Active Transportation Plan

Municipality of the District of
YARMOUTH
truly connected

November 2025

Prepared for

The Municipality of the District of Yarmouth
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Contents

Appendices

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Executive Summary

The Municipality of the District of Yarmouth (MODY), located at the southern tip of Nova Scotia and encompassing 587 square kilometres, is home to over 10,000 residents across a diverse landscape of villages and rural communities. Known for its working wharves, rugged coastlines, old growth forests, and rolling hills, MODY is actively seeking to enhance its active transportation (AT) network to better serve its population.

Currently, MODY's AT infrastructure consists primarily of the Yarmouth County Rail Trail and Provincially designated Blue Routes, alongside short stretches of trail and sidewalk within its seven electoral districts. However, the Municipality faces significant gaps in infrastructure that limit walking, biking, and rolling to key destinations such as schools, workplaces, recreational sites, and essential services.

The new Active Transportation Plan (ATP) builds on the foundation established by the 2010 joint Town and Municipality of Yarmouth Active Transportation Master Plan. Its purpose is to provide a well-defined roadmap for expanding and improving active transportation opportunities and road safety through coordinated infrastructure projects, policies, and programs over the next 10 to 15 years. A core focus of the ATP is to identify and act on opportunities to enhance pedestrian and cyclist safety, while ensuring universal access for residents and visitors of all ages and abilities.

Given that most local roads fall under Provincial jurisdiction, the success of the ATP will depend on close collaboration with Nova Scotia Public Works, neighbouring municipalities, local organizations, and the federal government. The development of the ATP was a comprehensive, 10-month process that involved multiple avenues for community engagement and input, structured across four distinct planning phases.

In summary, the ATP serves as a strategic guide for MODY's investment in active transportation, aiming to create a safer, more accessible, and connected network that encourages sustainable mobility throughout the region.

Introduction

Located at the southern tip of Nova Scotia, the Municipality of the District of Yarmouth (MODY) is a diverse collection of villages and rural communities featuring a variety of natural features including working wharves, rugged coastlines, old growth forests, and rolling hills. The Municipality spans 587 square kilometres and is home to more than 10,000 residents.

The Municipality's active transportation network currently includes the Yarmouth County Rail Trail and Provincially designated Blue Routes. While there are short sections of trail and sidewalks in each of the Municipality's seven electoral districts, there is limited infrastructure in place to encourage community members to walk, bike, or roll to key destinations including schools, employment areas, recreation opportunities, or key services.

This Active Transportation Plan (ATP) builds on progress made from the joint Town and Municipality of Yarmouth Active Transportation Master Plan (2010) and is intended to create a guide for continuing to expand and enhance active transportation opportunities and road safety though infrastructure projects, policies, and programs. The ATP will help to identify opportunities for improving pedestrian and cyclist safety and enhance active transportation conditions for residents and visitors of all ages and abilities.

As most of the roads in MODY are owned and operated by the Province, many of the recommendations in the Plan will rely on support and collaboration with key partners, including Nova Scotia Public Works, neighbouring municipalities, local community organizations, and the federal government.

The ATP was developed over a 12-month period, including a variety of opportunities for community members to provide meaningful input throughout the planning process. The development of the ATP included five distinct phases:

Winter **2024**

Project Initiation

The core project team was formed consisting of MODY staff and a professional transportation consulting team.

A project kick-off meeting was coordinated with the consultant and MODY team.

Initial site visits were conducted to understand current conditions.

Desk research and mapping was conducted to understand current networks and infrastructure.

Winter **2024**

Understanding Current Conditions

An Active Transportation Plan project webpage was developed on MODY's website to provide information on the development of MODY's Active Transportation Plan.

This phase focused on developing a full and detailed understanding of the current state of active transportation in MODY including a review of plans and policies, mapping of current facilities and community destinations, and a comprehensive review of available data.

A range of community engagement activities were undertaken to gather input and understanding from a broad range of community interests. Activities included an open house, community survey, "pop up" events and a community workshop, as well as involvement from a stakeholder advisory committee.

Spring **2025**

Preliminary Plan Directions

An overall framework was developed for the AT Plan that included a plan vision and goals, long-term networks for each key travel mode and supporting design guidelines for transportation infrastructure. All plan directions were established based on background technical activities, input from the community, and consideration of best practices and lessons learned from other communities.

Summer **2025**

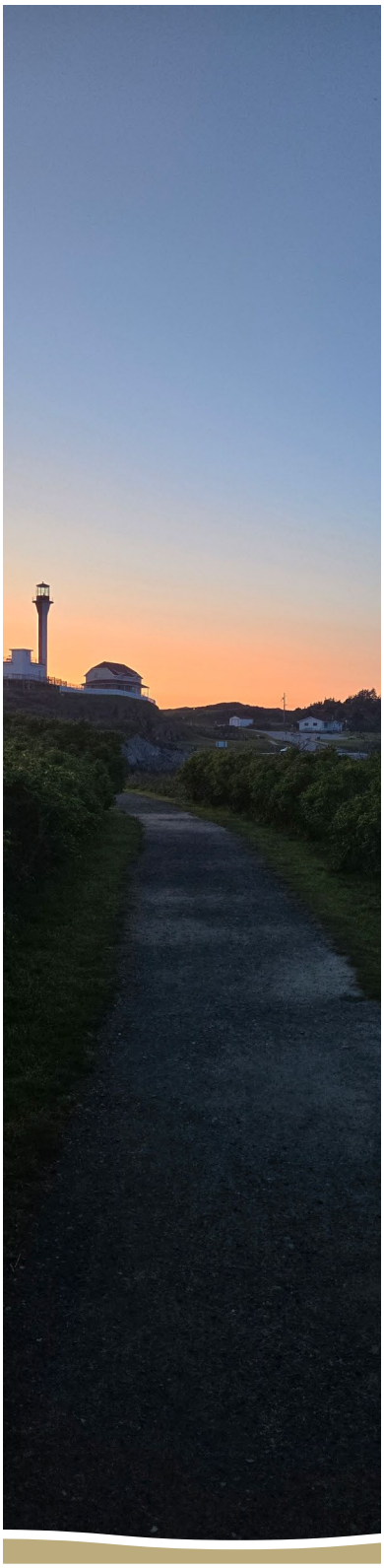
Implementation Strategy

In consultation with MODY staff, an implementation strategy was developed to identify opportunities to pursue priority active transportation projects, determine MODY's ability to fund investments in active transportation, and assign timelines and priority on this basis.

Fall **2025**

Active Transportation Plan Final Development

Through a detailed review and refinement process, the final Active Transportation Plan was developed with input and direction from MODY residents, staff members and Council.



What is active transportation?

Active transportation includes any type of human-powered transportation, including walking, cycling, skateboarding, or using a mobility aid. E-scooters and e-bikes can also be included in this category and in some cases may use the same trails and pathways.

Active transportation describes any active trip you make to get from one place to another, whether it be to work, school, the store, or spending time outside with family and friends.

Creating more opportunities to participate in active transportation helps to create a healthy, vibrant, fair, and accessible community.

Why is active transportation important?

Active transportation has many benefits for communities, including:

Physical and Mental Health: Walking, biking, and rolling are all great forms of physical activity that also play a part in improving mental well-being.

Sense of Community: Active transportation encourages social interactions and helps build relationships between community members.

Safety: Dedicated walking, cycling, and rolling space reduce the risk of injury for all road users while also making more people comfortable using active modes to move about the community.

Environment: Completing more trips by walking, biking, and rolling helps to lower vehicle emissions, reduce traffic congestion, and improve air quality.

Economy and Tourism: Communities that are inviting and accessible by active transportation can attract more visitors, who will in turn be patrons of local shops and services.

Plan Purpose and Objectives

The ATP is intended to act as a roadmap for the Municipality to invest in active transportation policies, programs, and infrastructure improvements over the next 10 to 15 years. The objectives of the ATP are to:

- Expand and enhance active transportation opportunities through the provision of safe and comfortable active transportation routes throughout the municipality.
- Celebrate MODY's rich history and support its tight-knit community with active transportation routes that are comfortable and convenient for residents and visitors of all ages and abilities.
- Identify a network of walking, biking, and rolling facilities that provide active transportation connections to key destinations that are ideally accessible year-round and encourages all community members to be more physically active.
- Identify priority active transportation routes and facilities in each of the Municipality's seven electoral districts that will support the mobility and recreation needs of community members today and into the future.
- Identify supporting policies and programs that will encourage more people to walk, bike, and wheel.

Community and Stakeholder Engagement

Community input was essential to the development of the ATP and ensuring that it reflects the community's needs and priorities. A variety of online and in-person activities were available for community members to provide meaningful input. The planning process included two rounds of engagement, described below.

Round 1: Understanding Active Transportation Today

The first round of engagement took place in November and December 2024 and was focused on gathering insights into current active transportation habits, identifying barriers and opportunities for walking, cycling, and rolling, and understanding the community's vision for the future. Community members were able to provide input through an online survey, interactive map, open house events, and focus group conversations. The project team also hosted a stakeholder and community partner meeting to introduce the project, share feedback from community members, and learn about the projects and initiatives ley stakeholders and community partners were working on. The Round 1 engagement summary can be found in **Appendix C**.

Round 2: Sharing the Plan

The second round of engagement launched in May 2025 and was designed to gauge community support for the proposed vision, themes, and strategies for active transportation, along with the recommended active transportation network and priority projects. Feedback from community members and stakeholders was used adjust these core elements of the ATP to better reflect local priorities. The Round 2 engagement summary can be found in **Appendix D**.

Active Transportation Today

In recent years, communities of all sizes across North America have seen increasing interest in reducing reliance on automobiles towards more active, sustainable, and less expensive forms of transportation - including walking and biking. This shift can help communities move towards more balanced transportation systems that encourage healthy and active living, create more livable urban and rural areas, and contribute to cost-effective and efficient infrastructure investment solutions. The benefits of encouraging and enabling active modes of transportation include:

Health Benefits: While some formal pedestrian and cycling facilities currently exist within the MODY, there is an opportunity to expand and enhance the active transportation network in the years ahead. Investing in active transportation has been shown to create more physically active communities, which can support psychological well-being and reduce the risk of numerous chronic diseases such as Type 2 Diabetes and heart disease. Walking is often the easiest and most affordable way for people across MODY to add exercise to their daily routines. Given that the 2021 census data shows that approximately 96% of MODY's employed labour force commute by automobile[1], and that since 2016, the average age of the population and the number of residents over the age of 65 has increased[2], encouraging movement and activity is crucial, especially for the community's aging population. Additional active transportation infrastructure suited to the diverse needs of the community will support MODY's commitment to the well-being of the population and promote aging in place. Research on the health impacts of traffic related air pollution can be found here:

- **Decreased vehicle emissions linked with significant drop in deaths attributable to air pollution**
- **Health impacts of traffic related air pollution in Canada**

Road Safety Benefits: Properly designed active transportation facilities that provide dedicated spaces for active transportation users and increase visibility have been demonstrated to reduce the risk of collisions, thereby creating a safer transportation system for all road users. Roads designed for slower motor vehicle speeds have been shown to decrease the probability of serious injury and death for people on foot or bicycle, and are much more comfortable for people walking, biking, and rolling. Road safety improvements are important. For further information and research on the Road Safety benefits of active transportation infrastructure use the links below:

- **Evidence on why bike-friendly communities are safer for all road users**
- **Study Finds Protected Bike Lanes Increase Traffic Safety for Everyone-Including Drivers**

1 Main mode of commuting, https://www12.statcan.gc.ca/census-recensement/2021/as-sa/fogs-spg/page.cfm?topic=13&lang=E&dguid=2021A00051206001. Census Profile, 2021.
2 Age characteristics, Municipality of the District of Yarmouth, Nova Scotia. Census Profile, 2016, 2021.

Economic Benefits: Neighbourhoods, streets, and other destinations that are attractive and accessible for people walking and biking have been shown to invite more visitors, who will in turn access local businesses, services, and amenities. Investing in active transportation produces a more balanced and equitable transportation system that can move more people for less cost, allowing people of all backgrounds to travel safely throughout MODY. With the municipality aiming to develop a diverse economy (including a sustainable tourism industry) an active transportation network can help more people travel to work safely and for less cost, attract a diverse workforce, and provide destination cycling tourism opportunities that utilize the region's natural beauty, all of which will help grow the economy. As numerous studies have shown, active transportation infrastructure is an economic benefit for communities, and more information on the economic benefits of walking and cycling infrastructure can be found at the following sites:

- **Cost-benefit analysis of cycling infrastructure**
- **Walking and Cycling: The Economic Benefits**

Environmental Benefits: The transportation sector, especially motor vehicles, is one of the largest emitters of greenhouse gases (GHGs) in Nova Scotia with 35% of all Provincial emissions related to the transportation sector.[3] Active transportation modes are zero-emissions and can therefore reduce GHG emissions and air pollution while also improving motor vehicle traffic congestion by encouraging fewer vehicles on the road. Supporting more trips by active modes is an important part of climate change mitigation and aligns with provincial and federal initiatives in this realm.

3 Provincial and Territorial Energy Profiles – Nova Scotia. https://www.cer-rec.gc.ca/en/data-analysis/energy-markets/provincial-territorial-energy-profiles/provincial-territorial-energy-profiles-nova-scotia.htm

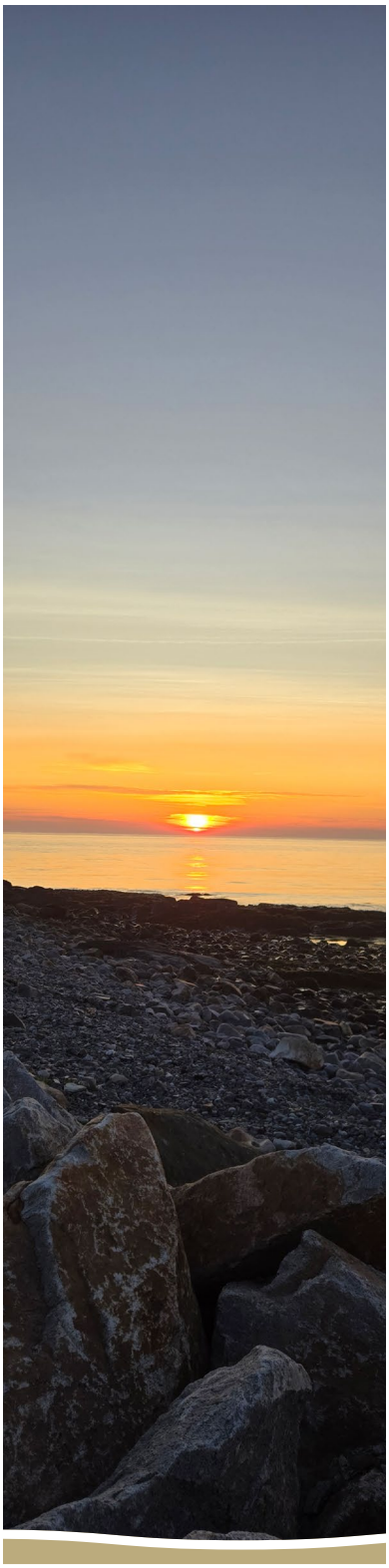
Societal Benefits: Active transportation enables and encourages social interaction, which helps to build trust, respect, understanding, and a sense of co-operation within an already tight-knit community like MODY. Studies show that these important social interactions diminish when motor vehicle volumes increase and walking infrastructure decreases.[4] These interactions are vital for people of all ages and abilities. In addition, providing more active transportation infrastructure can benefit equity-seeking groups in Municipality of the District of Yarmouth, such as the Black, Indigenous, and People of Colour (BIPOC) communities, women, the 2SLGBTQIA+ community, and persons with disabilities, by creating safer spaces, lowering transportation costs, and improving access.

Transportation Poverty: Research has shown transportation as being the second highest cost driver for low-income households across Canada. According to data from Auto Trader, the average cost of a new car in Canada is currently $66,807 as of June 2024. Coupled with August 2024 statistics from Statistics Canada, indicating an average APR of 7.50% on new auto loans, the typical new car now requires approximately $1,067 monthly to finance over eight years. Used cars are not much cheaper – the current average price for a used car in Canada is $31,645. Used car loans have higher interest rates with six-year repayment periods, resulting in an average monthly payment of $753.

Public transit passes average $940 per year in Canada, while the cost of owning and maintaining a bike averages $300 per year.[5] With Nova Scotia leading all Provinces in rates of poverty (13.1%) and food insecurity (28.9%), local governments can help reduce household costs by providing low or no cost transportation options. With MODY's low population densities, public transit may be quite challenging to initiate and maintain. The rapid uptake of electric bikes (e-bikes), along with increased range and decreasing purchase prices have greatly reduced transportation costs (and emissions) for many Canadians. Therefore, expanding the existing active transportation network in MODY can be a significant part of efforts to reduce local cost of living, and provide a safe, comfortable transportation option for those unable to afford private vehicle ownership.

4 Lucas, Karen & Peter Jones. Social Impacts and Equity Issues in Transport: An Introduction (guest editorial). Journal of Transport Geography. 2012, Vol 21. doi:10.1016/j.jtrangeo.2012.01.032.

5 HUB Cycling. Pedaling Towards Equity: Analyzing Transportation Access in Metro Vancouver's Cycling Network. https://bike-hub.ca/research/pedaling-towards-equity-analyzing-transportation-access-in-metro-vancouvers-cycling-network



Community Context

The Mi'kmaq have inhabited the area of southwestern Nova Scotia around what is now Yarmouth for over 6,000 years ago. Historically, the Mi'kmaq were nomadic, moving along established routes between camps that they would return to year after year in the pursuit of fish and game. Families would typically travel between summer fishing villages set up along rivers and coastal areas, and smaller winter camps situated inland where game was more abundant.

Today, the Wasoqopa'q First Nation includes five reserves across their traditional territory in southwestern Nova Scotia. This includes the *Yarmouth 33* reserve lands, located east of the Town of Yarmouth along Trunk 3, where the First Nation's residential and economic development lands are generally clustered.

MODY is also home to the African Nova Scotian community of Greenville. The community was founded in the 19th century by Black loyalists and is one of the many historic Black communities found across Nova Scotia who continue to celebrate and share their culture and heritage.

The Municipality of the District of Yarmouth was incorporated in 1880 and surrounds the Town of Yarmouth. Settlement within the municipality is largely within the neighbouring areas adjacent to the Town, as well as small rural hamlets across the municipality's seven polling districts. Most of the municipality's land base of 587 km^2 remains largely undeveloped across areas of forestry lands, nature reserves, wilderness areas, and crown land.

Like many other rural communities in Nova Scotia, MODY's population has fluctuated. Between 2006 and 2016, the municipality's population decreased before increasing between 2016 and 2021 - a period in which Nova Scotia experienced broad population growth. This census data also does not account for the population growth of recent years, which is significant across the province due to the influence of COVID-19 on migration to many small communities in Nova Scotia.

MODY is a quiet community blessed with stunning natural beauty that has proven the be attractive to retirees and young families alike. Areas near the Town of Yarmouth provide access to a high level of services and amenities, resulting in a high quality of life – as evidenced by the recent spate of new home construction in the Municipality. As more and more homeowners look to reside in communities with the natural beauty MODY possesses, providing recreational and active transportation options will only increase the attractiveness of the community as a great place to live, work, and play.

Along with its extensive geographic and community amenities, MODY also possesses strong community connections – as evidenced by the regular social interactions observed by the project team as they spent time in the area. Numerous relationships and connections were on full display as passerby's greeted each other and inquired about the well-being of family and friends. These deep roots provide the community with a strong spirit of connection and attachment to place – one of the strongest amenities a community can possess. Providing more opportunities for these frequent social interactions to occur through more human scale, face-to-face contact on trails, sidewalks, and pathways will only help to strengthen these community bonds and make MODY an even more connected and compassionate community.

Equity Considerations

Active transportation is directly connected to promoting equitable communities. Providing fair access to diverse mobility options can directly impact how all people experience travelling to and through MODY, which can contribute to a better-connected community for all people. This section highlights some of the key equity considerations for the Active Transportation Plan.

Understanding community demographics is crucial for creating a contextually appropriate, equitable transportation system that is safe, comfortable, and accessible for all. It is especially important to understand the transportation needs of marginalized populations, which may include women, seniors, the BIPOC community, immigrants, and refugees, the 2SLGBTQIA+ community, and people who are socio-economically disadvantaged or experiencing homelessness or addiction. For example, connecting to MODY's Indigenous communities (including Wasoqopa'q First Nation), as well as significant African Nova Scotian communities will be critical to the Active Transportation Plan.

Based on 2021 Census data:

- 2.3% of MODY's population identifies as a visible minority.
- 15.8% of the population identifies as Indigenous - mainly Métis.
- 4.1% of the population are immigrants or non-permanent residents.
- 15% of the population is considered low income using the LIM-AT measure, with the highest rates of low-income status being among those 65 years of age and older.

Furthermore, nearly 40% of Nova Scotians over the age of 15 live with one or more disabilities.[6] A significant majority of Nova Scotians believe accessibility is a human right (90%) and say that accessibility is very important to them personally (80%).[7] By ensuring that all active transportation adheres to best practices in accessibility, MODY can support safe travel for people of all abilities, supporting everyone's ability to access the opportunities they need to thrive.

Because transportation costs are tied to location and availability of services or infrastructure, they are also a core component of a household's budget. As affordability becomes more and more critical to people across Nova Scotia, those living in areas without public transport or access to safe and convenient active transportation infrastructure face the higher transportation costs of car ownership. People who are unable to drive (such as young people without driver's licenses or those with health conditions that prevent them from safely operating a vehicle) the costs required to access to key needs and critical destinations can be even greater. As such, providing affordable transportation options can be a key component of ensuring affordable and accessible housing in a community.

Reporting shows that as of early 2024, the total average cost of car ownership in Canada is $1,387 per month or $16,644 per year. Car ownership includes the cost of the vehicle itself, fuel and maintenance costs, and insurance.[8] In parts of the country without convenient public transportation options for trips to daily destinations, transportation costs are by default transferred solely onto individuals in the form of car ownership or reliance on friends, family, or private service providers to travel within the community, or beyond.

6 Province of Nova Scotia, About disability in Nova Scotia. https://accessible.novascotia.ca/about-disability-nova-scotia#:~:text=Almost%202%20in%205%20Nova%20Scotians%20lives%20with%20a%20disability&text=37.9%25%20of%20Nova%20Scotians%20aged,with%20one%20or%20more%20disabilities

7 Province of Nova Scotia, Accessibility is Important to Nova Scotians. https://accessible.novascotia.ca/sites/default/files/2023-08/Accessibility%20is%20Important%20to%20Nova%20Scotians_2022.pdf

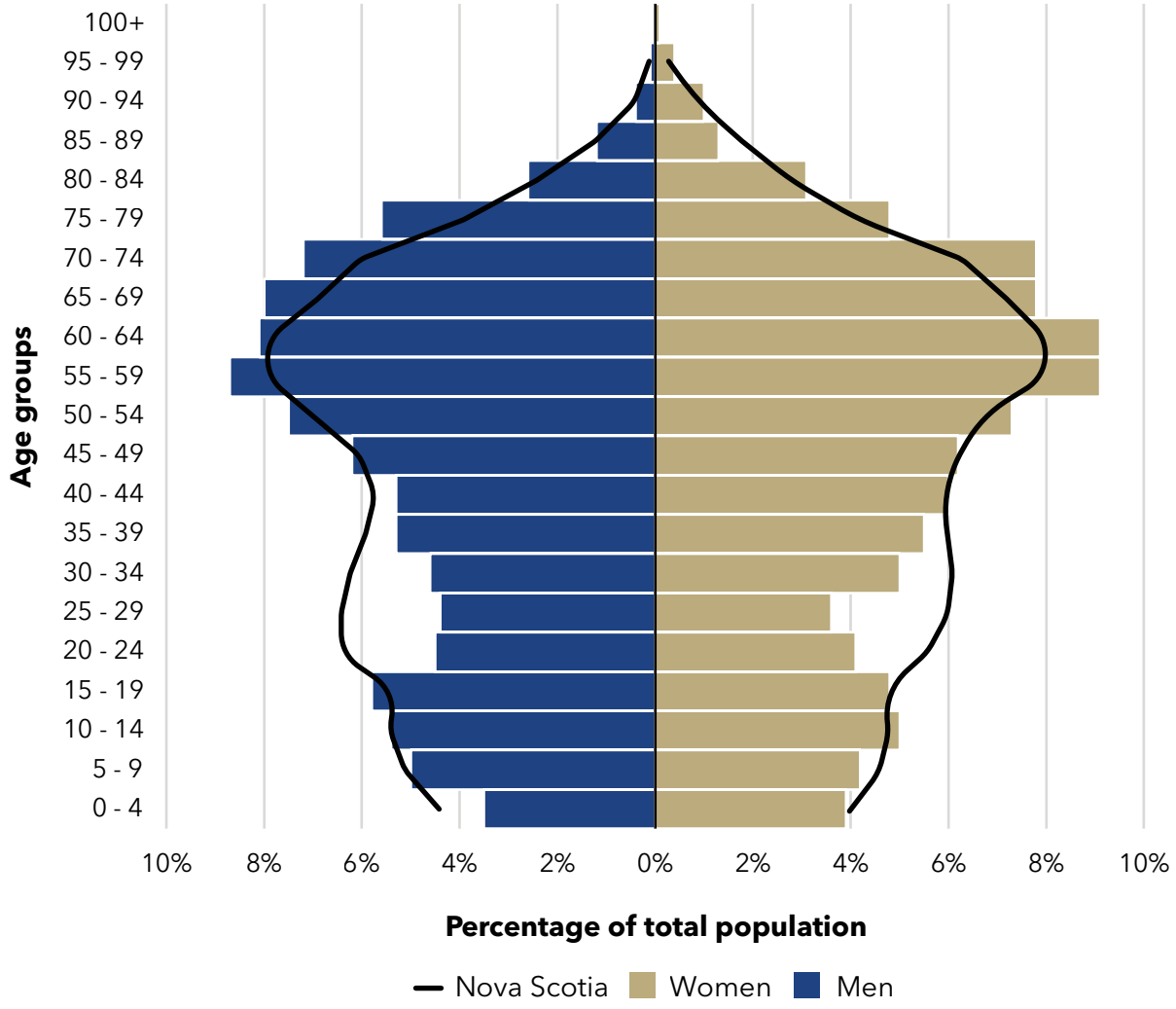
8 Alsharif, Ghada. February 3, 2024. Toronto Star. How much are Canadians paying per month on average to own a car? Here's what one report found.

Demographics

The population of MODY has fluctuated over recent decades, declining by approximately 4% between 2006 and 2016 before growing by 2.3% between 2016 and 2021. MODY is home to an aging population with nearly 26% of residents over the age of 65 (versus 22% over the age of 65 across Nova Scotia) with just over half of residents over the age of 50 (45% in Nova Scotia).

The average age of 46.7 years in MODY is above the provincial average of 44.2 years and significantly older than the national average of 41.9 years. The MODY median age of 50.4 years is 5 years older than the provincial median age of 45, and 9 years older than the national median age of 41. The distribution of age cohorts in MODY compared to provincial averages is shown in **Figure 1** below. Ensuring that MODY's older population is considered when planning infrastructure is important given the unique needs of older residents.

Figure 1: Distribution (%) of Age Cohorts in the Municipality of the District of Yarmouth and Nova Scotia, 2021.



As the population continues to age, creating infrastructure to serve their needs will provide continued independence and improve the quality life. Research has shown that loneliness and inactivity greatly reduce the quality and length of life for seniors as they age. Providing safe places to walk, bike, and interact with others will help give MODY's oldest residents the opportunity to enjoy a mentally and physically healthy lifestyle, reduce the risk of chronic disease, and slow mental decline.

Land Use

Land use within MODY is guided by policies identified in the community's *Municipal Planning Strategy (MPS)* and supported by regulation in the *Land Use By-law and Subdivision By-law*. Through theses documents, all lands in the municipality are subject to land use controls.

Specific guidance is provided within the MPS for population and growth centres, including the four hamlets (Arcadia, Port Maitland, South Ohio, and Carleton) and the Hebron and Lakes District, which includes Dayton. Generally, existing land use patterns within these communities are characterized by low-density residential uses mixed with some small-scale commercial and institutional nodes, primarily located along primary roads.

The MPS supports land use intensification, primarily in the growth centres, with higher residential densities permitted in areas of the Hebron and Lakes District and lower densities in the hamlets.

Existing Travel Patterns

According to the 2021 Census data, approximately 96% of employed MODY residents over the age of 15 travel to work in a vehicle – 89% as a driver and 7% as a passenger. About 2% of MODY commuters walk to work, while another 2% use another mode (not driving, walking, public transit, or biking). About 0.6% of MODY residents use public transit to get to work and no commuters are recorded regularly travelling by bicycle per the 2021 Census. A comparison of commuting mode share for MODY and the province is shown in **Figure 2** below.

Figure 2: Main Mode of Commuting in MODY and Nova Scotia, 2021.

Mode	MODY	Nova Scotia
Car driver	88%	80%
Car passenger	7%	8%
Public transit	0.6%	4%
Walk	1.6%	6%
Bicycle	0%	1%
Other method	2.1%	2%

Statistics Canada does not collect some commuting data at the Census Subdivision (CSD) level. The straight-line distance commuting data is only available for the entirety of the Yarmouth Census Division (Yarmouth County), which includes the population centres adjacent to MODY in the Town of Yarmouth and Argyle. For this geographic area, the breakdown among employed residents over the age of 15 is shown in **Figure 2**.

More than a third of commuters (38%) live less than 5 km in a straight line from their usual place of work. This translates to longer actual commute distances but still represents a group for whom active modes of travel are a relatively feasible option. Those living between 5 and 20 km from their usual place of work (39%) might face challenges in attempting to commute via active modes and are less likely to choose active transportation as their primary commuting mode. Finally, those living more than 20 km in a straight line from their place of work (23%) are the least likely to choose to commute via active modes.

Existing Transportation Network

MODY's transportation network is based around several key routes that provide local and inter-regional connections, including:

- Highway 101, which runs north-south from the Town of Yarmouth to Digby County.
- Highway 103, which connects to the Town of Yarmouth to Shelburne County.
- Highway 203, east-west connection between Carleton, MODA, and Shelburne County.
- Highway 340, north-south connection from Hebron to Digby County.
- Highway 1, north-south connection from Town of Yarmouth to Digby County through Dayton, Hebron, and Port Maitland.
- Trunk 3, east-west connection between the Town of Yarmouth to Shelburne County, through Arcadia, Yarmouth 33 reserve, and MODA.

More than 99% of the roads in MODY are owned and maintained by the Province of Nova Scotia. The Municipality works closely with Nova Scotia Public Works (NSPW) team to identify opportunities to incorporate active transportation infrastructure into road renewal projects throughout the region and is required to consult and confirm any projects in NSPW-owned and -operated corridors.

The Town of Yarmouth acts as the commercial and service centre for MODY, with many major roads connecting to and from the Town through various areas of the municipality. As such, the Town is a popular destination for MODY residents to access a variety of retail uses, schools, and recreational facilities – particularly the jointly-funded Mariners Centre.

Higher density areas in MODY are mostly concentrated around the Town, including commercial uses, the Yarmouth Airport on Trunk 3, and Dayton and Hebron located on Trunk 1. Many of the commercial and institutional uses outside of the Town are also found in these areas, including the Hebron Recreational Complex, Villa Saint-Joseph du Lac nursing home, and several schools.

Other important recreational and tourism destinations are found elsewhere along the community's transportation network, including Cape Forchu Lighthouse – a major tourist attraction, at the southwestern tip of the Municipality.

Active Transportation Network

Sidewalks

The active transportation network in MODY currently consists of networks of sidewalks and trails. Existing sidewalks are primarily found in the more urbanized areas of MODY, particularly near the Town of Yarmouth. However, some facilities are also found in rural settings, as shown in **Table 1**.

Table 1: Inventory of Sidewalk Facilities in MODY

Community	Road	Sidewalk Length
Port Maitland	Trunk 1	3,400 m
Carleton	Highway 340	300 m
	Highway 203	205 m
	Carleton Triangle Road	455 m
Kemptville	Highway 203	650 m
Arcadia	Trunk 3	390 m
South Ohio	Highway 340	325 m
South Cheggogin	Main Shore Road	390 m
Hebron / Dayton	Trunk 1	2,550 m
	Highway 340	490 m
	Brooklyn Road	850 m
	Prospect Street	300 m
	Greenville Road	165 m

In Hebron and Dayton, most sidewalks connect to or near important community assets like Meadowfields Community School, Hebron Recreation Complex, and Maple Grove Recreation Centre. Generally, the local sidewalk network is not comprehensive and only reaches limited portions of each of these centres.

Trails

The Yarmouth County Rail Trail (YCRT) is the primary rail to trail spine through MODY, extending 87 km through Yarmouth County and connecting several local population centres including Arcadia, Hebron, Dayton, and South Ohio. This trail can be used both by people walking and biking, as well as people on off-highway vehicles. Other important recreational trails include:

- Leif Erikson Park Trail (Cape Forchu) – 500 m.
- Tkipok Trail (Arcadia) – 1.0 km.
- Forchu River Trail (Hebron) – 2.0 km.
- Ellenwood Lake Provincial Park (Deerfield) – 2.0 k.

The existing trails network is primarily recreationally focused within local and provincial parks or other community destinations. The broader trail network relies on the support of volunteer associations for maintenance, led by the Yarmouth County Trails Development Association, which is responsible for maintaining the YCRT. The trail was recently rebranded as the Dark Sky T'Railway as part of promotional efforts led by the Western Regional Enterprise Network (WREN), primarily focused on helping businesses connect with motorized trail users from Digby County to Shelburne County.

Some trails outside of MODY's jurisdiction, such as Chebogue Meadows Trail, have fallen into disrepair due to a lack of provincial funding and does not currently have volunteer support.

Another important active transportation route is the Rockville Trail, which extends approximately 1.9 km along Chebogue Road through Kelley's Cove to Rockville. This roadside multi-use pathway is primarily crusher gravel and connects the single-family residences in this area.

Cycling

A key part of the Municipality's active transportation network is its connections to the Nova Scotia Blue Route. The Blue Route seeks to provide a continuous designated cycling route throughout Nova Scotia. As shown in **Figure 3**, the Blue Route in the MODY mostly follows the major road network, including Trunk 1 and 3, with a trail connection along the Yarmouth County Rail Trail from Arcadia to the Town of Yarmouth. This designation primarily means the route will feature signage indicating these segments are part of the Blue Route and does not necessarily mean additional infrastructure to contribute to the comfort or safety of users.

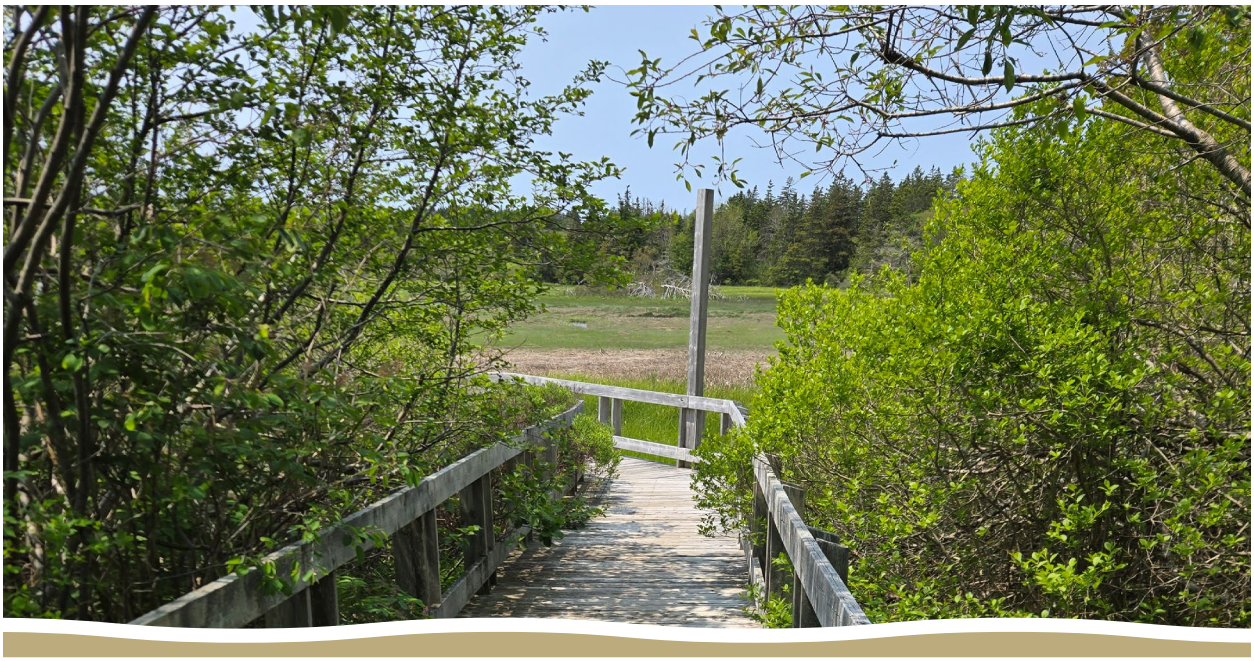


Figure 3: Nova Scotia Blue Route in the Municipality of the District of Yarmouth (https://blueroute.ca/status-map/)

Transportation Development Context

Like many other communities in Nova Scotia, developing new active transportation infrastructure in MODY involves several stakeholders and partners across the planning, design, construction, and operations processes. This section highlights some of these partners and their roles in MODY's transportation networks.

Municipality of the District of Yarmouth

- Planning and designing active transportation infrastructure on provincial highways within MODY and working with Nova Scotia Public Works (NSPW) to approve projects.
- Maintaining active transportation infrastructure.
- Investing in active transportation infrastructure through municipal revenues and external grant applications.
- Preparing and submitting grant applications for active transportation infrastructure.

Nova Scotia Department of Public Works (NSPW)

- Planning for road renewal and new infrastructure works on provincial highways (all roads in MODY).
- Operating and maintaining all provincial highways, not including municipally constructed active transportation facilities.
- Reviewing and commenting on proposed active transportation infrastructure on provincial highways to uphold general infrastructure standards and special projects like the Blue Route.

Ongoing collaboration between MODY and NSPW is crucial to building out the Municipality's active transportation network and delivering projects in an efficient and sustainable manner. This means consistently communicating about upcoming capital projects, changes to design standards, and co-investing in mutually beneficial outcomes.

Relevant Plans, Policies, and Bylaws

Directions and support for active transportation in MODY are outlined in several key documents across multiple levels of government, including at the local, provincial, and regional level. MODY also has a long history of collaboration with neighbouring local governments on important projects (particularly with the Town of Yarmouth) which include several active transportation or related initiatives. Guidance from relevant plans, policies, bylaws, and other initiatives are summarized in this section.

Relevant Plans, Policies, and Bylaws for Active Transportation

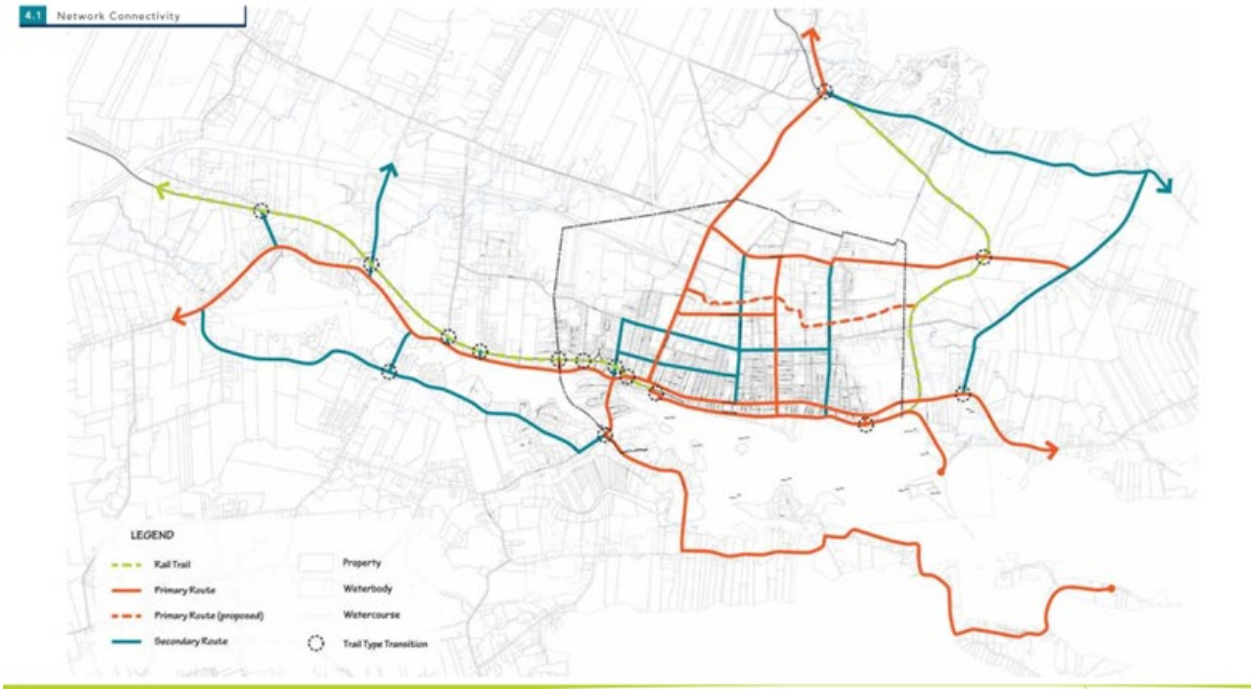
Municipality of the District of Yarmouth

Active Transportation Master Plan (2010)

In 2010, MODY and the Town of Yarmouth collaborated on a joint Active Transportation Master Plan (ATMP) to guide active transportation infrastructure development that connects within and between these two communities.

The 2010 ATMP identifies a series of active transportation improvements focused on the Town of Yarmouth and adjacent areas in MODY. The primary network for active transportation routes in MODY includes routes along Lake Milo, Cape Forchu, and Starrs Road/Trunk 3, along with the Yarmouth County Rail Trail, along with a series of supporting secondary routes. The active transportation network envisioned through the ATMP is shown in **Figure 4**.

Figure 4: Primary and Secondary AT Networks – Active Transportation Master Plan (2010)



Several priority facilities were recommended to be implemented in the medium-term (6-13 years) and consisted primarily of cycling facilities including painted bicycle lanes, paved shoulders, and lane widening. Design specifications for these facility types, and others, are included in design guidelines as part of the plan. The complete list of recommended active transportation routes is identified in **Table 2**, including the facility type and implementation timeframe, where available through the ATMP.

Table 2: Recommended Routes from the Active Transportation Master Plan (2010).

Route	Facility Type	Implementation Timeframe
Primary Routes		
Lake Milo Connector (Highway 1)	Paved Shoulder	Medium-term (6-13 years)
Starrs Road/Trunk 3	Multi-Use Pathway	Short-term (3-5 years)
Cape Forchu lighthouse trail	Paved Shoulder	Medium-term (6-13 years)
Yarmouth County Rail Trail	Multi-use Pathway	N/A
Bunker Island Road	Not identified	N/A
Chebogue Road (considered both a primary and secondary route in the 2010 ATMP)	Not identified	N/A
Ellis Road	Not identified	N/A
Highway 340	Not identified	N/A
Secondary Routes		
Lakeside Road	Signed Shared Route	N/A
Greenville Road	Not identified	N/A
Chebogue Road (considered both a primary and secondary route in the 2010 ATMP)	Signed Shared Route	N/A

The total cost to implement the priority facilities was estimated to be $10.25 million, with the costs to the shared between MODY and the Town of Yarmouth. Despite the directions outlined in the plan, the projects found in MODY remain largely unimplemented. The Town of Yarmouth has been successful in leveraging the ATMP to implement new infrastructure within the Town limits.

More broadly, the ATMP does not account for the active transportation needs of large portions of MODY – especially away from the Town of Yarmouth itself, which is a critical consideration for MODY's own ATP.

Alongside the infrastructure recommendations in the ATMP, several actions were identified to improve education, incentives, enforcement, and policy support for active transportation. These strategies encourage developing strong partnerships, developing awareness for existing and future active transportation infrastructure, and ensuring that there are formal structures in place to support active transportation uptake over the long-term.

Municipal Planning Strategy (2024)

This Municipal Planning Strategy (MPS) provides the policy framework for land use and development control in MODY. It also articulates the Municipality's vision and guiding principles, which are intended to ensure that the communities within the municipality will prosper and thrive for generations to come.

The MPS encourages developing new active transportation routes. Policy emphasizes the needs to work with Wasoqopa'q First Nation and the residents of Greenville to ensure active transportation options are equitable and improve connections to these communities. The MPS also supports Council's ability to require active transportation facilities in new developments through the Subdivision By-law, including sidewalks, bicycle lanes, trails, and multi-use pathways.

Accessibility Plan 2025-2028

MODY's Accessibility Plan outlines necessary steps to be taken by the Municipality to prevent and remove barriers for persons with disabilities, as directed by the Nova Scotia Accessibility Act (2017). The Accessibility Plan addresses five areas of focus including transportation and the built environment. Relevant actions related to the built environment that connect to the ATP include:

- Include, in the design of all new municipal active transportation projects, provision for crosswalks on public and municipal roads. Review and provision for crosswalks in the existing active transportation network.
- Sidewalks and curb cuts are improved and maintained, as soon as possible, to the standard outlined in Canadian Standards Association (CSA) B651-18, Accessible Design for the Built Environment.

Equity & Anti-Racism Plan 2025-2028

The Equity & Anti-Racism Plan sets out MODY's priorities to ensure that everyone in the community is treated with respect, fairness, and dignity as part of the Dismantling Racism and Hate Act adopted by the province in 2022. While equity is key to many aspects of active transportation, specific actions are identified in the plan that specifically relate to how transportation can contribute to a more equitable MODY, including:

- Advocate for improved local transportation options that are accessible and inclusive, particularly focusing on underserved and underrepresented communities within the Municipality and extending to major urban centres

Strategic Plan 2021-2025

The Strategic Plan identifies Council priorities to contribute to the community's vision, mission, and values. Four key strategic directions were identified around the Municipality's economy, people, stewardship, and governance. Active transportation is featured under actions related to supporting recreation and active living in MODY, including the following:

Year 1

- Completion of Lake Milo Active Transportation Plan.
- Revisit draft active transportation project scoring matrix for measurement and monitoring.

Year 2

- Rank possible active transportation projects.
- Identify links to existing active transportation paths.

Lake Milo Active Transportation Master Plan (2022)

The Lake Milo Active Transportation Master Plan provides an in-depth analysis of Trunk 1 from Prospect Street to Maple Hill Lane to identify possible active transportation infrastructure options for the route. This work builds on direction from the 2010 Active Transportation Master Plan to work closely with community members and stakeholders, understand operating characteristics, and recommend a preferred facility type for the route. The two options considered both integrated a multi-use pathway along the 1.25 km stretch, with an option also accommodating paved shoulders for bicycles within the right-of-way. Crossing improvements, including pedestrian-controlled beacons, at both ends of the segment were also included in both options.

Through further engagement and analysis, the design which included both a multi-use pathway and bicycles lanes was identified as the preferred option. Estimated costs for this option were $6.4 million in 2022, which will likely have increased over the following years.

Physical Activity Strategic Plan 2014-2019

MODY's Physical Activity Strategic Plan was a collaborative effort with the Town of Yarmouth and identified several specific infrastructure- and programming-related actions to support active transportation in both communities. These actions focused on improving awareness and education around the benefits of active transportation, opportunities for skills development, and road safety. Infrastructure-focused actions encourage the inclusion of bike racks in carpooling areas, and improving amenities along active transportation routes, including signage.

