.



Find Partners Near and Far

Draw on and add to the existing volunteer base, and consult and/or collaborate with the Province and other Municipalities to drive forward initiatives and retrieve resources.



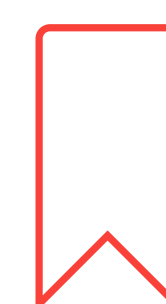
Year-Round

An effective active transportation network continues to function all-year round by designing facilities with good drainage and that can be easily plowed.



See Beyond the Road

While on-road facilities are ideal forms of active transportation, there are opportunities in Argyle to provide off-road facilities such as paddling routes and trails.



Be Realistic

Suggest interventions that are cost effective and implementable, especially when financial resources are limited.

FACILITY TYPES



1 SIDEWALK

A sidewalk is a bi-directional facility for pedestrian use that runs parallel to adjacent roadways. Under the Nova Scotia Motor Vehicle Act, only children are permitted to cycle on sidewalks; therefore, the sidewalk is a space dedicated to those who travel by foot and/or utilize an assistive mobility device, such as a wheelchair, walker or cane.



2 MULTI-USE PATHWAY

A multi-use pathway is a bi-directional shared facility that accommodates the movement of various active transportation users, including cyclists. A multi-use pathway may have a marked centerline to help facilitate active transportation flow.



3 PAVED SHOULDER

A paved shoulder is an asphalted area located on the outer edge(s) of the roadway and is separated from motorists by a white line. They can function as a space for cyclists and pedestrians to travel in when other active transportation facilities are absent.

Photo Source: Small Town and Rural Design Guide Website



4 PAINTED BIKE LANE

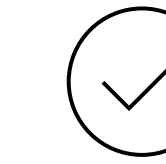
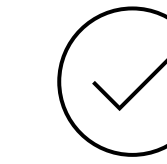
A painted bike lane is an unprotected dedicated space for cyclists that runs parallel to vehicular travel lanes within a roadway and is delineated by a painted line. Bicycle pavement markings and signage are installed to indicate that the space is dedicated to cyclists.

FACILITY TYPE

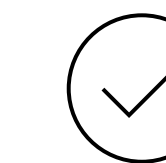
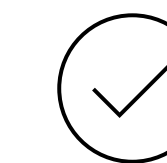
1 2 3 4

PARAMETERS

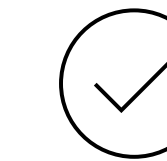
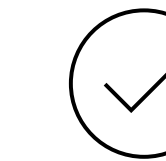
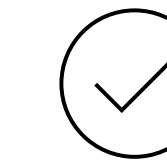
PHYSICALLY SEPARATED



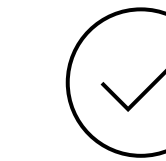
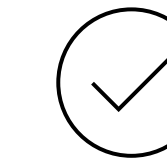
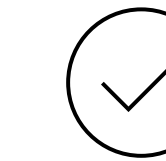
ALL AGES AND ABILITIES



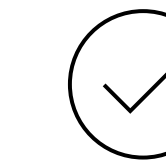
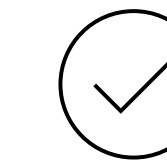
ACCOMMODATES PEDESTRIANS



ACCOMMODATES CYCLISTS



EASY TO MAINTAIN



RECOMMENDED MINIMUM DIMENSION (m)

1.5

3.0

1.8

1.8

CAPITAL COST

\$\$ - \$\$\$

\$\$\$

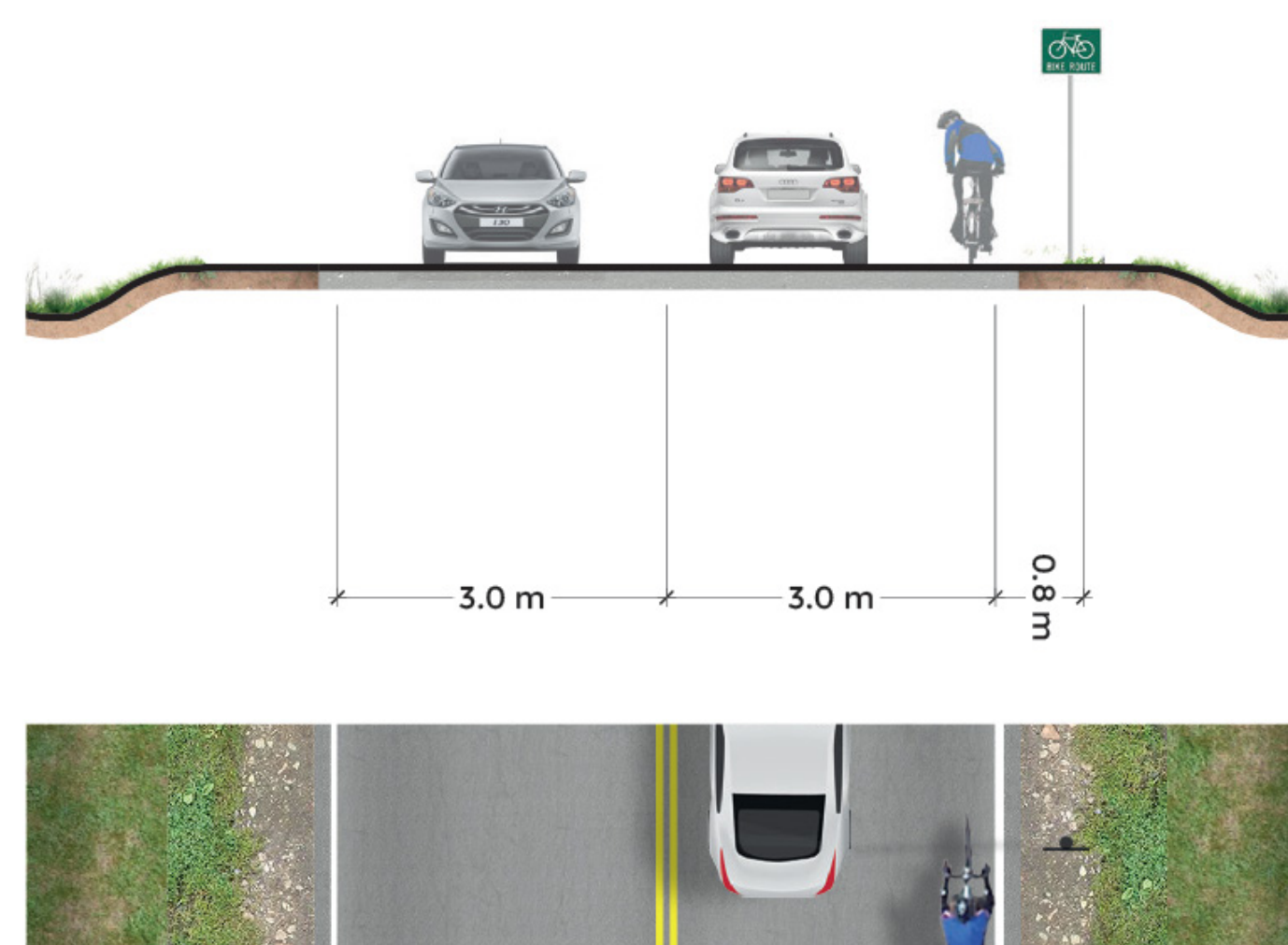
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ARGYLE ACTIVE TRANSPORTATION PLAN AMENDMENTS