Integrated Community Sustainability Plan (2010)

The Integrated Community Sustainability Plan (ICSP) provides directions for the Municipality in its efforts to achieve environmental and community sustainability. Changes to the transportation system are included among the actions identified in the ICSP to mitigate greenhouse gas emissions from this sector and encourage health and active lifestyles. Developing active transportation connections is specifically supported to connect communities within MODY and to neighbouring jurisdictions.

Strategic Plan (2025-2029)

The Municipality of the District of Yarmouth Strategic Plan 2025–2029 includes several direct references to active transportation, indicating a clear commitment to its development and implementation.

Page 5 – Notable Achievements in the Previous Strategic Plan

- *Active Transportation Master Plan (85% complete).* This confirms that the Active Transportation Master Plan was initiated during the previous strategic planning period and was nearing completion.

Page 6 – Planning Context

- *"Major initiatives that are underway, but not yet complete, include… implementation activities related to the Active Transportation Master Plan. These will continue under the new plan and be completed early in the new mandate."*

This clearly states that completing and implementing the Active Transportation Master Plan is a priority for the current strategic plan.

Page 11 – Strategic Pillar: People

Under the "People" pillar, which focuses on community well-being:

- *Year 1 Action: Complete the Active Transportation Plan.*
- *Year 2 Action: Begin implementation of AT Master Plan as directed by Council.*

These actions confirm both the completion and the beginning of implementation of the Active Transportation Plan within the first two years of the strategic plan.

The Municipality of the District of Yarmouth's Strategic Plan for 2025–2029 also includes several additional references and commitments relevant to active transportation, both directly and indirectly:

- **Stewardship Pillar:** The plan emphasizes climate change adaptation and sustainable infrastructure, which aligns with active transportation goals such as reducing vehicle dependency and promoting walking and cycling.
- **People Pillar:** There is a focus on improving recreational facilities and fostering inclusivity, which supports the development of accessible active transportation routes.
- **Regional Collaboration:** The plan recognizes the importance of working with neighboring municipalities and stakeholders, which is crucial for creating connected active transportation networks.

Province of Nova Scotia

Built Environment Accessibility Standard

In 2025, the Government of Nova Scotia introduced the Built Environment Accessibility Standard to regulate accessibility in new or renovated buildings, public spaces, and other elements of the built environment, based on the Nova Scotia Accessibility Act. While these standards apply to various components of new infrastructure considered under the ATP, some of the applicable guidance includes defining needs for barrier-free paths of travel, tactile attention indicators, curb ramps, pedestrian control signals, and permanent and temporary sidewalks. These regulations will apply beginning in April 2026 and therefore will influence the design and implementation MODY's active transportation networks.

Connect2

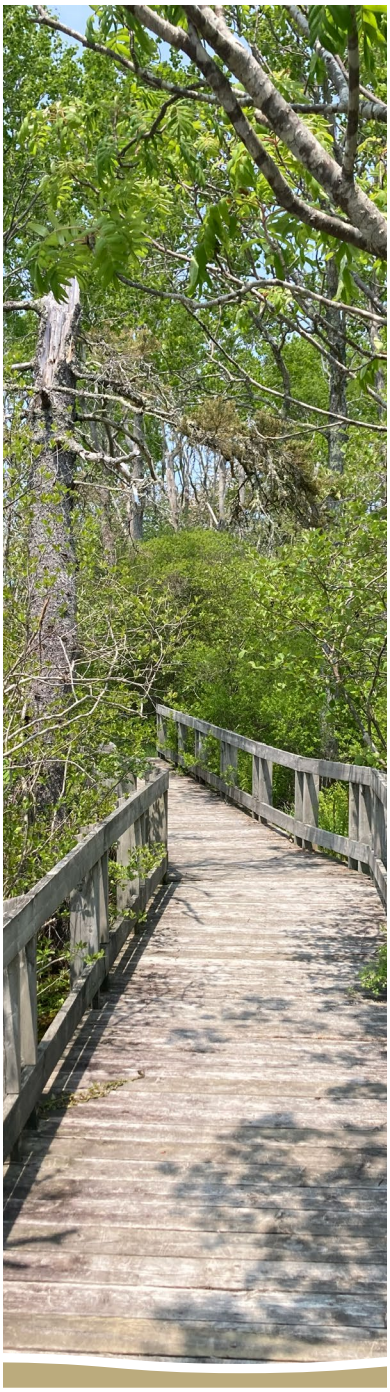
Nova Scotia's Department of Communities, Culture, Tourism, and Heritage offers the Connect2 grant program to support increased active transportation community initiatives for Nova Scotians. The program funds up to 75% of eligible project costs and has $400,000 of total funding allocated for 2025/26, with annual funding ranging between approximately $350,000 and $1.5 million since 2012. Eligible project categories are shown below:

- Active Transportation Infrastructure & Design (up to $100,000).
- Shared Mobility (up to $75,000).
- Capacity Building and Community Engagement (up to $50,000).

Bill 121

Bill No. 121 (2022), which would have been known as the Active Transportation Act, received first reading in 2022, but has not yet received further readings or royal assent. The bill that received first reading committed the Nova Scotia government to support active transportation plans for all municipalities and First Nations in the province, and to use the principles of equity, climate change reduction, and accessibility in active transportation planning.

The bill also committed Nova Scotia to completing a province-wide active transportation network by 2030, requiring funding starting in 2023. One component of the network would have been paved shoulders or separated bikeways included in all provincial paving projects.



Government of Canada

National Active Transportation Strategy (2021)

Canada has set a target to cut its GHG emissions by 40-45% below 2005 levels by 2030. To support this effort, Canada established a federal National Active Transportation Strategy and National Active Transportation Fund in 2021. These initiatives encourage and support investments in pathways and trails for cycling, walking, wheelchairs, e-bikes, and scooters to give everyone the opportunity to be active and access public transportation. The strategy ensures that communities of all sizes can incorporate active transportation through new partnership opportunities to help finance transformational infrastructure for communities with shovel-ready projects that meet the goals of making active transportation safe, comfortable, and connected.

The Active Transportation Fund (ATF) supported the National Active Transportation Strategy through a $400 million investment over five years to make travel by active transportation easier, safer, more convenient, and more enjoyable. The ATF invested in 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. The ATF was heavily oversubscribed, with $1.3 billion in applications, and the entire $400 million was fully allocated within two years instead of five as initially planned.

In December 2024, it was announced that the Active Transportation Fund was again accepting applications for the Capital Funding Steam only. The maximum funding amount available for each project was $5 million. INFC staff have indicated that there will be further intakes later in 2025 as well as regularly going forward.

Future Direction

Having established the core background for the Active Transportation Plan, we will now look forward to how the ATP will shape the future of active transportation in MODY. This includes defining the community's vision for active travel, various strategies to guide decision making on new active transportation infrastructure and programs, and the active transportation network that will provide opportunities for active transportation across the municipality.

Vision

A vision statement was developed based on key themes from community input and MODY's Mission and Values, as captured in the 2025-2029 Council Strategic Plan. This vision will guide the implementation of this plan and any investments that result from it, as described below:

In its commitment to support the well-being of citizens, the Municipality of the District of Yarmouth will, within its financial capacity, plan, implement and maintain an active transportation network and culture that is welcoming and accessible for residents and visitors.

Themes

Based on the conversations from community members and stakeholders throughout the development of the ATP, three key themes captured how the Municipality should pursue developing an active transportation network and culture in Yarmouth. The three themes are:

Collaborate

The **Collaborate** theme is focused on how MODY administration and Council will work with its partners in MODY, neighbouring communities, and other levels of government (particularly provincial and federal) to enhance active transportation opportunities and facilities in the municipality and region.

Connect

The **Connect** theme is focused on improving active transportation routes in MODY by creating safe and comfortable connections between key destinations that are accessible for everyone, year-round. This theme also encourages and supports community connections through regular, human scale interactions between MODY residents.

Enjoy

The **Enjoy** theme is focused on ensuring that using active transportation is a positive and enjoyable experience by making walking, wheeling, and cycling more common in MODY. This can be achieved through wayfinding, awareness, celebration, and promotion to support a growing culture around and support for active transportation.

Strategies

Each theme includes several interconnected strategies that will support expanding and improving active transportation in MODY. The following sections expand on each of themes and the various strategies captured under Collaborate, Connect, and Enjoy that will identify how MODY will approach active transportation development throughout the community.

Implementing each of the strategies will be guided by Council and further public engagement as the Plan process unfolds, each of which could include diverse actions that reflect the intent of the theme and strategy. To expand on how each of the strategies could be pursued by the Municipality a series of "Potential Action Areas" are identified as suggestions for the general intent of the strategies, including possible programs, initiatives, infrastructure, and collaborative opportunities.

Collaborate

The **Collaborate** theme is focused on how MODY administration and Council will work with its partners in MODY, neighbouring communities, and other levels of government (particularly provincial and federal) to enhance active transportation opportunities and facilities in the municipality and region.

Under the **Collaborate** theme, there are five (5) proposed strategies.

Strategy #1. Actively engage with community and municipal partners, along with the provincial and federal governments.

Potential Action Areas

- Engage in consistent dialogue on active transportation opportunities with NSPW, the Town of Yarmouth, Wasoqopa'q First Nation, and other levels of government to understand upcoming initiatives and projects and potential partnership opportunities.
- Seek community input on proposed active transportation projects to tailor new and improved facilities to local needs.
- Advocate for community-led active transportation initiatives alongside community organizations.

Strategy #2: Explore opportunities to include active transportation facilities in all road renewal, new development, and construction projects.

Potential Action Areas

- Work with NSPW and other agency partners to ensure high-quality active transportation standards are incorporated into all regional roadway projects.
- Incorporate active transportation facilities (including bike parking and end-of-trip facilities) as part of new infrastructure projects, along with other projects and developments.
- Follow complete street principles in all new development and road projects.
- Develop guidelines for the installation of public amenities through capital projects and developments.
- Update the Subdivision Bylaw to require sidewalks for new developments in specific contexts, such as more urban development, that align with best practices.

Strategy #3: Ensure active transportation best practices are incorporated into all plans, policies, and projects.

Potential Action Areas

- Ensure all MODY plans and policies support and encourage active transportation. This includes existing documents such as the Municipal Planning Strategy, Land Use By-law, Accessibility Plan, and related policies, along with future plans and policies adopted by the Municipality.
- Support higher density mixed use infill development that promotes and encourages active transportation.
- Ensure future population and employment areas are integrated with the existing and planned active transportation and transit network.

Strategy #4: Apply an intersectional, equity-focused lens to the planning, design, and implementation of active transportation facilities, programs, and polices to support equity-seeking groups as directed by and in consultation with the Diversity, Equity & Inclusion Advisory Committee and the Accessibility Advisory Committee.

Potential Action Areas

- Work with equity seeking groups, including newcomers to Canada, children, youth, seniors, and people with disabilities, to understand their key challenges with active transportation.
- Ensure accessibility best practices are considered for all new transportation infrastructure projects and facility upgrades, and that these follow projects and facilities follow standards identified under the Nova Scotia Accessibility Act and the Accessibility Plan for 2025-2028.
- Support the Diversity, Equity & Inclusion Advisory Committee and the Accessibility Advisory Committee in representing vulnerable and under-represented groups to identify their unique needs.
- When evaluating active transportation programs and infrastructure, prioritize improvements to those neighbourhoods with a high equity need through community engagement, data driven analysis, and ensuring that planning processes are inclusive and transparent.

Strategy #5: Support age friendly planning to meet the needs of both young and elderly community members.

Potential Action Areas

- Partner with Tri-County Regional Centre for Education (TCRCE) to provide bicycle education and training for students in elementary and secondary schools in MODY.
- Support Active and Safe Routes to School programs and initiatives. This can include School Travel Planning, creating Walking and/or Biking School Buses, targeted infrastructure improvements around schools, participation in active school travel promotion events such as walk to school month and bike to school week, and utilization of active travel modes for school activities.
- Support age friendly active transportation planning and design. This includes ensuring that sidewalks, crosswalks, and pathways are designed to be accessible, and incorporate features like curb cuts, tactile paving, longer crossing times, and adequate lighting. Regular assessments of the transportation systems should also be conducted to identify and address barriers to accessibility.

Connect

The **Connect** theme is focused on improving active transportation routes in MODY by creating safe and comfortable connections between key destinations that are accessible for everyone, year-round. This theme also encourages and supports community connections through regular, human scale interactions between MODY residents.

Under the Connect theme, there are four (4) proposed strategies.

Strategy #6: Develop an active transportation network that connects to key destinations throughout the municipality.

Potential Action Areas

- Enhance and improve existing pedestrian and cycling facilities throughout the municipality. This includes new lighting, pavement markings, seating, spot improvements, and other efforts to ensure active transportation facilities in MODY are comfortable and safe to use.
- Integrate active transportation connections into the Municipality's existing parks and trails.
- Implement new and upgrade existing trail connections in the Active Transportation Network Plan.
- Fill existing gaps in the pedestrian and cycling networks based on priority and identify and remedy major barriers in the pedestrian and cycling network - including (but not limited to) waterways and major roadways.
- Investigate opportunities within existing utility, railway, alleyways, and abandoned or underutilized road rights of way to develop new active transportation connections.
- Ensure future population and employment areas are integrated with the existing and planned active transportation network.
- Sustain dedicated funding programs to improve, maintain, and develop new pathways and trails, and to support community-led active transportation initiatives.

Strategy #7: Improve active transportation connections to neighbouring municipalities and regions.

Potential Action Areas

- Ensure future active transportation connections are included as part of any regional transportation planning, design, and construction projects.
- Coordinate with neighbouring communities to create and support an inter-municipal and inter-regional active transportation projects and seek opportunities for collaboration.
- Continue to support the Blue Route throughout the region and work with NSPW to re-map the route as improved cycling facilities become available.

Strategy #8: Provide more bicycle parking and end-of-trip facilities.

Potential Action Areas

- Ensure bicycle parking and end-of-trip facilities are provided at all MODY-owned and -operated facilities and at special events.
- Require bicycle parking and end-of-trip options throughout the Municipality through the Land Use Bylaw or other regulatory tools.

Strategy #9: Improve integration with other mobility options, including both active and motorized modes.

Potential Action Areas

- Provide vehicle parking near key active transportation and recreational facilities, such as parks and trails.
- Explore the feasibility of a public transit (bus) system to provide accessible and convenient connections throughout the region.

Enjoy

The Enjoy theme is focused on ensuring that using active transportation is a positive and enjoyable experience by making walking, wheeling, and cycling more common in MODY. This can be achieved through wayfinding, awareness, celebration, and promotion to support a growing culture around and support for active transportation.

Under the **Enjoy** theme, there are five (5) proposed strategies.

Strategy #10: Develop and support initiatives to encourage active transportation.

Potential Action Areas

- Create a permanent Active Transportation Committee of Council to advance active transportation programs and infrastructure.
- Allocate FTE time for Municipal staff to implement the Active Transportation Plan.
- Develop a central hub for active transportation at the MODY administrative offices with a network map and information kiosk, protected bicycle parking, and other active transportation amenities in the community.
- Report annually to Council and community members on the growth of the active transportation network as well as annual spending on active transportation.
- Support an E-Bike Awareness Event.
- Support programs that encourage adults to bicycle and promote road safety.
- Pursue partnerships with private operators to provide a public bike and/or e-bike sharing program.
- Create, update, and maintain a GIS map of the Municipality's active transportation network, including locations of amenities and features.
- Establish a Transportation Demand Management (TDM) program to work with local businesses to encourage employees to use sustainable modes of transportation.
- Lead by example to encourage and incentivize Municipal employees to walk or wheel to work.

Strategy #11: Celebrate and promote cycle tourism and other local and regional active tourism opportunities.

Potential Action Areas

- Support the expansion of a bicycle and walking tourism initiatives led by local businesses or non-profit organizations.
- Explore opportunities to promote experiential tourism activities that celebrate the region.
- Work with partners to develop engaging maps to promote active trips and key destinations.
- Participate in province-wide promotional campaigns for the Blue Route and other cycling-related initiatives.
- Work with Yarmouth & Acadian Shores Tourism Association (YASTA) to promote the use of active transportation for tourism and seasonal employees.

Strategy #12 Foster a culture of support and use of active transportation.

Potential Action Areas

- Collaborate with schools and businesses to promote active transportation as a safe, affordable, healthy, and fun means of transportation to and from school and work each day.
- Ensure a dedicated and stable annual funding is allocated to education, awareness, and encouragement - including road safety.
- Use pilot projects to trial and test active transportation initiatives.
- Celebrate the launch of new facilities and programs with the community.

Strategy #13: Improve the pedestrian and cycling experience.

Potential Action Areas

- Encourage experiential learning by incorporating interpretive signage, public art, and storytelling into and along active transportation facilities that highlights the Indigenous history of the land.
- Install public amenities including benches, street trees, lighting, drinking fountains, washrooms, and waste bins where appropriate along active transportation routes.
- Enhance the safety, accessibility, and visibility of intersections and crossings.
- Seek funding opportunities to support the installation of infrastructure that improves the safety and comfort of pedestrians and cyclists.
- Work with the Yarmouth & Area Chamber of Commerce, Western Region Enterprise Network, and other community partners to activate public spaces.
- Reduce pedestrian crossing distances by providing narrower roads and lanes. Consider curb extensions and/or median islands where feasible.
- Enhance and expand active transportation wayfinding and signage in areas with high pedestrian and cyclist activity.
- Provide landscaping in the right-of-way.
- Enhance visibility through lighting improvements along sidewalks, pathways, trails, and intersections where appropriate.
- Improve safety along active transportation facilities by improving visibility, sightlines, and access where appropriate.

Strategy #14: Maintain the active transportation network year-round.

Potential Action Areas

- Standardize maintenance practices and procedures for the active transportation network, including ice/snow removal on key active transportation routes.
- Design pedestrian and bicycle facilities to ensure proper drainage and snow removal and pursue alternate snow storage, where possible.
- Provide accessible detours for people walking and wheeling during construction and maintenance.

Active Transportation Network Facility Types

The proposed active transportation network for the Municipality of the District of Yarmouth aims to enhance and expand pedestrian facilities, multi-use pathways, bicycle routes, and trails. Achieving these improvements requires clear guidance for where and how to implement various types of active transportation facilities that fit MODY's needs and financial capacity. To guide the process, priorities have been set to focus on areas with the highest demand and greatest need—those that currently experience or have the potential to generate the most active trips.

The following section outlines the types of active transportation facilities that are included among the proposed active transportation network and projects outlined in subsequent sections.

Cycling Facilities

Selecting the appropriate active transportation facility is key to ensuring safety and convenience for cyclists. Key factors include motor vehicle speeds and volumes: higher speeds and traffic volumes require more separation and protection for cycling facilities. On streets with low traffic and speeds, separate facilities may not be needed, but measures to maintain low speeds and volumes may be necessary. **Figure 5** illustrates the range in comfort levels by facility type.

Other considerations include the connections to, and continuity of, adjacent facilities. Cycling facilities should be easily accessible and well-connected to key destinations such as residential areas, schools, workplaces, and recreational areas. Providing a comprehensive cycling network will encourage more people to choose cycling as a mode of transportation, leading to reduced traffic congestion, improved air quality, and encourage a healthy, active lifestyle for the residents of MODY.

Community engagement and feedback should also be considered in the facility selection process. Consulting with residents, cycling organizations, and other key stakeholders helps to understand their needs and preferences, ensuring that the chosen facility type aligns with the community's vision for cycling infrastructure.

Figure 5: Continuum of Bicycle Facilities

The risks associated with different facility types should also be carefully considered during the design process, as some facilities present a higher risk of injury. **Figure 6** illustrates the varying levels of injury risk associated with different types of facilities. It clearly shows that separating vulnerable road users from motor vehicle traffic significantly reduces the risk of injury for road users.

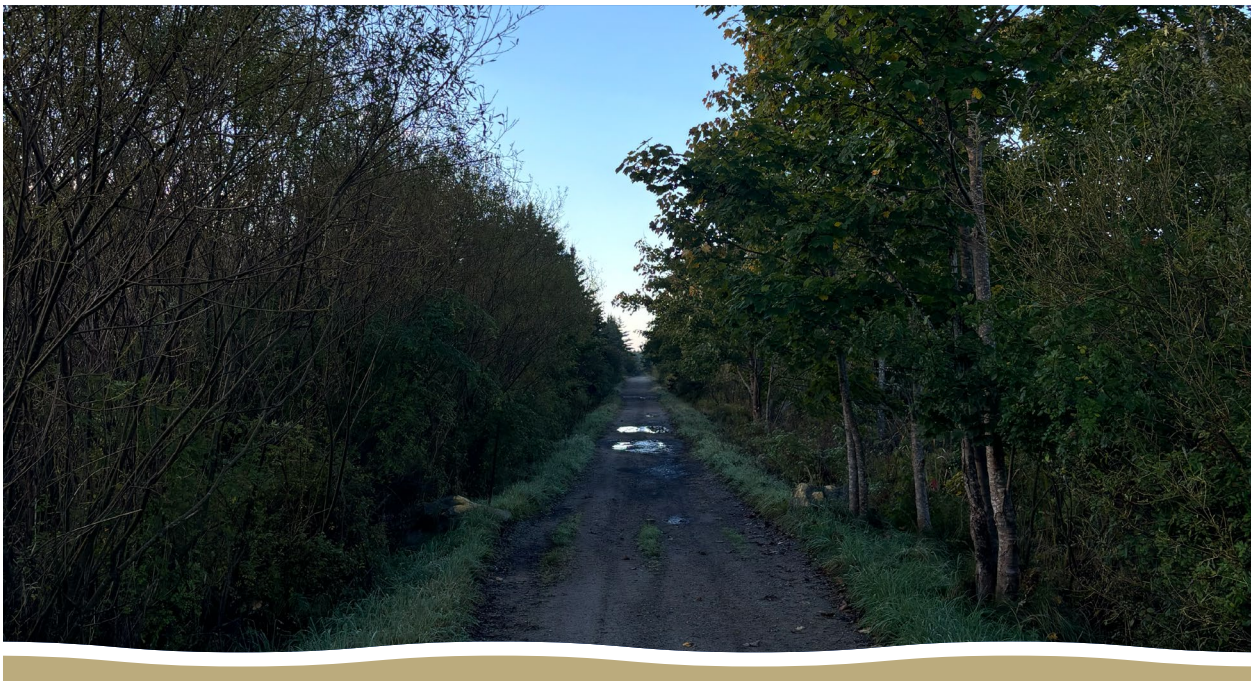
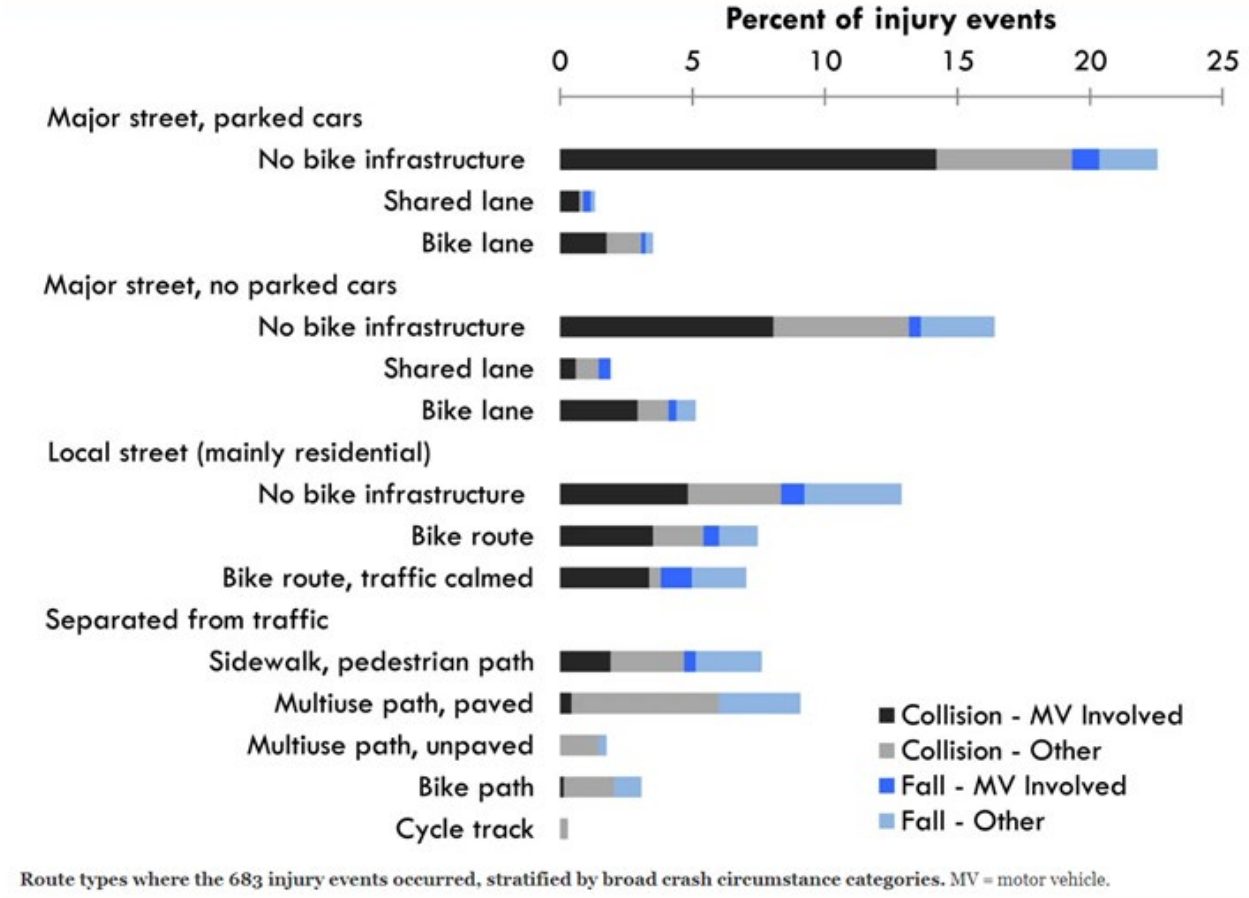


Figure 6: Injury events by facility type (Source: Teschke, K., Frendo, T., Shen, H. et al. Bicycling crash circumstances vary by route type: a cross-sectional analysis. BMC Public Health 14, 1205 (2014).



Route types where the 683 injury events occurred, stratified by broad crash circumstance categories. MV = motor vehicle.

Design Guidance

The Urban Systems project team acted as expert advisors for the Infrastructure Canada (INFC) funded *Cycling in Diverse Environments: A Supplement to The Canadian Bikeway Comfort and Safety Classification System Report* being developed by the Cities, Health & Active Transportation Research (CHATR) Lab at Simon Fraser University.

In 2019, the CHATR Lab developed the Canadian Bikeway Comfort and Safety (Can-BICS) classification system, with support from the Public Health Agency of Canada (PHAC). Can-BICS categorizes cycling infrastructure into five cycling facility types and three comfort classes. These facility categories and comfort classes are based on a review of professional cycling facility design guidelines and public health research on how different facility types affect road safety for cyclists and encourage cycling participation as shown in **Figure 7**.

The classes are as follows:

- **High Comfort Bikeways** include low stress routes, comfortable for most people. These include cycle tracks alongside busy roads, local street bikeways, and off-road bike paths that are paved.
- **Medium Comfort Bikeways** are low to medium stress routes which can be considered comfortable for some people such as multi-use pathways that are paved.
- **Low Comfort Bikeways** are high stress routes that are comfortable for few people such as painted bike lanes.

Certain facility types did not reach the standards of comfort and safety used in the Can-BICS classification system. These include signed-only local street shared roadways and major street shared lanes marked with sharrows (a road marking in the form of two inverted V-shapes). Although these routes may serve as connectors within designated pathways, they offer limited benefits in terms of comfort and safety, both real and perceived.

Table 3: Can-BICS Cycling Facilities for Small Towns, Rural, and Remote Communities

Street Class	Operational Context (14)	Motor Traffic Volumes and Speed	Cycling Facility
Local Street	Roads without lanes (undivided central traffic path) where motor traffic volumes and speeds are low. Primary function is adjacent land access.	Very low volume - Walking pace	Residential Shared Street[9,10] New route type for context of small towns, rural, and remote communities
		Low volume - Low speed	Local Street Bikeway
Collector Street	Two and three-lane roads with moderate motor traffic volumes and speed. Carries local trips within neighbourhoods and connects local streets to arterials.	Moderate volume and speed	Painted Bike Lanes
Arterial Street	Multi-lane roads with high motor traffic volumes and speeds. Primary mobility function. Carries municipal and regional trips.	High volume - High speed	Cycle Track or Multi-Use Path
N/A	Independent corridors away from roads.	N/A	Bike Path or Multi-Use Path[11]

9 Motor vehicle volumes subordinate to pedestrian and cylist volumes.
10 Heavy agricultural traffic (≥ 10 vehicles/peak hour) preclude use of residential shared roadways (p.34)(2).
11 Separate walking and cycling paths based on user volume and mix thresholds in Part IV.

The 2024 report aims to supplement the Can-BICS classification system by clarifying its application in small towns, rural, and remote communities. It also provides a high-level summary of cycling facilities by street class.

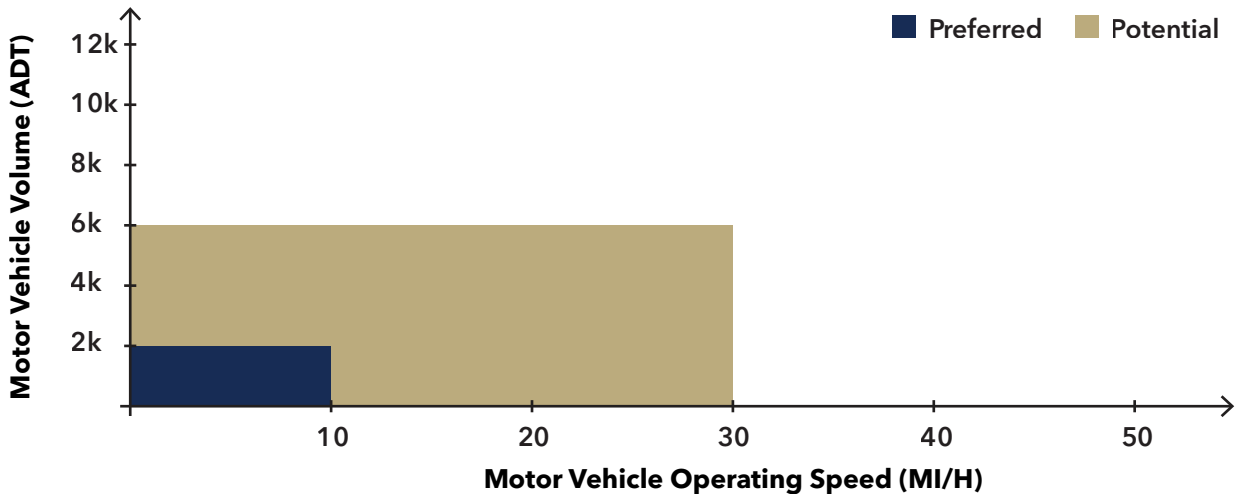
The Can-BICS update introduces a new facility type for small towns, rural, and remote communities: Residential Shared Streets. These are residential streets without curbs or sidewalks, designed with a narrow profile where people driving, cycling, and walking (including those using mobility aids) share the same space. Signage and pavement markings guide users, indicating that cyclists and pedestrians are the primary users, while cars are considered guests. Pavement materials may vary to distinguish road spaces, but the entire roadway remains accessible to all users. Features like staggered landscaping, street furniture (i.e. bollards, planters, bicycle racks), and on-street parking, when present, help limit motor vehicle flow and keep speeds at a walking pace (≤ 10 km/h). This facility type falls under the Neighbourhood Greenways category below.

Neighbourhood Greenways

Neighbourhood Greenways, also called neighbourhood bikeways or local street bikeways, are streets designed to prioritize and improve cycling and pedestrian travel. These greenways provide safe, convenient routes for cyclists and pedestrians while minimizing conflicts and risks from high motor vehicle traffic volumes and speeds. They are typically implemented on streets with low traffic volumes (<2,500 vehicles per day) and low speeds (<40 km/h) as demonstrated in **Table 4**. Additional paved surfaces may be required to provide sidewalk space for pedestrians.

Table 4: Preferred and Potential Vehicle Volumes and Speeds for Neighbourhood Bikeways (Source: FHWA Small Town and Rural Multi Modal Networks Design Guide)

	Traffic Volume	Traffic Speeds
Preferred Conditions	<1,500	≤30 km/h
Potential Conditions	1,500 - 3,000	30-40 km/h



Benefits

Benefits of Neighbourhood Greenway facilities include:

- Enhanced comfort for cyclists by lowering motor vehicle speeds and volumes.
- Improved conditions for pedestrians when implemented with sidewalks and enhanced pedestrian crossings.
- Improved quality of life for residents through calmer traffic and safer crossings.
- Local residential roads connected to commercial corridors and community services such as schools.
- May reduce the number of serious injuries through reduced travel speeds.
- Less visually impactful than separated facilities.

Design Considerations

Neighbourhood Greenways typically feature a combination of traffic calming measures and design elements to help create a comfortable and low-stress environment for cyclists. Some common features of Neighbourhood Greenways include:

Traffic Calming

- Speed tables and raised crosswalks to reduce motor vehicle speeds and create a safer environment for cyclists. **Figure 7** shows examples of these treatments in small town and rural contexts.

Figure 7: Examples of Traffic Calming. L: Speed table on a Rural Road, R: Raised crosswalk. (Photo credit: Small Town and Rural Design Guide)

Typical Cross Section

Neighbourhood greenways do not have typical cross-sections as these facilities are adaptable to fit within the existing roadway, and do not require any additional right of way.

Intersection Improvements

To enhance safety at intersections, neighbourhood bikeways may have traffic signals with bicycle-specific features, such as advanced stop lines or bike boxes (green painted areas at an intersection that provides a safe space for cyclists to wait at a red light). These features give cyclists priority and improve their visibility to motorists. Other intersection improvements include painted crosswalks, crosswalks with rectangular rapid flashing beacons (RRFBs), and pedestrian corridors, all of which improve pedestrian and cyclist safety at major intersections or crossing points. A separated facility with a half-signal to stop vehicle traffic while pedestrians and cyclists cross can be seen in **Figure 8**.

Figure 8: Signalized (half signal) bicycle and pedestrian crossing (Photo credit: Jamie Hilland, Urban Systems).

Wayfinding and Signage

Clear signage and wayfinding markers are often installed along neighbourhood bikeways to guide pedestrians and cyclists and indicate the preferred route. This helps cyclists navigate and connect to other cycling infrastructure or destinations. An example from the Blue Route is shown in **Figure 9**.

Figure 9: Wayfinding Signage (Photo credit: Halifax Regional Municipality).

Table 5: Cost, Comfort, AAA (All Ages and Abilities), Road Safety Rating for Neighbourhood Bikeways.

Cost (Low/Med/ High, per km)	**Level of Comfort** (Low/Med/ High)	**All Ages and Abilities** (Y/N)	**Road Safety Level** (Low/Med/High)
Low - $52.00 per km	Medium - (if vehicle speeds and volumes reduced to <1500 VPDs and average vehicle speeds <30 km/hr)	Yes – if vehicle volumes and speeds meet design targets	Medium – no physical separation between cyclists and vehicles

Multi-Use Facilities

Multi-use Pathways

A multi-use pathway refers to an off-street pathway that accommodates multiple modes of non-motorized transportation, such as pedestrians, cyclists, skaters, and joggers. These pathways provide a safe and convenient space for active transportation and recreation. Multi-use pathways are commonly found in a variety of different contexts including urban areas, parks, suburban neighbourhoods, and recreational areas.

Benefits

There are many benefits of Multi-Use Pathway facilities. These include:

- A dedicated facility for users of all ages and abilities.
- In some cases, access to areas that are otherwise only accessible via limited-access roadways.
- Non-motorized access to natural and recreational areas, providing greater opportunities and improved access to recreation across all socioeconomic backgrounds.
- In some cases, a shortcut between communities or neighbourhoods.
- Promotes tourism by providing convenient access to natural areas or offering an enjoyable recreational experience.
- Minimal footprint and can maintain a unique rural character.

Design Considerations

Key design considerations of multi-use pathways include:

Shared Space

- Multi-use pathways are designed to be shared by different user groups, allowing pedestrians, cyclists, and other non-motorized users to coexist in a single corridor. The pathways are wide enough to accommodate various modes of transportation comfortably.
- Best practice is to ensure sufficient width for marked, separated pedestrian and cycling facilities to reduce conflict and the risk of injury posed by multiple users operating at different speeds.

Surface and Width

- Multi-use pathways can be constructed using various materials, including asphalt, concrete, or compacted gravel, depending on the context and available budget.
- As shown in **Table 6**, multi-use pathways should be 3.0 m wide to allow for safe bi-directional travel, but an absolute minimum width of 2.0 m may be acceptable in constrained locations with a suitable buffer to the adjacent roadway. As such, a multi-use pathway requires a wider roadway to provide an accessible shoulder space. Additional details on geometric design are provided in subsequent sections.

Table 6: Multi-use Pathways Design Guidance, Facility Width

	Industry Standards	Notes
Multi-Use Pathway Width	Preferred: 3.0-4.5 m Minimum: 2.4 m	4.5 m width includes 3.0 m painted bikeway and 1.5 m painted walking path

***According to Nova Scotia Public Works' design guidelines, the recommended minimum width for a multi-use pathway (MUP) is 3.0 metres. This standard is intended to accommodate bi-directional use by pedestrians, cyclists, wheelchair users, and other non-motorized modes of transportation.*[12]

The guidelines also suggest that where possible, pathways should be wider than 3.0 metres to improve comfort and safety, especially in areas with higher usage or where multiple user types are expected. Additionally, separation from roadways—such as a boulevard or buffer zone—is encouraged to enhance safety.

12 https://novascotia.ca/tran/highways/standarplanspdfs/Highway%20Design/Design%20Guidelines/S-2009-201_Walking%20and%20Non%20Motorized%20Multi-Use%20Trail%20Treatments.pdf

Separation from Motor Vehicles

- One of the primary purposes of a multi-use pathway is to provide a safe and separated space away from motor vehicle traffic. They are often located away from roadways or have physical barriers, such as curbs or landscaping, to create a distinct separation from motorized vehicle lanes.

Signage and Markings

- Multi-use pathways typically have signage and markings to guide users and indicate appropriate usage. This can include signs indicating right-of-way, speed limits, directional arrows, and designated areas for specific activities and modes of travel.
- Context should be considered, since adding more striping and signage may disrupt the low-clutter aesthetic of a rural environment.

Accessibility

- Multi-use pathways are designed to be accessible to users of varying abilities. They often incorporate features such as tactile indicators to accommodate individuals with disabilities or mobility aids.

Amenities

- Along multi-use pathways, amenities may be provided to enhance user experience and convenience. These can include rest areas, benches, water fountains, bicycle racks, and lighting for safety during low-light conditions.

Geometric Design

The geometric design of multi-use use pathways should support the speed and volume of expected user types, as summarized in **Table 7**.

- A 3.0 m width is recommended in most situations and will be adequate for moderate to heavy use.
- A 0.6 m shoulder should be provided on each side of the path, kept clear of vertical elements or obstructions.
- 3.0 m is the minimum allowed for a two-way bicycle path and is only recommended for low traffic situations or for short lengths.
- 3.6–4.3 m is recommended for heavy use situations with high concentrations of multiple users.
- Wider paths are beneficial for accommodating maintenance vehicles, ensuring comfortable passing on steep grades, and providing additional operating space through curves in the pathway.

Table 7: Recommended Multi-Use Pathway Width Based on Anticipated User Volume and Mix

User Volume and Mix	Recommended Minimum Path Width
Low Volume / Low User Mix (less than 50 users in one direction per hour and minimum 75% cyclists, 25% pedestrians)	3.0 m
Low Volume / Heavy User Mix (less than 50 users in one direction per hour and minimum 50% cyclists, 50% pedestrians)	3.6 m
High Volume / Low User Mix (150 or more users in one direction per hour and 75% bicyclists, 25% pedestrians)	3.6–4.2 m

Vehicle Speeds and Volumes

Multi-use pathways operate in independent corridors and are fully separated from traffic. Facility provision is based on opportunity and connectivity rather than roadway context. In some cases, an independent corridor may offer similar connectivity and access to destinations such as a nearby roadway.

Markings

- **Striping:** Under most conditions, center line markings are not necessary, and path users will naturally keep right except to pass. On shared use paths with heavy peak hour and / or seasonal volumes, the use of a center line stripe may help delineate pathway traffic.
  - When striping is required, use a 10 cm broken yellow center line stripe with 10 cm solid white edge lines.
  - Solid center lines can be provided on tight or blind corners and on the approaches to roadway crossings.
  - Mark edge lines on paths expecting evening use.
- **Signs:** In a mixed user environment, yield etiquette signs may be used. Many communities have created customized signage to reflect local user groups and conditions. Bikes Yield to Peds (R9-6) signs may be used at the entrances of path segments to remind cyclists of the requirement to yield as shown in **Figure 11**.

Figure 10: Signs can clarify yielding rules in shared use environments and may be modified based on expected user types.

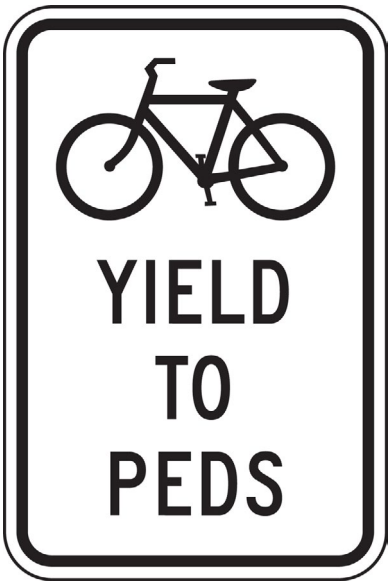


Figure 11: Multi-use Pathways.

Note: The pathway on the left is multi-use and not separated by mode, while the pathway on the right has a larger space and uses different materials to separate pedestrians and cyclists.

Trails

The Trans Canada Trail defines a "Trail" as: *a type of infrastructure that is purposefully designed and used for one or more recreation activities or for active transportation. To be recognized as a trail, it must be approved by the landowner, mapped and marked, as well as actively managed and maintained.*

Trails most often refer to pathways or routes that are designed and designated for recreational activities, outdoor exploration, or transportation on foot, bicycle, or other non-motorized means. Trails offer numerous benefits, including physical fitness, mental well-being, access to nature, environmental education, and recreational opportunities.

Trail Typologies

Trails can be found in a wide range of settings, including urban areas, parks, forests, valleys, and rural landscapes. They offer opportunities for people to connect with nature, engage in physical activity, and explore the outdoors. Trails vary in type; each designed for specific purposes or user groups. Common trail types include:

- **Hiking Trails:** These trails are primarily designed for pedestrians and hikers. They vary in difficulty, ranging from easy and well-groomed paths suitable for beginners to rugged and challenging routes for experienced hikers. Hiking trails often lead to scenic viewpoints, natural landmarks, or points of interest.
- **Biking Trails:** Biking trails are specifically designed for cyclists and mountain bikers. They can range from paved paths suitable for casual riders to single-track trails with technical features for more experienced riders. Biking trails may be found in parks, forests, or dedicated biking areas.
- **Multi-Use Trails:** Multi-use trails accommodate various activities and users, such as pedestrians, cyclists, and equestrians. These trails typically have wider paths to accommodate different modes of transportation and may include specific design features to ensure safe interactions among users.
- **Nature Trails:** Nature trails are designed to provide an educational and interpretive experience by highlighting the natural features, flora, and fauna of an area. They often have informative signage, observation points, or guided tours to enhance visitors' understanding and appreciation of the environment.
- **Urban Trails:** Found in urban areas, urban trails provide opportunities for pedestrians and cyclists to navigate through the Municipality, as well as connect parks, waterfronts, or neighbourhoods. These trails often promote active transportation and provide alternative routes for commuting or leisure activities.

Trans Canada Trail has also developed a "Recreation Setting Spectrum" to guide the selection of the appropriate facility type and development level based on the specific recreation setting shown in **Figure 12** below. Given the level of development and recreation setting that currently exists in MODY, most trails in MODY can be considered as either "Developed", "Frontcountry", or "Midcountry".

Figure 12: TCT "Recreation Setting Spectrum" for Trails

Pedestrian Facilities

Sidewalks

Sidewalks offer a designated, safe, comfortable, and accessible space for pedestrians. They are physically separated from the roadway by a curb or an unpaved buffer.

Characteristics

- Sidewalks are essential for pedestrian safety and comfort, especially in areas with mixed land uses or where roadways have high traffic volumes or speeds. Guidelines for traffic speed and context are shown in **Table 8**.
- Sidewalks are appropriate on all types of roadways where pedestrian activity is likely.
- Sidewalks are highly recommended in developed areas and can also serve short-distance travel between built-up zones. For example, they are useful along or near highways in rural areas, particularly near pedestrian-generating developments such as neighbourhoods, schools, and businesses.
- Sidewalks may not support a rural visual character when configured with curb and gutter and no landscaped separation.
- They require a moderate-width roadside environment to ensure adequate separation and space for the sidewalk outside the adjacent roadway as indicated in **Figure 13** and **Figure 14**.