ON-ROAD ROUTE WITH SIGN POSTS

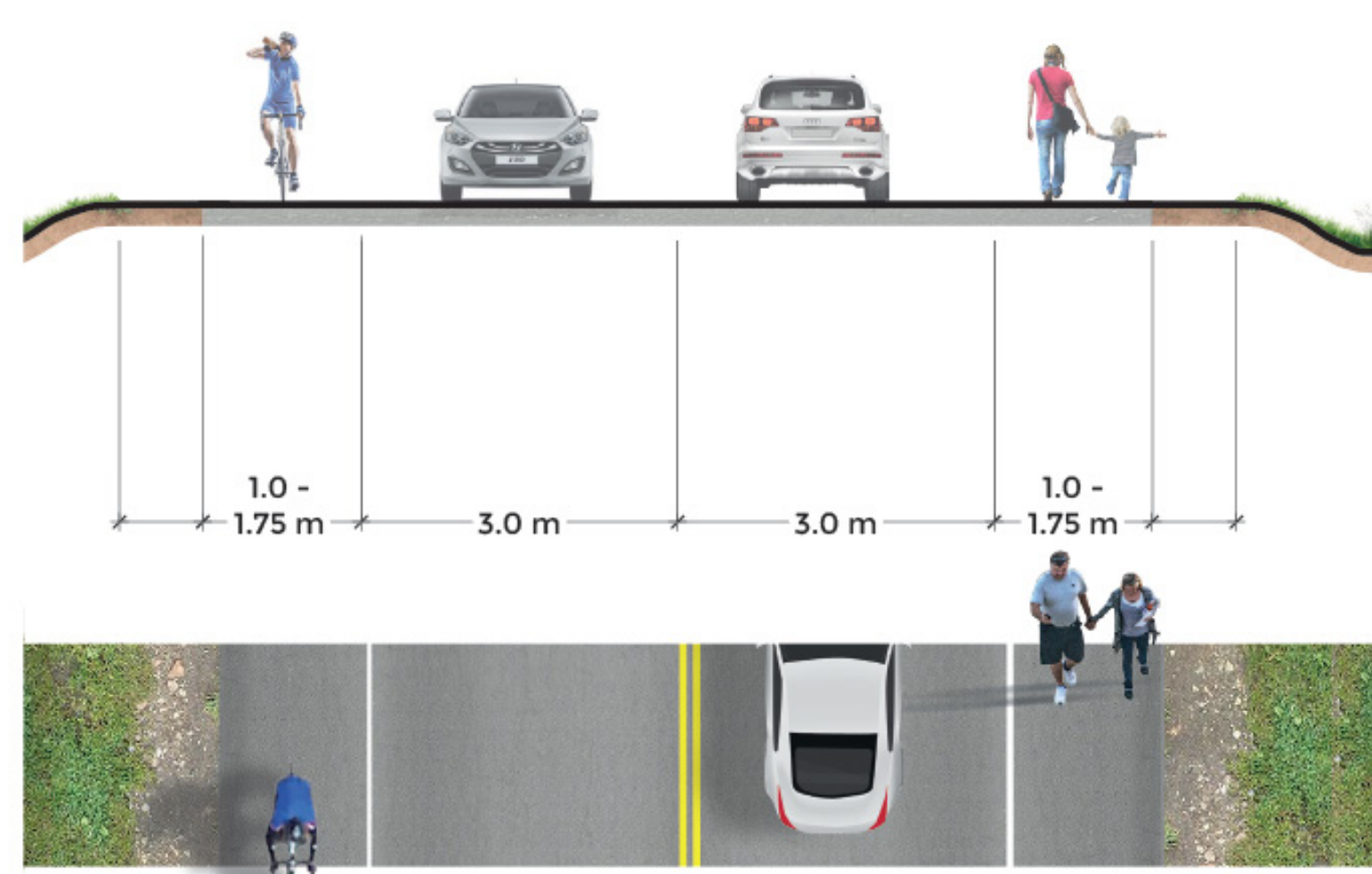
A handful of on-road active transportation routes within the network are useful long range connections (which are more useful for cyclists), but have relatively low vehicular traffic. These routes should be designated as signed AT routes, featuring “Bike Route” to ensure road users know that the route is to be shared by motorists and cyclists. These types of routes should also feature “Share the Road” signage to acknowledge that cyclists may also use the route from time to time.



ON-ROAD ROUTE WITH A.T. PAVED SHOULDERS

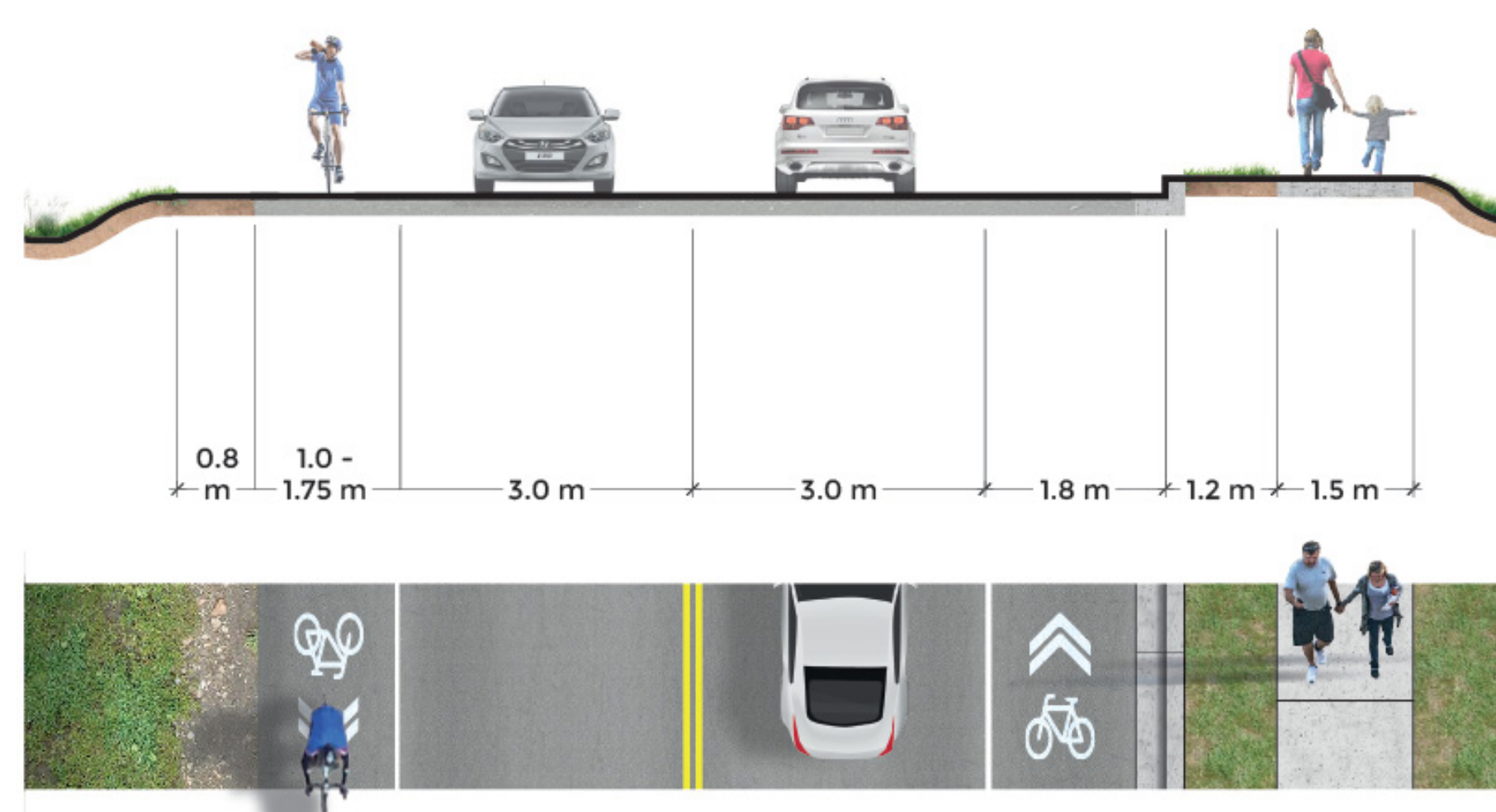
There are a handful of on-road active transportation routes within the network that feature high traffic volume or are key regional corridors. These routes should feature paved shoulder to allow for pedestrians and cyclists to use both sides of the road. It is important that these paved shoulders stay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

Based on the Provincial standard detail, a paved shoulder width would range between 1.2-2.0m, depending on traffic volume and speeds.



ON-ROAD ROUTE WITH SIDEWALK & BIKE LANES

Within West Pubnico, Tusket and Wedgeport, there are segments of the road that feature a sidewalk along one side of the road, with a 1.8m wide paved shoulder between the sidewalk curb and the inside travel lane. The sidewalks provide an excellent walking route for pedestrians, and the paved shoulder presents an opportunity to create a similarly excellent route for cyclists. Dedicated bike lanes can be created by adding a paved shoulder on the other side of the road, offering excellent space for cyclists within the community centres of the Municipality. Bike lane symbol pavement markings and signage can be placed as per Transportation Association of Canada guidelines.



Source: UPLAND Planning + Design, *Active Transportation Plan*. Municipality of the District of Argyle, 2016.



**ON-ROAD ROUTE
WITH SIGN POSTS**

**ON-ROAD ROUTE
WITH PAVED SHOULDER**

**ON-ROAD ROUTE WITH
SIDEWALK AND BIKE LANES**

The Municipality of the District of Argyle organized the enlargement of this map for public engagement display.

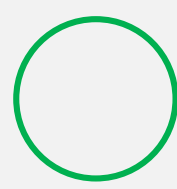
ARGYLE ACTIVE TRANSPORTATION PLAN AMENDMENTS

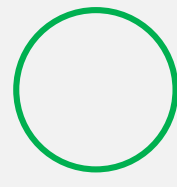
RECOMMENDATIONS STATUS UPDATE


 COMPLETED

Work with the Trail Committees to complete the trails in Pubnico and Wedgeport 

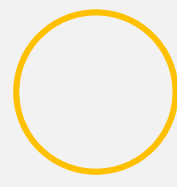
Create an Active Argyle Committee 

Form a provincial "Active Alliance" with other municipalities 

Provide a more direct connection to the Rail Trail at École Belleville 

Install signage at each of the main Nature Trails 

 IN PROGRESS

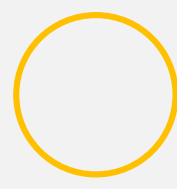
Provide a more direct connection to the Rail Trail for staff and students at Drumlin Heights 

Place bicycle racks at important civic locations 

Introduce a Rail Trail signage system in East Pubnico 

Begin planning and design work for the Hwy 103 pinch point 

Develop marketing materials to promote active transportation opportunities in MoDA 

Begin marketing paddling routes and investing in new infrastructure 

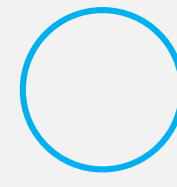
Establish a Bike Friendly Business Program 

 ONGOING

Continue building and installing furniture for AT users 

Host regular active transportation events 

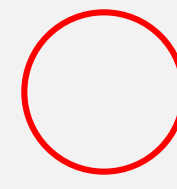
Resurface the Rail Trail in East Pubnico 