Table 8: Preferred and Potential Vehicle Volumes and Speeds for Sidewalks

	Traffic Volume (vpd)	Traffic Speeds
Preferred Conditions	>2,000 (where speed 15-30 km/h) >0 (where speed >30 km/h)	> 15 km/h
Potential Conditions	All	<15 km/h

Figure 13: Pedestrian Facility Selection Decision Support Tool (Source: British Columbia Active Transportation Design Guide)

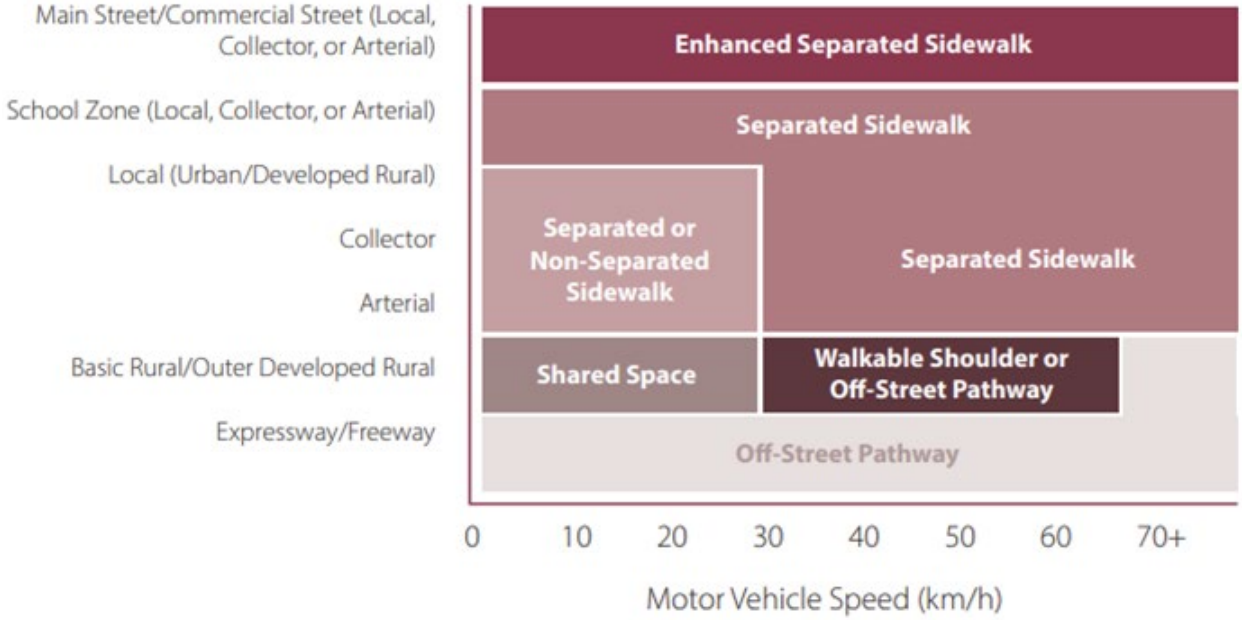


Figure 14: Sidewalks should be physically separated from the roadway by an unpaved buffer separation, barrier or curb edge. (Source: Small Town and Rural Design Guide)

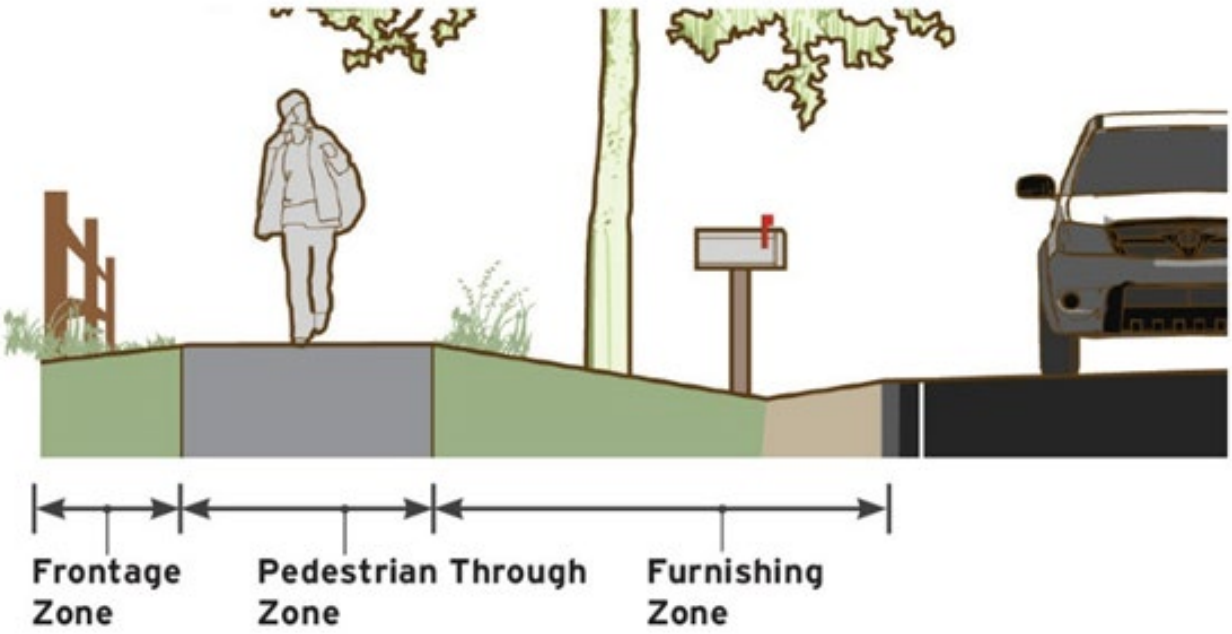


Figure 15: Sidewalk in MODY – South Ohio

Benefits

- A dedicated place within the public right-of-way for pedestrians to safely travel.
- Reduces collisions with pedestrians in rural areas and instances where pedestrians may be involved in "walking along roadway" crashes.
- May notably increase levels of walking in areas with high traffic speeds and/or volumes.

Design Considerations

Per the *Built Environment Accessibility Standard Regulations*[13] established through the *Accessibility Act*, sidewalks must meet the following design criteria established directly in the regulations or in supplementary guidance, such as the Geometric Design Guide for Canadian Roads prepared by the Transportation Association of Canada.

Key design considerations include the following:

Width

- The preferred width for a sidewalk is 2.0 m. In constrained locations, a minimum width of 1.8 m may be considered.
- A boulevard of a minimum 1.2 m should be included between the sidewalk and the road to buffer pedestrians from traffic and provide space for snow storage.
- Street furniture, signage, banners, flowerpots, waste receptacles and any other objects placed on sidewalks must not obstruct a barrier-free path of travel.

13 Province of Nova Scotia (2024). Built Environment Accessibility Standard Regulations. Retrieved from: https://novascotia.ca/accessibility/built-environment/built-environment-accessibility-standard-regulations-en.pdf

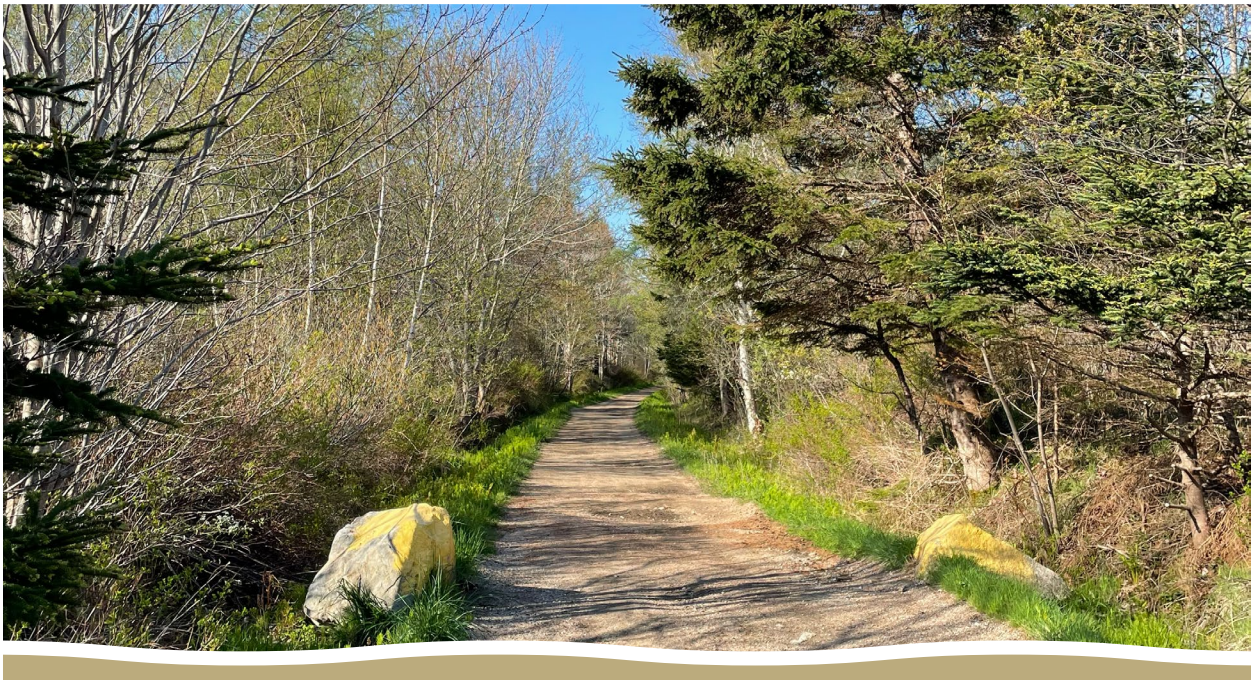
Surface

- Sidewalk surfaces should be concrete to provide a durable and slip-resistant walking surface.

Curb Ramps

Per the Nova Scotia *Built Environment Accessibility Standard Regulations*[14] established through the *Accessibility Act*, curb ramps must meet the following design criteria:

- A newly installed curb ramp must align with the direction of travel and meet all of the following requirements:
    - Have a clear width of at least 1200 mm, exclusive of any flared sides.
    - Have a running slope ratio of no less than 1:15 (6.66%) and no more than 1:10 (10%).
    - Have a cross slope ratio of no more than 1:50.
    - Have flared sides that have a slope with a ratio of no more than 1:10, measured parallel to the curb line.
    - If it is located at a pedestrian crossing, it must have tactile attention indicators that meet all of the following requirements:
        - They must be no less than 600 mm and no more than 650 mm in depth.
        - They must extend across the full width of the curb ramp.
        - They must be set back no less than 300 mm and no more than 350 mm from the curb edge.



14 Province of Nova Scotia (2024). Built Environment Accessibility Standard Regulations. Retrieved from: https://novascotia.ca/accessibility/built-environment/built-environment-accessibility-standard-regulations-en.pdf

Crossings

Providing that well-designed, context-sensitive crossings accompany pedestrian and multi-use facilities is critical to ensuring safe travel throughout an active transportation user's trip. Whether at major or minor intersections with roads, other active transportation facilities, or other areas of conflict, crosswalks will enhance the experience of active transportation throughout MODY.

Design Considerations

Location

- Legal crosswalks often exist at all intersections, whether marked or not. A crosswalk at an intersection is defined as the extension of the sidewalk across the intersection.
- Unmarked crosswalks include lane markings, stop lines, yield lines, or other traffic control markings placed outside the unmarked crosswalk area. A crosswalk can only exist at a midblock location is if it is properly marked.
- Marked crosswalks are placed at intersections or midblock crossings based on professional assessment and should not be used indiscriminately.
- Minor crossings of local streets may be unmarked.

Width

- The minimum width for a marked crosswalk is 1.8 m.

Marking & Visibility

- For better visibility, the best crosswalk marking for areas without traffic control or in the middle of blocks is the high visibility "continental" pattern. Continental crosswalk markings use thick, longitudinal striping oriented parallel to the approaching travel lanes to increase the visibility of pedestrian crossings for both pedestrians and motorists. Motorists are warned to expect pedestrian crossings while approaching the intersection and to stop for crossing pedestrians because these pavement markings can be detected sooner than traditional parallel line crosswalk markings. When placed away from vehicle tire tracks, these markings can last much longer than traditional line crosswalks.
- Use of transverse line crosswalk markings (solid white lines that run in the direction of pedestrian travel to mark the crosswalk's edges) should be limited to signalized intersections, or crossings of side streets controlled by stop signs.
- Rapid Rectangular Flashing Beacons (RRFBs) have gained significant popularity due to their affordability, solar-powered capability for installation in various locations, and their proven effectiveness in significantly improving vehicular stop compliance rates.

Accessibility

To adhere to the Nova Scotia *Built Environment Accessibility Standard Regulations*[15] established through the *Accessibility Act*, pedestrian crossings must meet the following design criteria:

- Any pedestrian-activated signals, such as RRFBs, must meet accessibility standards per TAC Guidelines in *Manual of Uniform Traffic Control Devices for Canada*.
- Pedestrian crossings shall be located per the *Canadian Standards Association's Accessible Design for the Built Environment*[16]:
    - Limit exposure to vehicular traffic by following a line that is perpendicular to the vehicular route being crossed.
    - Be fully outside all motor vehicle and cycling lanes of the parallel roadway.
    - In the case of refuge island and medians, where possible, have all components in a single continuous lateral alignment.
    - Have curb ramps or blended transitions:
        - Lead people directly into the crossing area designated for pedestrian use.
        - Be located at the side of the crosswalk furthest from the parallel vehicular roadway.

15 Province of Nova Scotia (2024). Built Environment Accessibility Standard Regulations. Retrieved from: https://novascotia.ca/accessibility/built-environment/built-environment-accessibility-standard-regulations-en.pdf

16 Canadian Standards Association (2018). Accessible Design for the Built Environment. Retrieved from https://www.csagroup.org/wp-content/uploads/B651-18EN.pdf?srsltid=AfmBOopsyNXuNvBo4ArzVX4JS7DQ8m4M7y2AMwuruFsdHz-RPNhxWpw-L

School Travel Planning

During community, stakeholder, and council consultation sessions, many comments centred around providing more opportunities for students in the community to travel to and from school via walking, cycling, or other active modes such as scooter. Community members regularly mentioned the need to provide safer, separated facilities to encourage active school travel. Working with the Tri-County Regional Centre for Education, MODY should explore opportunities to develop School Travel Plans for the 10 schools across the municipality, working collaboratively to identify a variety of improvements that will support more people (especially children and youth) to walk, bike, and roll to school.

School Travel Planning (STP) is a collaborative, evidence-based approach aimed at increasing the number of students who use active and sustainable modes of transportation—such as walking, cycling, and scootering—to get to and from school. It addresses traffic safety concerns, promotes physical activity, and reduces environmental impacts associated with car-dependent school travel.

Goals of School Travel Planning

- Improve safety around school zones by reducing traffic congestion.
- Promote health through increased physical activity.
- Support sustainability by encouraging low-emission travel modes.
- Foster community engagement through inclusive planning processes.

School Travel Planning brings together school administrators, municipal planners, public health officials, parents, and students to:

- Assess current travel patterns and safety issues.
- Engage stakeholders in identifying barriers and opportunities.
- Develop action plans tailored to each school's context.
- Implement and monitor strategies such as infrastructure improvements, education campaigns, and route mapping.

While School Travel Planning is a national framework, several communities in Nova Scotia have participated in pilot projects and feasibility studies. These initiatives have helped local schools:

- Create safer walking and biking routes.
- Reduce reliance on car travel.
- Build community support for active transportation.
- Create encouragement programs – including walking school bus programs, cycling and pedestrian safety programs.

Key benefits of School Travel Planning include:

- Improved Health - More daily physical activity for children.
- Increased Safety - Fewer cars near schools, improved crossings, separated pedestrian and cycling facilities.
- Environment - Lower emissions and improved air quality.
- Equity - Inclusive planning that considers diverse needs and barriers.

Typical school travel planning action plans focus on the five "Es" summarized below:

- **Engineering –** Make physical improvements to the built environment to improve conditions for students and families travelling on foot, bicycle, or other active modes with a focus on the immediate school neighbourhood, high use routes, and school grounds themselves.
- **Education –** Build the skills and confidence needed to safely and confidently walk or wheel to and from school, change perceptions of active school travel, and support programs to improve safety and reduce conflicts between transportation modes.
- **Encouragement –** Support ongoing participation in active school travel by promoting walking and wheeling to students and families as a fun, easy, practical and inclusive way to travel to and from school. This could include hosting special events, school contests, incentive programs, or school projects.
- **Enforcement –** Increased awareness and compliance with existing traffic laws, parking regulations, and drop off/pick up guidelines, with a focus on the immediate vicinity around the school and school property itself. Efforts could include working with local law enforcement to visit schools, attend events, monitor activity and build relationships with the community.
- **Evaluation –** Collect data and user insights to understand the school neighborhood travel context, identify appropriate approaches and initiatives, monitor any changes in travel patterns, as well as evaluate the impact of existing AST initiatives to determine their efficacy.
- **Equity –** Seek to ensure that all active school travel initiatives in MODY benefit all regional demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for all students of diverse family, cultural, socio-economic backgrounds, abilities, and identities.

Many of the same best practices for active transportation design similarly apply to infrastructure to support safe active travel to schools, so this design guidance should be consulted once infrastructure issues have been identified through the School Travel Planning process.

Active Transportation Network Plan

MODY's recommended active transportation network complements and enhances existing active transportation facilities throughout the municipality, while also seeking out opportunities to expand local access to active transportation throughout the Municipality's seven (7) districts. The 17 recommended active transportation projects are organized in three general categories related to the MODY's jurisdiction over each project:

Projects MODY Can Lead

Active transportation improvements that will be led by MODY to enhance walking, cycling, and/or rolling through the municipality.

Projects Requiring Partnerships or Collaboration

Active transportation improvements where MODY can play a key role in advocating for the needed walking, cycling, and/or rolling infrastructure to be implemented or where collaboration with other partners, notably Nova Scotia Public Works (NSPW), will be required.

Projects Requiring Collaboration

Active transportation improvements that MODY does not have jurisdiction or purview over, but will explore opportunities to support through advocacy, financial assistance, staff resources, or other needs as Council deems appropriate.

The projects that make up the Active Transportation Network were identified by community members and stakeholders as part of the public and stakeholder engagement process. Each project was evaluated based on feasibility, community benefits, integration with the existing active transportation network, and community demand within each of MODY's districts. Each project is described in greater detail in this section, including recommended improvements to support future implementation, which will inform project design and funding needs.

The Active Transportation Network will expand walking, cycling, and multi-use infrastructure to fill in key gaps in the existing network to reach important community destinations, improve road safety, and allow for local opportunities to access active transportation where infrastructure may currently be lacking. Encouraging walking and rolling by building out the recommended network will help, support improved community health and social connections, promote tourism, and encourage collaboration between partners.

Approximate Total Network Length: 50.44 kms

Recommended Facility Types: Neighbourhood Greenways, Multi-Use Paths, Trails, Sidewalks

Projects MODY Can Lead

Based on input from community, stakeholder, and council engagement, a series of active transportation projects to enhance walking, rolling, and cycling in the community have been proposed. These include projects that MODY itself can lead itself (as these projects are located on MODY owned or maintained property), as well as other initiatives (listed in other sections below) that MODY can support in collaboration with local, regional, and provincial partners.

In this section, we will identify projects that the Municipality of the District of Yarmouth can undertake with limited oversight or input from other levels of government, although it is strongly recommended that local organizations should be informed and consulted about these projects when and where appropriate and feasible.

Project #1: Carleton Triangle Improvements

Project Extent: The Carleton Triangle is an existing sidewalk facility located alongside Highway 340, Highway 203, and Carleton Triangle Road to form a loop around the Carleton Consolidate School, as well as the residential properties in the area. As one of the relatively few areas in District 1 with a separated pedestrian facility, the triangle is frequently used for local recreation and school outings.

Proposed improvements: The proposed improvements along the Carleton Triangle could be implemented across multiple phases. The first phase could focus on improving user experience through new amenities such as expanded lighting or seating areas, while the second phase could provide more extensive improvements through a widening the width of the facility itself and ensuring a continuous, even surface.

Key Connections: Connections to the Carleton Consolidated School and on-site recreational amenities at the school, along with local commercial opportunities at Carleton Country Outfitters. No current or planned external active transportation connections.

*A significant portion of this cost is lighting, as based upon existing design guidance, a light should be installed every 50 metres – meaning around 20 lights should be installed as part of pathway improvements. With an estimated cost of $30,00 per light, this results in the cost estimate above.

Project #1 at a Glance

District: 1

Corridor Length:
1.0 km

Recommended Facility Types:
Sidewalk

Class D (-20% to +30%) Cost Estimate:
Phase 1 $891,000
Phase 2 $346,000 Total $1,237,000*

Timeframe / Priority:
Short Term
(0-2 Years)

Figure 16: Carleton Triangle Proposed Improvements Area.

Figure 17: Carleton Triangle Existing Condition

Figure 18: Carleton Triangle Improvements - 30% Design

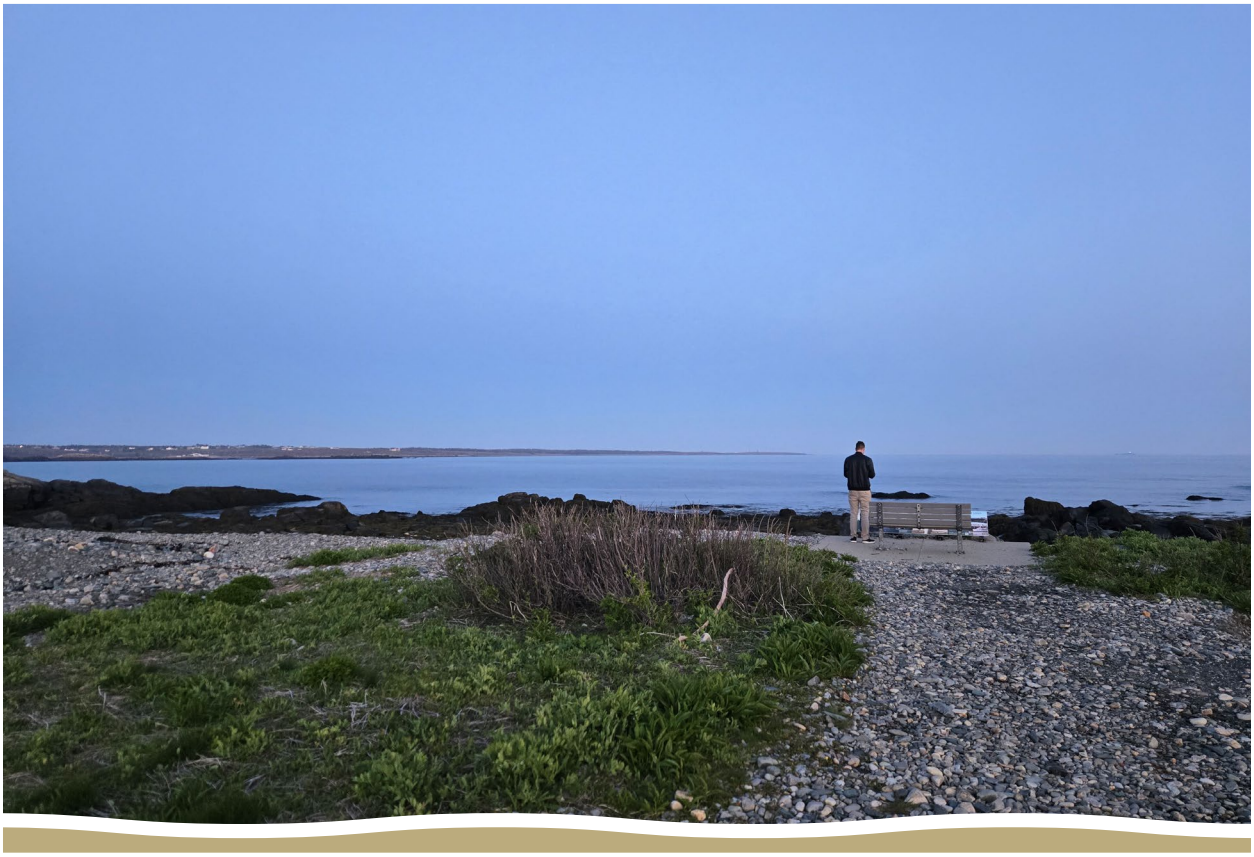


Table 9: Carleton Triangle Proposed Improvements - Class D Cost Estimate

Item	Description	Quantity	Units	Cost	Ext. Cost
Phase 1					
1.0 General					
1.1	Site Mobilization & General Conditions	1	allow	$10,000.00	$10,000.00
1.2	Demolition				-
1.3	a. Asphalt Removal	0	sq.m	$20.00	-
1.4	Rough Grading	0	sq.m	$220.00	-
1.5	Drainage				-
	a. Relocate and Replace Existing Culvert	0	each	$14,000.00	-
	b. Install Catch basins	0	each	$10,000.00	-
				Subtotal	**$10,000.00**
2.0 Roadworks					
2.1	Pathway				
	a. Granular Base (150mm)	0	sq.m	$40.00	-
	b. Granular Sub Base (200mm)	0	sq.m	$45.00	-
	c. Asphalt (75mm)	0	sq.m	$60.00	-
2.2	Driveway				-
	c. Asphalt (75mm)	0	sq.m	$60.00	-
2.3	Asphalt Gutter	0	sq.m	$60.00	-
2.4	Concrete Sidewalks	0	sq.m	$160.00	-
				Subtotal	**-**
3.0 Miscellaneous					
3.1	Painted Crosswalk	0	allow	$6,000.00	-
3.2	Tactile Plates	0	each	$750.00	-
3.3	Signs	0	each	$1,000.00	-
3.4	Top Soil and Sod	0	sq.m	$25.00	-
3.5	Seating Area	5	each	$10,000.00	$50,000.00
3.6	Lighting	20	each	$30,000.00	$600,000.00
				Subtotal	**$650,000.00**

Item	Description	Quantity	Units	Cost	Ext. Cost
Phase 2					
1.0 General					
1.1	Site Mobilization & General Conditions	1	allow	$10,000.00	$10,000.00
1.2	Demolition				-
1.3	a. Asphalt Removal	1500	sq.m	$20.00	$30,000.00
1.4	Rough Grading	0	sq.m	$220.00	-
1.5	Drainage				-
	a. Relocate and Replace Existing Culvert	0	each	$14,000.00	-
	b. Install Catch basins	0	each	$10,000.00	-
				Subtotal	**$40,000.00**
2.0 Roadworks					
2.1	Pathway				
	a. Granular Base (150mm)	500	sq.m	$40.00	$20,000.00
	b. Granular Sub Base (200mm)	500	sq.m	$45.00	$22,500.00
	c. Asphalt (75mm)	2000	sq.m	$60.00	$120,000.00
2.2	Driveway				-
	c. Asphalt (75mm)	0	sq.m	$60.00	-
2.3	Asphalt Gutter	0	sq.m	$60.00	-
2.4	Concrete Sidewalks	0	sq.m	$160.00	-
				Subtotal	**$162,500.00**
3.0 Miscellaneous					
3.1	Painted Crosswalk	3	allow	$6,000.00	$18,000.00
3.2	Tactile Plates	6	each	$750.00	$4,500.00
3.3	Signs	6	each	$1,000.00	$6,000.00
3.4	Top Soil and Sod	1000	sq.m	$25.00	$25,000.00
3.5	Seating Area	0	each	$10,000.00	-
3.6	Lighting	0	each	$30,000.00	-
				Subtotal	**$53,500.00**
				Total	**$256,000.00**
				30% Cont	**$76,800.00**
				5% GST	**$12,800.00**
				Total	**$345,600.00**
				Grand Total	**$1,236,600.00**

Project #2: Tkipok Trail Improvements Area

Project extent: The trail starts in the southwest corner of the Arcadia School parking lot and takes approximately 15-20 minutes for an able-bodied person to walk. It offers a few fitness stations throughout with interpretive signage of the flora and fauna of the salt marsh as well as historical and cultural information with Mi'kmaq translations. Two (2) boardwalk areas provide lookout views of the salt marsh located to the west of the trail and two (2) elevated arbour areas provide views of the surrounding area to the east. The trail terminates behind the Arcadia School which leads to a granular surface road, back to the parking lot.

Project #2 at a Glance

District: 2

Corridor Length:
1 km loop

Recommended Facility Types:
Trail

Timeframe / Priority:
Short Term
(0-2 Years)

Proposed improvements:

- **Entrance signage:** Explore opportunities for new entrance signage that can be seen from both approaching directions. Consider utilizing local Indigenous artists and including Indigenous languages on signage.
- **Parking lot:** Upgrades to existing parking lot, including new post and chain fencing (or rock boulders) to delineate parking areas, accessible parking spaces and signage (2-3 designated spots at 3.4m x 6.1m size), regrade for low spots with poor drainage, add site furnishings (i.e. picnic tables, waste and recycling receptacles, bike racks). Sign area for bus lay-by parking for large groups such as tours or school groups.
- **General trail improvements:** addressing steep slopes (greater than 5%), filling in low spots / drainage rills, improve drainage (low and wash out areas), consider compacted crushed granite throughout the trail at 2m wide for accessibility, and widen sections of the trail that are less than 2m wide.
- **Additional trail recommendations:** Add compacted crushed granular surface area at rest spots for wheelchair accessibility, and repair or replace damaged benches, log stump seating, etc.
- **Lookout areas:** Repair and replacement of decking and railings in boardwalk areas (addition of mid rail to provide added safety), opportunity for additional interpretive signs at lookout areas, add bumper railings to wood bridges crossing drainage swales or culverts, clear vegetation to maintain lookout area views, and repair or replace arbour posts that are missing as well as built in wood bench seating.
- **Interpretive signage:** Repair or replace signs that are missing, faded, or the foundations are damaged.
- **Additional signage considerations:** Wayfinding signage at key decision points to inform trail users of the level of difficulty (i.e., Non-accessible, stairs, steep slopes, etc.).

- **Stairs and site features:** Consider increasing the depth of stair treads and add additional railings for support. Site features such as climbing logs and balance beams – repair or replace (i.e., balance beam is damaged, a few seating log stumps need replacing).
- **Accessibility:** Provide additional railings where trail edge borders steep slopes. Consider an alternate exit from the trail. Currently it ends in a very steep slope (switchback) and behind the Arcadia School (Crime Prevention Through Environmental Design or CPTED issues of safety here). The trail informally ends on the gravel service road to the parking lot.
- **User experience:** Enhance signage and lookoff areas to improve the trail experience for all users. Provide anchored bike parking as more bike usage likely with extension of airport trail multi-use pathway.

Key Connections: Existing sidewalk in Arcadia, with connections to Airport Stretch (Project no.9)

Class D (-20% to +30%) Cost Estimate: Costs can vary considerably depending on the level and type of improvements. For example, at the lower end of investment would include things like drainage repairs, trail surface top-up, and repairs to interpretive signage, railings, benches, arbour, etc. This could be in the range of $80,000 - $100,000. At the higher end of investment additional upgrades would include new signage and site furnishings, parking lot upgrades, accessibility upgrades, etc. This could be in the range of $600,000 - $800,000.

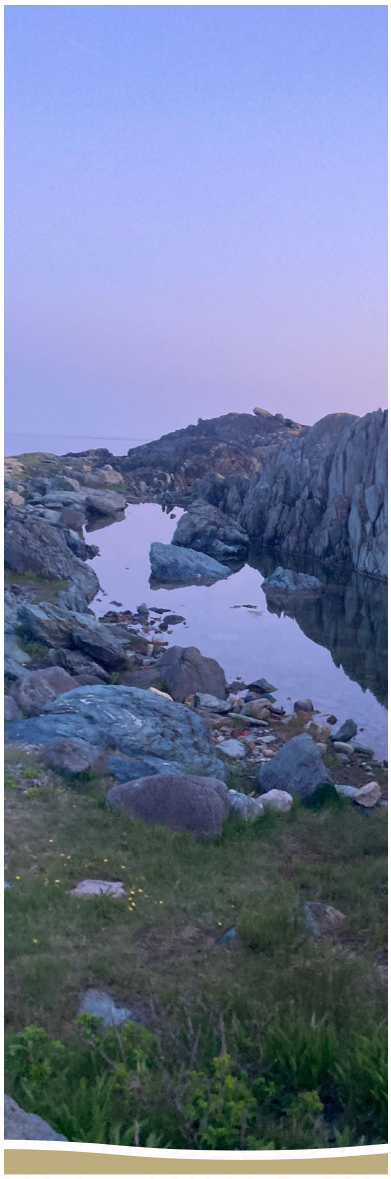


Figure 19: Tkipok Trail Proposed Improvements Area

Figure 20: Tkipok Trail Existing Conditions

Figure 21: Tkipok Triangle Proposed Improvements - 30% Design

Project #3: South Ohio Trail Connection

Project Extent: Ohio Station Road from Hwy 340 to the Yarmouth County Rail Trail.

Proposed Improvements: Explore opportunities to formalize the connection between the existing sidewalk along Hwy 340 and the Yarmouth County Rail Trail by designating Ohio Station Road as a shared street for use by pedestrians and cyclists, as well as the installation of a Multi-Use pathway at the eastern end of the corridor. This designation could include signage to denote the shared space, a maximum speed of 30 km/hr, as well as signage to direct users to and from the Yarmouth County Rail Trail. Given the existing narrow width of the laneway and very low vehicle volumes, additional traffic calming measures (such as speed tables and bump outs to narrow the lanes) are not recommended.

Key Connections: Yarmouth County Rail Trail, existing sidewalk facilities in South Ohio alongside Highway 340, Gas station and convenience store.

Project #3 at a Glance

District: 3

Corridor Length: 140 metres

Recommended Facility Types: Neighbourhood Greenway/Multi-Use Pathway

Class D (-20% to +30%) Cost Estimate: $38,000

Timeframe / Priority: Medium Term (2-5 years)

Figure 22: South Ohio Trail Connection Proposed Improvements Area

Figure 23: South Ohio Trail Connection Existing Conditions

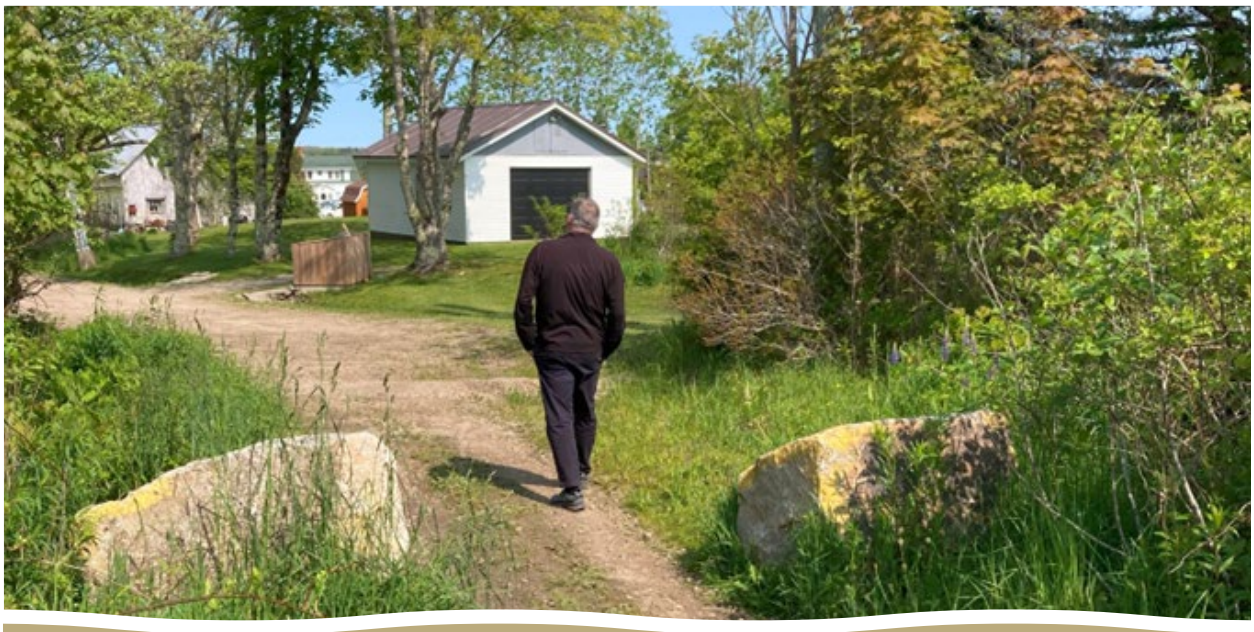


Figure 24: South Ohio Trail Connection Proposed Improvements - 30% Design

Table 10: South Ohio Trail Connection Proposed Improvements - Class D Cost Estimate

Item	Description	Quantity	Units	Cost	Ext. Cost
Phase 1					
1.0 General					
1.1	Site Mobilization & General Conditions	1	allow	$10,000.00	$10,000.00
1.2	Demolition				
1.3	a. Asphalt Removal	0	sq.m	$20.00	-
1.4	Rough Grading	0	sq.m	$220.00	-
1.5	Drainage				-
	a. Relocate and Replace Existing Culvert	0	each	$14,000.00	-
	b. Install Catch basins	0	each	$10,000.00	-
				Subtotal	**$10,000.00**
2.0 Roadworks					
2.1	Pathway				
	a. Granular Base (150mm)	90	sq.m	$40.00	$3,600.00
	b. Granular Sub Base (200mm)	90	sq.m	$45.00	$4,050.00
	c. Asphalt (75mm)	0	sq.m	$60.00	-
2.2	Driveway				-
	c. Asphalt (75mm)	0	sq.m	$60.00	-
2.3	Asphalt Gutter	0	sq.m	$60.00	-
2.4	Concrete Sidewalks	0	sq.m	$160.00	-
				Subtotal	**$7,650.00**
3.0 Miscellaneous					
3.1	Painted Crosswalk	0	allow	$6,000.00	-
3.2	Tactile Plates	0	each	$750.00	-
3.3	Signs	2	each	$1,000.00	$2,000.00
3.4	Top Soil and Sod	0	sq.m	$25.00	-
3.5	Benches	1	each	$5,000.00	$5,000.00
3.6	Bollards	3	each	$1,000.00	$3,000.00
				Subtotal	**$10,000.00**
				Total	**$27,650.00**
				30% Cont	**$8,295.00**
				5% GST	**$1,382.50**
				Total	**$37,327.50**

Project #4: Sandford Walking Loop

Project Extent: Access to Sandford draw bridge, Drawbridge Road.

Proposed Improvements: Create a walking loop for visitors seeking to access and enjoy the Sandford Draw Bridge. While being primarily led by local community groups, MODY will support wayfinding improvements and/or the creation of a pathway to access the Sandford drawbridge. Improvements include signage, parking space, and resurfacing the access to the draw bridge Given the existing narrow width of drawbridge road and low vehicle volumes, additional traffic calming measures (such as speed tables and bump outs to narrow the lanes) are not recommended.

Key Connections: Sandford draw bridge, Sandford wharf.

Project #4 at a Glance

District: 4

Corridor Length: 200 metres

Recommended Facility Types: Multi-use Path

Class D (-20% to +30%) Cost Estimate: $68,000

Timeframe / Priority: Long Term (5-10 years)

Figure 25: Sanford Walking Loop Proposed Improvements Area

Figure 26: Sanford Walking Loop - Existing Conditions

Figure 27: Sanford Walking Loop Proposed Improvements - 30% Design

Table 11: Sanford Walking Loop Proposed Improvements – Class D Cost Estimate

Item	Description	Quantity	Units	Cost	Ext. Cost
Phase 1					
1.0 General					
1.1	Site Mobilization & General Conditions	1	allow	$10,000.00	$10,000.00
1.2	Demolition				
1.3	a. Asphalt Removal	0	sq.m	$20.00	-
1.4	Rough Grading	0	sq.m	$220.00	-
1.5	Drainage				
	a. Relocate and Replace Existing Culvert	0	each	$14,000.00	-
	b. Install Catch basins	0	each	$10,000.00	-
				Subtotal	**$10,000.00**
2.0 Roadworks					
2.1	Pathway				
	a. Granular Base (150mm)	230	sq.m	$40.00	$9,200.00
	b. Granular Sub Base (200mm)	230	sq.m	$45.00	$10,350.00
	c. Asphalt (75mm)	230	sq.m	$60.00	$13,800.00
2.2	Driveway				-
	c. Asphalt (75mm)	0	sq.m	$60.00	-
2.3	Asphalt Gutter	0	sq.m	$60.00	-
2.4	Concrete Sidewalks	0	sq.m	$160.00	
				Subtotal	**$33,350.00**
3.0 Miscellaneous					
3.1	Painted Crosswalk	0	allow	$6,000.00	-
3.2	Tactile Plates	0	each	$750.00	-
3.3	Signs	2	each	$1,000.00	$2,000.00
3.4	Top Soil and Sod	0	sq.m	$25.00	-
3.5	Benches	1	each	$5,000.00	$5,000.00
				Subtotal	$7,000.00
				Total	**$50,350.00**
				30% Cont	**$15,105.00**
				5% GST	**$2,517.50**
				Total	**$67,972.50**

Project #5: Park Drive - Rail Trail Connection

Project Extent: An existing, informal trail connection currently connects the Park Drive subdivision in Dayton to the Yarmouth County Rail Trail, providing direct access for residents and recreational users to Lake Milo, commercial uses along Trunk 1, and the Town of Yarmouth.

Municipal land around a stormwater retention pond supports this public connection to the rail trail, which also allows for outings from Meadowfields School looking to have a low stress route while avoiding busy roads without active transportation facilities – such as New Road to the north.

Proposed Improvements: Formalize the trail connection from Park Drive to the Yarmouth County Rail Trail to support local access. This could include improved surfaces, slope (no more than 5% grade to ensure an accessible facility), and signage, along with amenities such as seating areas.

Key Connections: Yarmouth County Rail Trail

Figure 28: Park Drive Rail Trail Connection Proposed Improvements Area

Project #5 at a Glance

District: 5

Corridor Length: 75 metres

Recommended Facility Types: Multi-Use Path

Class D (-20% to +30%) Cost Estimate: $59,000

Timeframe / Priority: Medium Term (2-5 years)

Figure 29: Park Drive Rail Trail Connection Existing Conditions

Figure 30: Park Drive Rail Trail Connection Proposed Improvements - 30% Design

Table 12: Park Drive Rail Trail Connection Proposed Improvements – Class D Cost Estimate

Item	Description	Quantity	Units	Cost	Ext. Cost
Phase 1					
1.0 General					
1.1	Site Mobilization & General Conditions	1	allow	$10,000.00	$10,000.00
1.2	Demolition				
1.3	a. Asphalt Removal	0	sq.m	$20.00	-
1.4	Rough Grading	30	sq.m	$220.00	$6,600.00
1.5	Drainage				
	a. Relocate and Replace Existing Culvert	0	each	$14,000.00	-
	b. Install Catch basins	0	each	$10,000.00	-
				Subtotal	**$16,600.00**
2.0 Roadworks					
2.1	Pathway				
	a. Granular Base (150mm)	230	sq.m	$40.00	$9,200.00
	b. Granular Sub Base (200mm)	230	sq.m	$45.00	$10,350.00
	c. Asphalt (75mm)	0	sq.m	$60.00	-
2.2	Driveway				-
	c. Asphalt (75mm)	0	sq.m	$60.00	-
2.3	Asphalt Gutter	0	sq.m	$60.00	-
2.4	Concrete Sidewalks	0	sq.m	$160.00	-
				Subtotal	**$19,550.00**
3.0 Miscellaneous					
3.1	Painted Crosswalk	0	allow	$6,000.00	-
3.2	Tactile Plates	0	each	$750.00	-
3.3	Signs	2	each	$1,000.00	$2,000.00
3.4	Top Soil and Sod	0	sq.m	$25.00	-
3.5	Benches	1	each	$5,000.00	$5,000.00
				Subtotal	**$7,000.00**
				Total	**$43,150.00**
				30% Cont	**$12,945.00**
				5% GST	**$2,157.50**
				Total	**$58,252.50**

Project #6: Rockville Trail Improvements

Project Extent: An unpaved (gravel) pedestrian facility exists at this location, running from the east side of Chebogue Road (across from 1833 Chebogue Road) to the southeast alongside Chebogue Road (continuing along the east side of the roadway) until ending in front of 1510 Chebogue Road. The existing length of this pathway is approximately 1650 metres.

Proposed Improvements: Reflecting regional and locally focused community engagement, facility improvements have been identified for this corridor to create a hard surface (paved) pathway. A 90% design has been completed for this corridor, and this can be found in **Appendix A**. It should be noted that any facility upgrades (even resurfacing) would trigger a design review by NSPW as this pathway is within their right of way. Initial conversations with NSPW on improvements to this facility have revealed that their design standards have significantly changed since 2011 when this project was first approved. As such, significant portions of the existing trail would have to be moved back from the edge of the roadway to accommodate current minimum setback standards. This realignment would necessitate utility relocations, easements to be negotiated due to the new alignment being located on private property, as well as slope upgrades and /or stormwater infrastructure to ensure proper drainage patterns and avoid washouts. As a result of this required realignment due to new design standards, the costs to upgrade this facility would be significant.

Key Connections: Residential properties in Kelly's Cove area.

Figure 31: Rockville Trail Improvements

Project #6 at a Glance

District: 7

Corridor Length: 1,650 metres

Recommended Facility Types: Multi-Use Path

Class D (-20% to +30%) Cost Estimate: $997,000

Timeframe / Priority: Long Term (5-10 years)

Figure 32: Rockville Trail Connection Existing Conditions

Project #7: Yarmouth County Rail Trail Improvements

Project Extent: Exact locations and upgrades will be decided through further consultation and evaluation to focus efforts on the highest and best use of available resources. Actions could include upgraded speed limit and wayfinding signage, providing improved crossings at high-traffic intersections, or working to improve trail surface for all user groups. Uneven surfaces, loose and deep gravel, as well as ORV speeds were noted as challenges for residents and visitors seeking to utilize the trail for cycling and walking.

Proposed Improvements: In collaboration with community groups, especially the Yarmouth County Trail Development Association, support upgrades to the Yarmouth County Rail Trail to provide a suitable active transportation facility throughout the community. Given the significant extent of this trail throughout MODY (approximately 87 kilometres), careful consideration should be given to how, when, and where improvements should be made to ensure the best use of existing resources.

Project #7 at a Glance

District: 1, 2, 3, 5, 7

Corridor Length: 42 km

Recommended Facility Types: Multi-use Path

Class D (-20% to +30%) Cost Estimate: TBD – Depending on improvements pursued

Timeframe / Priority: Short Term (0-2 Years)

Recommended upgrades include:

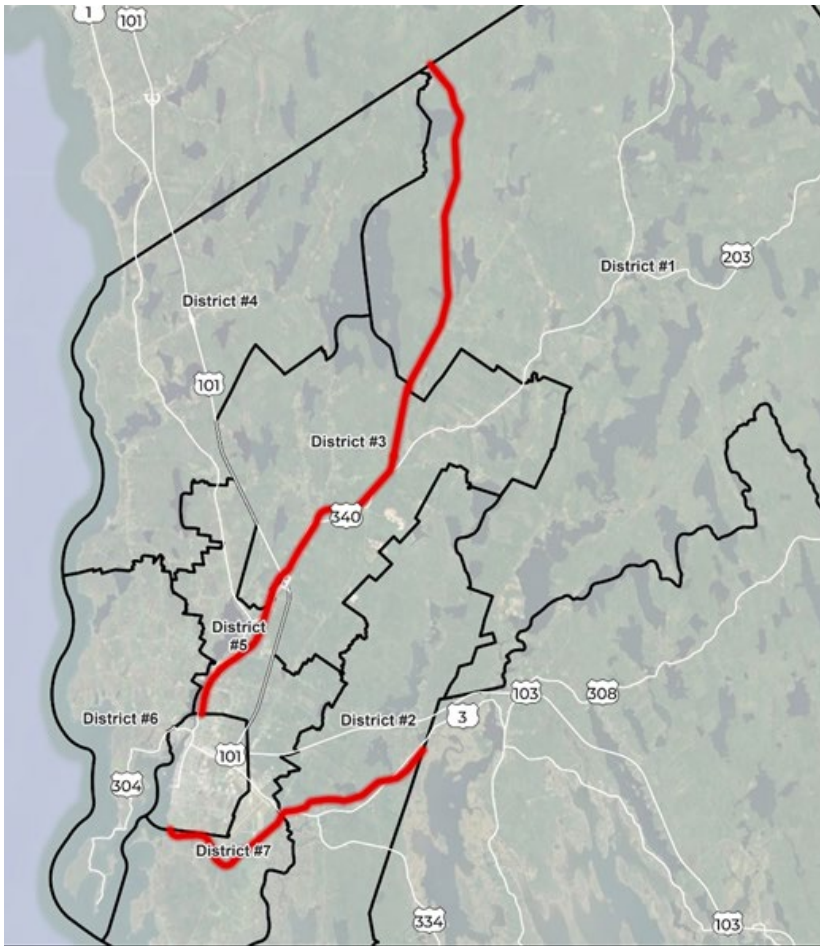
- Address sections of the trail at highway crossings. This could include signage improvements to increase the visibility and awareness of crossings to motorists. Based upon potential use and vehicle speeds/volumes, possible locations for improvements include:
  - Highway 340 - South Ohio
  - Highway 340 - Hebron
  - Trunk 3 at Chebogue Rd (could be part of Airport Stretch improvements)
  - Greenville Road
  - New Road
  - Prospect Road
  - Chebogue Road
  - Highway 340 at 680 NS-340
  - Trunk 3 at Egypt Road
  - Existing signage example:
- Address low spots and drainage issues as well as consider an alternate surface material such as asphalt or compacted granular surface (currently the trail is frequently sandy, dusty, and can wash out during high volumes of rain).