Resurface the Rail Trail from Tusket to the western municipal border 

Resurface the Rail Trail between Pubnico and Tusket 

 NOT STARTED

Pave shoulders on the 1,300 metre Tusket pinch point 

Pave the shoulders on Trunk 3 between Ye Old Argyle Road and Exit 32A 

Pave shoulders on Route 334 

Pave shoulders on Route 335 

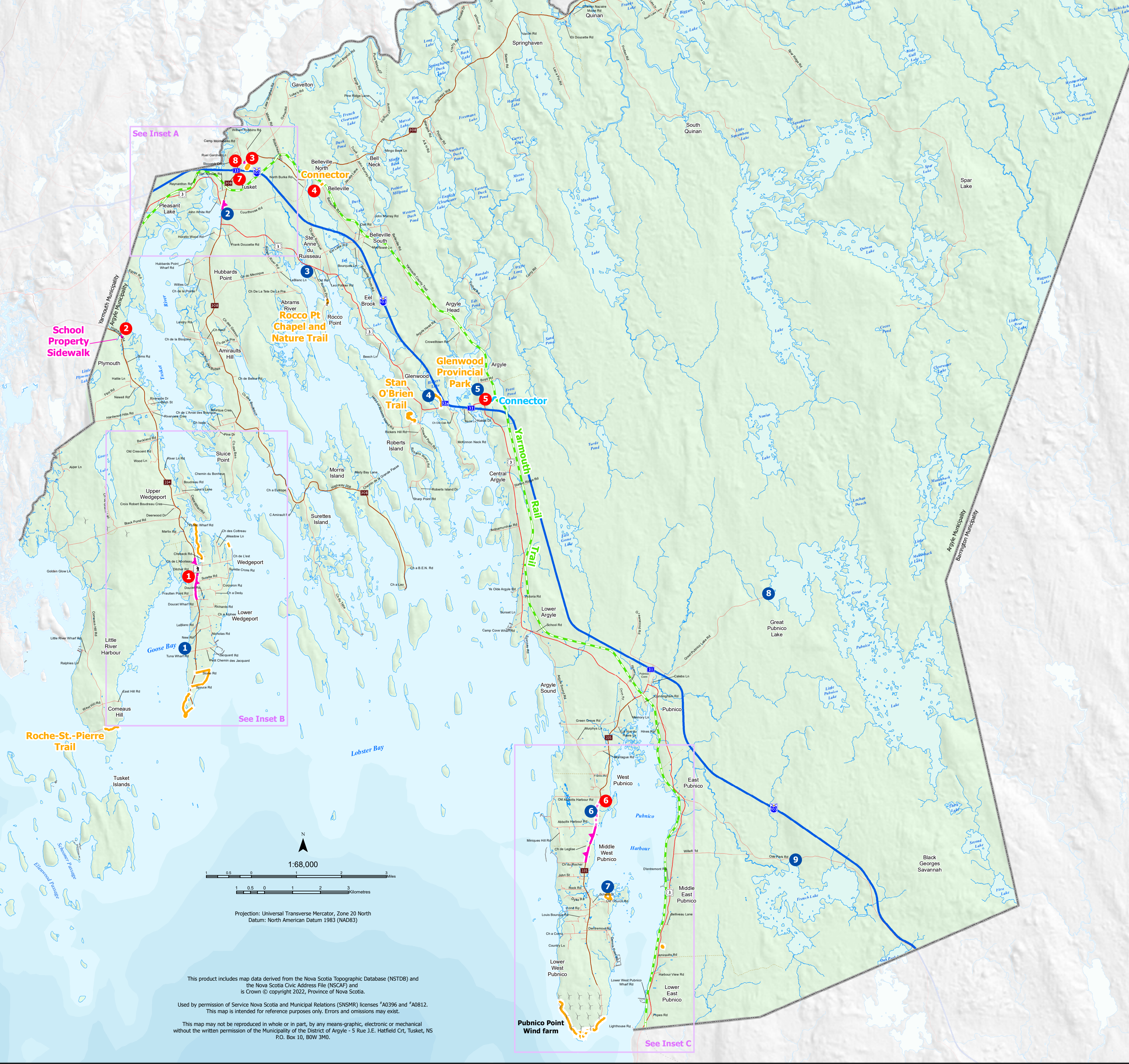
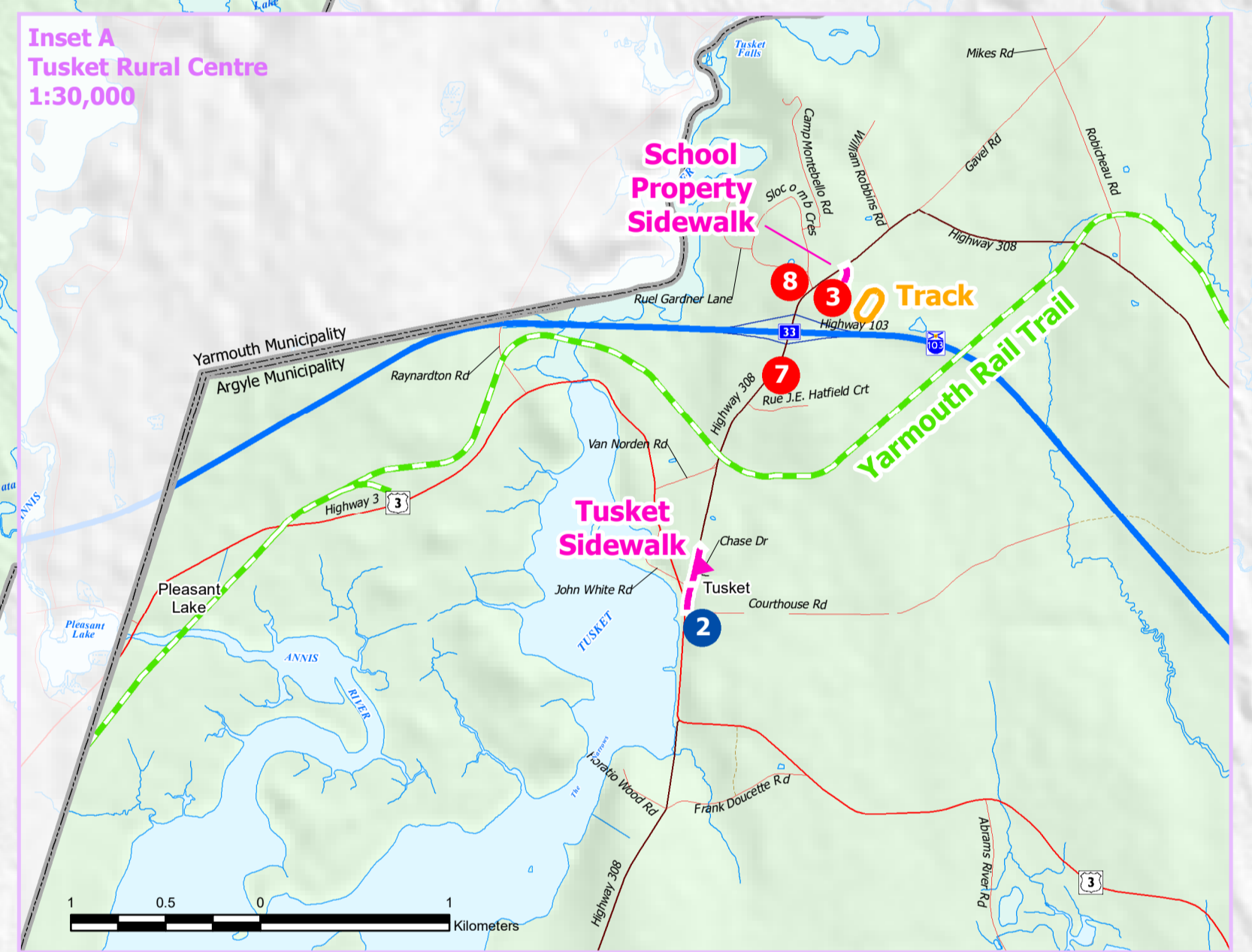
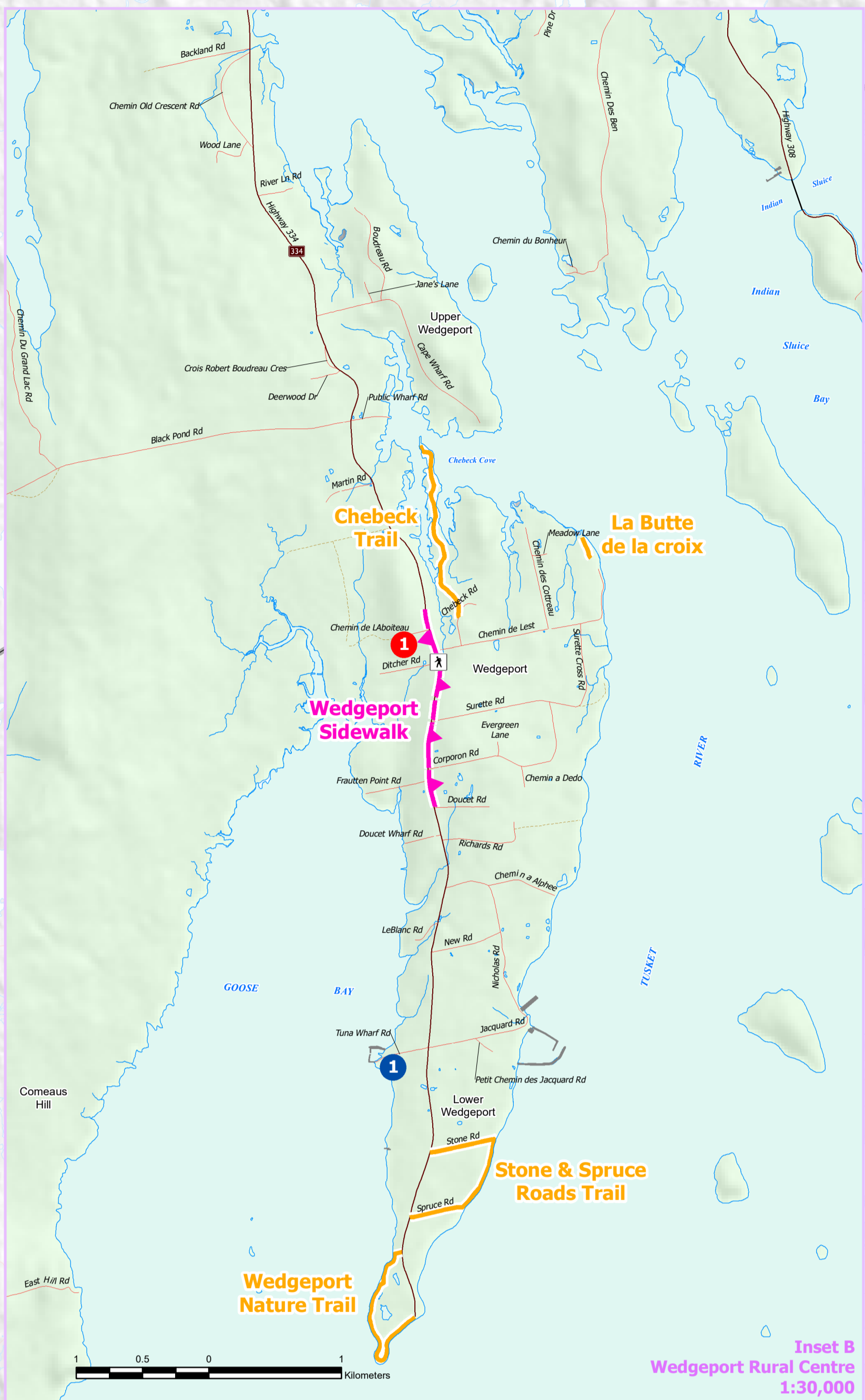
Extend sidewalk to École Pubnico-Ouest 

 RECOMMENDATION REMOVED

Revitalize Stan O'Brien Interpretive Trail 



- COMMUNITY FACILITIES / DESTINATIONS**
- 1 École Wedgeport
 - 2 Plymouth School
 - 3 École Secondaire de Par-en-Bas
 - 4 École Belleville
 - 5 Drumlin Heights Consolidated School
 - 6 École Pubnico-Ouest
 - 7 Argyle Municipal Office
 - 8 Université Sainte-Anne
- RECREATION AND TOURISM DESTINATIONS**
- 1 Wedgeport Tuna Museum
 - 2 Argyle Township Court House & Jail
 - 3 Église Ste-Anne Church and First Chapel Site
 - 4 Glenwood Provincial Park
 - 5 Argyle Historical Baptist Church
 - 6 Musée des Académiciens des Pubnicos
 - 7 Le Village Historique Académicien de la Nouvelle-Écosse
 - 8 Great Pubnico Lake
 - 9 French Lake



Projection: Universal Transverse Mercator, Zone 20 North
Datum: North American Datum 1983 (NAD83)

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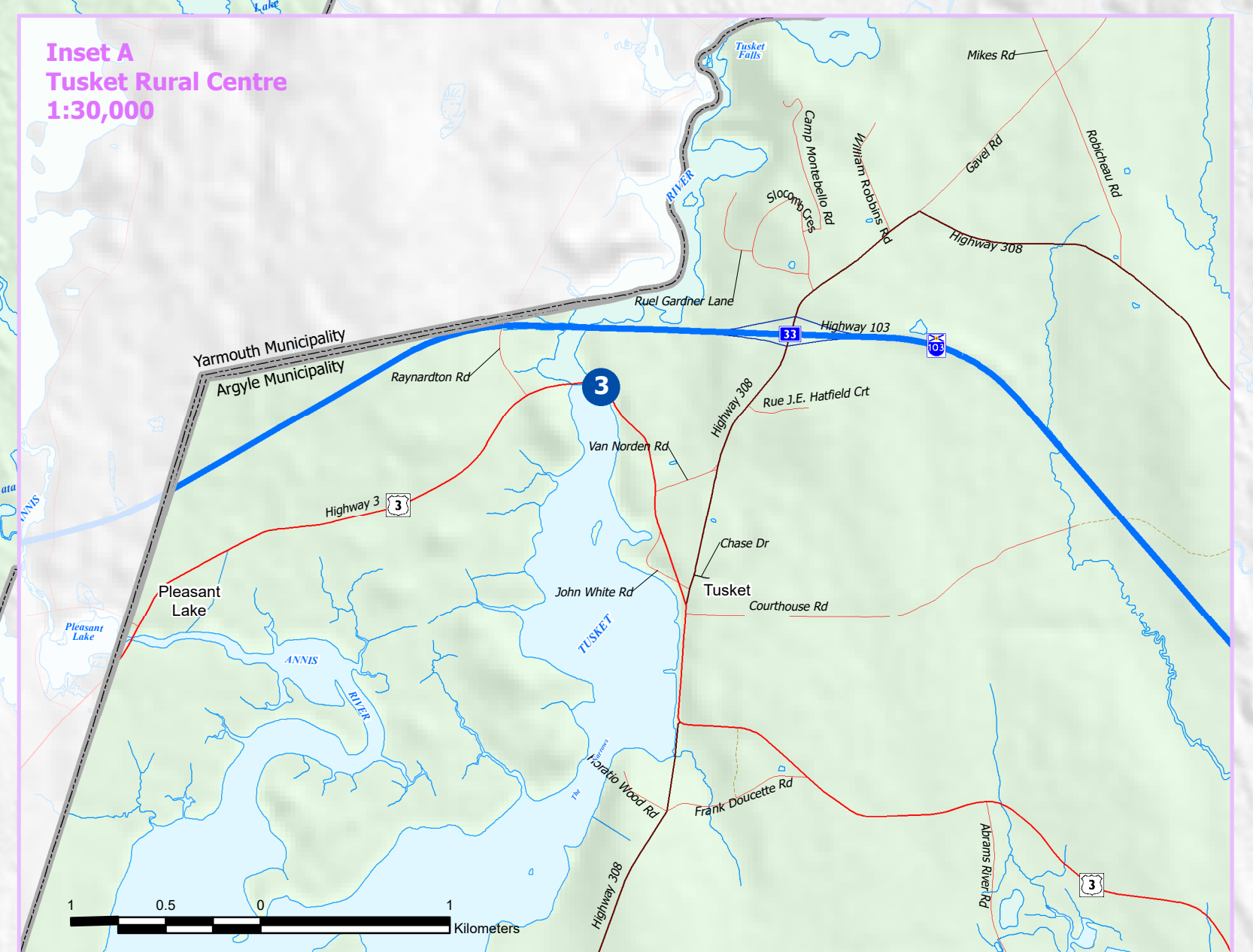
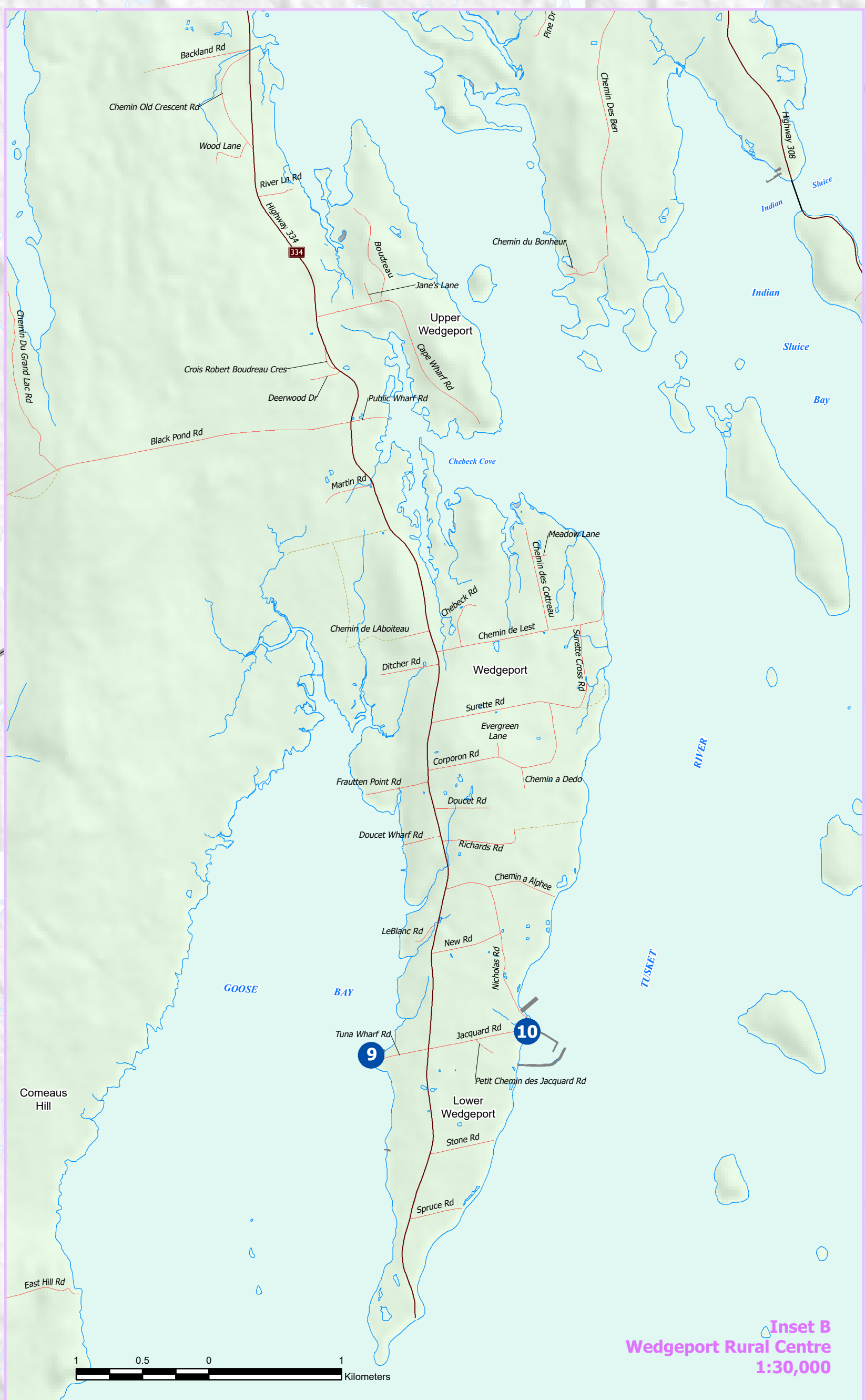
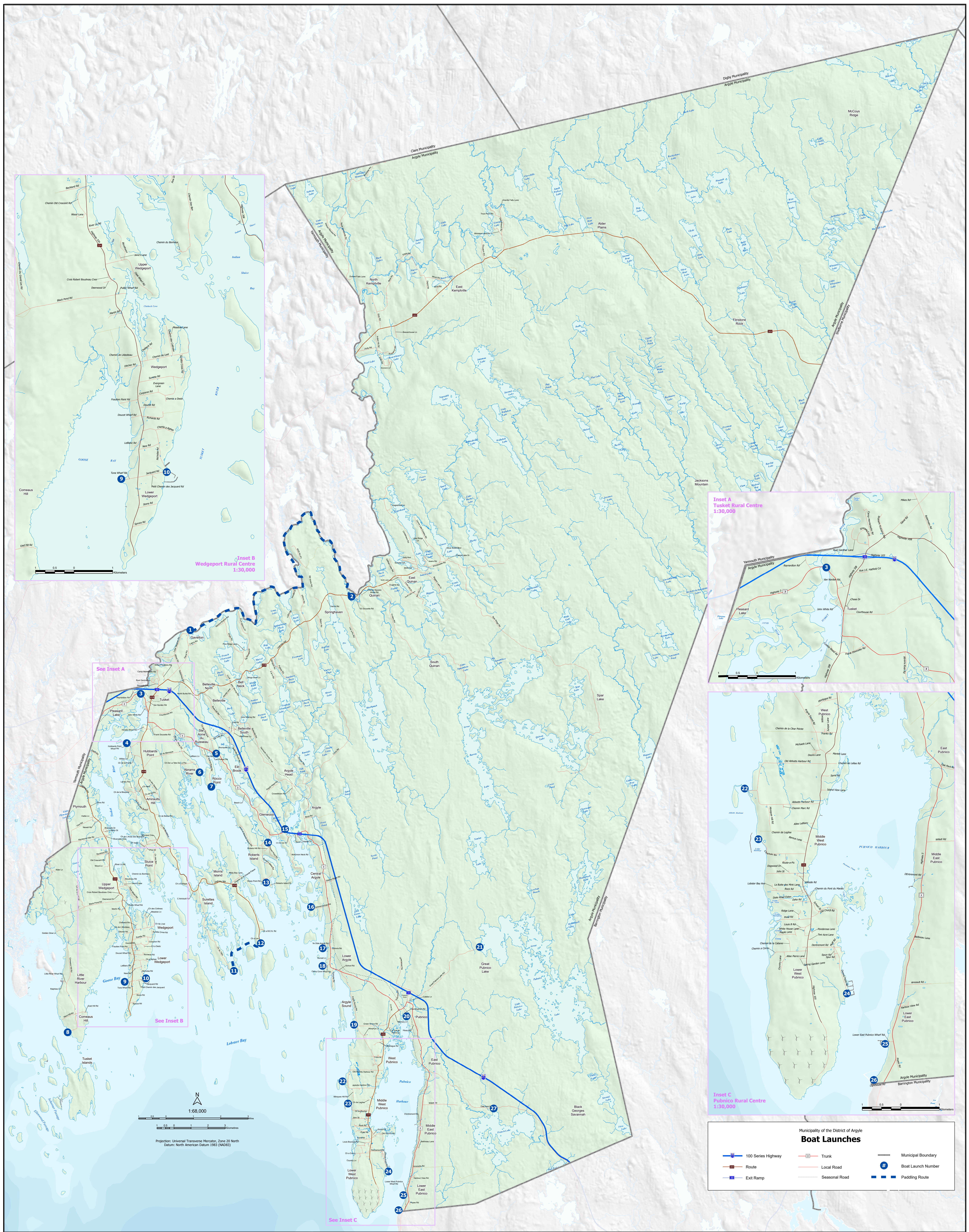
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Municipality of the District of Argyle