Figure 34: Yarmouth County Rail Trail Improvements Existing Conditions

- Repair or replace bench seating nodes, add interpretive signage, and consider waste and recycling receptacles.
- Additional seating nodes that allow for larger groups (such as school groups) would benefit the trail and its user experience.
- Regular trail maintenance to ensure a 2m minimum pathway is maintained, free of vegetation.
- In addition, the trail would benefit from wayfinding and trail signage to let users know the level of difficulty and site conditions along the trail.

Key Connections: Various intersecting active transportation facilities around the Yarmouth County Rail Trail and nearby community, employment, and commercial destinations across MODY.

Figure 33: Yarmouth County Rail Trail Proposed Improvements Area



Projects Requiring Partnerships or Collaboration

The following projects are active transportation improvements where MODY can play a key role in advocating for the needed walking, cycling, and/or rolling infrastructure to be implemented OR where collaboration with other partners, notably Nova Scotia Public Works (NSPW), will be required. The three (3) projects listed below fall under this category.

Project #8: Lake Milo Stretch

Project Extent: The Lake Milo Stretch extends along Trunk 1 from Prospect Street (Town of Yarmouth boundary) to Maple Hill Lane along the shores of Lake Milo. Currently, there are no active transportation facilities along this high-volume route, which connects Hebron and Dayton to the Town of Yarmouth.

Proposed Improvements: This project would implement multi-use active transportation improvements along the Milo Stretch to support safe cycling, walking, and rolling along Trunk 1 in partnership with the Province of Nova Scotia. This should also include new or upgraded active transportation crossings at important intersections like Prospect Street and the entrance to Villa St. Joseph-du-Lac, along with the potential for mid-block crossings to support access to residential properties.

Key Connections: Connections to active transportation network in Town of Yarmouth

*MODY recently applied to the Capital Funding Stream of the National Active Transportation Funding Program for this project. The municipality applied for $4,416,000 in funding from the Federal government, meaning that is this application were successful, the applicant share would be $2,944,000.

Project #5 at a Glance

District: 5

Corridor Length: 1,250 metres

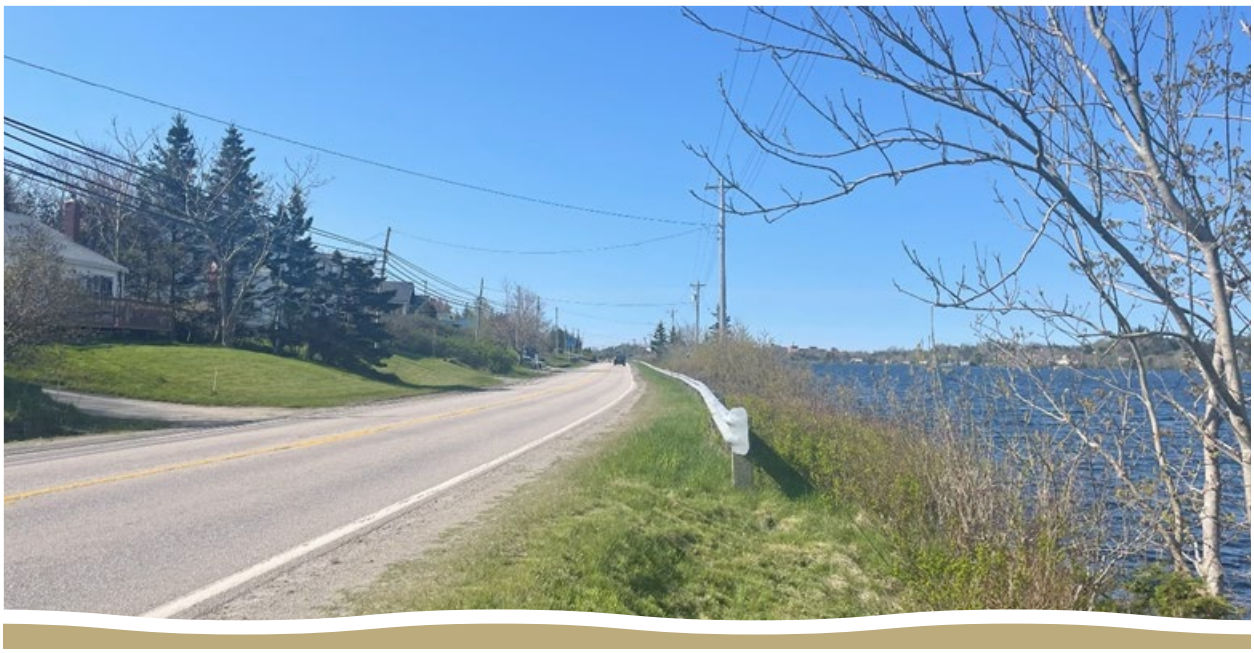
Recommended Facility Types: Multi-Use Path

Class D (-20% to +30%) Cost Estimate: $7,360,000*

Timeframe / Priority: Medium Term (2-5 years)

Figure 35: Lake Milo Stretch Proposed Improvements Area

Figure 36: Lake Milo Stretch Existing Conditions



Project #9: Airport Stretch

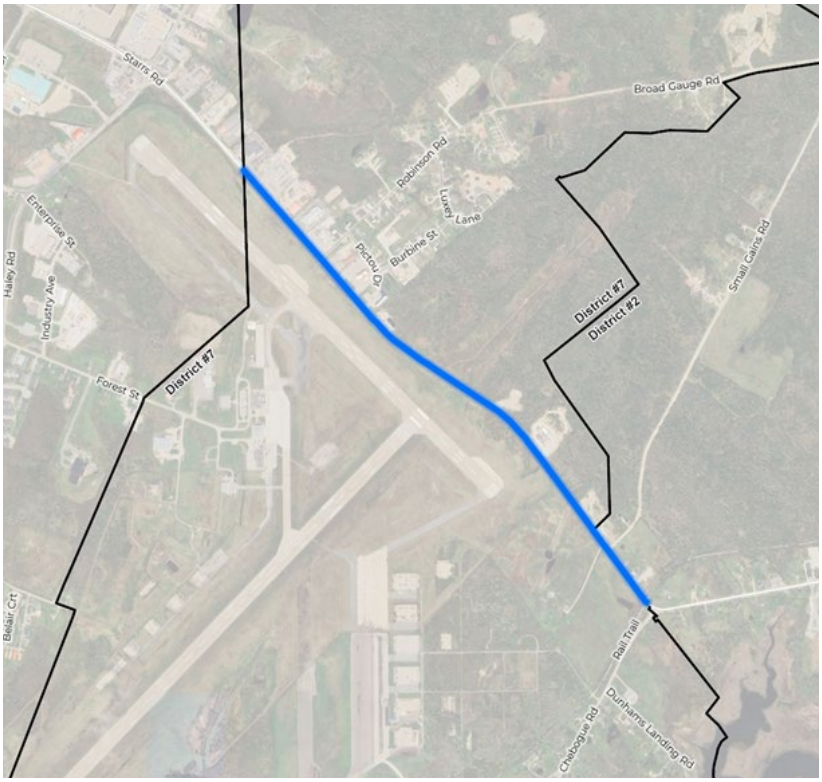
Project Extent: Along the north-east side of Trunk 3/Starrs Road between the boundary of the Town of Yarmouth (located approximately between 164 and166 Starrs Road) and Chebogue Road.

Proposed improvements: Develop a multi-use active transportation connection along Trunk 3 between the Town of Yarmouth boundary and Chebogue Road as part of NSPW-led road renewal project. Collaboration between the project partners will be essential to ensure that coordination on project delivery, cost sharing opportunities, and collective goal setting occurs early during the project.

Key Connections: This pathway would connect to the existing sidewalk in Arcadia, Wasoqopa'q First Nation, and the broader active transportation network in the Town of Yarmouth, along with numerous businesses along the highway.

*This estimate includes $1.2 million in pathway costs as well as $900,000 for sections of the corridor that require culvert installation and additional fill.

Figure 37: Airport Stretch Proposed Improvements Area



Project #9 at a Glance

District: 2, 7

Corridor Length: 1,870 metres

Recommended Facility Types: Multi-Use Path

Class D (-20% to +30%) Cost Estimate: $2.1 million*

Timeframe / Priority: Short Term (1-2 Years)

Figure 38: Airport Stretch Existing Conditions

Project #10: Cape Forchu Active Transportation Improvements

Project Extent: Future improvements to cycling connections to Cape Forchu will be considered depending on the outcome of federally funded initiatives to protect Highway 304 from sea-level rise and flooding. Given traffic volumes and the constrained right-of-way, creative solutions may be required to ensure safe and comfortable experiences for cyclists.

Proposed improvements: Due to the existing constrained right of way (ROW), with shoreline on one of both sides for much of the corridor, potential design options are limited. However, depending on the changes made to the ROW through potential initiatives to protect this area from sea level rise, options could include traffic calming to reduce vehicle speeds, paved shoulders to provide a designated space for cyclists, or a multi-use path to facilitate pedestrian and cycling access to this historical site.

Key Connections: Sidewalks along Main Shore Road

Project #10 at a Glance

District: 6

Corridor Length: TBD

Recommended Facility Types: Multi-Use Path

Class D (-20% to +30%) Cost Estimate: $2.1 million*

Timeframe / Priority: Short Term (1-2 Years)

Figure 39: Cape Forchu Existing Conditions

Project #11: Port Maitland Beach Connection

Project Extent: Under provincial jurisdiction, MODY will work with NSPW to advocate for traffic speeds and volumes along Main Shore Road to support active travel between Port Maitland Beach and Trunk 1. This connection would allow for safe connections from the core of Port Maitland to a popular local and regional destination at the beach. The existing right-of-way is severely constrained by the abutting properties, so separated facilities are likely unrealistic in this context. Therefore, creating safe shared spaces with low vehicle speeds and volumes, similar to a neighbourhood greenway should be prioritized.

Key Connections: Existing sidewalk facilities in Port Maitland (Trunk 1)

Figure 40: Port Maitland Beach Connection Proposed Improvements Area

Project #11 at a Glance

District: 4

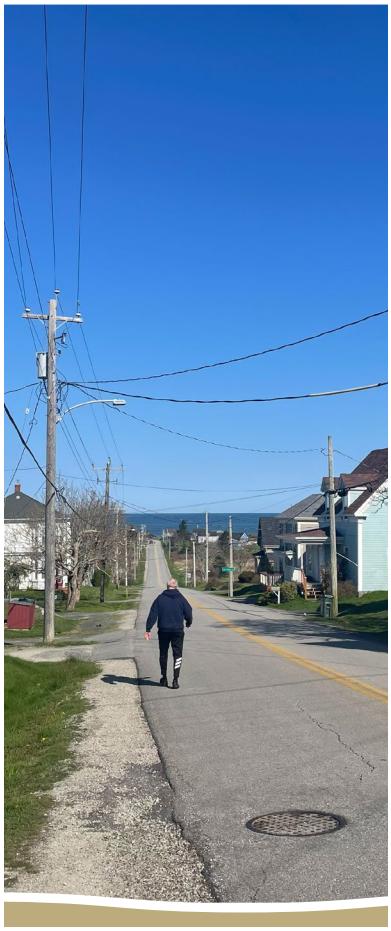
Corridor Length: 700 metres

Recommended Facility Types: Neighbourhood Greenway

Class D (-20% to +30%) Cost Estimate: $28,000

Timeframe / Priority: Medium Term (2-5 years)

Figure 41: Port Maitland Existing Conditions



Projects Requiring Collaboration

The following projects are active transportation improvements that MODY does not have jurisdiction or purview over, but will explore opportunities to support through advocacy, financial assistance, staff resources, or other needs as Council deems appropriate. The seven (7) projects listed below have been identified for ongoing collaboration to support active transportation. This could include engaging with community groups or the provincial government to share local experiences and collaborate on possible solutions to enhance active transportation access, safety, and/or experiences.

Project #12: Greenville Community Hall Trail

Project Extent: Located on private land, MODY will support a community-led trail connection between the Greenville Community Centre, the Greenville Church, and the Greenville Cemetery. This could include grant opportunities directly from the Municipality or supporting the community with external grant submissions to fund and maintain the trail facility.

A walking audit of this area was conducted in 2024 by Nova Scotia Walks (part of Hike Nova Scotia), and the following recommendations were made from this audit:

- Signs are posted but some are too high up.
- Speed limit is excessive and makes it very unsafe.
- Shoulders of the road are uneven and too narrow to walk on and means walking takes place on the road (unsafe).
- Community is very dangerous. Nearly got hit a few times - we need shoulders!
- Speed limit is too high - needs to be 60km, and most vehicles appear to be going 100 km/hr through the community. Sidewalks are necessary are as there is no place to walk.

Key Connections: No current or planned active transportation connections.

Project #12 at a Glance

District: 2

Corridor Length: To be determined by community design

Recommended Facility Types: Trail

Class D (-20% to +30%) Cost Estimate: N/A

Timeframe / Priority: Short Term (0-2 years)

Figure 42: Greenville Community Hall Trail Proposed Improvements Area

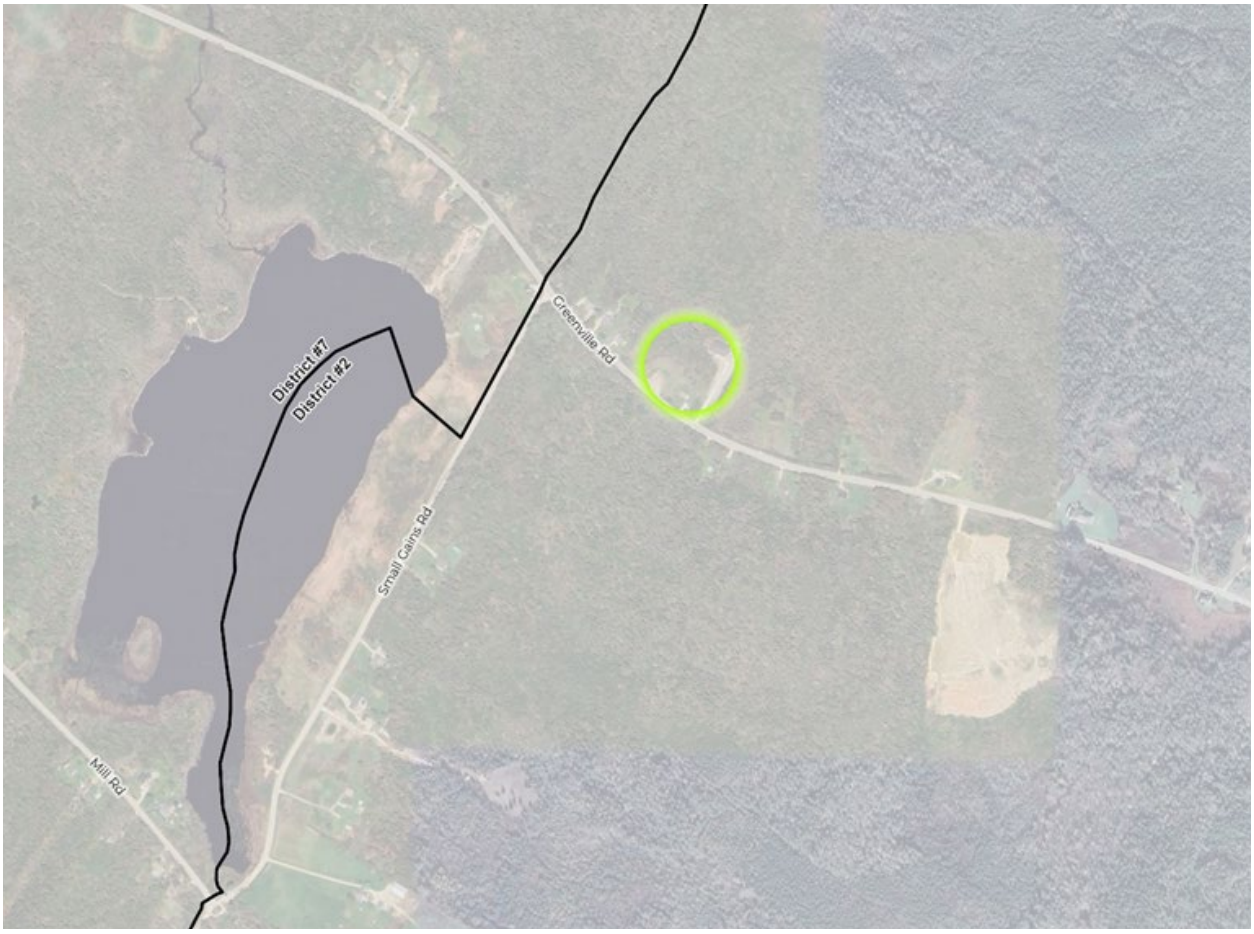


Figure 43: Greenville Community Hall Trail Existing Conditions

Project #13: Ellenwood Provincial Park

Project Extent: Under provincial jurisdiction, MODY will advocate for improvements at Ellenwood Provincial Park to support year-round recreational use with the Department of Natural Resources. Improvements to active transportation options in the park will be decided in collaboration with local organizations, such as the Friends of Ellenwood Park, and the provincial government. This could include developing new trails, increasing the availability of amenities, and/or enhancing parking areas at the park entrance to support winter use.

Key Connections: No current or planned active transportation connections.

Figure 44: Ellenwood Provincial Park Proposed Improvements Area

Project #13 at a Glance

District: 2

Corridor Length: N/A

Recommended Facility Types: N/A

Class D (-20% to +30%) Cost Estimate: N/A

Timeframe / Priority: Medium Term (2-5 years)

Figure 45: Ellenwood Provincial Park Existing Conditions

Project #14: Melbourne Ballfield Walking Loop

Project Extent: Support community-led efforts to create a recreational walking loop around the in the Melbourne Ballfield, in collaboration with the Melbourne Community Hall. The project's priorities should include an accessible tread and updated vehicle parking areas to support people of different ages and abilities accessing the site, and consider supporting amenities such as seating, waste receptacles, and/or washrooms.

Key Connections: No current or planned active transportation connections.

Figure 46: Melbourne Ballfield Proposed Improvements Area

Project #14 at a Glance

District: 2

Corridor Length: 250 metres

Recommended Facility Types: Trail

Class D (-20% to +30%) Cost Estimate: $100,000

Timeframe / Priority: Long Term (5-10 years)

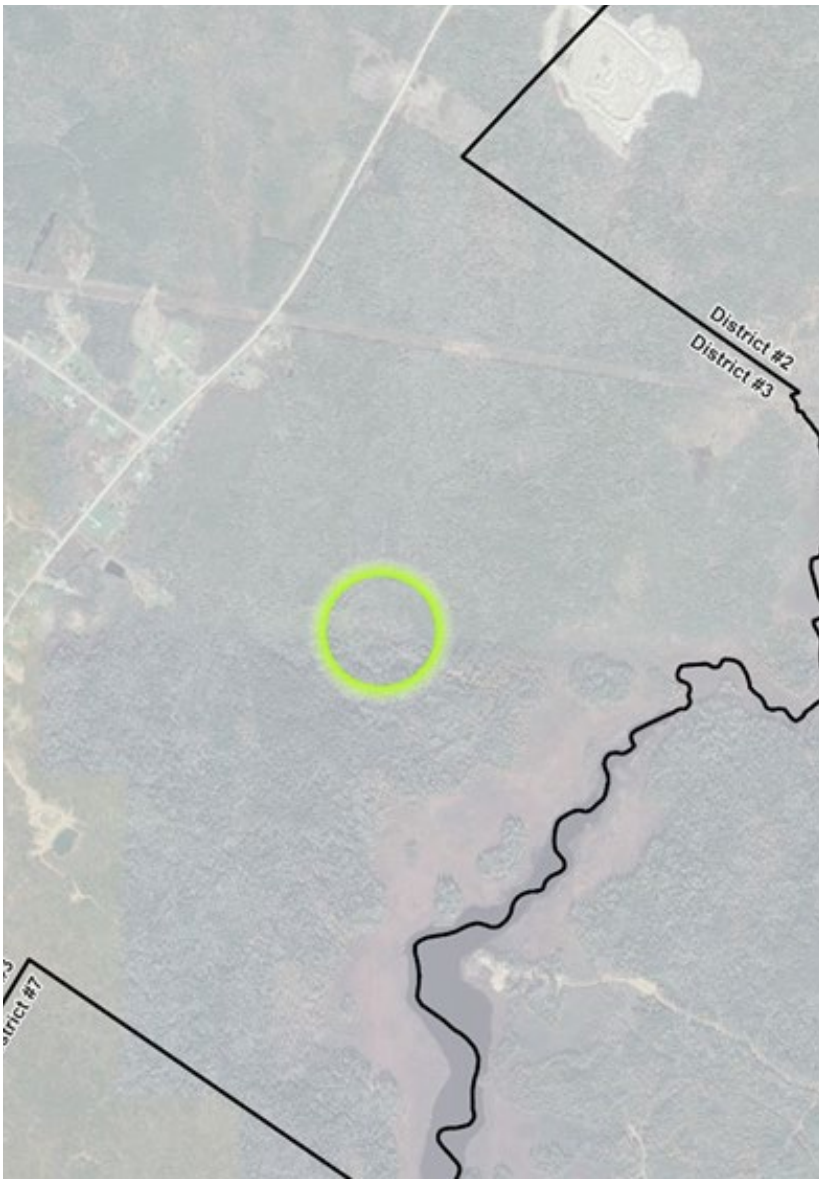
Figure 47: Melbourne Ballfield Walking Loop Existing Conditions

Project #15: Chebogue Meadows

Project Extent: Under provincial jurisdiction, MODY will advocate for improvements at Chebogue Meadows to support increased and improved recreational use, such as the transfer of the lands to a non-profit organization. Possible improvements to the existing trail network could include revitalizing existing boardwalks, providing wayfinding signage, and improving drainage to support low-impact use.

Key Connections: No current or planned active transportation connections.

Figure 48: Chebogue Meadows Proposed Improvements Area



Project #15 at a Glance

District: 3

Corridor Length: N/A

Recommended Facility Types: Trail

Class D (-20% to +30%) Cost Estimate: TBD

Timeframe / Priority: Medium Term (2-5 years)

Figure 49: Chebogue Meadows Existing Conditions

Project #16: Prospect Street Crossing Improvements

Project Extent: Support the Tri-County Regional Centre for Education (TCRCE) to implement improved pedestrian crossings for students at multiple locations along Prospect Street. Recommended improvements include new crossing markings and the addition of pedestrian activated Rapid Rectangular Flashing Beacons (RRFBs). Given the shared jurisdiction of Prospect Street, MODY can support coordination between the TCRCE, Town of Yarmouth, NSPW, and other involved parties.

Key Connections: Prospect Street Sidewalks / Yarmouth County Rail Trail / Brooklyn Road / Pleasant Street

Figure 50: Prospect Street Crossing Proposed Improvements Area

Project #16 at a Glance

District: 5

Corridor Length: N/A

Recommended Facility Types: Pedestrian Crossings

Class D (-20% to +30%) Cost Estimate: $200,000

Timeframe / Priority: Short Term (0-2 years)

Figure 51: Prospect Street Crossing Existing Conditions

Project #17: Pembroke Ballfield Walking Loop

Project Extent: Support community-led efforts to create a recreational walking loop around the existing Pembroke Ballfield, in collaboration with the Pembroke Community Hall. The project's priorities should include an accessible tread and updated vehicle parking areas to support people of different ages and abilities accessing the site, and consider supporting amenities such as seating, waste receptacles, and/or washrooms.

Key Connections: No current or planned active transportation connections.

Figure 52: Pembroke Ballfield Proposed Improvements Area

Project #17 at a Glance

District: 6

Corridor Length: 250 metres

Recommended Facility Types: Trail

Class D (-20% to +30%) Cost Estimate: $100,000

Timeframe / Priority: Long Term (5-10 years)

Figure 53: Pembroke Ballfield Walking Loop Existing Conditions

Long-Term Active Transportation Network Cost Estimates

The ATP includes order-of-magnitude capital cost estimates and ongoing operating and maintenance cost estimates for the implementation and maintenance of active transportation corridor routes. The cost estimates presented below are based on typical unit costs and recent construction and operation and maintenance pricing within the Municipality of the District of Yarmouth. The unit costs that were used as the basis to generate cost estimates are shown in Table 8. Intersection enhancements are also proposed as part of the ATP, however the specific treatment at crossing locations is context specific and will require additional study. Intersection enhancements can range from $5,000 for a marked crosswalk to $500,000 for traffic signals (Table 9).

Developing high-level per linear meter costs for the proposed active transportation pathways is a crucial step in the planning process. These estimates provide an understanding of the financial requirements for each segment of the network, enabling the municipality to allocate resources effectively and prioritize projects based on budgetary constraints and anticipated benefits. The costs were developed based on typical cross-sections applied by the municipality on similar projects. The costs identified in Table 8 are for the identified multi-use pathways/trails, and those identified are for the re-configuration of the bicycle-friendly shared street network. The estimated costs are in 2025 dollars and include 20% for contingency costs and 15% for associated engineering costs. The cost estimates do not include significant earthworks, utilities, drainage infrastructure, and other roadway or right-of-way improvements that would be associated with land development. These additional costs would be identified during detailed design.

Table 13: Unit Cost Estimates by Facility Type

Facility Type	Capital Cost (per km)	Assumptions	Annual O&M Unit Cost* (per km)
Local Street Bikeway	$40,000	Assuming improvements limited to signage, pavement markings, and speed humps.	$2,000
Multi-Use Pathway Adjacent to Roadway (new)	$500,000	Assuming no curb and gutter or drainage modifications required. Excludes lighting and property impacts.	$10,000
Multi-use Pathway Adjacent to roadway (utility relocation / drainage required	$1,000,000	Excludes property acquisition.	$10,000
Sidewalk (curb and gutter)	$870,000	Excludes property acquisition and lighting.	$1,000
Trails	$20,000	Estimate assumes no trail amenities or fixtures such as garbage cans, lighting, benches, bike racks, etc. will be provided. TCT Trail Costing Calculator used for cost estimates.	$6,800

Table 14: Cost Estimates for Intersection Enhancements

Intersection Enhancement	Cost Per Location
Marked Crosswalk (one crosswalk)	$2,500 to $5000
Rectangular Rapid Flashing Beacon (RRFB) / Enhanced Crosswalk	$20,000 to $75,000
Full Signal (four-way traffic signal)	$250,000 to $750,000
Curb Extensions (one side of crossing)	$10,000 to $20,000

*Annual Year Round Operating and Maintenance Unity Cost (per km)

Recommended Priority Projects

During the development of the Active Transportation Plan, several priority active transportation corridors and local recreational opportunities were identified for improvement. These include enhancing existing facilities and trails, along with opportunities to develop new active transportation connections that fill gaps in the network or connect to key destinations.

Prioritization

Key criteria for prioritizing active transportation infrastructure are presented in Table 9 and include road classification, connectivity to major destinations like schools, parks, and other key trip generators, network need and integration, equity, and safety. By analyzing these criteria across specific corridors and comparing them, priority projects are identified.

Routes may be re-prioritized based on additional planning, feasibility studies, resident feedback, and alignment with other ongoing projects. Other considerations, such as accessibility, equity, climate impacts, and resource constraints, may also influence priorities. Continued community engagement may be necessary to address equity concerns as needs evolve.

Table 15: Prioritization Criteria

Factor	Description	Priority
Roads	Rural Collector	Highest
	Rural Local Road	Lowest
Schools	Directly adjacent to any school	Highest
	School within 200m	
	School within 400m	Lowest
Active Transportation Generators	Directly adjacent to/within any key destination or commercial area	Highest
	Key destination/commercial area within 200m	
	Key destination/commercial area within 400m	Lowest
Network Connectivity	Connects to existing facility on both ends	Highest
	Connects to existing facility on one side	
	Does not connect to an existing facility	Lowest

Factor	Description	Priority
Network Need	No active transportation facility on either side	Highest
	Active transportation facility already on one side	
	Active transportation facility on both sides	Lowest
Equity	Located in area of high equity need	Highest
	Located in area of moderate equity need	
	Located in area of low equity need	Lowest
Population Density	Located in Area of High Population Density	Highest
	Located in Area of Moderate Population Density	
	Located in Area of Low Population Density	Lowest
Safety	Located in area with history of safety concerns	Highest
	Located in area with no history of safety concerns	Lowest
Partnerships with Other Levels of Government	Project aligns with initiatives led by the province or adjacent municipalities	Highest
	Project does not have clear or immediate partnership opportunities	Lowest

The recommended active transportation improvements included in the ATP cover approximately 51 kilometres of new pedestrian, cycling, and multi-use facilities, and traffic calming, with the potential for a larger network as projects requiring further work are pursued and clarified.

The estimated capital costs have been provided to identify relative cost for planning purposes only and should not be used for budgeting purposes as each corridor will require further feasibility studies and actual costs may vary significantly.

Short-term Priority Projects – 0-2 years

Short-term priority projects for the ATP are shown in Table 9. These projects are anticipated to be completed within the next 0-2 years, with an estimated total cost of **$2.38 to $3.1 million**. Note that cost estimates for two projects of the projects in the list below are not included given the uncertainty around major project details including alignment, length, and facility type. These details will need to be determined through future study and design projects that include engagement with community partners and residents.

Table 16: Short-term priority active transportation improvements

Corridor Name	Facility Type	Length (km)	Est. Capital Cost
Tkipok Trail Improvements	Trail	1.0	$80,000-$800,000
Yarmouth County Rail Trail Improvements	Multi-Use Path	Up to 42 km	TBD
Airport Stretch	Multi-Use Path	1.9	$2,100,000
Greenville Community Hall Trail	Trail	TBD	TBD
Prospect Street Crossing Improvements	Pedestrian Crossings	N/A	$200,000
		Estimated Total Cost	**$2,380,000 - $3,100,000**

Medium-term Priority Projects – 2-5 Years

Medium-term priority projects for the ATP are shown in Table 10. These projects are anticipated to be completed within the next 2-5 years, with an estimated total cost of **$7,485,000**. Note that cost estimates for 2 projects (Ellenwood Provincial Park and Chebogue Meadows Trail) are not included in the list below as these facilities are located within provincial parks, and as such are under the jurisdiction and responsibility of the Provincial government. Consultation and coordination with the Provincial government to conduct more detailed study and design is required to identify specific improvements and calculate the estimated capital costs of these improvements.

Table 17: Medium-term priority active transportation improvements

Corridor Name	Facility Type	Length (km)	Est. Capital Cost
South Ohio Trail Connection	Neighbourhood Greenway	0.14	$38,000
Park Drive – Rail Trail Connection	Multi-use Path	0.1	$59,000
Lake Milo Stretch	Multi-use Path	1.25	$7,360,000
Port Maitland Beach Connection	Neighbourhood Greenway	0.7	$28,000
Ellenwood Provincial Park	TBD	TBD	TBD
Chebogue Meadows	TBD	TBD	TBD
		Estimated Total Cost	**$7,485,000**

Long-term Priority Projects – 5-10 years

Long-term priority projects for the ATP are shown in Table 11. These projects are anticipated to be completed within the next 5-10 years, with an estimated total cost of **$2,502,000**. Note that cost estimates for the Cape Forchu project are not included in the list below given the uncertainty around future funding and construction to protect against ocean level rise, possible changes to the right of way, and identification of the potential facility types if/once these other major works have been completed. Study and design along the Cape Forchu corridor will be required if and when these projects have been completed.

Table 18: Long-term priority active transportation improvements

Corridor Name	Facility Type	Length (km)	Est. Capital Cost
Sandford Walking Loop	Multi-use Path	0.2	$68,000
Rockville Trail	Multi-use Path	1.65	$997,000
Cape Forchu Active Transportation Improvements	TBD	TBD	TBD
Melbourne Ballfield Walking Loop	Trail	0.25	$100,000
Pembroke Ballfield Walking Loop	Trail	0.25	$100,000
Carleton Triangle Improvements (Phase 1 and 2)	Sidewalk	1.0	$1,237,000
		Estimated Total Cost	**$2,502,000**

The total estimated cost to fully implement the Active Transportation Network Plan is around $12,367,000 to $13,087,000 million dollars (in 2025 pricing), largely based on the type of facilities and improvements selected for the identified corridors and locations. As this plan was envisioned to be implemented over a 20-year timeframe, this would require funding in the amount of approximately $619,000-$655,000 in annual funding from all three levels of government to be fully implemented.

Implementation and Monitoring

As the Active Transportation Plan was developed, we have learned the role and aspirations for active transportation in MODY with a series of strategies and infrastructure improvement for the Municipality and its partners to implement the plan. The Active Transportation Plan is intended to guide the Municipality's policy, planning, infrastructure investments, and collaboration with key government and community partners over the next ten years and beyond.

While the ATP has been developed as a long-term plan, it will be important to allocate financial and staff resources to prioritize and action improvements in the short-term (1-2 years), medium-term (2-5 years), and the long-term (5+ years). To ensure long-term alignment with the priorities and objectives outlined in the ATP, the Plan should be reviewed annually to track progress an allow for appropriate resources to be allocated to continue implementing the plan.

This chapter describes an implementation and monitoring strategy to help ensure that the ATP is being actioned, and progress is being made towards creating a more livable and sustainable MODY through new active transportation infrastructure and programs.

Implementation Plan

The implementation plan was developed based on the following guiding principles:

- **The ATP is the first step and there is more work to be done.** The ATP's themes and strategies describe how the Municipality intends to pursue the vision and goals identified by community members and stakeholders. This direction is the groundwork for implementing the ATP over the next ten years, understanding that significant investment and resources will be required to act.
- **Community, stakeholder, and partner engagement will continue to be critical to improving active transportation in MODY.** Many of the recommended active transportation improvements and strategies identified in the ATP will involve additional technical work and consultation with the community and partners. Successfully implementing the ATP will require the ongoing support of the Municipality, buy-in from staff and elected officials, and consistent collaboration with strategic partners including community organizations, neighbouring municipalities, and the Provincial and Federal Governments.
- **The implementation plan is focused on creating active transportation opportunities in high priority areas over the next ten years.** The ATP has been designed as an action-oriented document, with an emphasis on implementing the highest priority projects.
- **The ATP is a living document and should be reviewed and updated regularly to reflect MODY.** Over time, community interests and priorities may change which will impact how the ATP can best serve residents, visitors, and community partners. While many priorities may remain consistent, priority infrastructure improvements and interconnected strategies should be flexible. Change may also be motivated through ongoing monitoring of the Plan's implementation to see where MODY is finding success and can seize on emerging opportunities.

Provincial Collaboration in Implementation

As previously discussed throughout the Plan, implementing the Active Transportation Plan will require ongoing collaboration with the Province of Nova Scotia, particularly Nova Scotia Public Works. Since most roads in MODY are under provincial jurisdiction, the Municipality does not have complete control over the Plan's implementation. Working with NSPW staff to ensure that proposed facilities are supported by the Province and best utilize collaborative opportunities, such as other road works, to efficiently deliver new and improved active transportation infrastructure.

Monitoring Strategy

Monitoring and reporting back to Council and community members about how the ATP is being implemented is essential. This ensures progress is being made towards the vision and goals and supports effectively allocating financial and staff resources towards implementing the prioritized actions and improvements. Monitoring progress on the ATP will also help the Municipality with identifying changing conditions and community or Council priorities, which may require changes to the ATP. Monitoring needs to be:

- **Meaningful.** Demonstrates clear progress in achieving the vision, goals, and targets of the Active Transportation Plan.
- **Measurable.** Establishes clear criteria that are measurable and for which data or information can be easily obtained.
- **Manageable.** Accounts for resource limitations and focuses on collecting accessible information and data.

The monitoring process for the Active Transportation Plan should include some or all of the following actions:

1. **Define Objectives and Goals**
    - Identify Key Objectives: Clearly define what the active transportation plan aims to achieve. This could include increasing the number of people walking or biking, improving safety, reducing carbon emissions, or enhancing accessibility.
    - Set Specific Goals: Quantify these objectives with specific, measurable goals, such as increasing cycling trips by 20% within five years.
2. **Identify Key Performance Indicators (KPIs)**
    - Usage Metrics: Track the number of pedestrians and cyclists using specific routes or facilities. Use counters, surveys, or manual counts.
    - Safety Metrics: Monitor the number of accidents or incidents involving pedestrians and cyclists. Collaborate with local law enforcement and health departments for data.
    - Infrastructure Quality: Assess the condition and connectivity of sidewalks, bike lanes, and other infrastructure.
    - Environmental Impact: Measure changes in air quality or reductions in greenhouse gas emissions attributed to increased active transportation.
    - Public Satisfaction: Use surveys to gauge public satisfaction and perceived accessibility or safety of active transportation options.

3. **Data Collection Methods**
    - Automated Counters: Install devices to automatically count pedestrians and cyclists on popular routes.
    - Surveys and Interviews: Conduct regular surveys with users and non-users to gather qualitative data on the experience and barriers.
    - Mobile Apps and GPS Data: Use technology to anonymously track movement patterns and gather data on preferred routes.
    - Observational Studies: Periodically conduct manual counts and observations to complement automated data.
4. **Data Analysis and Reporting**
    - Regular Analysis: Analyze data on a regular basis (quarterly, bi-annual, or annually) to track progress toward goals.
    - Visual Reporting: Use dashboards, infographics, and maps to present data in an accessible format for stakeholders and the public.
    - Benchmarking: Compare data against benchmarks or other similar communities to assess performance.
5. **Feedback Mechanism**
    - Stakeholder Engagement: Regularly engage with stakeholders, including local governments, community groups, and residents, to gather feedback.
    - Adjustments to Plan: Be prepared to adjust the plan based on feedback and data insights.
6. **Review and Update Strategy**
    - Annual Review: Conduct a comprehensive review of the monitoring strategy annually to ensure it remains relevant and effective.
    - Adapt to New Technologies: Stay informed about new data collection and analysis technologies that could enhance monitoring efforts.
7. **Communication**
    - Transparency: Ensure that the results and progress are communicated to the public regularly to maintain transparency and accountability.
    - Success Stories: Highlight successes and improvements to encourage continued public and stakeholder support.

By following these steps, you can develop a robust monitoring strategy that not only tracks the success of your active transportation plan but also provides insights for continuous improvement.

Metrics of Success

The monitory strategy for the ATP focuses on identifying 'measures of success' for two components:

- The degree of progress in implementing the Plan.
- The outcomes and impact of the Plan.

Measures of success are described in the tables below, including the indicator metric and data sources.

Table 20: Metrics of Success Indicator and Source

Measure of Success	Indicator	Source
Walking, Rolling, and Cycling Mode Share (commuting)	%	Statistics Canada Census
Proportion each of women, children, and seniors walking, rolling, and cycling (commuting)	%	Statistics Canada Census
Walking, Rolling, and Cycling Volumes	#	Municipality of the District of Yarmouth
Active Transportation Funding Levels (% of total budget)	%	Municipality of the District of Yarmouth
MODY Staff resources dedicated to Active Transportation (FTE)	#	Municipality of the District of Yarmouth
Transportation sector GHG Emissions	Tonnes CO_2	Municipality of the District of Yarmouth

Theme 1: Collaborate

Measuring success under **Collaborate** is focused on how MODY engages its key partners across the community and between governments.

Table 21: Measure of Success Indicator and Source for Theme 1

Measure of Success	Indicator	Source
Number of school aged students participating in an education and cycling skills training course	#	Municipality of the District of Yarmouth Tri-County Regional Centre for Education
Total length of active transportation facilities constructed around new developments	Total kms	Municipality of the District of Yarmouth
Proportion of road renewal projects including active transportation upgrades	%	Municipality of the District of Yarmouth Nova Scotia Public Works
Successful grant funding applications to support active transportation	$	Municipality of the District of Yarmouth
Proportion of active transportation facilities built in areas of high equity need	%	Municipality of the District of Yarmouth

Theme 2: Connect

The success metrics for **Connect** are focused on establishing a complete, connected, and convenient network of active transportation facilities.

Table 23: Measure of Success Indicator and Source for Theme 2

Measure of Success	Indicator	Source
Total length of active transportation facilities (by facility type)	Total km	Municipality of the District of Yarmouth
Proportion of streets with a pedestrian facility on at least one side	% of all streets	Municipality of the District of Yarmouth
Length of completed recommended active transportation improvement projects	Total km	Municipality of the District of Yarmouth
Proportion of MODY's total jobs and population within 400 metres of active transportation facilities	%	Municipality of the District of Yarmouth
Proportion of MODY's total land area within 400 metres of active transportation facilities	%	Municipality of the District of Yarmouth
Total length of traffic calmed streets	Total km	Municipality of the District of Yarmouth
Number of audible pedestrian signals	#	Municipality of the District of Yarmouth
Number of pedestrian-activated signals	#	Municipality of the District of Yarmouth
Proportion of intersections with accessible curb ramps and pedestrian crossings to connect all active transportation routes	%	Municipality of the District of Yarmouth
Proportion of active transportation routes that include public amenities (benches, lighting, washrooms, recycling bins, etc.)	%	Municipality of the District of Yarmouth
Number of new public amenities installed along active transportation routes	#	Municipality of the District of Yarmouth
Proportion of MODY facilities and businesses with public bike parking or end-of-trip facilities within 100 metres	%	Municipality of the District of Yarmouth

Theme 3: Enjoy

The success metrics for **Enjoy** are focused on enhancing the experience of active travel in MODY and encouraging walking, rolling, and cycling to be a part of everyday life for everyone in the community.

Table 24: Measure of Success Indicator and Source for Theme 3

Measure of Success	Indicator	Source
Total number of public wayfinding displays	#	Municipality of the District of Yarmouth
Amount of funding allocated for promotion and education	$	Municipality of the District of Yarmouth
Municipal grants disbursed within the community to support active transportation improvements	#	Municipality of the District of Yarmouth
Number of visitors to MODY who participate in active transportation	#	Municipality of the District of Yarmouth Yarmouth and Acadian Shores Tourism Association
Number of people who participated in a bicycle education program	#	Municipality of the District of Yarmouth
Number of new programs or initiatives designed to encourage active transportation	#	Municipality of the District of Yarmouth
Number of views or downloads of online maps and active transportation resources	#	Municipality of the District of Yarmouth
Proportion of Municipal staff who travel to work by walking, rolling, cycling, carpooling, or transit	%	Municipality of the District of Yarmouth
Number of collisions involving pedestrians and cyclists	#	Municipality of the District of Yarmouth RCMP
Proportions of all collisions involving people walking and cycling	%	Municipality of the District of Yarmouth RCMP

Funding Strategy

Although the Active Transportation Plan is estimated to cost approximately $12,367,000 to $13,087,000 million dollars over the next 20 years and beyond, these costs can be shared by pursuing external funding from other levels of governments, partnerships with other organizations and the development industry, and integration of cycling and pedestrian projects with other plans and projects.

This section describes several strategies that the Municipality may consider helping leverage its investments and to maximize its ability to implement active transportation improvements.

Capital Planning

The Municipality should incorporate the Active Transportation Plan recommendations into its Operating and Capital Budgets to ensure that projects are accounted for in the Municipality 's capital planning process.

In this regard, the Municipality should seek changes to its Operating and Capital Budget for 2024/2025 and beyond to fund implementation of the Active Transportation Plan.

Integration

The Municipality should integrate cycling and pedestrian improvements with other plans and capital projects, where possible. There are active transportation components that could be developed alongside many upcoming and planned road renewal programs, development projects, and major capital projects which have been identified as a part of the active transportation network. Active transportation facilities should be considered during the initial planning and design of these projects to ensure they can be designed to the highest possible standard, promoting safe and comfortable use.

Moving forward, the Municipality should identify opportunities to integrate active transportation facilities with new infrastructure or renewal projects, such as major road resurfacing and servicing upgrades. The Municipality also needs to amend existing policies and standards to ensure active transportation facilities are required and appropriately integrated in new developments.

External Funding Sources

The costs of the active transportation facilities identified in the ATP can be shared by pursuing external funding sources and partnership opportunities. This section describes some funding strategies and potential funding sources that the Municipality may want to consider to further leverage external investment and expand its ability to implement this plan. MODY should pursue all available sources of funding for transportation infrastructure and programs, including the programs identified below (Note: the funding opportunities in this section are subject to change):

- **Provincial Programs and Initiatives.** The Province of Nova Scotia provides funding through the Connect2 program "for active transportation projects that improve connectivity within and between communities and have the potential to reduce emissions and increase physical activity. Funding can be used for community planning, feasibility studies, learning by doing, public engagement sessions, program promotion and demonstration projects." A total of $400,000 has been allocated to the Connect2 fund for 2025/26.
  - **For active transportation infrastructure and design,** projects may include the temporary installation of bike lanes, public space and active transportation routes, core active transportation network infrastructure or design, as well as engineering or feasibility studies. Grants of up to 75% of total project costs to a maximum of $100,000 per project are available in this category.
  - **For shared mobility and bicycle fleets,** projects may include shared mobility services pilot projects as well as bicycle fleet pilot projects. Grants of up to $75,000 are available in this category.
  - **For capacity building and community engagement,** projects may include municipal staff training, capacity building, or networks; marketing and communications – social marketing, and public engagement activities. Grants of up to 75% of total project costs to a maximum of $50,000 per project are available in this category.
- **Federal Funding.** There are several programs that provide funding for environmental and local transportation infrastructure projects in municipalities across Canada. Typically, the federal government contributes one-third of the cost of municipal infrastructure projects. Provincial and municipal governments contribute the remaining funds, and in some instances, there may be private sector investment as well.

  In 2022 the Federal Government launched the National Active Transportation Fund (ATF), with an allocation of $400 million over 5 years. This fund was heavily oversubscribed with over $1.3 billion in applications for both the capital and planning streams - including funding for the development of this Plan. In December 2024, it was announced that the Active Transportation Fund was again accepting applications for the Capital Funding Steam only. The maximum funding amount available for each project was $5 million. Further intakes are planned for later in 2025 as well as regularly going forward, which will be a significant opportunity for MODY to pursue capital improvements outlined in the Plan.

- **Green Municipal Funds.** The Federation of Canadian Municipalities manages the Green Municipal Fund, which had a total allocation of $2.2 billion in 2023/24. This fund is intended to support municipal government efforts to reduce pollution, reduce greenhouse gas emissions, and improve quality of life. The expectation is that knowledge and experience gained in best practices and innovative environmental projects will be applied to national infrastructure projects.
- **Developers.** The Municipality should explore opportunities for road improvements to be constructed as development occurs within the Municipality, both for the use of the residents, employees, or visitors to a development, along with public infrastructure and amenities.
- **Private Sector.** Many companies and organizations wish to be good corporate neighbours, both actively supporting the community and promoting environmental sustainability. Bicycle and pedestrian routes and facilities are well-suited to corporate sponsorship and have attracted significant sponsorship both at the local level throughout North America.
- **Volunteer Organizations.** In many communities, service clubs (including the Lion's Club and Rotary) have been involved in funding and building bicycle infrastructure and facilities including pathways and bicycle parking. Volunteer organizations throughout MODY, like the Yarmouth County Trail Development Association, Friends of Ellenwood Park, and many others, support active transportation initiatives financially and through volunteer labour.

Staff Resources

Successfully implementing the Active Transportation Plan includes additional financial resources but also requires significant staff resources to implement the various strategies, including leading design processes, submitting funding applications, and managing active transportation programs.

Within the current organizational structure, the Municipality should consider hiring a staff person to lead the Active Transportation Plan and manage the implementation of priority projects as supported by Council, or at a minimum allocate and dedicate a portion of an existing MODY staff person's time to advancing the implementation of the AT Plan. This position or portion of position would be responsible for promoting and encouraging active transportation, leading collaboration with community partners, and monitoring and reporting on plan progress.

Given the importance of this Plan as identified in MODY's strategic planning process, it is critical that ongoing action, resources, and attention be dedicated to implementing the recommended actions contained within the community's Active Transportation Plan.

This position should work with internal stakeholders from Recreation, Public Works, Tourism, and Economic Development to enact the plan and build buy-in across the organization.

Active Transportation Committee

Given the need for ongoing, concerted action to achieve the goals, targets, and outcomes of the Active Transportation Plan, it is recommended that the Municipality create a new committee of Council to support developing transportation options across MODY, including transit and active transportation. This committee can assume some of the key monitoring functions of the ATP, and support staff in reporting back to council on the implementation status of the ATP. Once established, it is recommended that quarterly updates be provided to Council along with an annual summary of programs, policy changes, and new infrastructure that supports implementation of the ATP.

Summary and Closing

The Municipality of the District of Yarmouth has a bright future as the community grows and flourishes. The Active Transportation Plan (ATP) provides the Municipality with a comprehensive plan to support a healthy, sustainable, accessible, and active community. The Plan recommends expanding and improving the existing active transportation network to form both new connections and to support local active transportation opportunities in MODY's many communities. Policies and programs in the ATP support and encourage community members to choose active travel by developing a culture of active transportation and promoting enjoyable experiences when walking, rolling, or cycling. By implementing these recommendations, MODY will improve the accessibility, comfort, convenience, and safety of community members travelling actively within and across the municipality.

The ATP continues MODY's path towards improving and expanding active transportation. The strategies identified in the ATP are a roadmap for the Municipality to follow over the next ten years to ensure that MODY can act strategically within its financial means. This includes investments in new and upgraded infrastructure, ongoing maintenance of active transportation facilities, funding new programs, and allocating staff resources. Implementing the Plan will require close collaboration with the Government of Nova Scotia's Department of Public Works and the broader MODY community, including various community organizations, to adapt to emerging opportunities for partnership and advocacy. The ATP also sets the stage for the Municipality to access a variety of grant funding opportunities through the provincial and federal government.

While the ATP was informed by extensive technical work, the Plan would not have been possible without the valuable input and feedback of residents, stakeholders, Council, and MODY staff. We thank all participants in the planning process, especially community groups and organizations, for their valuable input in developing the ATP that will see MODY become a more welcoming place to walk, roll, and cycle.

Appendix A

Rockville Trail Detailed Design
Drawings and Cost Estimates

MUNICIPALITY OF THE DISTRICT OF
YARMOUTH
truly connected

MODY Active Transportation Plan

ISSUED FOR PRELIMINARY
SEPTEMBER 10, 2025
urbansystems.ca

List of Drawings

LEGEND

KEY

URBAN SYSTEMS

MUNICIPALITY OF THE DISTRICT OF YARMOUTH / MODY ACTIVE TRANSPORTATION PLAN / 5697.0001.01 / SEPTEMBER 10, 2025

NOT FOR CONSTRUCTION

ANSI expand D (34.00 x 22.00 Inches) 25mm 0

GENERAL

Callout Label — 1 / SHEET#

Detail Label — 1 / SHEET# — DETAIL_DESCRIPTION

Section Indicator — A / SHEET#

Section Label — A / SHEET# / SCALE — SECTION_DESCRIPTION

Sheet Match Line — 10+000 – SEE SHEET XX

Limit of Proposed Construction — LIMIT OF CONSTRUCTION 10+000

Project Boundary

Revision Identifier — 1

ROADS

	EXISTING	PROPOSED	FUTURE
Road Centre Line			
Edge of Gravel Road			
Edge of Pavement			
Edge of Road Shoulder			
Curb and Gutter			
Sign - Single Post			
Sign - Double Post			

PAVEMENT MARKINGS

	EXISTING	PROPOSED	FUTURE
Paintline - Continuity			
Paintline - Lane Marking			
Paintline - Intersection Tracking			
Paintline - Solid Yellow/White			
Universally Accessible Parking			
Informational Directional Arrows			
Painted Directional Arrows			
Bicycle Marker			

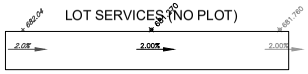
LEGAL & SURVEY

	EXISTING	PROPOSED	FUTURE
Block Line			
Lot Line			
Easement/Right-of-Way			
Control Point	CP No.		
Survey Monument	MON. No.		
Survey Spike	SPIKE		
Survey Iron Bar	BAR		
Iron Pin	IP		
Test Pit/Bore Hole	TH–No.		

TOPOGRAPHY & GRADING

	EXISTING	PROPOSED	FUTURE
Top			
Toe			
Breakline			
Major Contour Interval	500	500	500
Minor Contour Interval	495.5	495.5	495.5
Water Edge			
Center of Water Way			
Daylight Line			
Spot Elevation			
Slope Arrow			

LOT SERVICES (NO PLOT)



SANITARY

	EXISTING	PROPOSED	FUTURE
Main			
Main (in profile)			
Force Main			
Service			
Manhole (arrow indicates incoming flow)			
High Point Manhole			
Clean Out			
Inspection Chamber			
Lift Station			
Manhole Vault			
Cap			
Cross			
Tee			
Reducer			
Coupling			
Valve			

STORM

	EXISTING	PROPOSED	FUTURE
Main			
Main (in Profile)			
Service			
Catch Basin Lead			
Ditch			
Grass Swale			
Concrete/Asphalt Swale			
Manhole (arrow indicates incoming flow)			
High Point Manhole			
Catch Basin Manhole			
Catch Basin			
Inlet/Outlet Structure			
Cleanout			
Vault			
Culvert			
Cap			
Cross			
Tee			
Reducer			
Coupling			
Valve			

WATER

	EXISTING	PROPOSED	FUTURE
Main			
Main (in Profile)			
Service			
Irrigation			
Hydrant			
Air Valve			
Blow-Off			
Curb Stop			
Manhole			
Meter			
Cap			
Cross			
Tee			
Reducer			
Coupling			
Valve			

LANDSCAPE & VEGETATION

	EXISTING	PROPOSED	FUTURE
Treeline			
Coniferous Tree			
Deciduous Tree			
Tree of Unspecified Type			
Shrub			

SHALLOW UTILITIES

	EXISTING	PROPOSED	FUTURE
Electrical Line (Underground)	E	E	E
Overhead Utility Line	O/H	O/H	O/H
Conduits			
Gas Line	G	G	G
Telephone Line	T	T	T
Fibre Optic Line	FO	FO	FO
Cable Line	TV	TV	TV
Service Line			
Manhole			
Junction Box			
Electrical Tower Footing			
Street Light			
Utility Pole	UP	UP	UP
Utility Pole with Light			
Signal Light (Single)			
Signal Light (Double)			
Guy Anchor			
Kiosk			
Vault (Underground)			
Gas Valve			
Cabinet			
Pedestal			

STRUCTURES

	EXISTING	PROPOSED	FUTURE
Building Face			
Fence (Generic)			
Fence (Barbed Wire)			
Fence (Chain Link)			
Fence (Wood Panel)			
Fence (Post & Cable)			
Railway Centre Line			
Retaining Wall			
Guardrail			
Mailbox			
Bollard			

COMMON ABBREVIATIONS

Abandoned	AB	Force Main	FM	Rollover Curb	RC
Alberta Survey Control Monument	ASCM	Future	FUT	Rolled Face	RF
Asbestos Cement	AC	Gas (Natural Gas)	G	Sanitary	SAN
Back of Walk	BW	High Density Polyethylene	HDPE	Separate Walk	SEP
Beginning of Curve	BC	Highway	HWY	Service	SERV
Bench Mark	BM	Horizontal Curve	HC	Sidewalk	WALK
Building	BLDG	Hub	H	South	S
Capacity	CAP	Hydrant	HYD	Southeast	SE
Cast Iron	CI	Inlet Control Device	ICD	Southwest	SW
Catch Basin	CB	Invert	INV	Specification	SPEC
Catch Basin Manhole	CBMH	Length of Curve	LC	Spiral to Curve	SC
Centre Line	℄	Lift Station	LS	Spiral to Tangent	ST
Certificate of Title	C OF T	Light Rail Transit	LRT	Spiral to Reverse Spiral	SRS
Clean Out	CO	Lip of Gutter	LG	Station	STA
Clearing & Grubbing	CL&GR	Manhole	MH	Storm	STM
Complete With	c/w	Municipal Reserve	MR	Straight Face	SF
Concrete	CON	North	N	Swale	SWL
Control	CTRL	Northeast	NE	Symbol	SYM
Corrugated Metal Pipe	CMP	Northwest	NW	Tangent	TAN
Culvert	CULV	Not to Scale	NTS	Tangent to Spiral	TS
Curb and Gutter	C&G	Number	No or #	Telephone	T
Curve to Spiral	CS	Offset	o/s	Temporary	TEMP
Degree	DEG or °	Pathway	PATH	Test Manhole	TMH
Delta	DL or Δ	Point of Intersection	PI	Top of Curb	TOC
Diameter	DIA or ⌀	Point of Common Curve	PCC	Top of Wall	TOW
Dimension	DIM	Point of Reverse Curve	PRC	Typical	TYP
Distance	DIST	Point On Curve	PC	Underground	UG
Drawing	DWG	Point On Tangent	PT	Utility Right-of-Way	URW
Dry Well	DW	Polyethylene	PE	Valve	V
Ductile Iron	DI	Polyvinyl Chloride	PVC	Velocity	VEL
East	E	Pressure Reducing Valve	PRV	Vertical	VERT
Edge of Gravel	EOG	Property Line	PL	Vertical Curve	VC
Edge of Pavement	EOP	Proposed	PR	Vitrified Clay Tile	VIT or VCT
Elevation	ELEV	Quantity	QTY	Volume	VOL
End of Curve	EC	Radius	R	Water	WAT
Environmental Reserve	ER	Railway	RWY	West	W
Existing	EX	Range	RGE	Weeping Tile Drain	WTD
Face of Curb	FC	Reducer	RED	Wheel Chair Ramp	WCR
Fibre Optic	FO	Reverse/Reversed	REV		
Flange	FL	Right-of-Way	ROW		

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Drawn by	U. Systems

MODY Active Transportation Plan
5697000101-PLAN - LEGEND

Sheet Number	--- of 6	
Project Number	Drawing Number	Revision
5697.0001.01	LEGEND	A

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MODY Active Transportation Plan
5697000101-PLAN - KEY

Sheet Number 0 of 6
Project Number 5697.0001.01
Drawing Number KEY
Revision A

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MODY Active Transportation Plan
5697000101-PLAN - C01

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Project Number	Drawing Number	Revision
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5697000101-PLAN - C02

Sheet Number		2 of 6
Project Number	Drawing Number	Revision
5697.0001.01	C02	A

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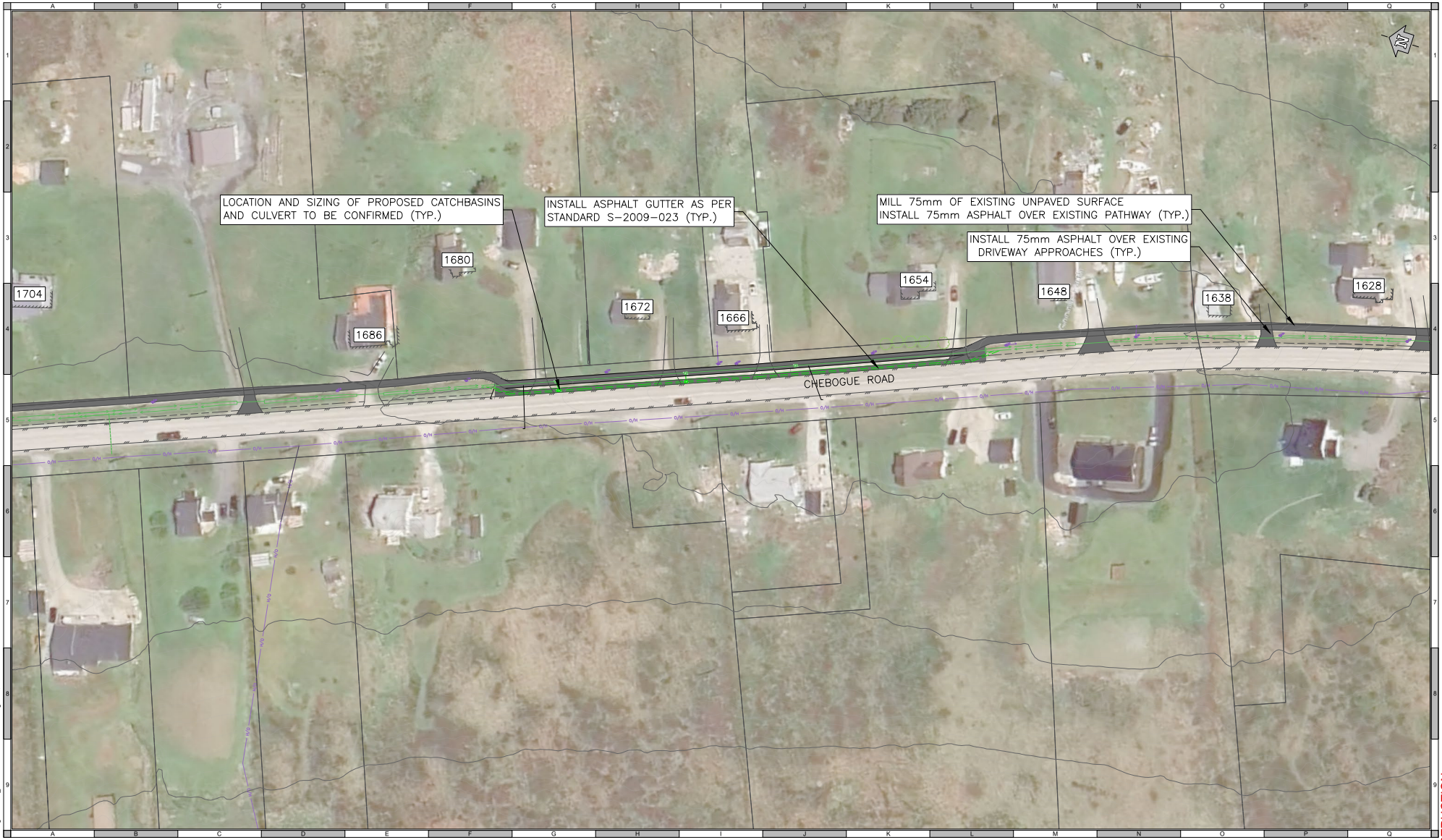

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5697000101-PLAN - C03

Sheet Number		3 of 6
Project Number	Drawing Number	Revision
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Project Number	Drawing Number	Revision
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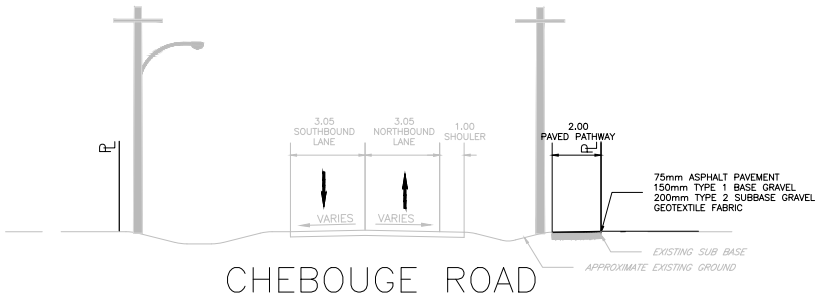
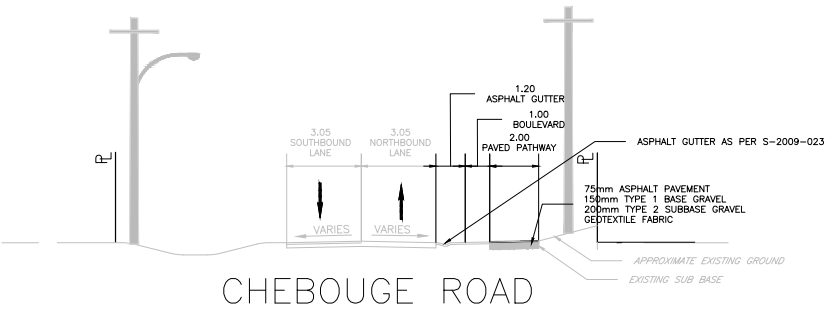


CHEBOUGE ROAD



CHEBOUGE ROAD

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5697000101-PLAN - C06

Sheet Number		6 of 6
Project Number	Drawing Number	Revision
5697.0001.01	C06	A

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Appendix B

Rockville Trail
Engagement Summary

Municipality of the District of Yarmouth

Active Transportation Plan

Rockville Trail Survey Summary

April 2025

Introduction

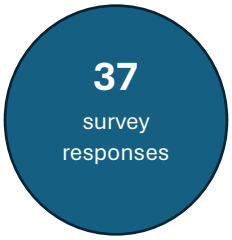
The Municipality of the District of Yarmouth (MODY) is developing an Active Transportation Plan (ATP) to make walking, biking, and rolling throughout the municipality a safe and convenient option for residents and visitors of all ages and abilities, through all seasons. Based on technical review and community input, the ATP will help to create more opportunities for active transportation in MODY.

Community input is essential for shaping the ATP and ensuring that it reflects the community's needs and priorities. In November 2024, MODY launched the first round of community engagement. Round one of engagement focused on gathering insights into current active transportation habits, identifying barriers and opportunities for walking, cycling, and rolling, and understanding the community's vision for the future.

A key focus area of the ATP is Rockville Trail found along Chebogue Road and assessing design options for this existing route. The following is a summary for specific engagement conducted on the Rockville Trail to understand community perspectives on the future of this facility.

Approach to Engagement

From the initiation of the ATP process, the Rockville Trail was set out as a priority to explore options for the future of the trail. To collect feedback specifically on this facility, it was determined that localized engagement options were necessary to under the perspectives of residents who may neighbour or regularly use the Rockville Trail.



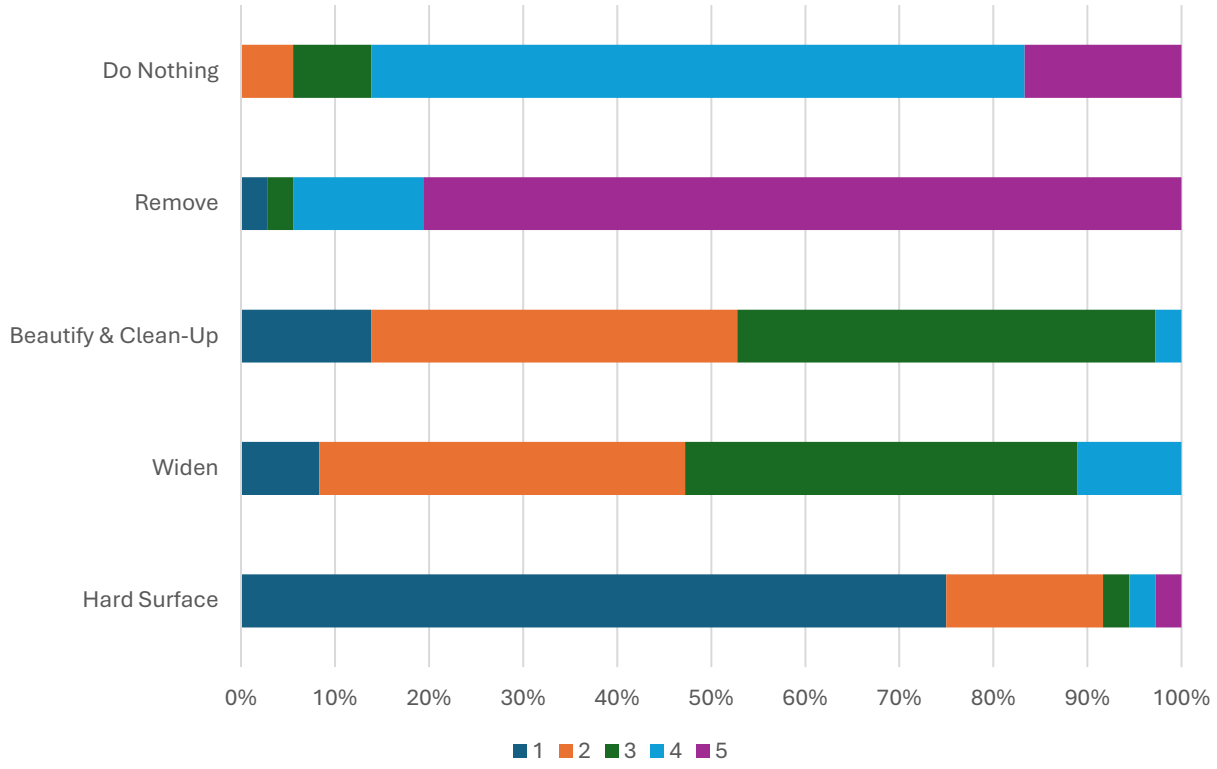
As such, an online survey was created to ask for input on potential design options and provide the opportunity for general comments from survey respondents. To help response rate, the survey was promoted to Rockville residents through a mailer to local addresses.

Overall, the online survey received 37 responses between March ## and April ##.

Survey Responses

Design Options

Question: ***"Please rank the Rockville Trail design options from your most preferred to least preferred." (1 – Most Preferred Option, 5 – Least Preferred Option) (36 responses)***



Among the five options provided to respondents, survey responses suggest the priority ranking shown in **Table 1**.

Table 1. Average Ranking of Rockville Trail Design Options

Design Option	Average Ranking by Respondents
Hard Surface the Rockville Trail	1.4
Beautify & Clean-Up the Rockville Trail	2.4
Widen the Rockville Trail	2.6
Do Nothing	4.0
Remove the Rockville Trail	4.7

Survey responses that residents are keen to see the Rockville Trail improved, with the three design options for trail enhancement being the highest ranked responses when averaged across the responses. The overall preferred option was hard surfacing the trail, ranked first by 75% of respondents, followed by beautifying and cleaning up the trail and widening the facility. Options to remove the trail and do nothing to improve the facility ranked significantly lower than those focused on improvements.

Open-Ended Comments

Survey respondents were provided with the opportunity to provide any additional feedback through an open-ended comment box. Verbatim comments are provided in **Appendix A**, and some of the key themes from these responses are described below:

- **Extend the Rockville Trail**
  The overwhelming theme among participants was strong support for extending the Rockville Trail in one or more multiple directions along Chebogue Road. Extensions of varying lengths were recommended including to Town Point Road, Hilton Road, Sunday Point Road, and the Town of Yarmouth Boundary.

- **Safety Concerns**
  Various safety concerns with the existing trail and neighbouring properties were identified, including maintenance needs, dangerous winter conditions, cars parked blocking the trail, and dogs on neighbouring properties.

- **Hard Surfacing Considerations**
  Some commentors suggested that a hard surfaced trail is a less forgiving surface for seniors, but would support other users, such as people in wheelchairs, who may have issues under current trail conditions. Environmental concerns around hard surfacing were also mentioned by survey participants.

Next Steps

The feedback collected through the Rockville Trail survey will be integrated with other feedback received during Round 2 of engagement through the MODY ATP, including broader considerations on the municipal AT network and for the detailed design of the Rockville Trail in subsequent project phases. This feedback, coupled with technical findings, will be used to inform the preferred design option that will be brought to 90% design per the project work plan.

Appendix A – Open-Ended Responses

- I was hoping there was discussion about extending the trail, at least to the Rail Trail and even better, to the golf course. As it stands there's no way to walk or bike into town without risking one's life on the narrow road with blind crests.
- Beautiful views and well used by many, needs to be hard surface as was initially what it was promised to be!!
- Put a hard surface on the trail as we were informed
- We deserve sidewalks that we can enjoy and be safe on. People want to be active and can't be because trails are not fit. They are a tripping hazard and a falls risk. We deserve more
- It would be wonderful if the trail extended to the end of Hilton Road. There are several children in this area that have to go on the road to get to the trail. For safety and increased use, this would be worth the financial investment as it would increase use.
- Widen the trail, and clean it up. No pavement should be laid as this does not promote a good surface for walking, hiking, or running
- This is not how it was Promised to be designed when we were first signing up for this. the section that runs from my driveway towards rockville is very dangerous since its at the crest of a hill and Drivers tend to speed through well above the posted limit. (although 1 speed sign has been missing since about 2019). I have come home to witness a very luck young man whose distracted driving had his car on the roof on the trail since he drifted onto the trail hit my neighbors embankment and flipped over. that is the direction i need to go to get my mail at the windlass restaurant so I feel very nervous any time i need to walk that section, not to mention the fact it has been barely maintained as a path often becoming overgrown in areas.
- Why is lengthening the trail not an option? This would be the first choice to use funding for!
- Needs to go all the way to town limits
- Our only concern is there is a house with a German Shepard tied on a deck that is very close to the trail. We are afraid if he brakes his rope, someone will be injured or killed
- It should be from bunkers island to town point! We love in a healthy, active time!!
- We were unaware this was even a trail. When we moved the the area four years ago, we have always assumed it was a sidewalk for the locals. Would love to see it advertised more as a trail.
- It is not nearly long enough & doesn’t even cover all of Rockville. I drive to Yarmouth everyday just to go for a walk where it is safe to do so. I have no way of getting to the trail without endangering my life because there’s not even a shoulder on the road to get to the

trail. This trail needs to be extended because right now it's only along the straight stretch of the road and not accessible to all residents of Rockville.

- This trail needs to be extended! No if ands or buts!! It is not at all long enough. It should start at Sunday point road, all the way to town point road. There are so many kids in Chebogue, and they need a safe way to reach each other. The speed limit is not met by every driver. We need to make our community safer. Some kids just don't dare to go meet their friends and ask for rides because there's no side walk and don't want to get hit by a car because we have a lot of curves and turns.
- I'm 83 years old and I walk it when I can , a paved surface would be ideal for me. It would be flat instead of sloped to walk on . Thanks for considering this for my community.
- The Rockville trail is definitely not a safe space to walk your pets.. too many people let their dogs run free or tethered to close to the trail in dome spots and some people think it ok to park their vehicles over the trail and one has to walk into the road…it's a shame as we do live in a picturesque part of the municipality and some of us feel unsafe walking the trail.
- Hard surfaces such as pavement can have a negative impact on rain water run off. Replacing the trail with hard surface would lead to further flooding and draining issues in the surrounding areas, as well as making it harder for restoration work. I believe the trail should be left as is with work done to clean it up and beautify it, it does not need to be widened or extended
- Think Rockville needs sidewalks Rather than a trail that's hardly used
- I would like it extended, it would be better if the trail went at least to town point, currently it seems to stop and start nowhere.
- Yes it should have went right down to Town Point Road like we were told and signed the petition for.
- Paving the trail would be less environmentally sound, and is also harder on the knees and joints of many users, particularly us older folk. There are options to improve the surface without paving it over or using expensive concrete. Paved/excessively hard surfaces are in abundance in Yarmouth County. Please preserve the more natural, forgiving surfaces that still exist for walking, running, hiking, etc. But by all means, make some improvements to the unpaved surface to insure that it can be used by all. Thanks for the chance to have input. PS: Use the $ saved by not paving to extend its length.
- The trail as it is a safer option for us walkers, children getting to their bus stops, visiting, playing/exercising. It is not friendly for wheel chairs, strollers, people with mobility issues. After a rain, the trail is wet in many places. In the winter this is unsafe as those spots freeze & if we get a coating of snow over the ice it is treacherous! Residents have fallen while walking. The trail is only mowed once or twice a summer. The ticks are a problem then. In the winter it is not plowed, I have been told it is not plowed because it is a multi-use trail, but the children that use the trail to get to their buses have to walk in the road at times.

Walking along the road in this neighborhood is very unsafe. I do not feel safe walking along the spots that the trail is not separated from the road.

- The trail is in front of my property and I am all in favor of hard surfacing it. So many people use it on a daily basis, I really don't want it removed.
- I walk it most days! It is not safe as it has wash outs, ice patches when freezing, bamboo weeds grow at one place and it sometimes has barely room for one person to walk through! It needs improvement for sure! It very seldom gets ANY maintenance!
- Garbage cans would be nice to have alongside so people may dispose pet debris etc
- Would it be possible to make it longer?
- It is called the Rockville Trail, however most of Rockville is not even part of the trail as 85% of it is in Kellys Cove. This trail should be extended as far as Town Point Wharf Road. To the historic church and graveyard. This should have a harden surface. The community uses this trail, and would use it much more if it was a longer stretch to allow safe walking to the graveyard and church. Also, the trail should include the old road that goes to the Kellys Cove beach. This would give access for the community and visitors to explore the beautiful beach in Kellys Cove. This old road/beach access is crown land, and is running on the south side of Dexter Smiths property. At least this should be mowed/cleaned up to the beach area, as there is a walking trail there now but not very accessible. This would give access to the Kellys Cove beach as there is none. If you try to access the beach from the Hilton Road wharf side, you cannot access the beach at high tide as you have to cross a water canal. Not accessible. Not talking about Sunday Point Beach. Its like the Rockville trail is here for the community but goes no where. Be nice to see some money come to our community, especially since it seems that Hebron/Dayton was favored and received a major sidewalk upgrade all the way to the Municipal Building. Our community of Rockville deserves better, and would allow for many generations to come to enjoy the beauty of our community.
- Extend throughout the community of Rockville to Town Point
- i would love it if it were lengthened as well as widened! it is a great spot to get out and walk in our community without having to worry about traffic, and we would love for it to stretch all the way into town on one side and up towards arcadia on the other side! thanks for the work you do :)
- The Rockville trail as you call it starts no where and stops no where. We need something better than that with the amount of taxes we pay. Should have continued at least to the beginning of Town Point Road. At least we could walk to visit loved ones at the cemetery. Also to keep our people safe walking and also for the kiddies to ride their bikes safely.
- I use the trail constantly (weather permitting) and would love to see it lengthened and paved.

Appendix C

Round 1 Engagement Summary

Municipality of the District of Yarmouth

Active Transportation Plan

Round 1: What We Learned Report (Draft)

January 2025

Introduction

The Municipality of the District of Yarmouth (MODY) is developing an Active Transportation Plan (ATP) to make walking, biking, and rolling throughout the municipality a safe and convenient option for residents and visitors of all ages and abilities, through all seasons. Based on technical review and community input, the ATP will help to create more opportunities for active transportation in MODY.

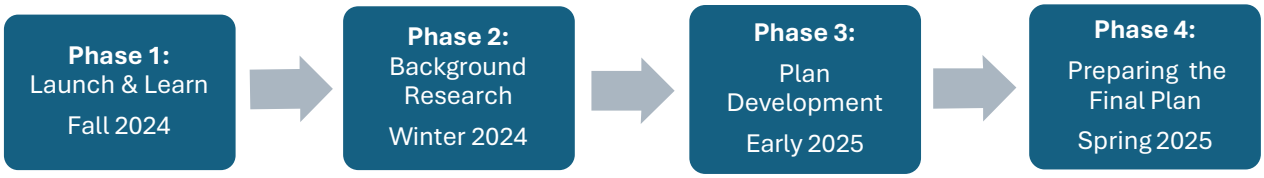
Community input is essential for shaping the ATP and ensuring that it reflects the community's needs and priorities. In November 2024, MODY launched the first round of community engagement. Round one of engagement focused on gathering insights into current active transportation habits, identifying barriers and opportunities for walking, cycling, and rolling, and understanding the community's vision for the future.

The following is a summary of the first round of engagement, including opportunities for participation and what we learned from community members.

Approach to Engagement

The ensure the ATP reflects the values and priorities of the community, the Municipality is undertaking a comprehensive engagement approach to gather input from community members throughout the project. Engagement activities have been divided into two phases during the ATP process. The first round of engagement focused on understanding current active transportation challenges and opportunities, as well as the community's vision for active transportation in the future.

The ATP will be developed in collaboration with the Municipality of the District of Yarmouth through four phases, with comprehensive input and engagement from key stakeholders and the public throughout the process primarily taking place in Phases 2 and 3.



Engagement Opportunities

The first phase of engagement launched in November 2024 with a community survey and interactive map, community open house events, facilitated focus group conversations, and stakeholder and community partner meetings. Engagement opportunities were communicated to the public through a variety of tactics, including:

- Project StoryMap (https://storymaps.arcgis.com/stories/e9746e759f064d7e805e0f516dcc15e5)
- Social media
- Print materials, including posters

Online Survey and Interactive Map

The online survey and interactive map were open November 25, 2024 to December 13, 2024. The survey and interactive map were available online, with hard copies of the survey available at the in-person engagement events and the Municipal office. Over 200 hundred survey responses were collected and 6 pins on the map were received.

Open House Events

The project team hosted three open house events at different locations in the Municipality. The locations included:

1. Mariners Centre
2. South Ohio Community Centre
3. MODY Municipal Offices (Tree Lighting Celebration)

Community members were invited to attend the event to learn more about the ATP, connect with the project team and fellow community members, and share their experiences with walking, biking, and rolling throughout MODY. Several poster boards with background information on the planning process and active transportation were set up around the room, with opportunities for attendees to share their thoughts and ideas through post it notes and by speaking with project team members.

Approximately 85 people attended the open house events.

Focus Group Conversations

The project team facilitated a series of focus groups with 17 organizations, including:

- Beach Sweeps/ Clean-up
- Cycling NS
- Doctor Recruitment
- Four Shoe Runners
- Friends of Ellenwood Park
- MODY Public Works
- Nova Scotia Public Works
- Physical Education Teachers from Meadowfields Community School and Carleton Elementary School
- Senior Safety
- Seniors for Seniors
- Tusket River Environmental Protection Agency
- Western Counties Regional Library
- Yarmouth County Trail Development Association
- Yarmouth Recreation
- Yarmouth Walking Groups

The intent of these conversations was to learn more about the challenges faced when walking, cycling, and rolling in and around the municipality.

Stakeholder and Community Partner Meetings

The project team hosted two separate stakeholder sessions – one with staff from Nova Scotia Public Works, as well as another online session for those stakeholders who were unable to attend the Open House sessions in person.

These sessions resulted in quite in-depth conversations with Regional and Provincial personnel from Nova Scota Public Works, as well as an extensive conversation with staff from Meadowfields Community School. These conversations resulted in numerous requests and recommendations being shared, many of them specifically referencing concerns around active and safe school travel, as well as overall transportation challenges in the region.

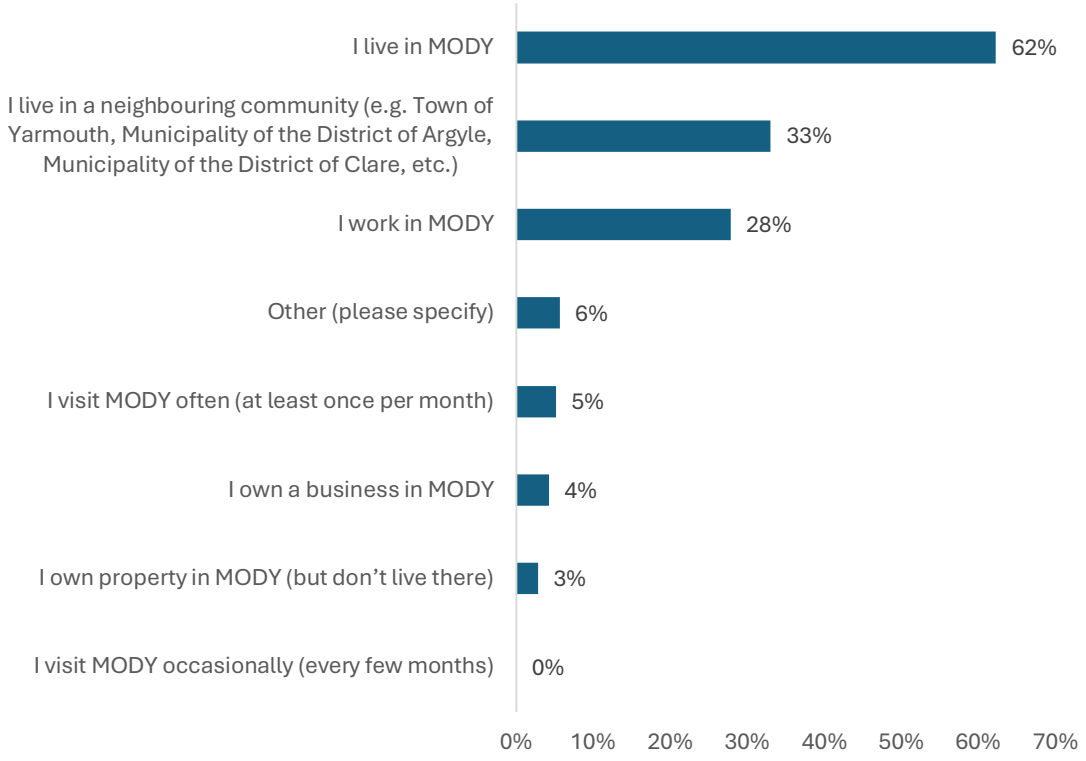
What We Learned

Community Survey

How You Move

Question: ***"What is your connection to the Municipality of the District of Yarmouth?"***

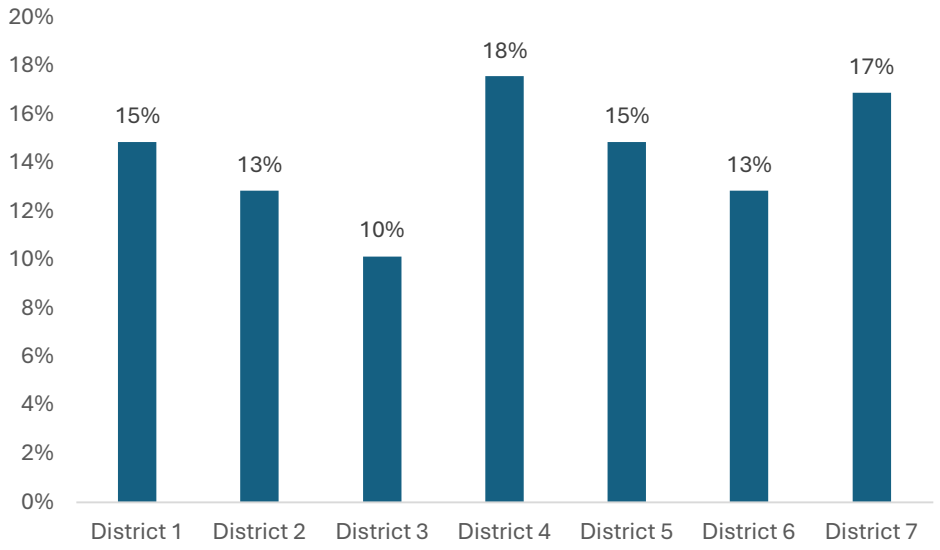
(212 responses)



Approximately 62% of respondents reside within MODY, while 33% live in adjacent communities and another 28% are employed in MODY.

Question: ***"If you live in MODY, which district do you live in?"***

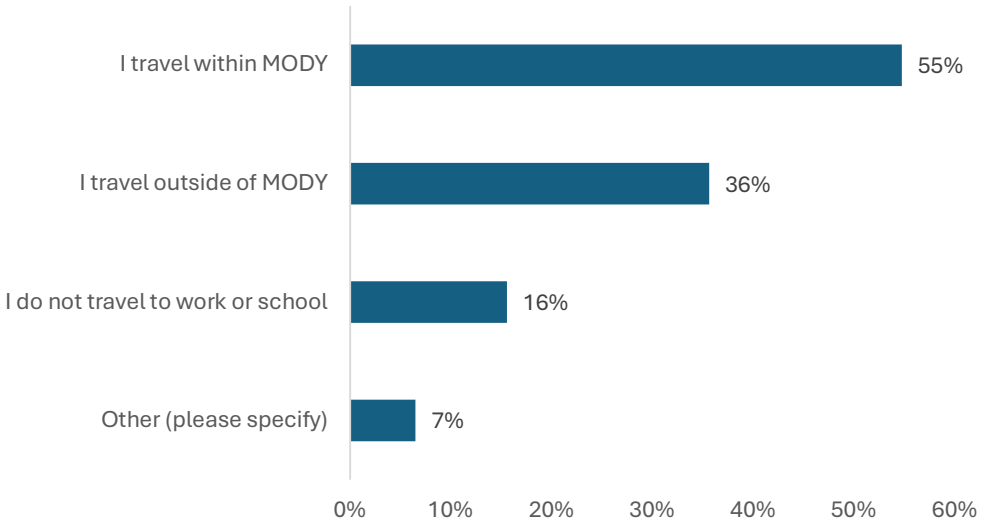
(148 responses)



The geographic distribution of responses was well-balanced. The majority of respondents live in District 4 (18%). This is followed by District 7 (17%), and Districts 1 and 5 (15% each).

Question: ***"Where do you currently travel to work or school?"***

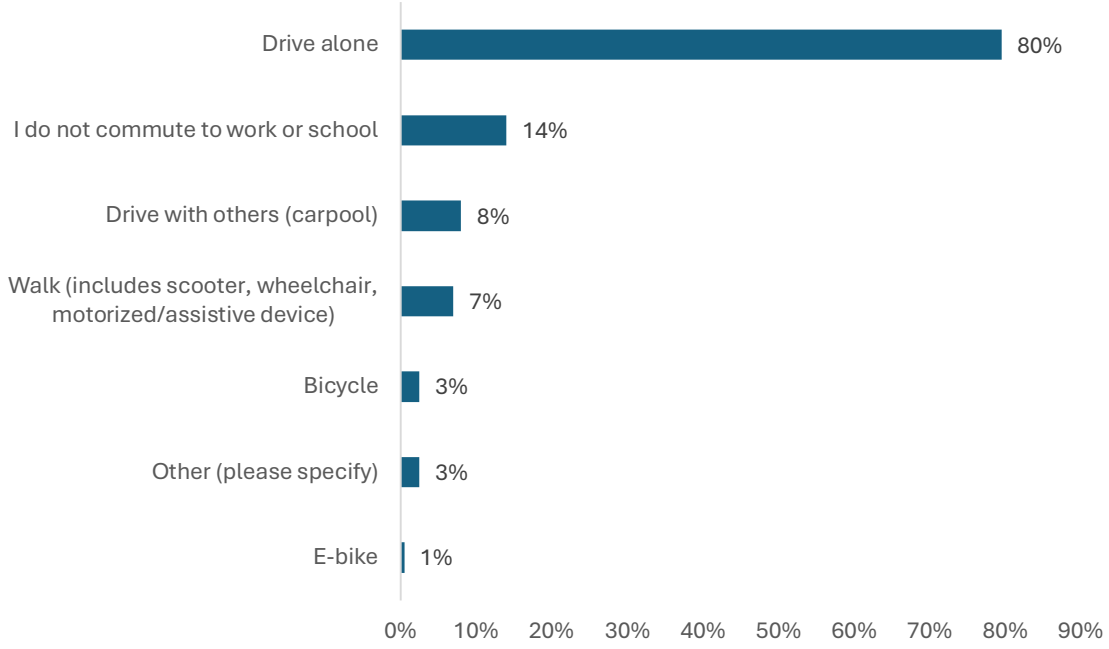
(199 responses)



Approximately 55% of respondents travel to work or school within MODY, while 36% travel outside of MODY.

Question: ***"On a typical day, what is your usual mode of transportation for commuting purposes?"***

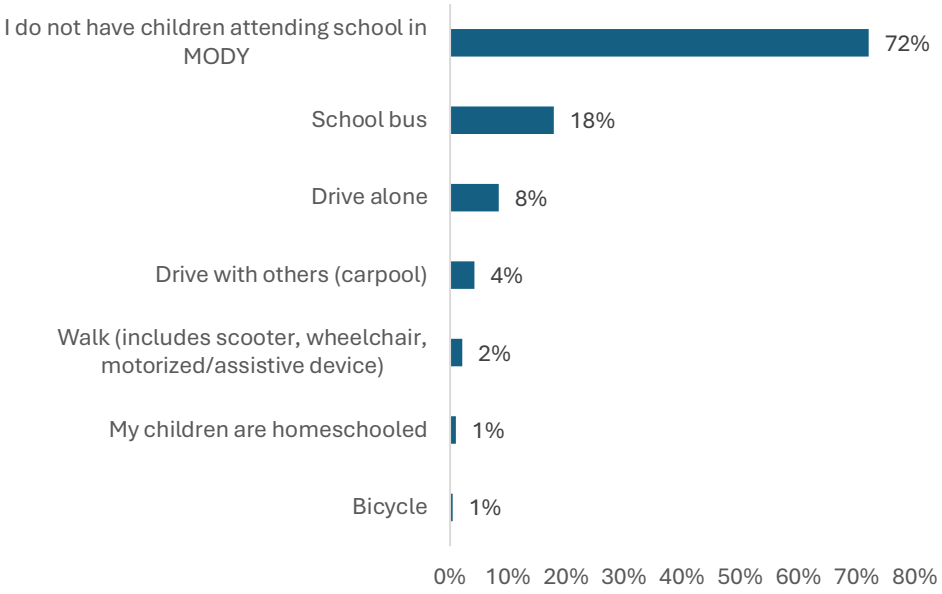
(200 responses)



Approximately 80% of respondents drive alone to work, 14 % do not commute and another 8% carpool.

Question: ***"If you have children that attend school in MODY, how do they typically travel to and from school?"***

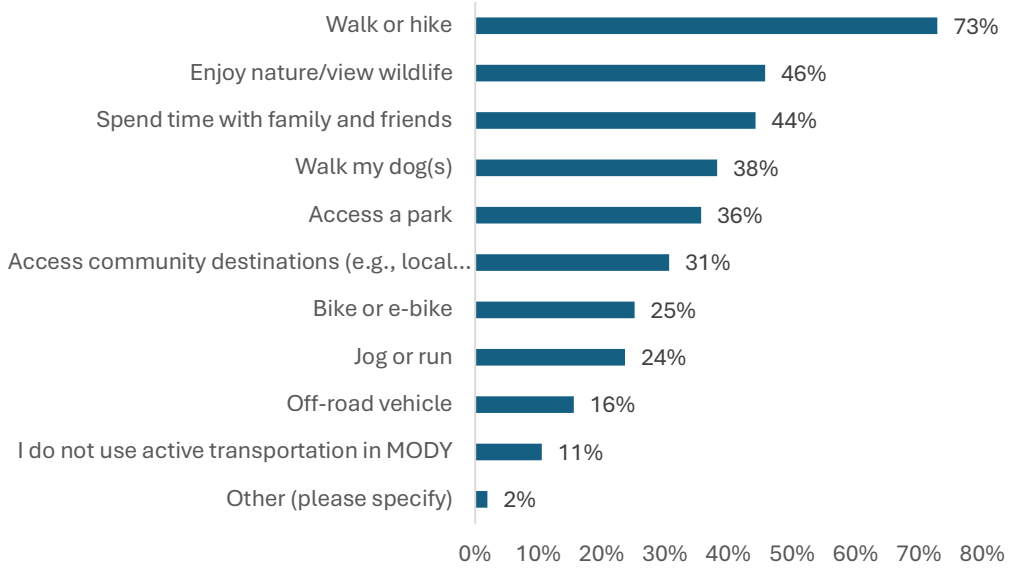
(190 responses)



When asked about how respondents' children travel to and from school in MODY, 72% of respondents said they do not have children (so do not travel to and from school), while 18% of respondents use the school bus, and another 8% drive their children to and from school.