Active Transportation

100 Series Highway	Municipal Boundary	Trail
Route	Minor Contours (5 m interval)	Trails (Proposed)
Exit Ramp	Major Contours (25 m interval)	Sidewalk and Paved Shoulder
Trunk	Wind Turbine	Proposed Sidewalk
Local Road		Yarmouth Rail Trail
Seasonal Road		Crosswalk

Sidewalk and Paved Shoulder Note: This line symbol indicates areas which exist on the ground or are in the process of being constructed.



Municipality of the District of Argyle

Boat Launches

	100 Series Highway		Trunk		Municipal Boundary
	Route		Local Road		Boat Launch Number
	Exit Ramp		Seasonal Road		Paddling Route

Projection: Universal Transverse Mercator, Zone 20 North
Datum: North American Datum 1983 (NAD83)

C

ADDITIONAL SURVEY
COMMENTS & PUBLIC OPEN
HOUSE POST-IT NOTES

Comments from Argyle AT Plan Survey – Paper Copies

<p>Plymouth school relocation area is the Plymouth Hall. A sidewalk would be great! Would also be great for students/staff who want to walk/bike to school.</p>
<p>Walk the Pleasant Lake Tusket trail</p>
<p>I won't bike on the road without an area separate from the road.</p>
<p>As the school relocates to here [Plymouth Hall] if the students need to evacuate and this is a safety issue.</p>
<p>I think having a sidewalk from Plymouth School connecting to the Newell Road would be a great addition to community infrastructure. It would allow for safe access to both and to the Plymouth Hall at its midpoint. It would also grant access to the secondary Flint and Hartwood Hill roads, promoting more outdoor activity in the community.</p>
<p>I have lived in Plymouth for 32 years, after growing up in Yarmouth. I noticed immediately that the residents of the villages need to drive themselves everywhere they go, even if it is a close distance, because most do not feel safe walking on the main road/highway. As a result, it is well known that residents in rural communities are generally not as physically fit as those in towns and cities.</p> <p>The safety issue: for those people who do need to walk or choose to walk in Plymouth, it is always dangerous, but especially so in the dark. A car can be almost upon them before the driver sees the pedestrian, and the shoulder is very narrow with the pedestrian having nowhere to go to get out of the way.</p> <p>I feel that a sidewalk in Plymouth would be a great investment in the health and well being of the residents of Plymouth.</p>
<p>It is very unsafe to walk the main road, too much traffic & large trucks.</p>
<p>It is very unsafe to walk the main road. Too much traffic and large trucks.</p>
<p>I "dare" anyone that does not live in this area to take a 1km walk Wedgeport School – 50km zone – sidewalks Plymouth – 70km zone – school area 50km zone – Plymouth Pit – tons of "Dump trucks" – no sidewalks Arcadia School – 50km zone – sidewalks Would bike if sidewalks Who would bike in "Plymouth"? Speeding and dump trucks are the biggest fear</p>
<p>Do not cycle - do not feel safe on road to cycle</p>
<p>Either 9 or 10 require concrete ramp like 10 used to have to access launching at low tide. Access to a launch at any tide level should be standard when you look at it from an emergency perspective. Search and rescue/911 etc.</p> <p>Fix trail on Hardwood Hill</p>
<p>A sidewalk would be beneficial all throughout Plymouth, up to Upper Wedgeport as traffic is too fast</p>
<p>May not be an option where it's private land, but the mountain bike trail off the highway in Argyle/Belleville/Glenwood would benefit from this.</p>
<p>My nephew had to jump in the ditch to avoid the snow plow while walking to Plymouth school. This is just one example of the safety issues here. He could have been buried.</p>
<p>The volume of traffic going through Highway 334 in Plymouth is extreme. Add in the high rates of speed it is dangerous, even with a little dirt shoulder. I have a memorial for 2 teenagers in my side yard due to drag racing with another vehicle causing an accident. I have to drive the kids to the Plymouth School in order for them to bike or rollerblade safely while I would walk the dog around the soccer field.</p>