Question: ***"How do you use MODY's existing active transportation network, including trails, walking paths, and bike routes? (Select all that apply)"***

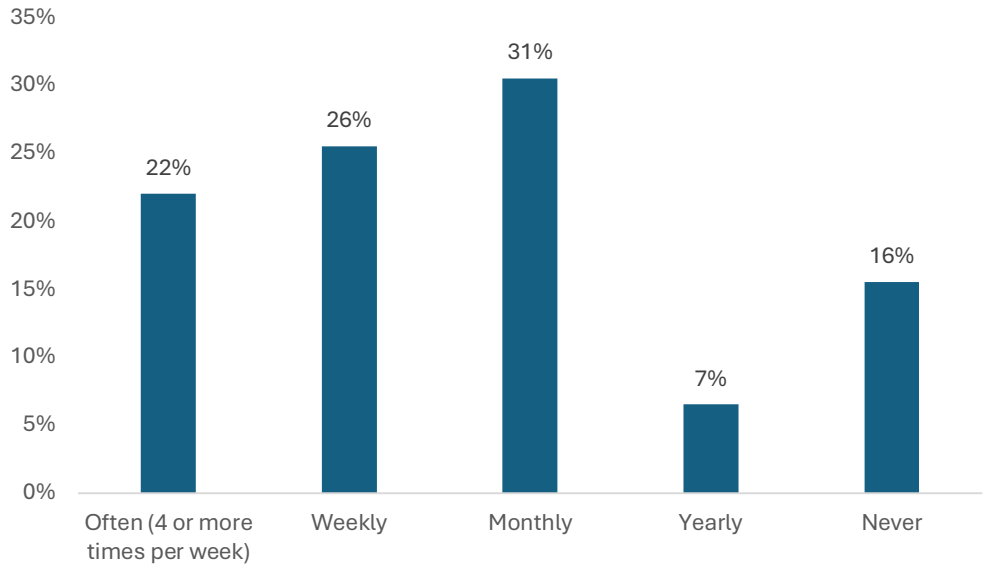
(199 responses)



73% of respondents indicated that they use MODY's existing Active Transportation Network to walk or hike, 46% of all respondents indicated that they use it to enjoy nature/ view wildlife, and 44% of respondents indicated that they use the existing AT network to spend time with family and friends.

Question: ***"How often do you use the active transportation network in MODY for recreation purposes?"***

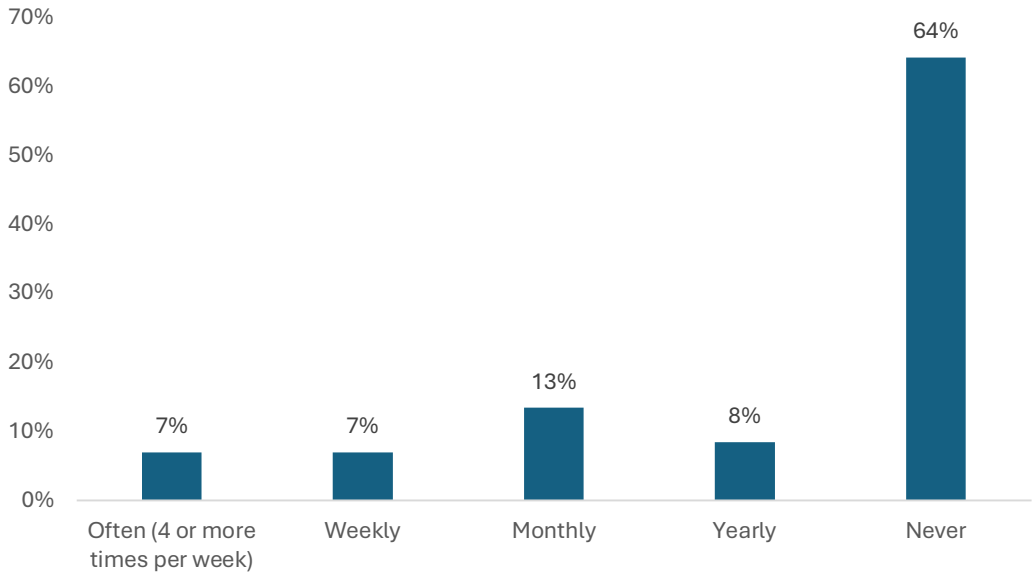
(200 responses)



31% of respondents indicated that they use the active transportation network in MODY on a monthly basis. 26% use it weekly and 22% use it often (4 or more times per week).

Question: ***"How often do you use the trails in MODY for commuting purposes?"***

(201 responses)

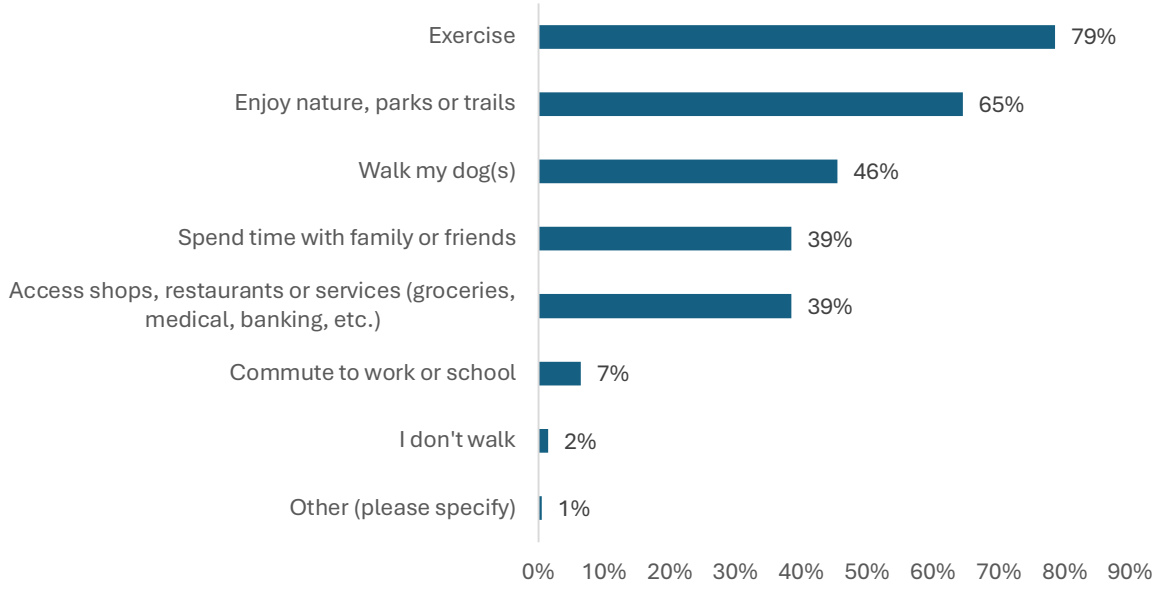


When asked how frequently respondents use trails in MODY for commuting purposes, 64% indicated they never use them, 13% use them monthly and 8% use them yearly.

Walking

Question: ***"When I walk, it's to: (select all that apply)"***

(200 responses)

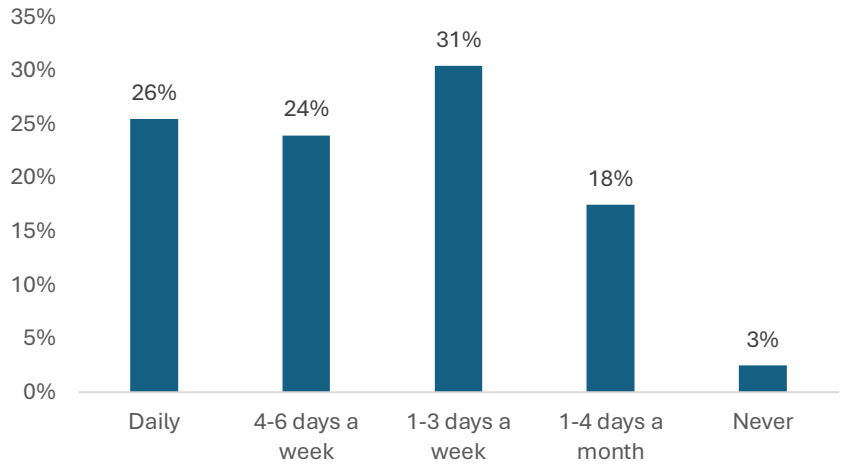


The majority of respondents (79%) said they walk in MODY to exercise and enjoy nature, parks or trails (65%).

To understand how much of an impact weather has on commuting members, we asked respondents how often they walk during the spring, summer and fall, and how often they walk in winter.

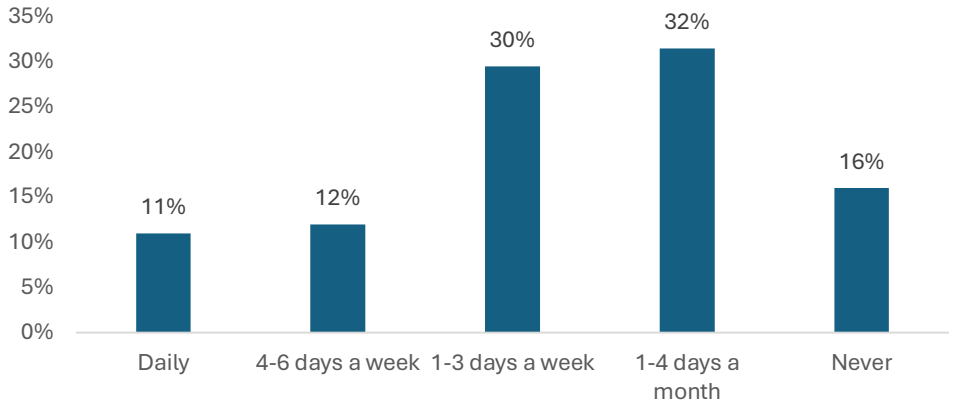
Question: ***"During spring, summer, and fall, how often do you walk? (Select one)"***

(200 responses)



Question: "During the winter, how often do you walk? (Select one)"

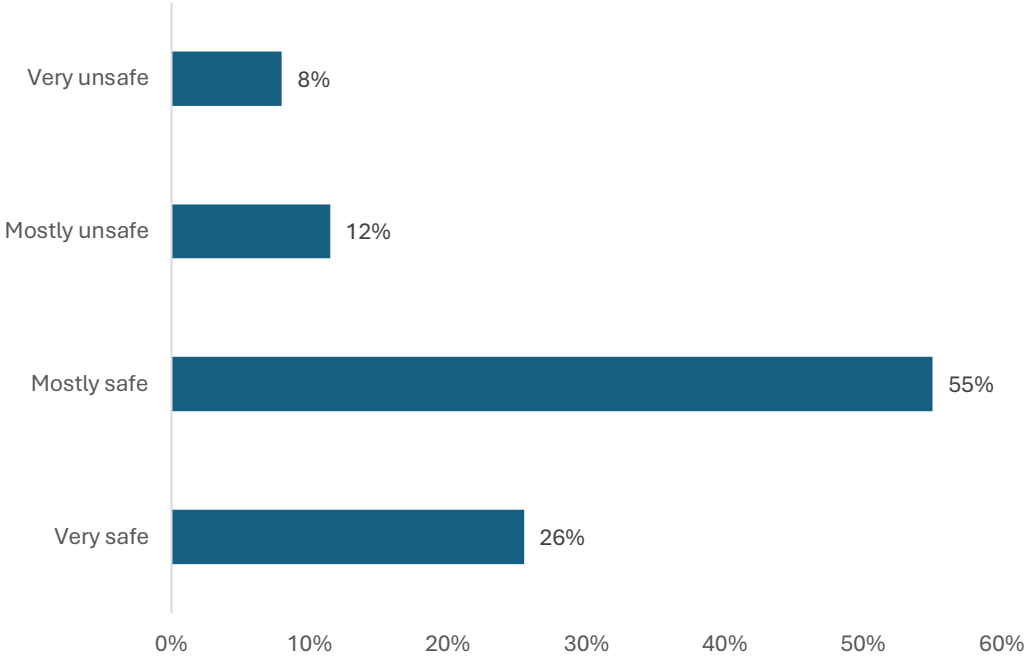
(200 responses)



During the seasons with better weather, 31% of respondents said they walk 1 to 3 days per week. During the winter, 30% walk 1 to 3 days per week.

Question: ***"How safe do you feel walking in MODY? (Select one)"***

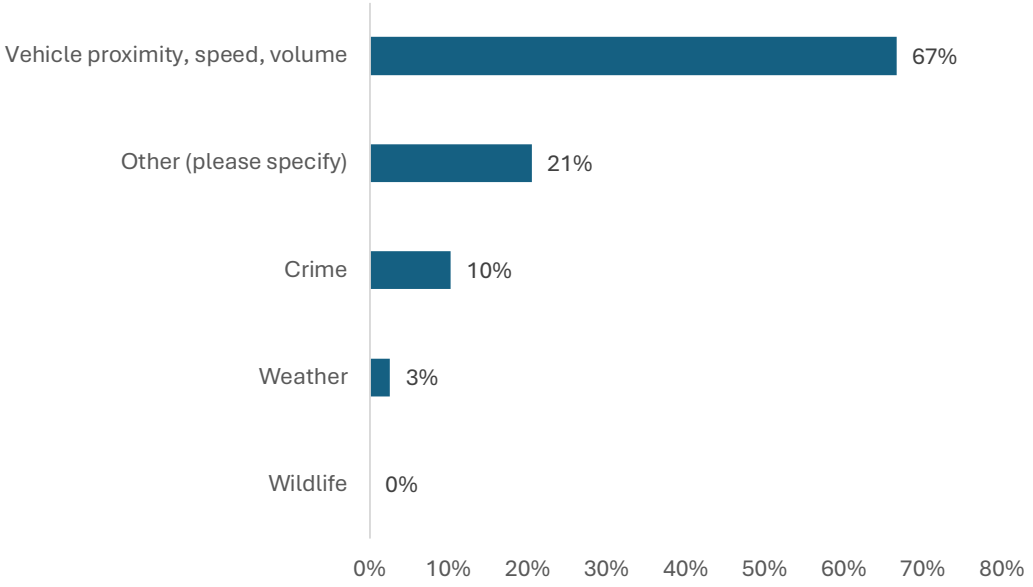
(200 responses)



The majority of respondents (55%) feel mostly safe when walking in MODY, while a further 26% feel very safe as a pedestrian.

Question: ***"Tell us more about your safety concerns. Are they related to perceived risks from:"***

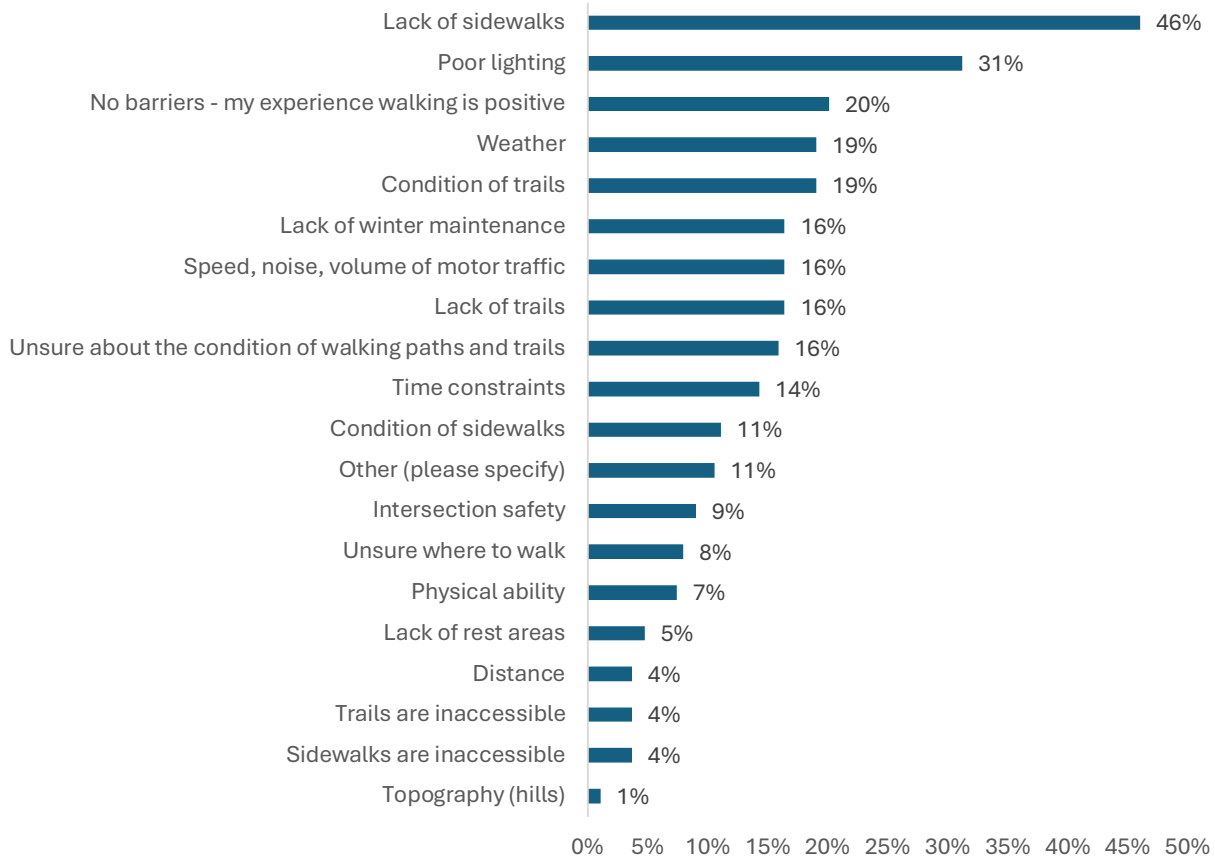
(39 responses)



When asked about safety, 67% of respondents feel unsafe due to vehicle proximity, speed, and volume. 21% cited "other" concerns, such as being unfamiliar with trails and routes, uneven surfaces, insufficient parking, and a lack of connecting sidewalks.

Question: ***"What are the barriers for walking more often than you do in MODY? Select up to 5."***

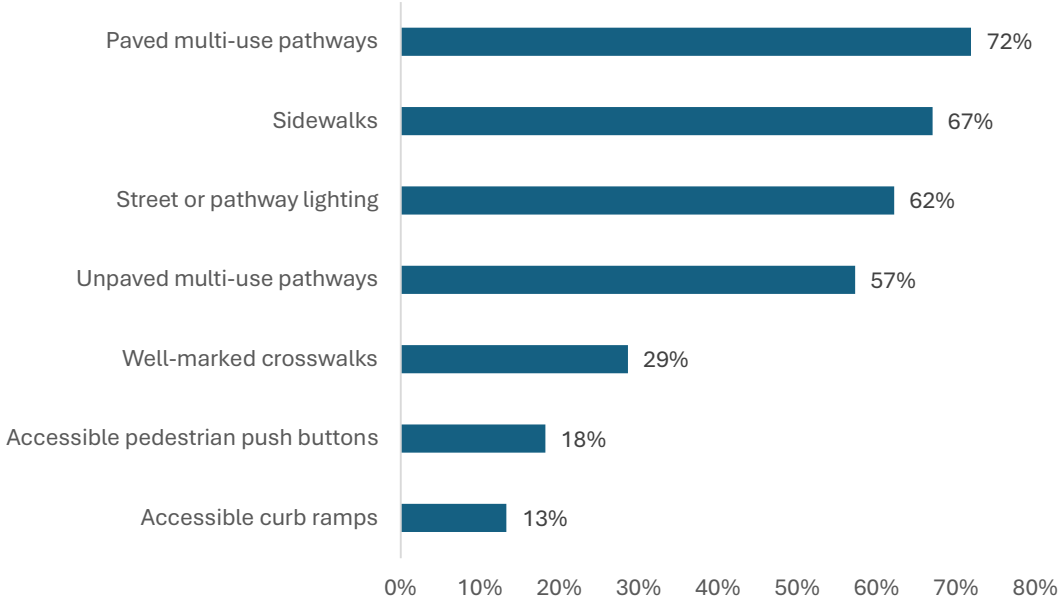
(189 responses)



When asked what prevents them from walking more, respondents noted that the lack of sidewalks (46%) and poor lighting (31%). 20% indicated that they experienced no barriers when walking.

Question: ***"What types of walking (or mobility aid) infrastructure would encourage you to walk more in MODY? Select all that apply."***

(164 responses)

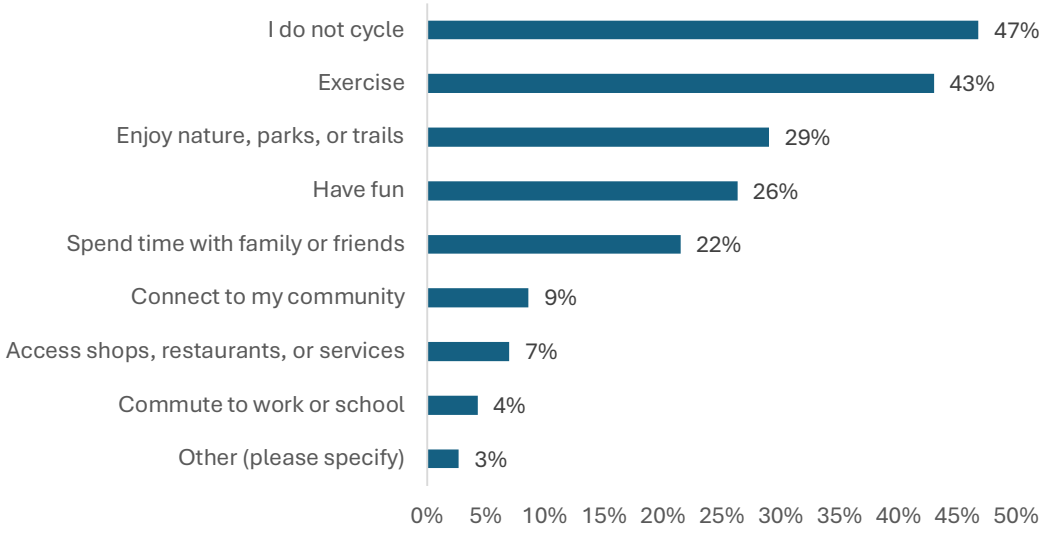


To improve walking in MODY, respondents would like to see more paved multi-use pathways (72%), sidewalks (67%), street or pathway lighting (62%), and unpaved multi-use pathways (57%).

Cycling

Question: ***"When I cycle, it is to: (select all that apply)"***

(186 responses)

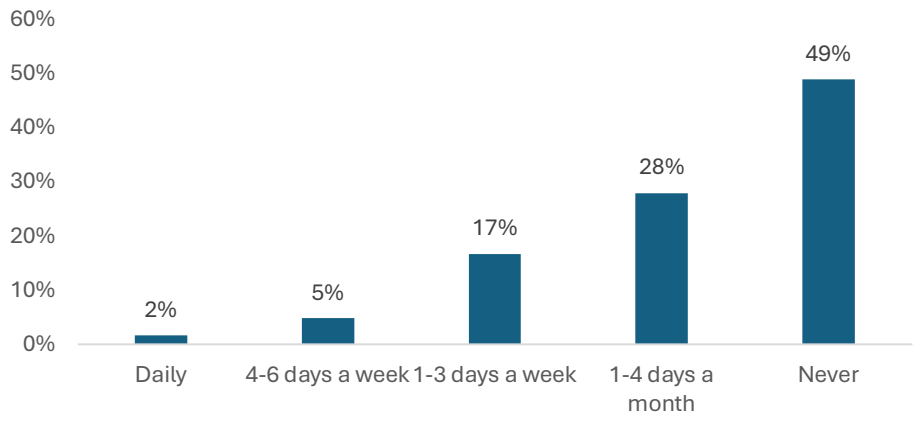


Most respondents (47%) said they do not cycle. Of those who do cycle, most do so for exercise (43%), to enjoy nature, parks, or trails (29%) or to have fun (26%).

To understand how much of an impact weather has on commuting members, we asked respondents how often they cycle during the spring, summer and fall, and how often they cycle in winter.

Question: ***"During spring, summer, and fall, how many times do you ride a bike? (Select one)"***

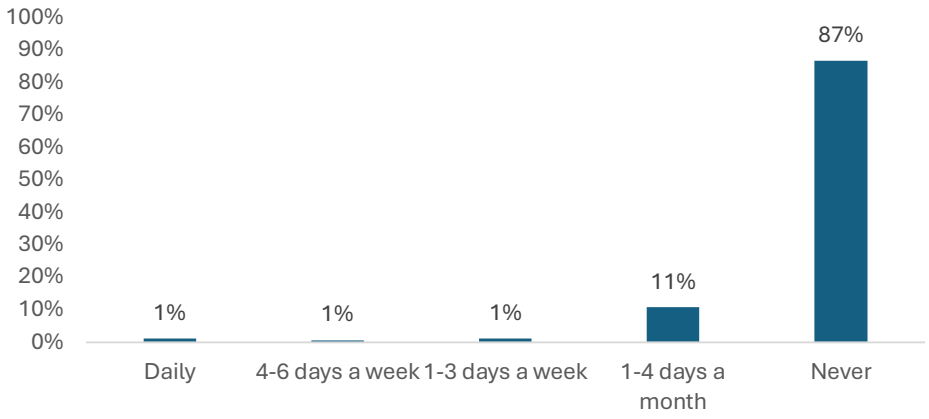
(186 responses)



During the seasons with better weather, 28% of respondents said they cycle 1 to 4 days per month, with a further 17% who cycle 1-3 days a week. During the winter, this number drops to 11% (see chart below)

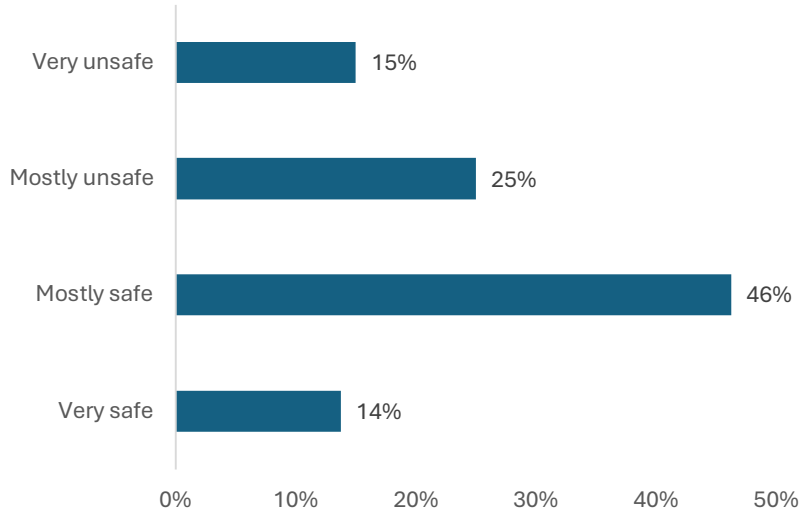
Question: ***"During the winter, how many times do you ride a bike? (Select one)"***

(186 responses)



Question: ***"How safe do you feel cycling in MODY?"***

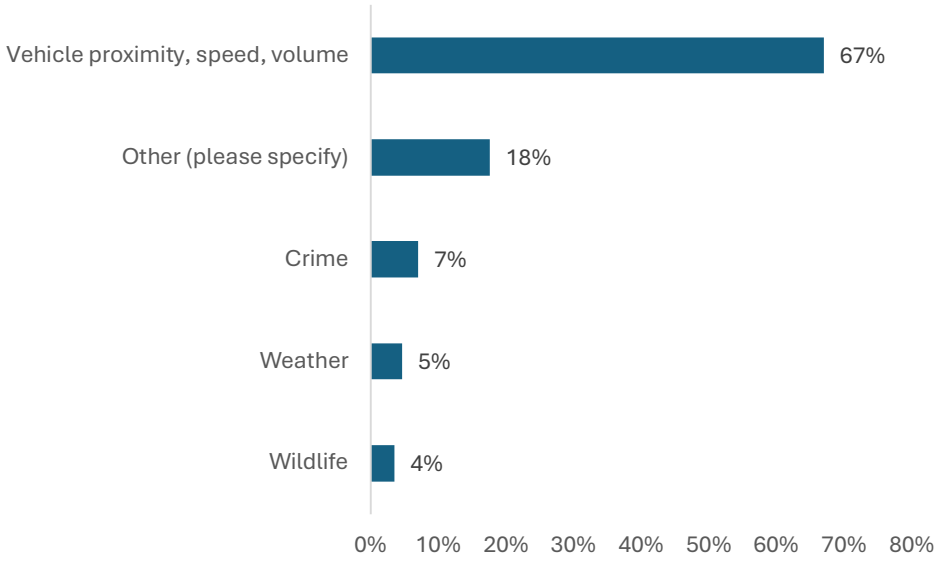
(160 responses)



Nearly half of respondents (46%) said they feel mostly safe when cycling in MODY.

Question: ***"Tell us more about your safety concerns. Are they related to perceived risks from:"***

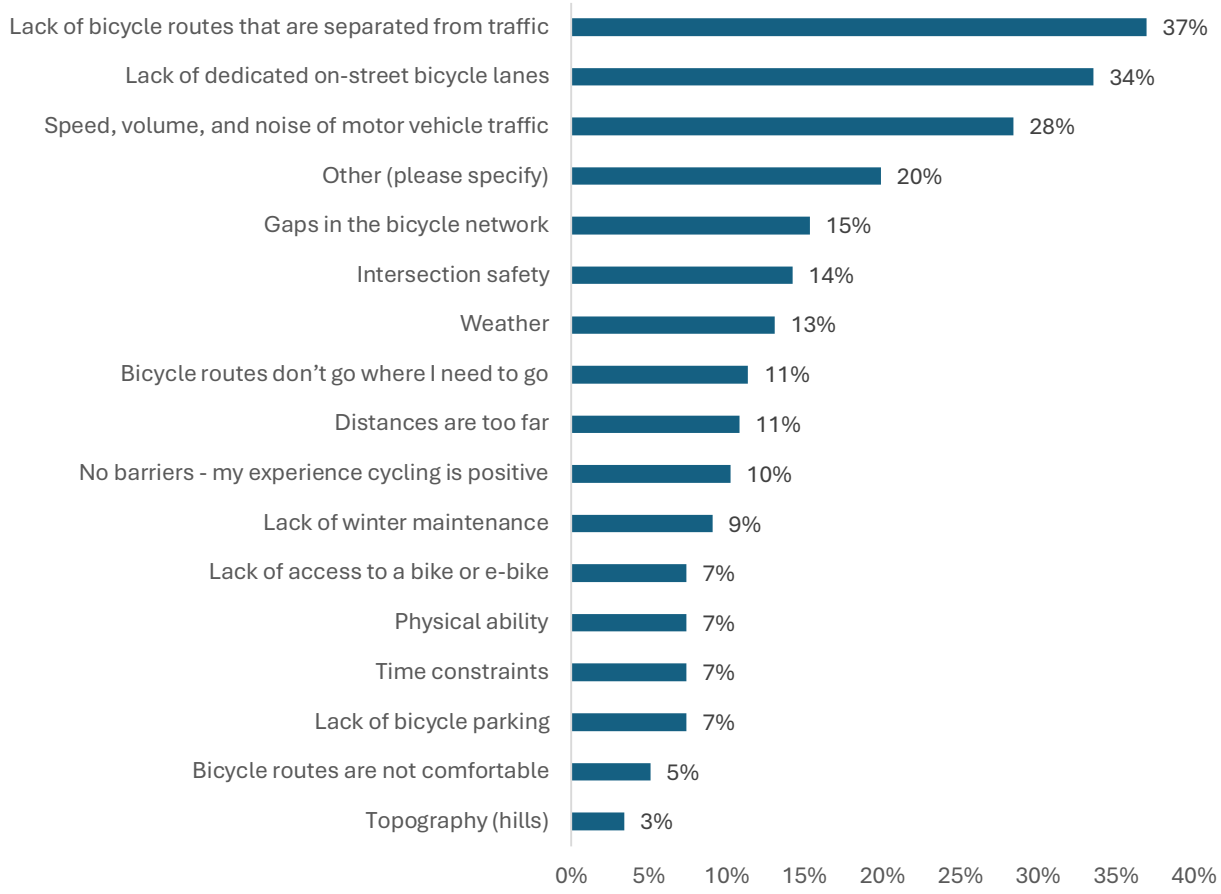
(85 responses)



67% of respondents feel unsafe cycling due to nearby vehicles, speed, and traffic volume. 18% mentioned other issues like lack of bike lanes, lack of police presence, and challenging surfaces caused by ATVs.

Question: ***"What are the main issues or challenges for cycling in MODY? (Select up to 5)"***

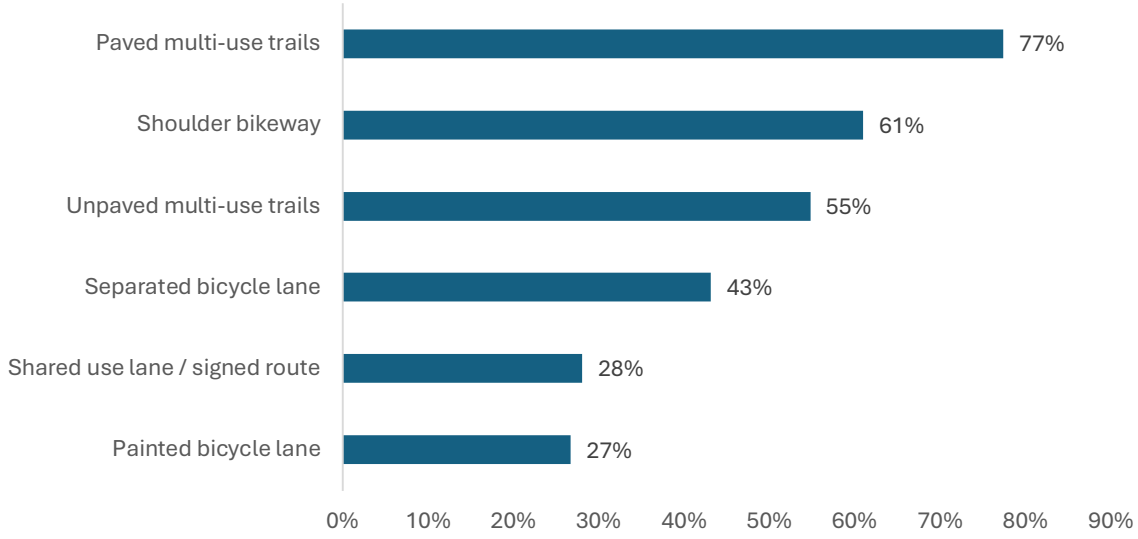
(176 responses)



When asked what prevents them from cycling more, respondents noted the lack of bicycle routes that are separated from traffic (37%), lack of dedicated on-street bicycle lanes (34%), and speed, volume, and noise of motor vehicle traffic (28%).

Question: ***"What facility type(s) would encourage you to cycle more in MODY? (Select all that apply) "***

(146 responses)



To improve cycling in MODY, respondents would like to see more paved multi-use trails (77%), shoulder bikeways (61%), and unpaved multi-use trails (55%).

Bike Parking

We also asked respondents where they think bike parking is most needed. 71 comments were received and summarized. Below are themes with 2 or more responses:

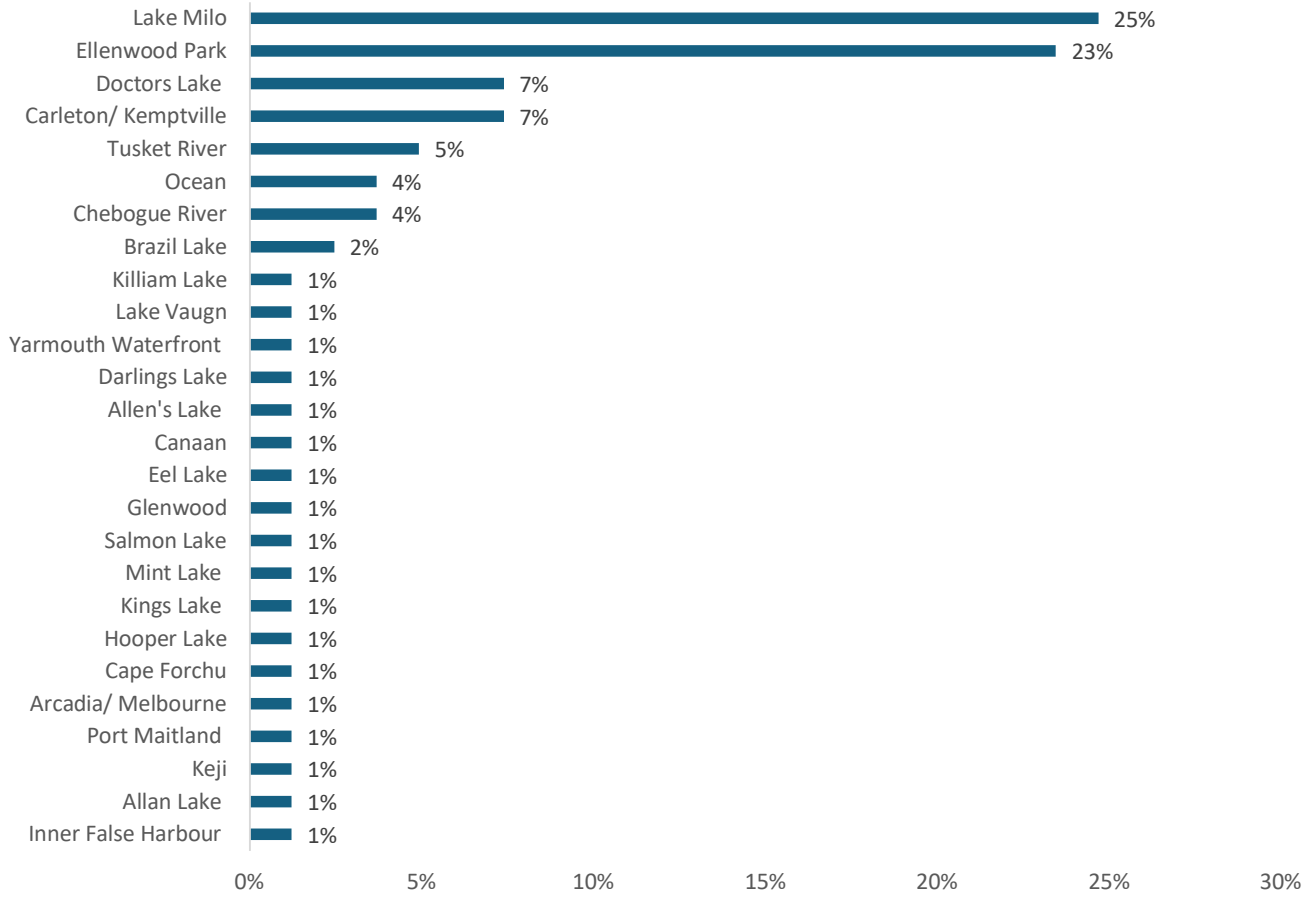
- Downtown (18 comments)
- Outside shops, businesses, restaurants and grocery stores (16 comments)
- At parks, trailheads, and recreation areas (7 comments)
- Bike parking is not an issue (4 comments)
- Outside schools (2 comments)

Connection to Water

We asked respondents where they like to canoe, kayak, or paddle. There are many areas in and near MODY where community members can access water, and that was made clear through the variety of responses. Some of the most comment responses included Lake Milo (25%) and Ellenwood Park (23%).

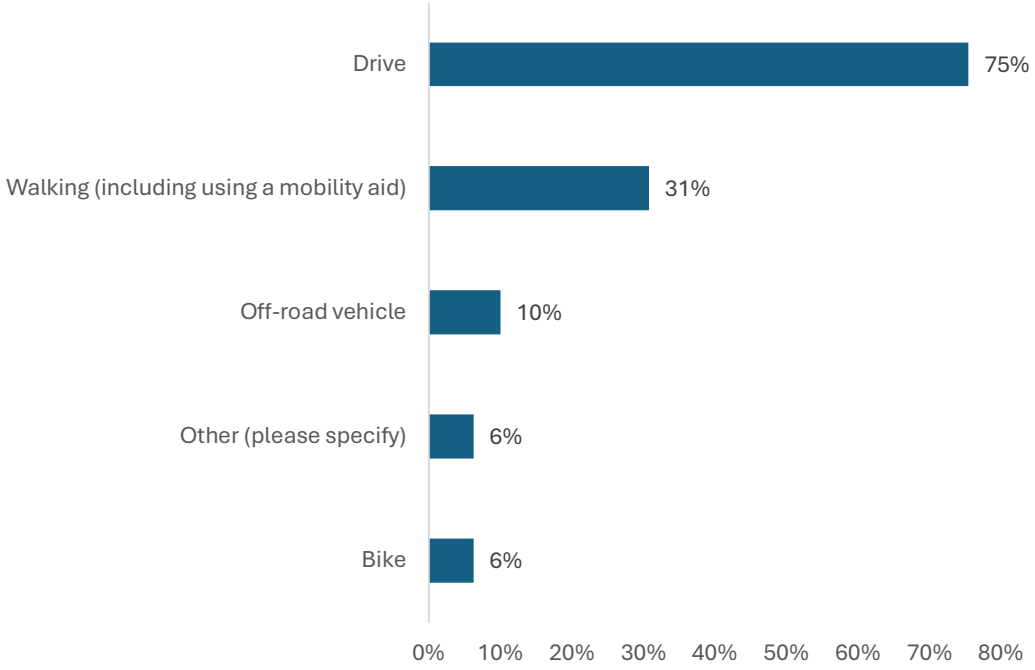
Question: ***"Where do you usually like to canoe, kayak, or paddle board?"***

(129 responses)



Question: ***"How do you usually travel to water access points?"***

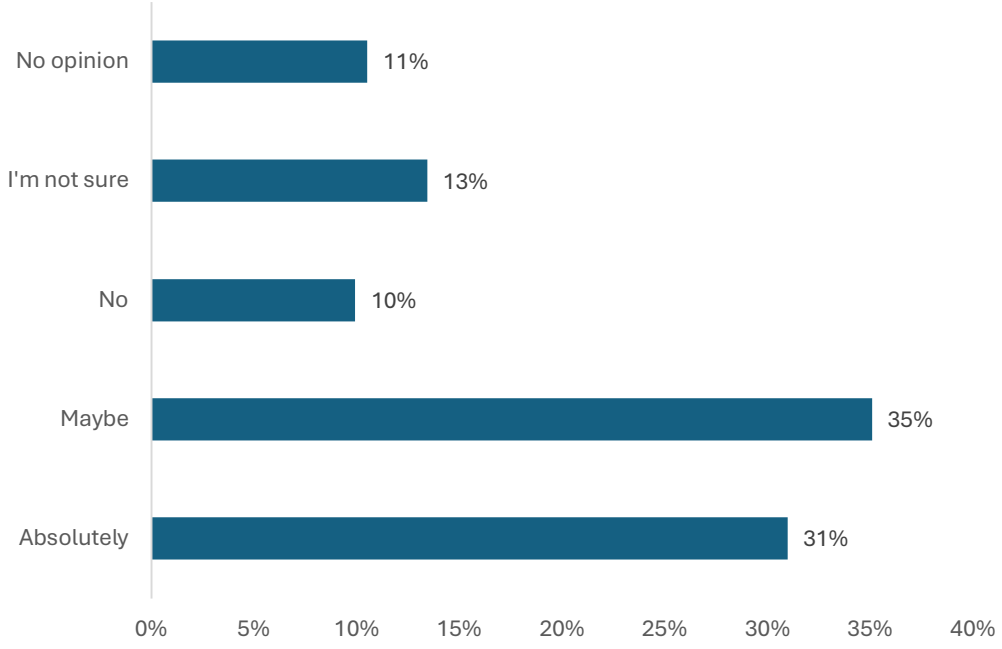
(159 responses)



Currently, most respondents are driving to water access points (75%).

Question: ***"If active transportation connections were improved, would you be more likely to walk, bike, or roll to water access points?"***

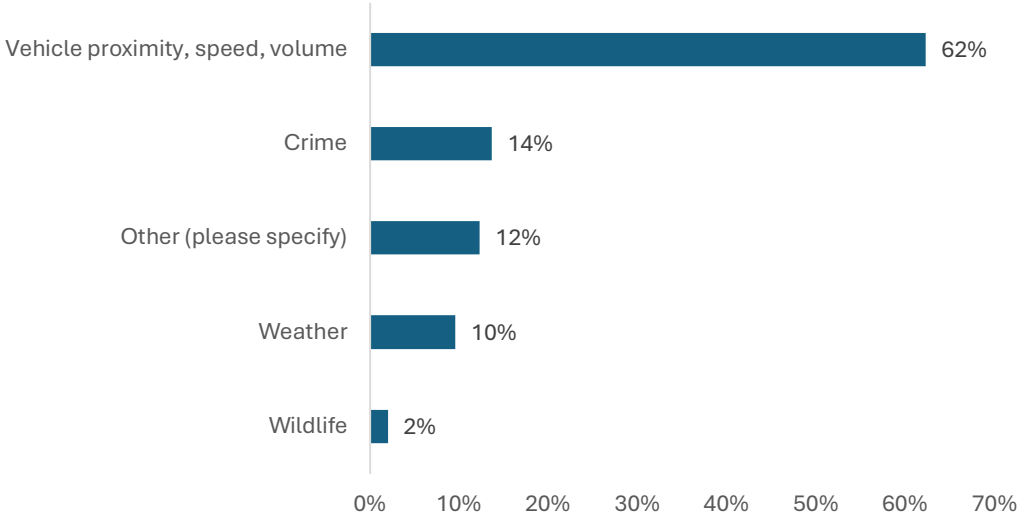
(171 responses)



31% of respondents said they would absolutely walk, bike or roll to water access points if active transportation connections were improved, while 35% said they would consider it.

Question: ***"Tell us more about your safety concerns. Are they related to perceived risks from:"***

(146 responses)



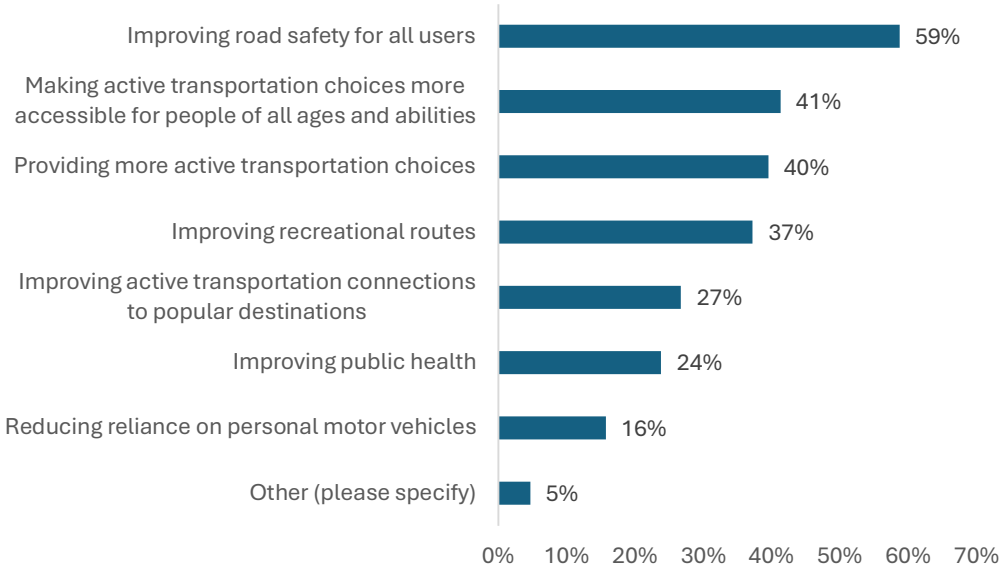
62% of respondents feel unsafe due to vehicles, speed, and traffic volume. 14% cite crime, while 12% mention issues like poor trail lighting and the challenges of using a bike to transport kayaks or paddle boards.

ATP Priorities

Most respondents (59%) said that improving road safety for all users should be a priority for the Active Transportation Plan. This is followed by making active transportation choices more accessible for people of all ages and abilities (41%) and providing more active transportation choices (40%).