Comments from Argyle AT Plan Post-It Notes

Topic: Plymouth

- Sidewalks from Plymouth Elementary to Newell Road
- Sidewalks from Plymouth Elementary to Newell Road
- Sidewalk from Plymouth School to Newell Road
- Sidewalk on Rte 334 from school to Newell Road
- “Please” sidewalks from Plymouth School to Newell Road as Newell Road is 1.4km
- Plymouth sidewalks safe route for kids / adults
- Route 334 Plymouth sidewalks please – no paved shoulders to walk on 😞 Traffic ++++
- Plymouth school to the Newell Road – sidewalk / Highway 334 is high traffic area and a sidewalk would be great for opening the community for pedestrians
- Sidewalk / MUP from Plymouth School to Newell Rd
- Lots of people walk on Rt 334 – paved shoulder would help
- Mobility issues, twisting, bad surfaces, a lot of accidents, near misses
- Dare you to walk in Plymouth while dumptrucks and cars FLY by...
- Reduce speed limit in Plymouth
- Grand kids visiting the GP’s, no way to get here

Topic: Comeaus Hill

- Have facilities along roads that are currently not safe for walking (specifically Comeaus Hill)
- Upper Comeaus Hill – big drop from edge of asphalt to shoulder
- Bicycle rack and/or gazebo at Comeaus Beach
- Comeaus Hill mail box – people accessing causing damage to driveway
- Signage Comeaus Hill – trees going to fall requires maintenance – needs clearing to provide a safe space for walking

Topic: Maintenance of Simms Road

- Grate the Sims Rd more often. Used way more due to community mailbox
- Grate Sims Road!!
- Potholes, grating, C.P. box locations walking on dirt roads, connection to sidewalk

Topic: Paddling Launches

- Public Wharf Road popular kayak launch
- Chemin du Pont du Marais popular kayak launch spot

Topic: Other

- Access to multi-rec facility, for all users, need to come by
- Hubbards Point loop connection need a crossing / paved shoulders
- Argyle Sound Rd good bikeway low volumes

D

PLYMOUTH SIDEWALK
STEERING COMMITTEE
LETTER

Plymouth Sidewalk Steering Committee
Box 4740
Arcadia, NS
B0W 1B0

April 26th, 2022

Municipality of the District of Argyle
C/O WSP Canada Inc

Re: Active Transportation Open House

We would like to begin by congratulating the Municipality of Argyle for seeking public consultation for its Active Transportation Plan.

The community of Plymouth has been looking to have sidewalks installed since the late 1980s, and the issues identified at that time still exist today.

Please find attached our committee's presentation outlining both our community's concerns and our vision for sidewalks. We truly believe that it can help us achieve active living for our residents.

Thanking you in advance for your consideration.

Sincerely,



Neil Le Blanc



Mike Scott



Kristan Newell

The 2016 Active Transportation Plan (ATP) has identified walking, hiking, biking, cross-country skiing, and canoeing, among others, as the key activities in our Municipality and that 59% of people surveyed chose walking as their preferred activity. This percentage amounts to more than all other activities combined and gives strong support to recommend sidewalks according to the ATP initiatives for non motorized infrastructures. A survey done for the Argyle Recreation Department shows walking as the number one activity and form of exercise in Argyle and supports sidewalks as a venue by itself and as a pathway or route to other venues. The Argyle Accessibility Committee also has sidewalks as the first on its priority list and rightly views that our aging population and people with disabilities should not be ignored nor left behind and be part of Active Living initiatives. Due to life's handicaps, sidewalks for some may well be their only safe and secure area of exercise, fresh air and just as importantly, socialization. ATP suggests that Active Transportation routes should be accessible and inclusive for people ages 8 to 80 and that children and seniors should feel comfortable on them. The percentage of seniors 65+ in Nova Scotia exceeds the national level and in a recent study, is expected to grow for a projected 25 years.

The Active Transportation Plan, in its assessment of traffic volume and flow for the Wedgeport area, determined that 4000 vehicles travel via highway 334 through the community of Plymouth daily. It is to be noted that due to the funnelling of traffic, the volume is higher in Plymouth than it is in Wedgeport and second only to Pubnico.

Wedgeport has five lobster buyers, three fish plants, a boat building business and a school with Plymouth also having an active gravel pit. This translates into a steady stream of heavy vehicles, including semi-trailer trucks, cube vans, gravel trucks, a fleet of school busses from neighbouring schools and of course regular private or passenger vehicles.

Parents with small children are regularly warned by bus drivers, not to let their children near the road without supervision. There have been at least a dozen motor vehicle accidents in the past 25 years, claiming four lives and seriously injuring four more, all within one kilometre of the Plymouth school. There are a few who remain defiant and still venture for walks in spite of dangerous close encounters with traffic.

In the midst of all this heavy traffic lies the Plymouth elementary school, which is located on the east side of highway 334. It's situated on a long curve, which limits visibility, and its geographical location also raises concerns as the school is encircled with physical barriers:

- Starting north at a distance of 20 meters from the school, there is a 2.5 meter wide and deeply embedded brook, that rises with the tides and flows through a heavily forested area.
- 120 meters to the east is the marsh edge and high water mark.
- 40 meters south is a barrier of brush, alders and trees.
- 45 meters west is the heavily travelled road, highway 334.

The barriers identified raise huge safety issues. There is no place for the school children to go in an immediate emergency. However, the evacuation policy stipulates that the school children ages five to eleven, in an emergency, cross this busy highway to the property of Jack Duffus, located 40 feet north of the school. To access shelter, they are to go to the Plymouth Hall, one kilometre to the south down the same road.

The notion of having approximately 200 students, many with little or no road sense, anywhere near highway 334, let alone cross it, is a scary scenario and is unacceptable in our opinion. The school has never even practiced the evacuation protocol, most probably due to the risks involved.

Another concern raised is that bussing for students is only available if they are more than 1.6 kilometres or more from the school.

When you consider these facts and the safety of our school kids alone, Plymouth should receive strong consideration to have sidewalks installed.

The ATP has identified schools as an active living destination neighbourhood. Yet, the same barriers that keep people from leaving also keep them out as walking to the school is not an option for the vast majority of people due to the traffic.

A sidewalk starting at the Southern end of the school property and ending at the Newell road, some 1.4 kilometres down the road, would solve the safety issue of the school evacuation problem, provide access to the Plymouth school and its amenities, give access to the Plymouth Hall, open a pathway to and from the school to the Newell Road and subsequently the Flint and Hardwood Hill Roads. With a combined length of approximately 6 kilometres, the Flint and Hardwood Hill roads are both provincially owned K-Class roads which are currently being used for walking, hiking, cycling, cross country skiing, etc.. If constructed, it would support ATP initiatives in active living for connective roadways and pathways.

Keeping the safety of our community and school kids in mind, and applying the Active Transportation Plan initiatives in active living, along with the Recreational and Accessibility plans and its recommendations, the arguments for sidewalks in Plymouth are just and indisputable. Sidewalks provide a vital and safe comprehensive solution to all the issues presented.

On behalf of the steering committee and the community of Plymouth, we thank you for the opportunity to present our views and concerns for your consideration.