Question: ***"Which outcomes of the Active Transportation Plan are most important to you? (Select up to 3)"***

(172 responses)



Additional Comments

Question: ***"Do you have any final comments about active transportation in MODY?"***

(69 responses)

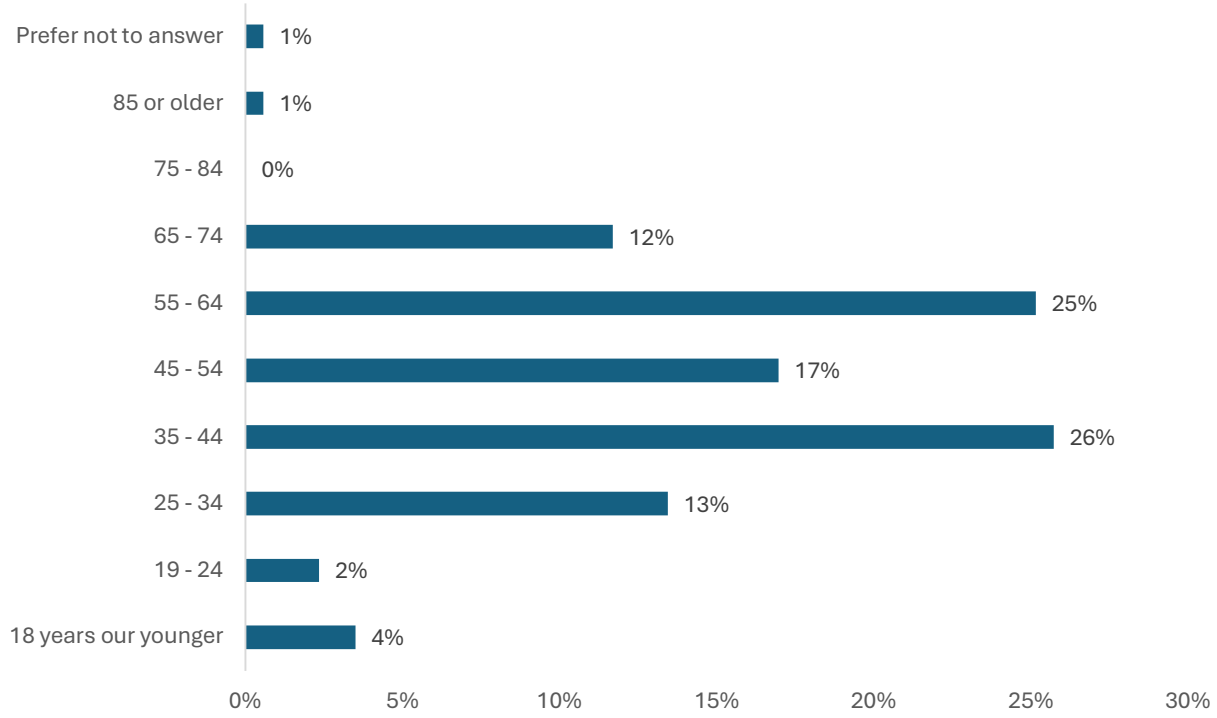
Respondents were asked to share any additional comments about improving active transportation in MODY. Comments were analyzed and themed. Themes with two or more responses include:

- Address safety challenges, i.e., paved shoulders, vehicle speed, lighting (5 comments)
- Desire for a multi-use path on Milo (3 comments)
- Desire for pathways to connect to the trails in rural communities (3 comments)
- Would like to see more trails for biking/ walking (2 comments)
- ATV's impact trail systems (i.e., potholes) and are dangerous for walkers and bikers (2 comments)

About You

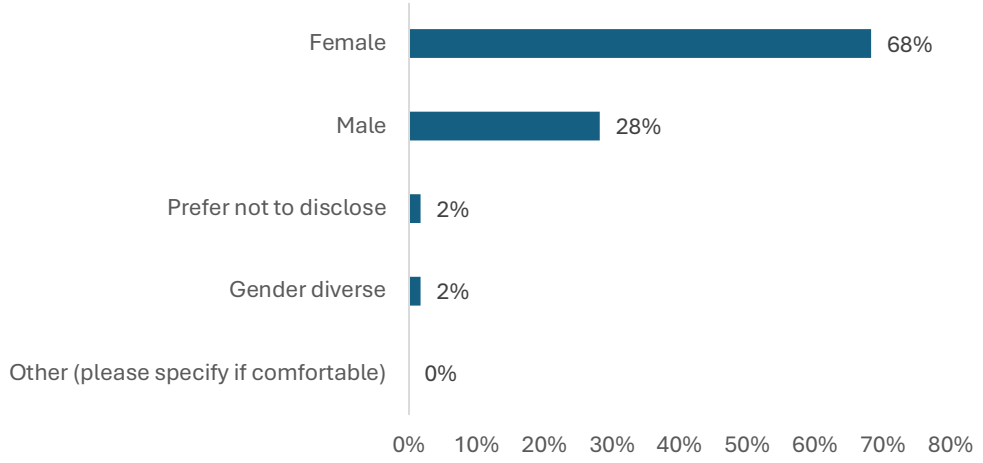
Question***: "What is your age?"***

(171 responses)



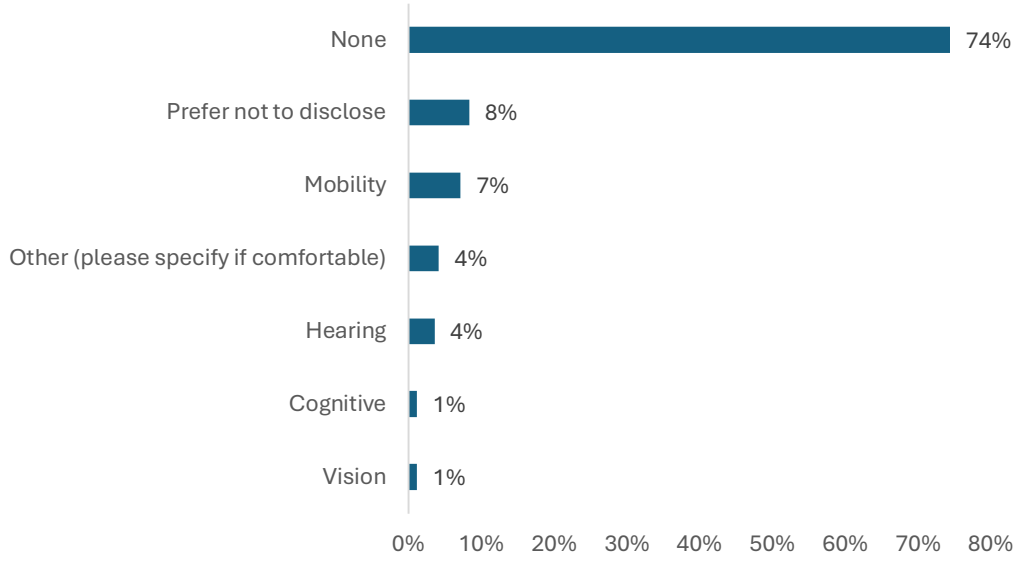
Question: ***"What is your gender?"***

(170 responses)



Question: ***"Do you have any limitations?"***

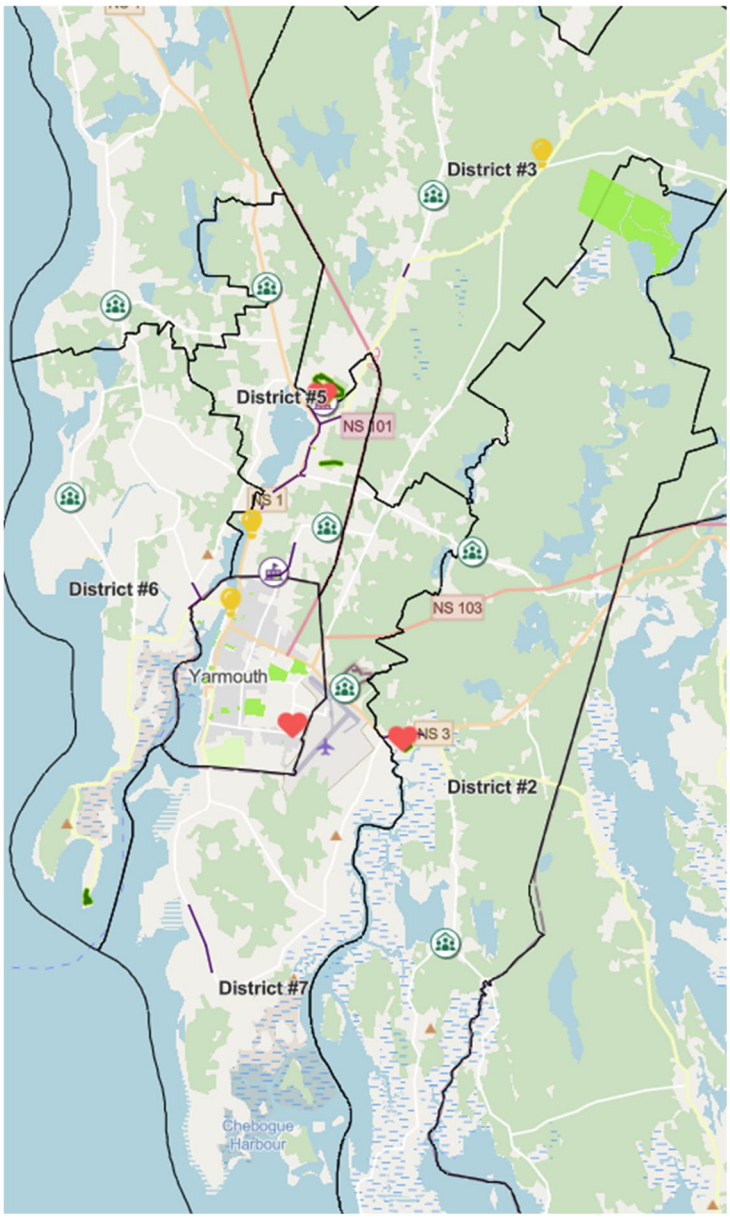
(168 responses)



Interactive Map

The interactive map received approximately 6 pins with geographic comments identifying existing active transportation strengths and weaknesses in the Municipality. Comments have been summarized below:

- Opportunities:
    - Connect Rail to Trail pathway to Ellwood Park
    - Boardwalk near the lake, adjacent to the highway on the Milo stretch
    - Boardwalk from Sealed Landers Park to the villa along Lake Milo
- Likes:
    - Walking in the woods at Hebron Recreation Complex
    - Tkipok Trail



Open House Events

The Municipality hosted three in-person houses to provide community members the opportunity to learn more about the project and to provide meaningful feedback to the project team. The events were held on:

- Wednesday, December 4, 2024, at Mariners Centre from 5:30PM to 7:30PM
- Thursday, December 5, 2024, at South Ohio Community Centre from 5:30PM to 7:30PM
- Friday, December 6, 2024, at MODY from 5:30PM to 7:30PM

The key themes from the discussions are summarized below. For detailed comments received during the open house engagements, please refer to **Appendix A.**

- Community members identified several opportunities to increase active transportation, such as sidewalk improvements, affordable access to recreational facilities, and better street lighting.
- Safety issues, such as speeding vehicles and lack of safe cycling spaces, were highlighted as barriers to active transportation.
- Participants expressed a desire for improvements like multi-use trails, paved shoulders, and better sidewalk infrastructure.

Focus Groups

The project team met with key organizations on December 5th and 6th. See the attendee list in *Focus Group Conversations***.** The purpose of these meetings was to gather information about the challenges related to walking, cycling, and rolling in the Municipality.

Some key points from these discussions are summarized below. See **Appendix B** for more details.

Focus group conversations highlighted the need for better connectivity and safety on existing routes. This includes addressing gaps in the current network, improving highway shoulders, and ensuring marked crossing points on well-used trails like the Rail Trail. There is also a focus on enhancing underused roads and community trails to increase their usage and improve overall connectivity

Another significant theme is the importance of awareness building and education. This involves improving signage for better navigation and safety, promoting destination trails for tourism, and developing programs to encourage active transportation involvement. Focus group conversations also emphasized the need for collaboration with various groups, such as ATV groups, to improve trail maintenance and usage.

Additionally, there is a need for infrastructure improvements and accessibility. This includes paving shoulders, creating new trails, and ensuring that existing trails are accessible and senior-friendly.

Next Steps

The feedback collected during the first round of community engagement for the Active Transportation Plan is a crucial part of understanding the current active transportation conditions and priorities for community members.

Community feedback, coupled with technical findings, will be used to develop draft ATP, including recommended routes, policies, and programs. We will be engaging with community members again in January to share and gather community feedback on the draft Plan.

Thank you to all community members who participated in the first round of engagement. We are excited to begin developing the Active Transportation Plan and look forward to your continued involvement throughout the planning process.

Appendix A

ENGAGEMENT ACTIVITY #1

Open house participants were asked what ***opportunities*** there are to increase active transportation in MODY. Comment themes are summarized below:

- Sidewalk improvements (2 comments)
- Affordable access to recreational facilities (2 comments)
- Streetlights
- Adjusting dark sky hours
- Ellenwood Park
- Darling Lake
- Stamp route book to promote destinations
- Additional information is needed regarding hiking and running
- Community programming days
- Accessibility
- Restore Heart Scratch Road Trail
- Create bus routes from Hebron to town

Open house participants were asked what ***prevents*** people from walking, biking or rolling in MODY. Comment themes are summarized below:

- Safety issues: speeding vehicles, lack of safe cycling spaces (3 comments)
- Lack of garbage receptacles on trails (2 comments)
- Unevenly surfaced trails
- Lack of bike lanes
- Bike rodeo
- Poor sidewalk infrastructure

ENGAGEMENT ACTIVITY #2

Open house participants were asked where they would like to be able to actively travel to in MODY. Comment themes are summarized below:

- Cape Forchu (3 responses)
- Harbour/ Doctor's Lake
- South Ohio sidewalk to railway
- Pedestrian improvements along Lake George
- Walking trail in Sandford

Open house participants were asked what they would like to see the Active Transportation Plan to accomplish (i.e., what projects, improvements, or programs would you like to see given priority?). Comments have been summarized below:

- Multi use trails on Milo (3 comments)
- Paved shoulders
- Vegetation maintenance
- Interpretive signage
- Chebogue Meadows Trail
- Biking map and promoting biking more.

- Adding garbage receptacles on existing trails
- Chip seal to new road on Rail Trail
- Lighthouse trail surfacing
- Trails at Greenville Community Hall
- Sidewalks in each community
- Benches along sidewalks
- Connection from the store to beach (Port Maitland)
- Hebron playground sidewalk to Hillside Drive

DESIGN OPTIONS – ROCKVILLE TRAIL

Two design options were presented to community members for the Rockville Trail. Option one involved paving the trail with a hard surface material such asphalt or concrete. This would enhance accessibility for all users, particularly those with mobility impairments, cyclists and families with strollers. A comment on option 1 suggested using a chip seal surface.

Option 2 involves widening the trail to allow for a more comfortable experience for users, providing ample space for multiple activities such as walking, jogging and biking.

Appendix B

What locations are you usually walking, biking and rolling to? Do you feel comfortable on these routes?

- Triangle Route: There is a need for a standard for multi-use paths, emphasizing the importance of relationship building.
- Rail Trail: This trail is well-used, but marked crossing points are needed to improve safety.
- Highway Shoulders: More attention is required for highway shoulders where people are walking and cycling.
- Network Gaps: Addressing gaps in the current network is crucial for better connectivity.
- Underused Roads: There is potential to capitalize on currently underused roads for active transportation.
- Community Trails: Advertising community trails can increase their usage.
- Trail-Pavement Issues: Issues where trails meet pavement, such as drops in grade, need to be addressed.
- Trail Signage: Improved trail signage is necessary for better navigation and safety.

What would you like to see the Active Transportation Plan accomplish? What projects, improvements, or programs would you like to see given priority?

- Awareness Building: Focus on safety, signage, and marketing to increase awareness.
- Municipal Parkland Dedication Program: Emphasize opportunities for connection and the entire trail system.
- Improvements to Carleton Triangle: Enhance this already well-used area.
- Lake Milo Trail: Highlight improvements needed.
- Airport Stretch: Address necessary enhancements.
- Rail Trail: Identify improvements and the need for marked crossing points.
- Port Maitland Connection to Beach: Focus on creating a connection.
- Promote Destination Trails for Tourism: Encourage tourism through destination trails.
- Volunteer Support for Rail to Trail: Address the struggle to get volunteers.
- Programming to Encourage Active Transportation (AT) Involvement: Develop social groups, increase access, and promote communication to those who haven't participated.
- Signage and Information: Improve wayfinding, interpretive, educational, safety, and crossing signage.
- Addressing Gaps in Existing Network: Focus on connecting Hebron recreation to Rail Trail.

What is your motivation for walking or cycling in MODY? Do you feel safe and what barriers do you face?

- Students and Newcomers: Many students and newcomers are accustomed to not having a car and rely on other modes of transportation.
- Recreation Activity: Active transportation is often used for recreational activities.
- Running Errands: There is a push to promote the increased use of active transportation for running errands.
- **School Travel:** The large catchment area and infrastructure limitations present challenges for school travel, highlighting the need for bike safety training.

What locations are you usually walking, biking or rolling? Do you feel safe on these routes?

- The lack of shoulders on roads is a safety concern, especially for young people.
- Connections to Rail Trail: Poor lighting is an issue for connections to the rail trail.
- There is a need for better access to nature areas such as Ellenwood, local lakes, parking areas, WCs, and boat launches.
- Collaborating with ATV groups can help improve trail maintenance and usage.
- There is interest in developing water routes from Hebron to Milo.
- Active Transportation and Horseback Rides: Education and signage are needed to support active transportation and horseback riding.

Where would you like to be able to actively travel more? What is the current barriers?

- Route to Cape Forchu (Vehicle speeds)
- Milo Stretch (Loop to Villa- lakeside road)
- Airport Stretch (Narrow lanes, recreation facility)
- Chebogue Loop (Rockville Trail)
- Rail Trail (Education, signage, maintenance, formalizing adjacent trails)
- Chebogue Meadows (Safety and signage)
- Education for drivers and cyclists
- Limited maintenance capacity

Current State of AT

- Safety is a consistent issue, with many people refusing to cycle because it is unsafe. However, the cycling culture and interactions have improved.
- There have been previous opportunities with paving projects, leading to a push for sidewalks, paved shoulders, and rumble strips.
- Previous improvements to the Rail Trail have deteriorated, with the crusher surface wearing away due to ATV use.
- Routes to Morris Island and Chebogue Loop have paved shoulders, low traffic volumes, and include the airport stretch.
  Cape Forchu: This area is described as very treacherous.
  Education for Young People: There is a strong desire for education focused on young people.
  Rockville Trail: This trail is largely underused and unmaintained.

Priorities

- Rail to Trail Maintenance: Focus on maintaining the rail trail for road bikes.
- Milo Stretch and Airport Stretch: Highlight the importance of these areas.
- Education: Emphasize the need for education for both pedestrians and cyclists.
- Affordability: Address the costs associated with active transportation programs and equipment.
- Paving Shoulders: Connect paved shoulders to the rail trail.
- Cape Forchu: Consider both local use and tourism.
- Infrastructure Ownership: Identify ownership of infrastructure and assets, such as Chebogue Meadows.
- New Bike Shop: Find a way to recruit a new bike shop.
- Blue Route: This is a proposed route with a focus on wayfinding and a 1.2m paved shoulder for roads with speeds of 80km/h or less. Suggestions for the Blue Route through this plan could create opportunities for partnerships and funding.
- Transportation to/from Ellenwood Park: Address issues such as vandalism, provide skis and snowshoes at no cost, maintain the ski cabin, and improve signage and parking.
- Sidewalks: Ensure that everyone has access to sidewalks.
- Local Loops: Create a series of local loops for safe walking for seniors, kids, etc.
- Legislation: Set legal use of trails with ATVs.
- New Trails: Identify new trails.
- Infrastructure Width/Accessibility: Address the lack of width and accessibility in current infrastructure.
- Rail Trails: Make rail trails more accessible and senior-friendly.
- Airport Stretch: This area is due for paving.
- Bike Routes: Develop bike routes to Pinkney's Point and Forchu.
- Milo Stretch: This is a solid concept with separate trails and paved shoulders.
- Blue Route: Still in the conceptual stage.
- Funding: Argyle received funding to resurface the rail trail.
- Succession Planning: Plan for the future of the trails association.
- Mobility Library: Develop a mobility library.
- Accessibility Trail: Create an accessibility trail at Castle Lake.
- Community buy-in is important
- Accessibility is a key principle for people of different ages and abilities
- Creating a map of different trail types and routes
- Access to existing facilities is a barrier
- Transit is a massive gap for people in small communities
- Chebogue Meadows should be a priority
- Melbourne Ballfield and Carleton School/Ballfield - what can these spaces do to support AT
- Seniors Home in Arcadia
- Most of these projects need partnerships
- Spot improvements, i.e., seating options, lighting, emergency phones/beacons, washrooms, garbage cans

- Increasing the number of trail options
- Limited access across MODY
- Destinations for economic development
- Opportunity to use parkland dedication to support priority projects
- Safety concerns exist from Port Maitland to the beach
- Arcadia School is busy and not safe - low visibility and hard to cross
- Arcadia trail to rail missing connection
- Driving to AT infrastructure and parking

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Appendix D

Round 1 Engagement Summary

Municipality of the District of Yarmouth

Active Transportation Plan

Round 2: What We Learned Summary Report (Draft)

July 2025

Introduction

The Municipality of the District of Yarmouth (MODY) is developing an Active Transportation Plan (ATP) to make walking, biking, and rolling throughout the municipality a safe and convenient option for residents and visitors of all ages and abilities, through all seasons. Based on community input as well as a comprehensive technical review, the ATP will help to create more opportunities for active transportation in MODY.

Community input is essential for shaping the ATP and ensuring that it reflects the community's current and future needs and priorities. In November and December 2024, the first round of community engagement for the ATP gathered insights into current active transportation habits, and identified both barriers and opportunities for walking, cycling, and rolling, as well as understanding the community's vision for the future.

Building on this foundation, the second round of engagement shared draft elements of the Plan with the community and stakeholders, and included the draft vision statement, themes, strategies, and the proposed active transportation network. Consultation with the community focused on how these elements could be refined to ensure they are suitable and reflective of community desires for inclusion in the final ATP to be brought forward to Council.

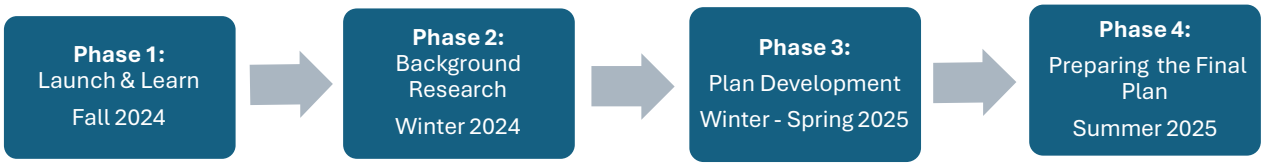
The following is a summary of the second round of engagement, including the various opportunities and channels for participation as well as what we learned from community members.

Approach to Engagement

The ensure the Active Transportation Plan (ATP) accurately reflects the values and priorities of the community, the Municipality is undertaking a comprehensive engagement approach to gather input from community members throughout the project.

Engagement activities have been divided into two phases during the ATP process. The first round of engagement focused on understanding current active transportation challenges and opportunities, as well as the community's vision for active transportation in the future. The second round used the findings from initial engagement to test draft elements of the ATP with community members and stakeholders to help refine the final Plan.

The ATP will be developed in collaboration with the Municipality of the District of Yarmouth through four phases, with comprehensive input and engagement from key stakeholders and the public throughout the process primarily taking place in Phases 2 and 3.



Engagement Opportunities

The second phase of engagement launched in May of 2025 with a community survey, community open house events, and online stakeholder conversations. Engagement opportunities were communicated to the public through a variety of tactics, including:

- Project StoryMap – link on the Municipality of the District of Yarmouth's website (https://storymaps.arcgis.com/stories/e9746e759f064d7e805e0f516dcc15e5)
- Social media, including paid promotion
- Local news and radio
- MODY community newsletter

Online Survey

The online survey was open from May 9th to June 6th, 2025. The survey was available online, with hard copies of the survey available at both the in-person engagement events as well as at the MODY Municipal office. A total of 35 responses were collected from MODY residents, visitors, and business owners.

Open House Events

The project team hosted three open house events at different locations in the Municipality. The locations included:

1. Mariners Centre (May 13th - 6:00PM to 9:00PM)
2. Greenville Community Centre (May 14th – two sessions from 4:00PM to 6:00PM, and 7:00PM to 9:00PM

Community members were invited to attend the events to learn more about the draft directions for the ATP, connect with the project team and fellow community members, and share their thoughts on the vision, strategies, and active transportation network. Several poster boards with background information on the planning process, previous engagement phase, and the draft Plan elements were set up around the room, with opportunities for attendees to share their thoughts and ideas through post it notes and by speaking with project team members.

Approximately 13 people attended the in-person open house events.

Stakeholder Conversations

The project team facilitated a series of online stakeholder conversations, focused on organizations representing seniors, schools, and the Yarmouth County Rail Trail. A total of 8 organizations were hosted, including:

- Friends of Ellenwood Park
- MODY Public Works
- Nova Scotia Public Works
- Senior Safety
- Yarmouth County Trail Development Association
- Yarmouth Recreation
- Villa St-Joseph du Lac

The intent of these conversations was to provide a summary of the draft ATP elements and seek out any opportunities for updates, improvements, or additions to be considered in the final plan.

Community Partner Meeting

The project team hosted a separate session with staff from **Nova Scotia Public Works** to discuss the draft Active Transportation Plan and understand alignment with NSPW priorities. NSPW staff that attended this session included Elizabeth Pugh (Provincial Active Transportation Engineer), Pamela Mehlman-Shand (Local Area Manager, Yarmouth), and Donald Houston (Local Operations Supervisor, Yarmouth).

This session allowed for in-depth conversations with Regional and Provincial personnel from Nova Scota Public Works to support integration with upcoming provincial projects and initiatives, seek input on potential projects within provincial rights-of-way, and identify other implementation opportunities.

Overall, NSPW staff were quite supportive of the proposed active transportation network for MODY. They provided appreciation for the stand-alone facilities as “locating pathways and bike paths where people live” is more likely to see residents utilize these facilities, while also noting improvements and expansion to the existing active transportation network across the Municipality.

Specific comments were also provided on several of the proposed facilities, including:

- Support for the realignment of the Blue Route along the proposed Airport Stretch Multiuse pathway along Highway 3 from Chebogue Road to Town of Yarmouth limits (350 Southwest of Hardscratch Road along Hwy 3).
- Noting that the Port Maitland Beach connection would require the installation of a pedestrian crossing at the intersection of Main Shore Road and Evangeline Trail. This is due to the fact the existing pedestrian facility is located on the east side of Evangeline Trail, necessitating an east-west crossing from Main Shore Road.
- Staff noted the jurisdictional challenges that exist along Prospect Street, and the difficulty in coordinating improvements between the two local governments. However, they did express support for the proposed improvement at this location.

- Rockville Trail improvements were also discussed, and it was noted that as long as the redesigned facility is identified as a pedestrian only facility, then it would not need to be widened beyond the existing minimum 1.8 metre width.
  However, it was also noted that any improvements to the existing pedestrian facility may require realignment and/or the installation of vertical or horizontal separation in locations where the existing pathway is less than 1.2 metres (the minimum horizontal separation between a pedestrian facility and the edge of roadway). Optimally, this buffer should be more than 1.5 metres but can be less in constrained scenarios for short distances.
  It was also suggested that if/when the Rockville Trail is resurfaced, that all driveway approaches also be resurfaced to be consistent with the trail surface material and height. Asphalt aprons for driveways should be included in the cost estimates for the Rockville Trail resurfacing project This would help ensure a smooth entry/exit for homeowners along the pathway, as well as reduce the amount of gravel being carried onto the hard surface from existing gravel driveways.

What We Learned

Community Survey 2

An online survey was available on the project StoryMap page between May 9th and June 6th, 2025. The survey was designed to gauge community support for the draft vision, themes, and recommended strategies, along with the draft network. In total, 35 people completed the survey.

What Matters Most

Vision Statement

To guide the overarching direction of the Active Transportation Plan, a draft vision for the Plan was developed to be shared with the community and stakeholders. This vision builds on input from previous engagement along with MODY's other guiding documents, including Council's Strategic Plan. The proposes vision statement for active transportation in MODY is as follows:

"In support of its commitment to support the well-being of citizens, the Municipality of the District of Yarmouth will, within its financial capacity, plan, implement and maintain an active transportation network and culture that is welcoming and accessible for residents and visitors."

Survey respondents were asked to indicate their support for the vision on scale of 1 (less supportive) to 10 (more supportive). Overall, there was positive support for the draft vision with an average ranking of **7.5**.

Respondents could also provide written comment on the draft vision to indicate what they liked or areas for improvement. 26 survey respondents provided detailed comments. Key themes from these responses (those with two or more answers) included the following:

- General support for the vision and intent to improve active transportation in MODY. (8 comments)
- Emphasize the connection between active transportation, recreation, and well-being and the need to create safe spaces for these activities. (4 comments)
- Support for improving accessibility and ensuring the vision appropriately captures this through concepts like All Ages and Abilities (AAA). (3 comments)
- There will be a challenge balancing the geographic differences across MODY, with the potential for some more rural communities to be left out of the Plan. (2 comments)
- Creating connections between different modes of transportation (i.e., driving and walking) will be important given the size of the community and where key routes are located. (2 comments)
- Ensuring a firm financial commitment that aligns with the scale of local needs. (2 comments)

Themes & Strategies

Based on what we learned from community members and stakeholders in the first round of community engagement, three key themes emerged to help guide the Active Transportation Plan:

- **Collaborate:** This theme emphasizes that MODY Administration and Council will work with its partners in MODY, neighbouring communities, and other levels of government (particularly provincial and federal) to enhance active transportation opportunities and facilities in the municipality and region.
- **Connect:** The theme focuses on improving active transportation routes in MODY by creating safe and comfortable connections between key destinations that are accessible for everyone, year-round. This theme also encourages and supports community connections through regular, human scale interactions between MODY residents.
- **Enjoy:** This theme identifies the need to ensure that using active transportation is a positive and enjoyable experience by making walking, wheeling, and cycling more accessible and common in MODY.

Under each theme, strategies were identified to improve and expand active transportation infrastructure in MODY, while also seeking out opportunities to foster a culture of and around active travel and recreation.

Each of the recommended strategies was shared with the community and respondents were asked to rate each priority action on a scale from 1 (not important) to 5 (very important). Summarized below are the average weighted ranking of each strategy under the three themes:

COLLABORATE	
Strategy	**Average Rating**
Strategy #1: Actively engage with community and municipal partners, along with the provincial and federal governments.	**4.75**
Strategy #2: Explore opportunities to include active transportation facilities in all road renewal, new development, and construction projects.	**4.53**
Strategy #3: Ensure active transportation best practices are incorporated into all plans, policies, and projects.	**4.38**
Strategy #4: Apply an intersectional, equity-focused lens to the planning, design, and implementation of active transportation facilities, programs, and polices to support equity-seeking groups as directed by and in consultation with the Diversity, Equity & Inclusion Advisory Committee and the Accessibility Advisory Committee.	**4.13**
Strategy #5: Support age friendly planning to meet the needs of both young and elderly community members.	**4.72**

Under the *Collaborate* theme, survey participants were asked to share their thoughts on the proposed strategies and identify any opportunities for improvement. While 11 additional comments were received, no common themes emerged, with all comments focusing on disparate issues.

CONNECT	
Strategy	**Average Rating**
Strategy #6: Develop an active transportation network that connects to key destinations throughout the municipality.	**4.58**
Strategy #7: Improve active transportation connections to neighbouring municipalities and regions.	**4.32**
Strategy #8: Provide more bicycle parking and end-of-trip facilities.	**3.77**
Strategy #9: Improve integration with other mobility options, including both active and motorized modes.	**4.19**

Under the *Connect* theme, survey participants were asked to share their thoughts on the proposed strategies and identify any opportunities for improvement. 12 additional comments were received, with the following theme emerging:

- The need to travel between communities, especially the Town of Yarmouth, is critical to realizing the multiple benefits of active transportation, such as access to employment. (2 responses)

ENJOY	
Strategy	**Average Rating**
Strategy #10: Develop and support initiatives to encourage active transportation.	**4.48**
Strategy #11: Celebrate and promote cycle tourism and other local and regional active tourism opportunities.	**4.26**
Strategy #12: Foster a culture of support and use of active transportation.	**4.35**
Strategy #13: Improve the pedestrian and cycling experience.	**4.58**
Strategy #14: Maintain the active transportation network year-round.	**4.26**

Under the *Enjoy* theme, survey participants were asked to share their thoughts on the proposed strategies and identify any opportunities for improvement. 12 additional comments were received, with the following theme emerging:

- Maintenance is a key issue, both in the challenges with winter conditions, but also relying on volunteer efforts to perform this work on some facilities. Improved maintenance could make a significant difference in the active transportation experience in MODY. (3 responses)

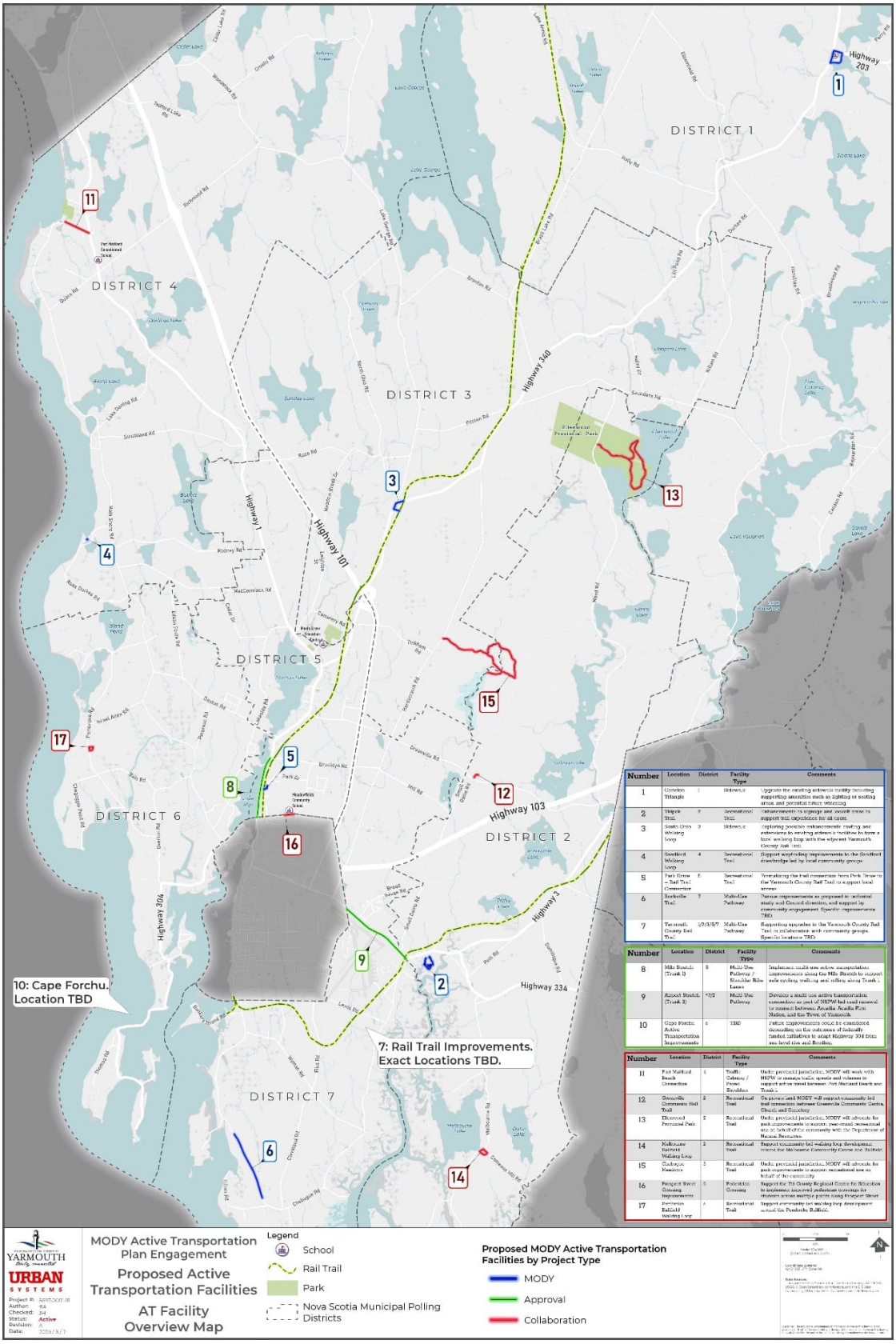
The Network

As part of MODY's Active Transportation Network, a series of infrastructure projects were identified that could be implemented to improve safety, provide new transportation options, and increase recreation opportunities throughout the community. The proposed routes were identified based on community and stakeholder feedback in the first round of engagement, input from staff and Council, and a technical analysis of network gaps and opportunities.

Three types of projects were identified based upon MODY's level of ability to lead the implementation of each proposed facility. This proposed project list also includes other important initiatives that it can support in collaboration with other community and government partners. The project types are listed below and shown in **Figure 1** below:

- **Projects MODY Can Lead:** Active transportation improvements that can be led solely by MODY to enhance walking, cycling, and/or rolling through the municipality.
- **Projects Requiring Partnership or Collaboration:** Active transportation improvements where MODY can play a key role in advocating for the needed walking, cycling, and/or rolling infrastructure to be implemented OR where collaboration with other partners (most notably Nova Scotia Public Works) will be required.
- **Projects Requiring Collaboration:** Active transportation improvements that MODY does not have jurisdiction or purview over, but can explore opportunities to support through advocacy, financial assistance, staff resources, or other needs as Council deems appropriate.

Figure 1: Map of Proposed Active Transportation Network Facilities



Number	Location	District	Facility Type	Comments
1	Cordon Triangle	1	Sidewalk	Upgrade the existing sidewalk facility including supporting amenities such as lighting or seating areas, and potential future widening
2	Wapiti Trail	2	Recreational Trail	Enhancements to signage and accent areas to support trail experience for all users
3	South Dyke Walking Loop	3	Sidewalk	Exploring possible enhancements: roadway and pedestrian to existing sidewalk to continue to form a loop walking loop with the adjacent Yarmouth County Rail Trail.
4	Rockford Walking Loop	4	Recreational Trail	Support wayfinding improvements to the Rockford Greenbridge led by local community groups.
5	Port Union – Rail Trail Connection	5	Recreational Trail	Formalizing the trail connection from Park Drive to the Yarmouth County Rail Trail to support local access
6	Starrville Trail	7	Multi-Use Pathway	Pursue improvements as proposed in technical study and Council direction, and support by community engagement. Specific improvements TBD.
7	Yarmouth County Rail Trail	1/2/3/5/7	Multi-Use Pathway	Supporting upgrades to the Yarmouth County Rail Trail in collaboration with community groups. Specific locations TBD.
8	Mills Branch (Trunk 1)	5	Multi-Use Pathway / Shoulder Bike Lanes	Implement multi-use active transportation improvements along the Mills Branch to support safe cycling, walking and rolling along Trunk 1.
9	Airport Branch (Trunk 3)	1/2	Multi-Use Pathway	Develop a multi-use active transportation connection as part of 2027/28 rail road removal to connect between Arcadia Acadia First Nation, and the Town of Yarmouth.
10	Cape Forchu Active Transportation Improvements	6	TBD	Safety improvements could be considered depending on the outcomes of federally funded initiatives to adapt Highway 304 from sea level rise and flooding.
11	Port Maitland Beach Connection	4	Traffic Calming / Paved Shoulders	Under provincial jurisdiction, MODY will work with MOTW to assess traffic speeds and volumes to support active travel between Port Maitland Beach and Trunk 1.
12	Greenville Community Hall Trail	2	Recreational Trail	In process and MODY will support community-led trail connection between Greenville Community Centre, Church and Cemetery
13	Ellenwood Provincial Park	5	Recreational Trail	Under provincial jurisdiction, MODY will advocate for park improvements to support year-round recreational use on behalf of the community with the Department of Natural Resources.
14	Melbourne Summit Walking Loop	2	Recreational Trail	Support community-led walking loop development around the Melbourne Community Centre and Ballfield
15	Cadogan Meadows	3	Recreational Trail	Under provincial jurisdiction, MODY will advocate for park improvements to support recreational use on behalf of the community
16	Prospect Street Crossing Improvements	5	Pedestrian Crossing	Support the Tri County Regional Centre for Education to implement improved pedestrian crossings for students across multiple points along Prospect Street
17	Pembroke Ballfield Walking Loop	6	Recreational Trail	Support community-led walking loop development around the Pembroke Ballfield.

As with the recommended strategies, respondents were asked to rate each active transportation project on a scale from 1 (low support) to 5 (high support). Summarized below are the average weighted ranking of each project under the three project types:

PROJECTS MODY CAN LEAD	
Project	**Average Rating**
Project #1: Carleton Triangle Improvements (District 1) – Upgrade the existing sidewalk facility - including supporting amenities such as lighting or seating areas, and potential future widening.	**3.32**
Project #2: Tkipok Trail (District 2) – Enhance signage and lookoff areas to improve the trail experience for all users.	**3.61**
Project #3: South Ohio Walking Loop (District 3) – Explore possible enhancements, routing, and extensions to existing sidewalk facilities to create a local walking loop with the Yarmouth County Rail Trail.	**3.55**
Project #4: Sandford Walking Loop (District 4) – While being led by local community groups, MODY will support wayfinding improvements to the Sandford drawbridge.	**3.53**
Project #5: Park Drive – Rail Trail Connection (District 5) – Formalize the trail connection from Park Drive to the Yarmouth County Rail Trail to support local access.	**4**
Project #6: Rockville Trail (District 7) – Pursue improvements as identified by community engagement, a technical review, and Council direction. Specific improvements to be identified in the coming months.	**3.5**
Project #7: Yarmouth County Rail Trail (Multiple Districts) – In collaboration with community groups, support upgrades to the Yarmouth County Rail Trail. Exact locations to be decided.	**4.31**

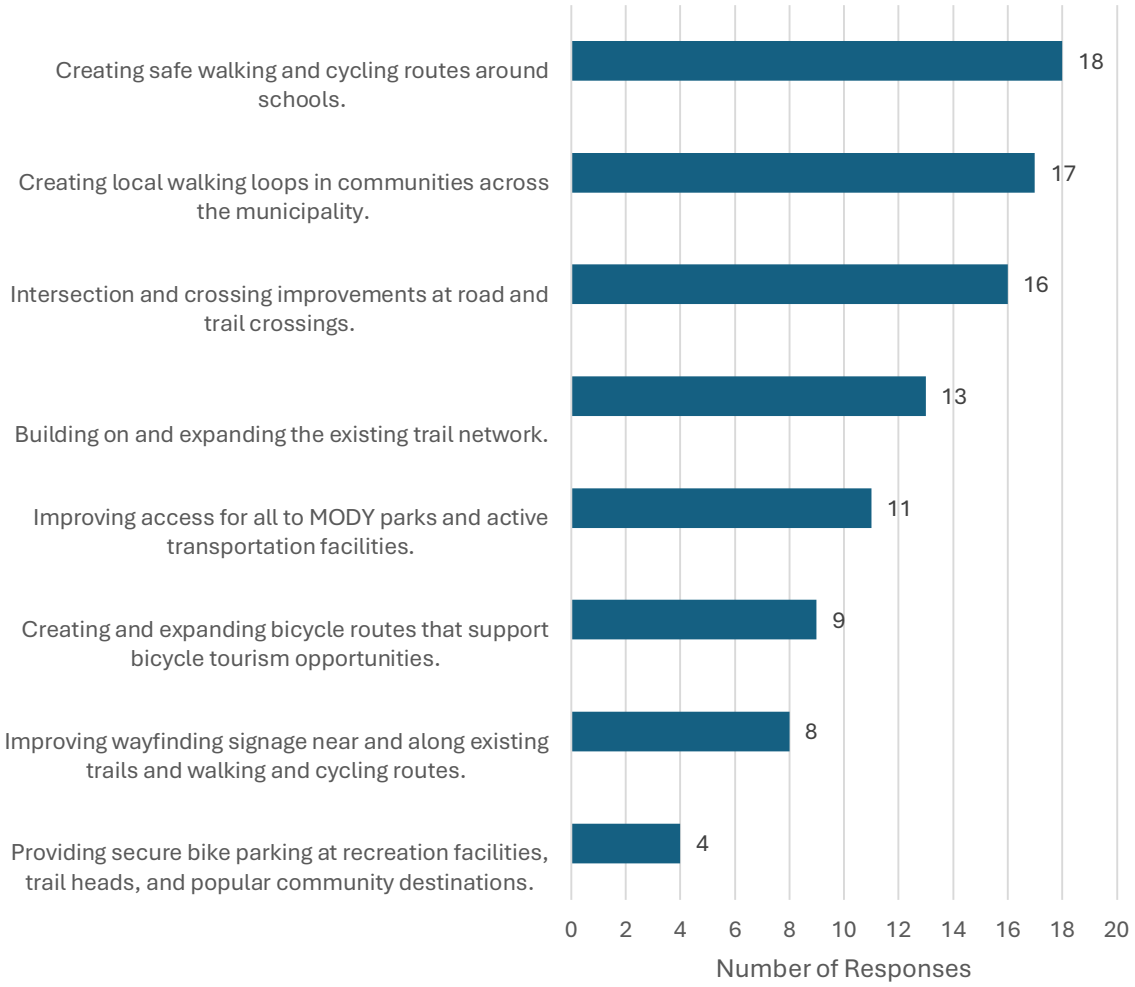
PROJECTS REQUIRING PARTNERSHIPS OR COLLABORATION	
Project	**Average Rating**
Project #8: Milo Stretch / Trunk 1 (District 5) – Implement multi-use active transportation improvements along the Milo Stretch to support safe cycling, walking, and rolling along Trunk 1 in partnership with the Province of Nova Scotia.	**4.74**
Project #9: Airport Stretch / Trunk 3 (District 2/7) – Develop a multi-use active transportation connection as part of NSPW-led road renewal project to connect Arcadia, Wasoqopa'q First Nation, and the Town of Yarmouth.	**3.94**
Project #10: Cape Forchu Active Transportation Improvements (District 6) – Future improvements will be considered depending on the outcome of federally-funded initiatives to protect Highway 304 from sea-level rise and flooding.	**4.13**

PROJECTS REQUIRING COLLABORATION	
Project	**Average Rating**
Project #11: Port Maitland Beach Connection (District 4) – Under provincial jurisdiction, MODY will work with NSPW to manage traffic speeds and volumes to support active travel between Port Maitland Beach and Trunk 1.	**3.61**
Project #12: Greenville Community Hall Trail (District 2) – Located on private land, MODY will support a community-led trail connection between the Greenville Community Centre, the Greenville Church, and the Greenville Cemetery.	**3.42**
Project #13: Ellenwood Provincial Park (District 2) – Under provincial jurisdiction, MODY will advocate for improvements at Ellenwood Provincial Park to support year-round recreational use with the Department of Natural Resources.	**4.13**
Project #14: Melbourne Ballfield Walking Loop (District 2) – Support a community-led walking loop development around the Melbourne Community Centre and Ballfield.	**3.17**
Project #15: Chebogue Meadows (District 3) – Under provincial jurisdiction, MODY will advocate for improvements at Chebogue Meadows park to support increased and improved recreational use.	**3.48**
Project #16: Prospect Street Crossing Improvements (District 5) – Support the Tri-County Regional Centre for Education to implement improved pedestrian crossings for students at multiple locations along Prospect Street.	**4**
Project #17: Pembroke Ballfield Walking Loop (District 6) – Support community-led efforts to create a walking loop around the Pembroke Ballfield.	**3.13**

Survey participants could also identify other potential active transportation projects through an open-ended response. The eight comments provided through this section of the survey did not identify any consensus missing links that could be added to the proposed active transportation network.

To help the Municipality prioritize active transportation projects and spending, survey participants were asked which types of projects were most important to them. Participants were able to select up to 3 different projects that they would like to see prioritized.

Figure 2: Number of responses by option to the question "Which types of projects are most important to you?" (31 responses)



Survey participants were also able to provide additional feedback on the types of projects they would like to see prioritized, and 7 participants provided comments. Comment included:

- Emphasizing low-cost improvements for active transportation.
- Support for new sidewalks in different neighbourhoods.
- Improving cycling facilities on high-traffic streets to make them more comfortable for people of all ages, including cycling safety programs.

Survey participants were also asked if they thought anything were missed in the draft elements of the ATP and proposed improvements and six participants provided comments. Generally, these comments emphasized the need to do more transportation-related projects, including active transportation.

About You

Figure 3: Number of responses by option to the question "What is your connection to the Municipality of the District of Yarmouth?" (31 responses)

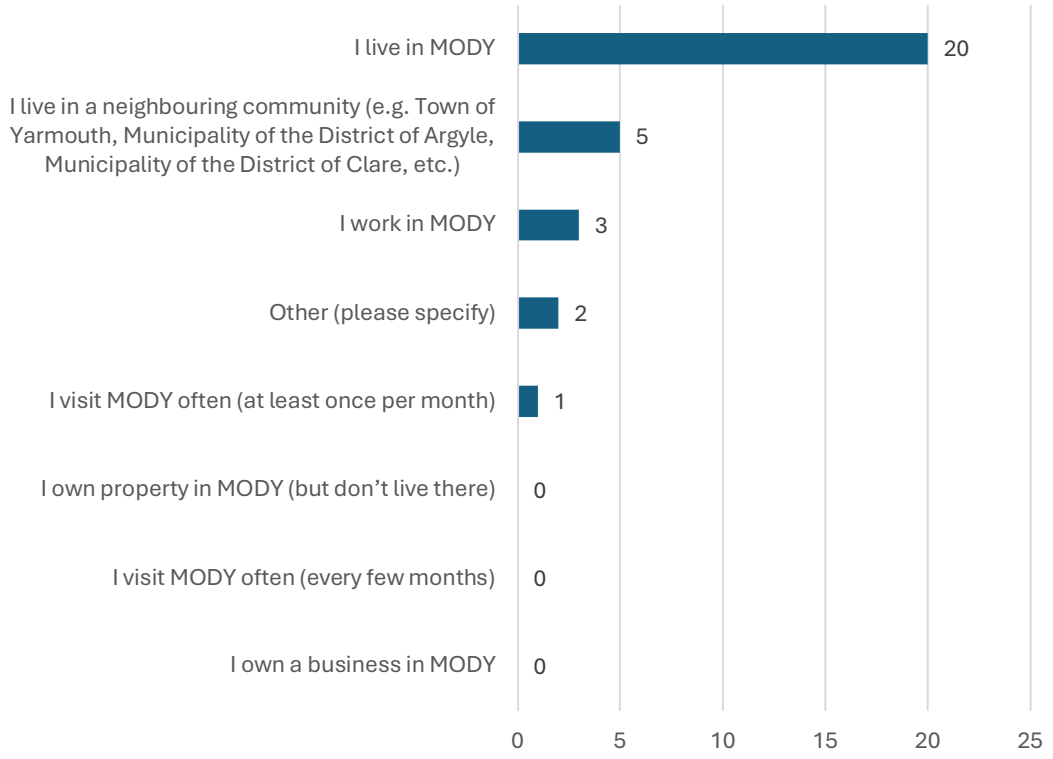


Figure 4: Responses to the question "If you live in MODY, what district do you live in?" (22 responses)

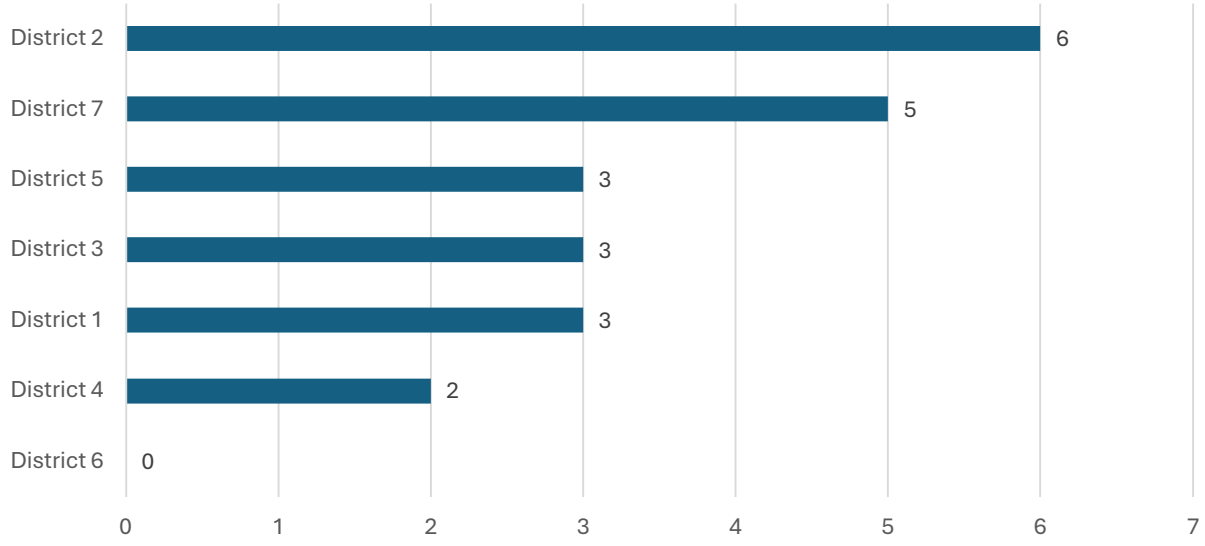


Figure 5: Responses to the question "What is your age?" (32 responses)

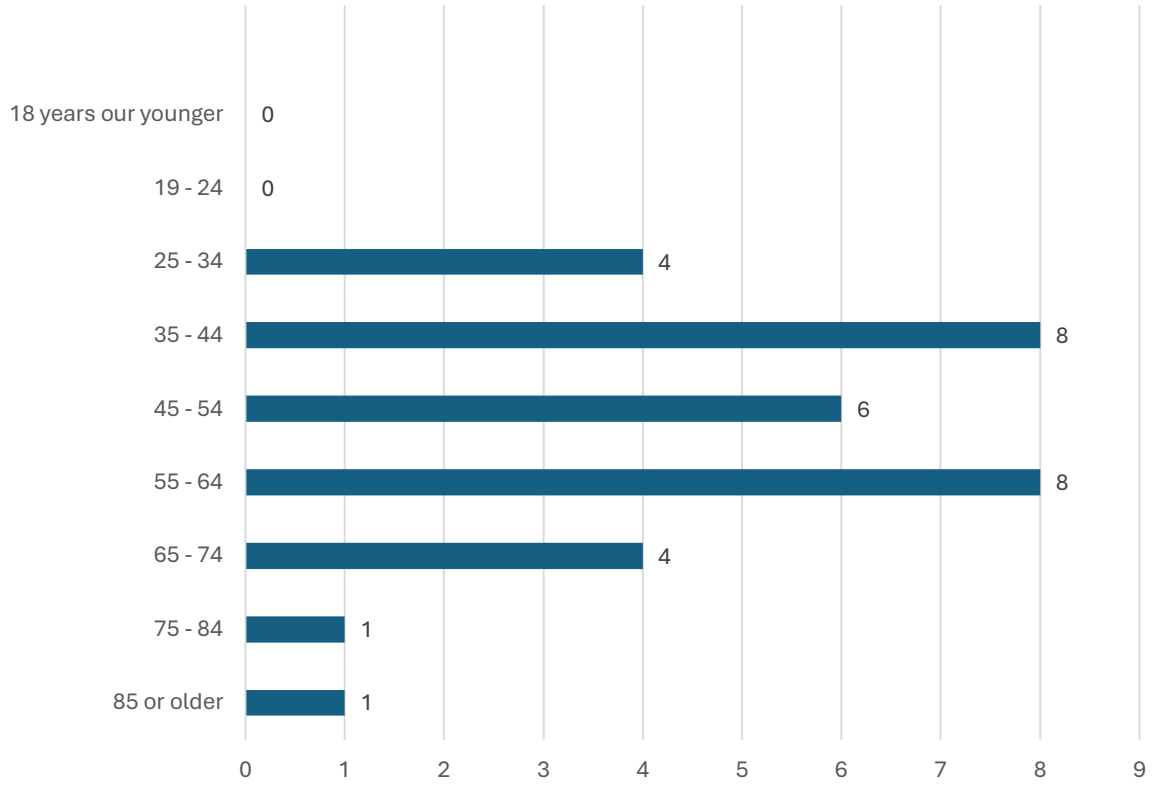


Figure 6: Responses to the question "What is your gender?" (32 responses)

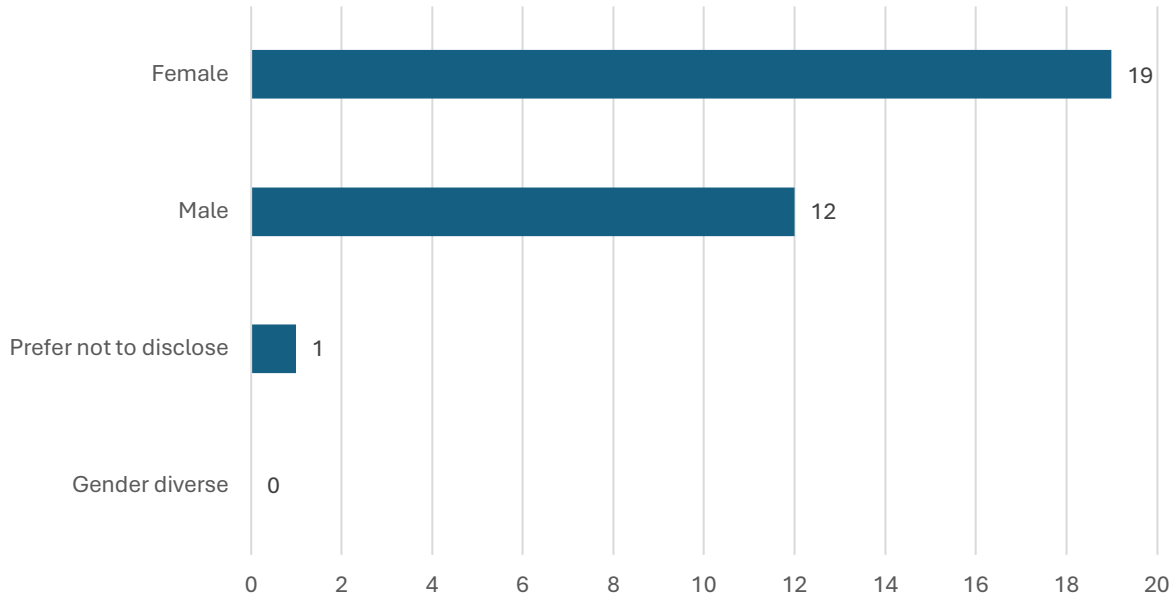
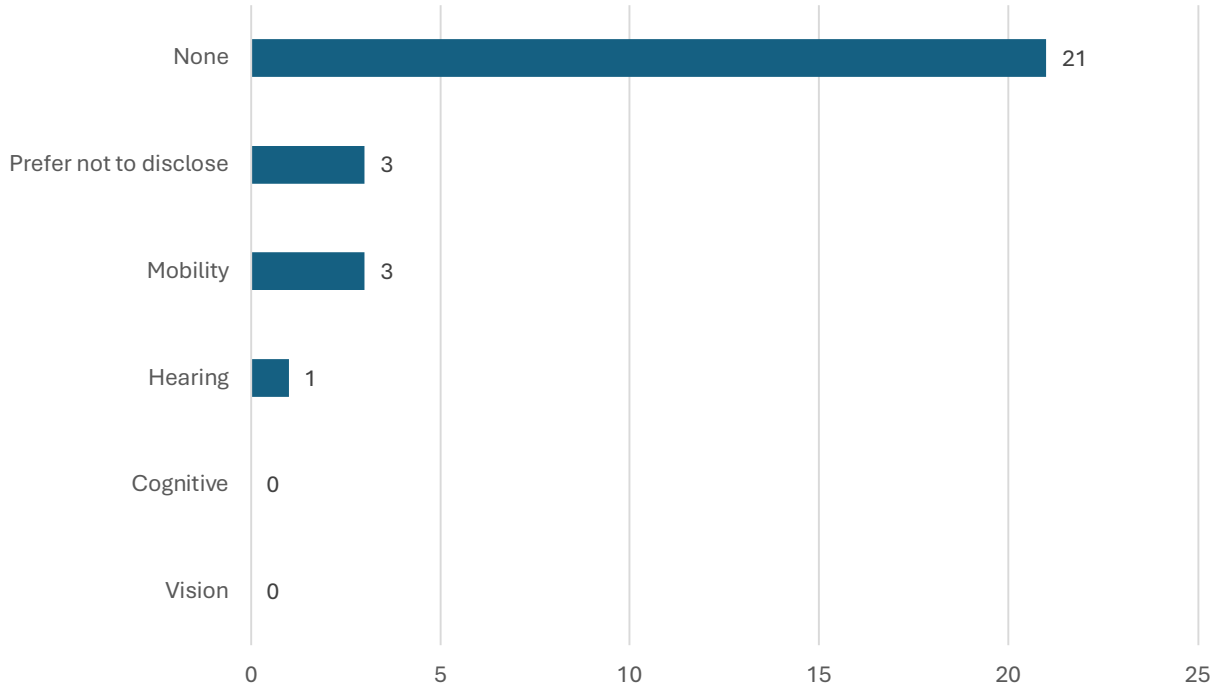


Figure 7: Responses to the question "Do you have any physical limitations?" (28 responses)



Open House Events

The Municipality hosted three in-person houses to provide community members the opportunity to learn more about the project and to provide meaningful feedback to the project team. The events were held on the following dates/times

- Tuesday, May 13, 2025, at the Mariners Centre from 6:00PM to 9:00PM
- Wednesday, May 14, 2025, at Greenville Community Centre from 4:00PM to 6:00PM as well as 7:00PM to 9:00PM

While there was limited participation during the in-person open house events, most of the comments received at these events were generally in support of the proposed Plan directions, with specific discussion occurring around some of the following topics:

- Projects to improve active transportation at Ellenwood Park could include a new ski cabin as well as formalizing parking areas to limit spillover of parked vehicles onto the street. Communication could also be improved to help people understand that the park is open for limited usage during the winter months.
- Concerns over the condition of the Rail Trail, particularly recent vandalism.
- Priority sections for improvement of the Rail Trail – particularly near Hebron, Arcadia, and between Arcadia and Chebogue, largely due to the potential for higher use by active modes.
- Immediate improvements for active transportation to Cape Forchu could include a speed limit reduction and/or traffic calming infrastructure to support speed reduction.
- The Rockville Trail could become a more broadly useful facility if extended or re-surfaced but was also recognized that this could be challenging due to the significant costs associated with these types of improvements.

Stakeholder Conversations

In June of 2025, the ATP project team met with key organizations focused on seniors' representatives, schoolteachers, and the Yarmouth County Rail Trail. The organizations participating in these conversations included the following:

- The Friends of Ellenwood Park
- MODY Public Works
- Nova Scotia Public Works
- Senior Safety
- Yarmouth County Trail Development Association
- Yarmouth Recreation
- Villa St-Joseph du Lac

The purpose of these meetings was to gather specific input on the draft directions for the ATP and understand the perspectives of these communities in how the ATP can serve them.

Key points from these discussions are summarized below.

- **General agreement** - Focus group conversations generally acknowledged the draft vision, strategies, and network as positive directions for active transportation in MODY.
- **Culture** - Specific support was noted for integrating active transportation infrastructure with developing a culture around active travel and how these concepts are interrelated.
- **Geography** - Challenges related to MODY's geography were also noted given the need to improve access to active transportation and recreation across the community while also enhancing connections to existing facilities, like the Yarmouth County Rail Trail.
- **Rail Trail** - Specific improvements related to the rail trail were noted including providing wayfinding signage and distance markers to help all users orient themselves. Speed limit signage is also required to support enforcement efforts.
    - At a governance level, it was also acknowledged that the volunteer-led model continues to be challenging to ensure that such a large facility is consistently maintained along its entire length, and the opportunity to learn more from similar organizations elsewhere in Nova Scotia.
    - One way to create buy-in for the rail trail could be increasing promotion, perhaps in coordination with efforts in other communities, and providing easily accessible mapping of the trail and key connections that can be made by active travel on the facility.
    - Several stakeholder groups conveyed the difficulties in maintaining the rail trails, which are managed by a volunteer group. It was noted that the trails are not always safe or accessible due to natural wear and tear and heavy use by ATVs.
    - It was suggested that the municipality could support the volunteer groups maintaining the rail trail by helping with volunteer recruitment and providing technical assistance. This support could help maintain the trails to a higher standard.
    - It was also recommended that standards be developed and maintained to ensure that the rail trails were accessible for all users. These standards would ensure that

the trails are safe and usable for all users, including seniors and those with mobility issues.
    - It was also suggested that the rail trail have signage it as a "use at your own risk" facility to inform seniors and those with mobility issues about its current standards. By labelling the trail as "use at your own risk," users can make informed decisions about whether to use the trail based on their abilities and the trail's condition. This would help prevent accidents and ensure user safety.
- **Accessibility** – Senior's group emphasized the need to include and consider accessibility in and on all proposed AT facilities, and although it is implied under Strategies 4 and 5, they would like to see this overtly stated in the strategies themselves. Accessibility planning should consider the needs of both young and elderly residents, including those using mobility aids. This includes ensuring that pathways are safe and accessible for all users.
- **Safety Concerns:** Senior's representatives highlighted safety concerns for cyclists on busy roads, such as the road to Cape Forchu, and emphasised the importance of separated facilities for safety.
- **Lake Milo Stretch** – Senior's organizations expressed the need for improvements to the Lake Milo stretch, which greatly affects the residents at Villa St Joseph. The challenges faced by residents using scooters on this stretch of the highway and rail trail was highlighted as of particular concern.

Next Steps

Thank you to all community members who participated and provided input during the second round of engagement. This valuable feedback greatly aided the ATP project team in reviewing and refining the proposed themes, strategies, and active transportation network to ensure that they accurately reflected community priorities.

The project team collected valuable feedback on the proposed active transportation improvements and the types of projects community members would like to see prioritized. Feedback from this round of engagement was used to refine the proposed vision, strategies, and active transportation network, while also informing priority projects to be implemented through the ATP. The Plan will be finalized and presented to Council in the Summer of 2025.

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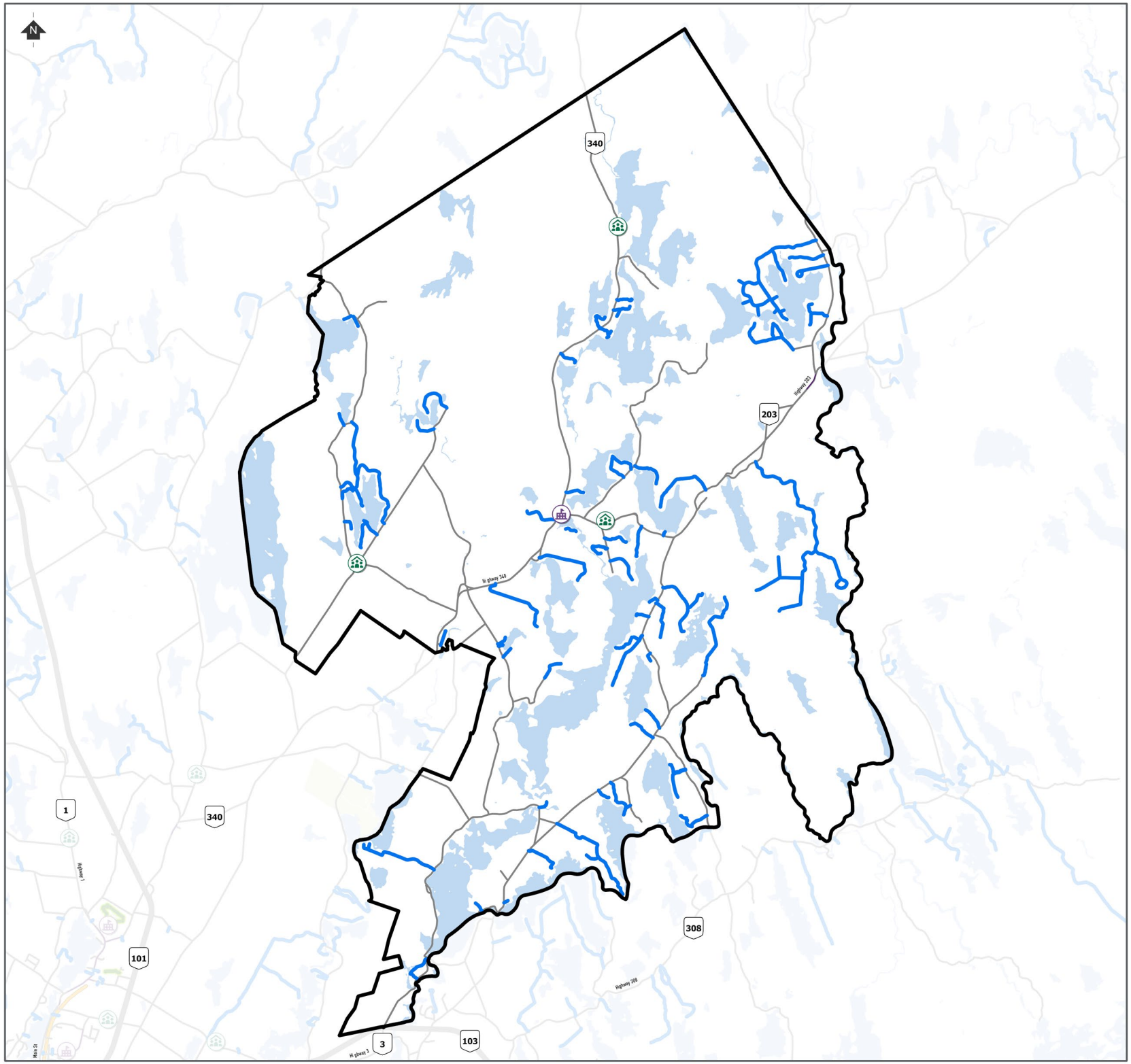
Appendix E

Existing Active Transportation Network Maps by Electoral District



Municipality of the District of Lunenburg Network Mapping

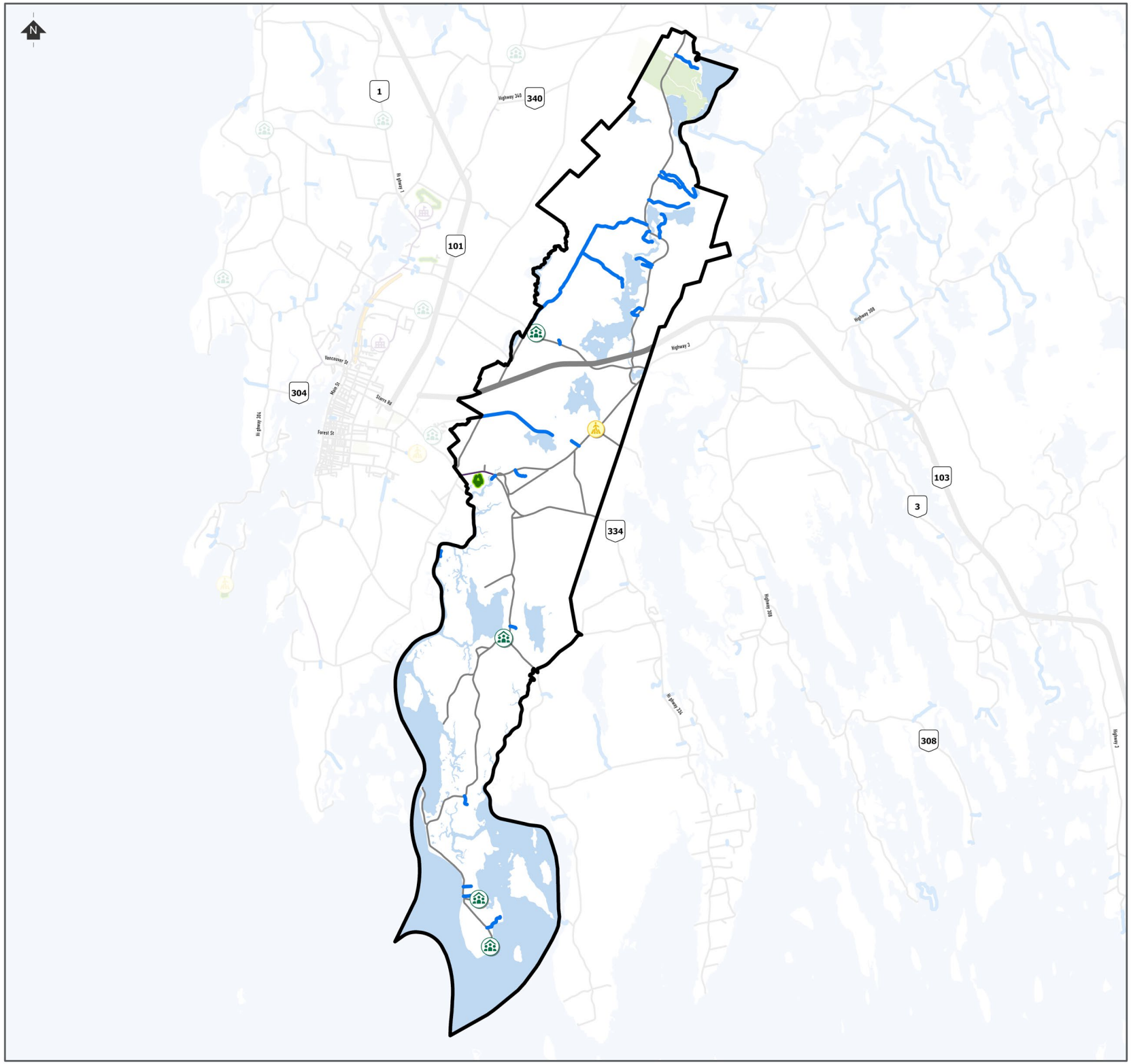
Polling District: YA01

- Community Facility
- School
- Sidewalks
- Private Road
- Highway
- Road
- Polling District
- Waterbody

Note: The accuracy and completeness of information shown is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate and establish the precise location of all existing information whether shown or not.

Municipality of the District of YARMOUTH
truly connected

0 1 2 3 4 5 km



Municipality of the District of Lunenburg Network Mapping

Polling District: YA02

- Crossing
- Community Facility
- Sidewalks
- Trails
- Private Road
- Highway
- Road
- Park
- Polling District
- Waterbody

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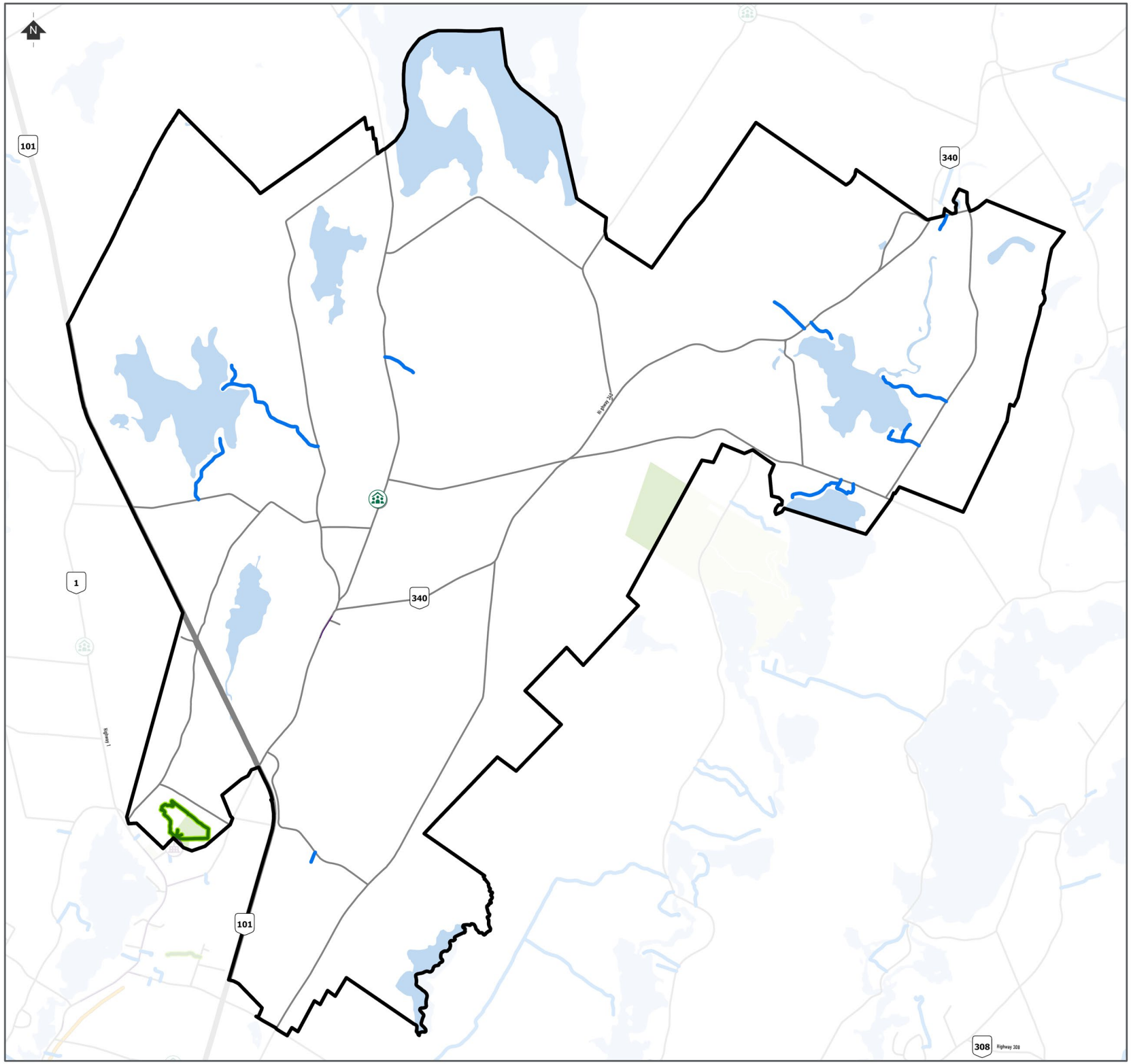
Municipality of the District of YARMOUTH
truly connected

0 1 2 3 4 5 km



Municipality of the District of Lunenburg Network Mapping

Polling District: YA03

- Community Facility
- School
- Sidewalks
- Trails
- Private Road
- Highway
- Road
- Park
- Polling District
- Waterbody

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Municipality of the District of YARMOUTH
truly connected

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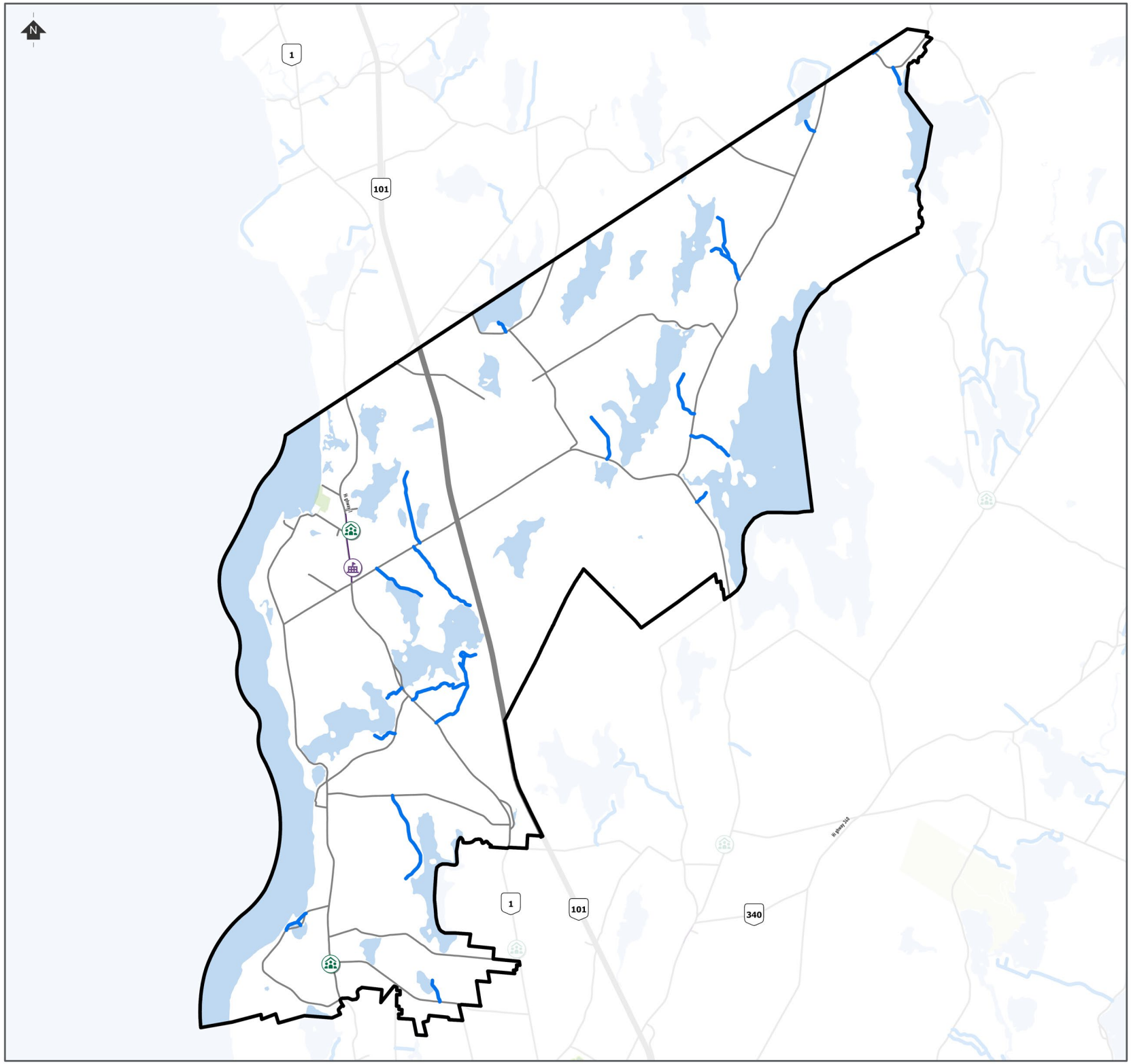

Municipality of the District of Lunenburg Network Mapping

Polling District: YA04

- Community Facility
- School
- Sidewalks
- Private Road
- Highway
- Road
- Park
- Polling District
- Waterbody

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Municipality of the District of YARMOUTH
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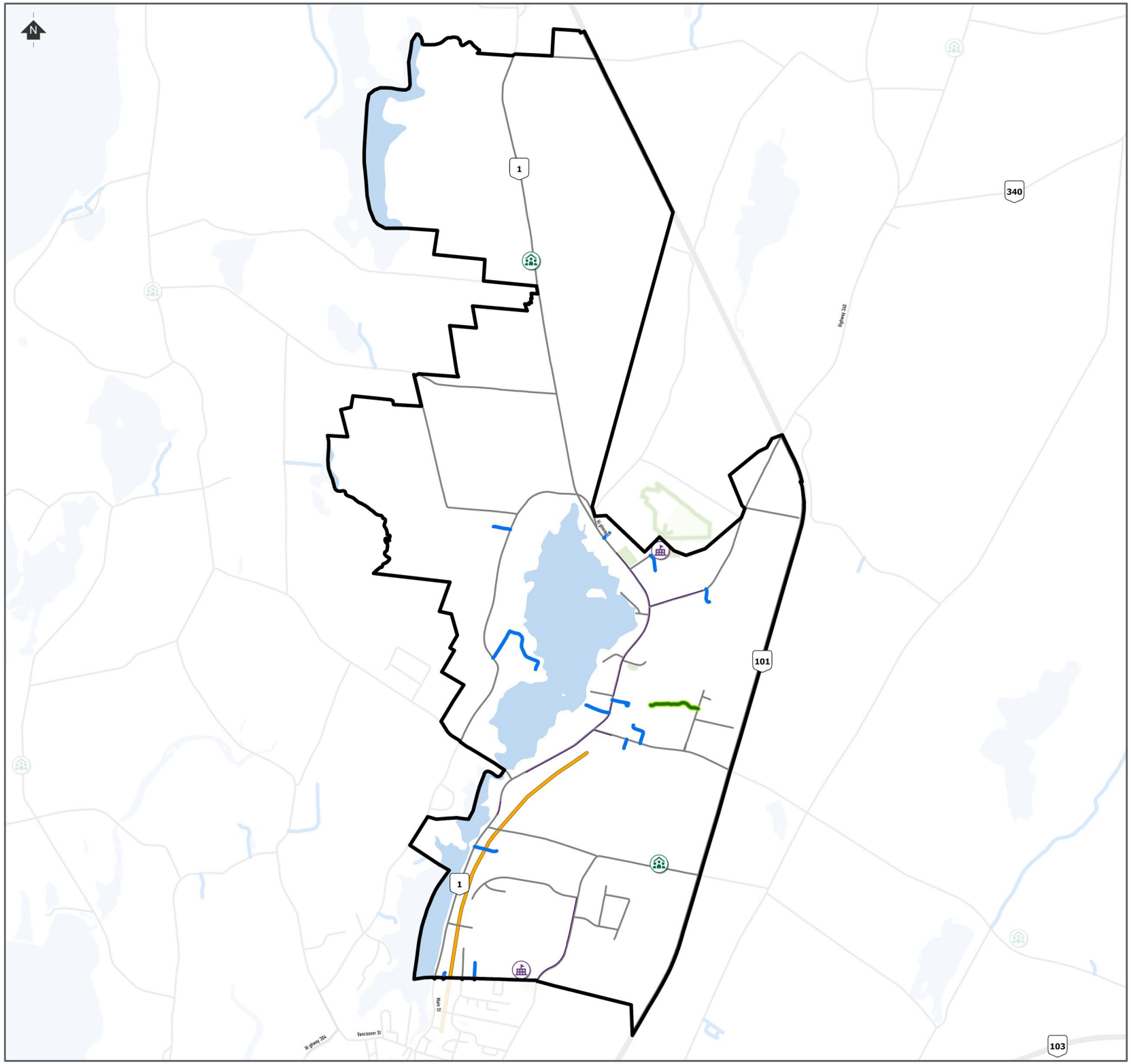

Municipality of the District of Lunenburg Network Mapping

Polling District: YA05

- Community Facility
- School
- Sidewalks
- Trails
- Private Road
- Highway
- Road
- Cycling Route
- Park
- Polling District
- Waterbody

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MUNICIPALITY OF THE DISTRICT OF
YARMOUTH
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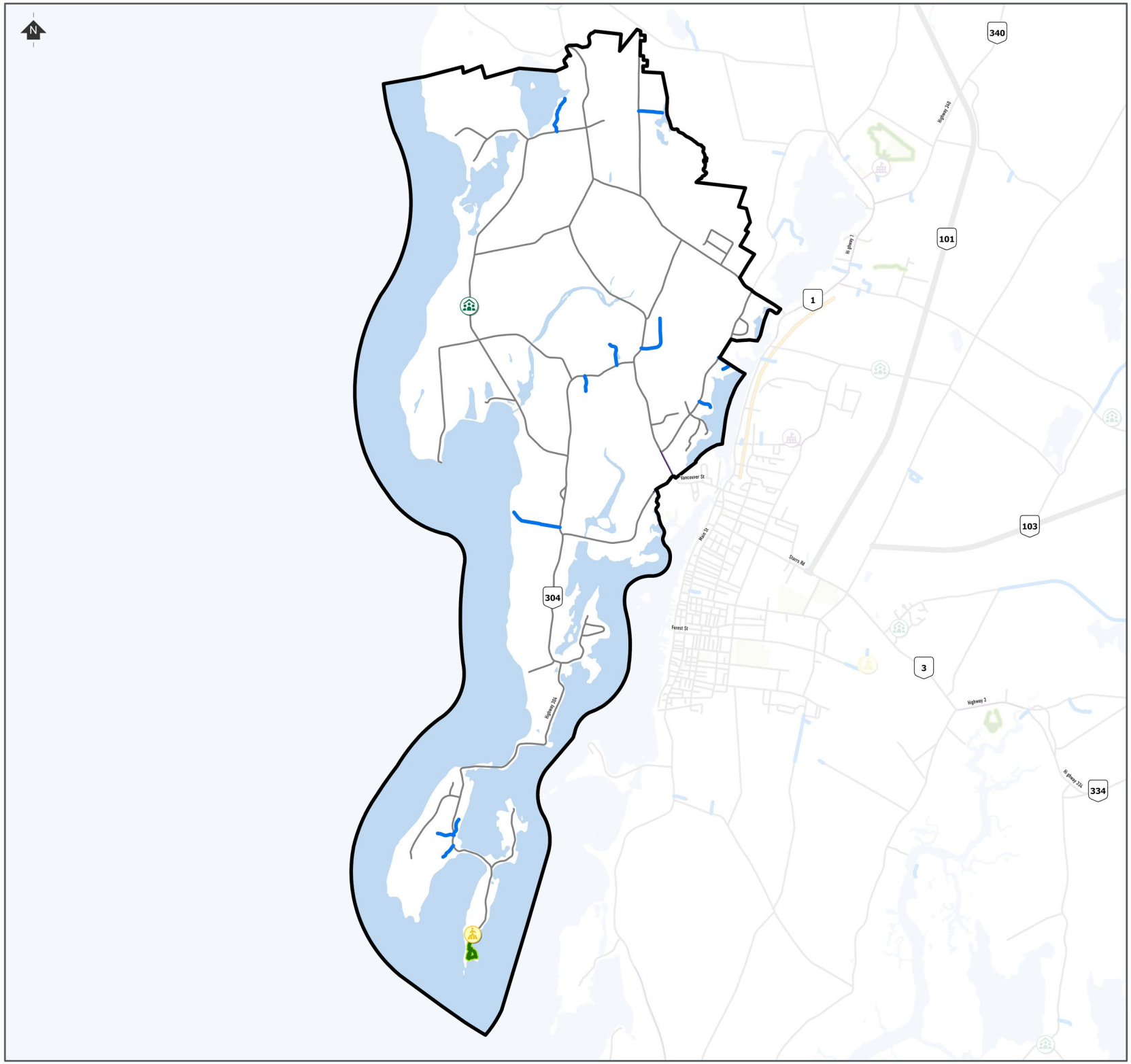

Municipality of the District of Lunenburg Network Mapping

Polling District: YA06

- Crossing
- Community Facility
- Sidewalks
- Trails
- Private Road
- Road
- Polling District
- Waterbody

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Municipality of the District of
YARMOUTH
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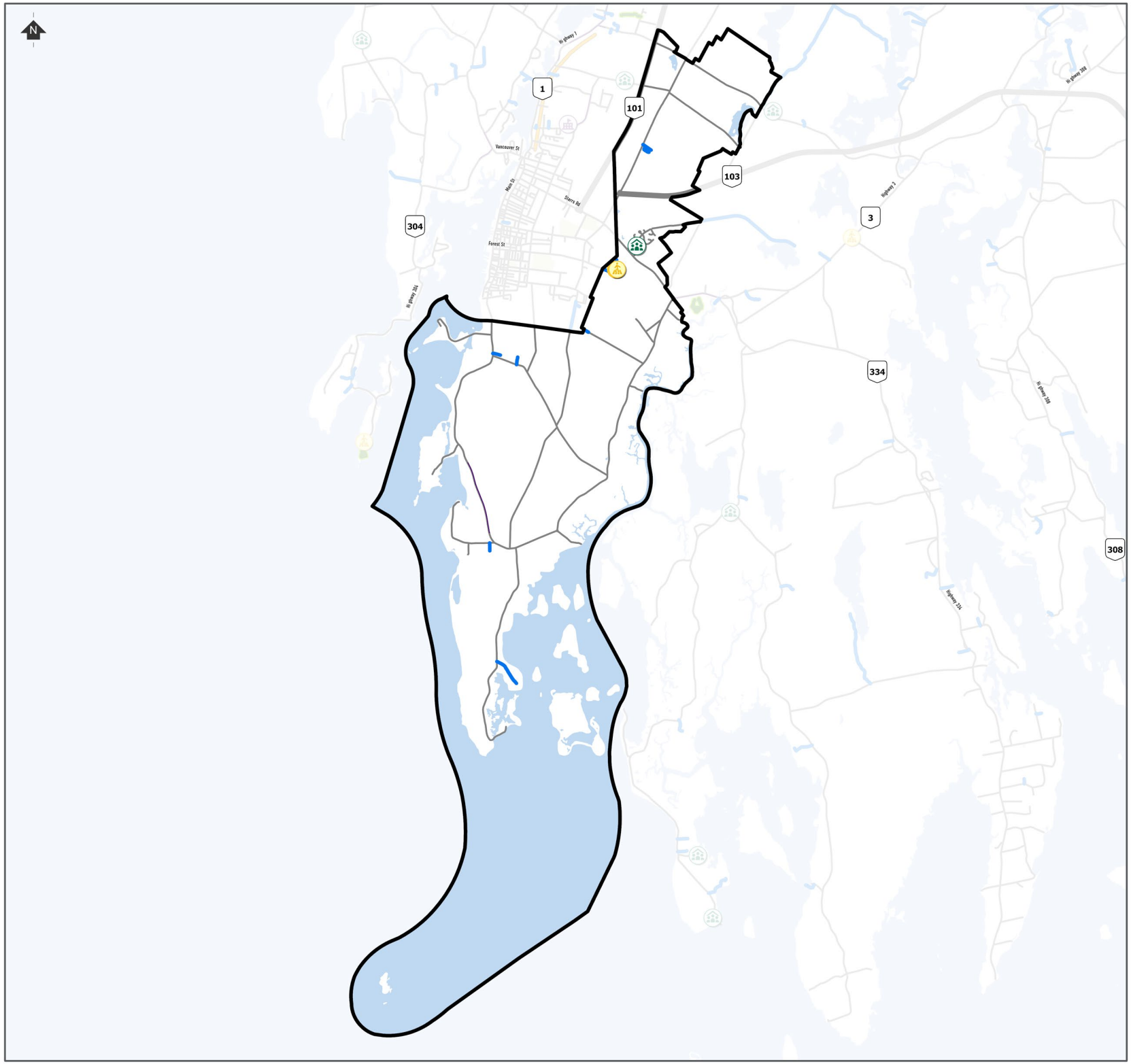

Municipality of the District of Lunenburg Network Mapping

Polling District: YA07

- Crossing
- Community Facility
- Sidewalks
- Private Road
- Highway
- Road
- Polling District
- Waterbody

Note: The accuracy and completeness of information shown is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate and establish the precise location of all existing information whether shown or not.

Municipality of the District of YARMOUTH
truly connected

0 1 2 3 4 km