

UPLAND

# ACTIVE SHERBROOKE

An Active Transportation Plan  
for Sherbrooke

**Final Plan**

March 21, 2016

Prepared for the  
Municipality of the District of St. Mary's

## Acknowledgments

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Photo Credit: Derek Hendsbee

**Section 1**  
Introduction

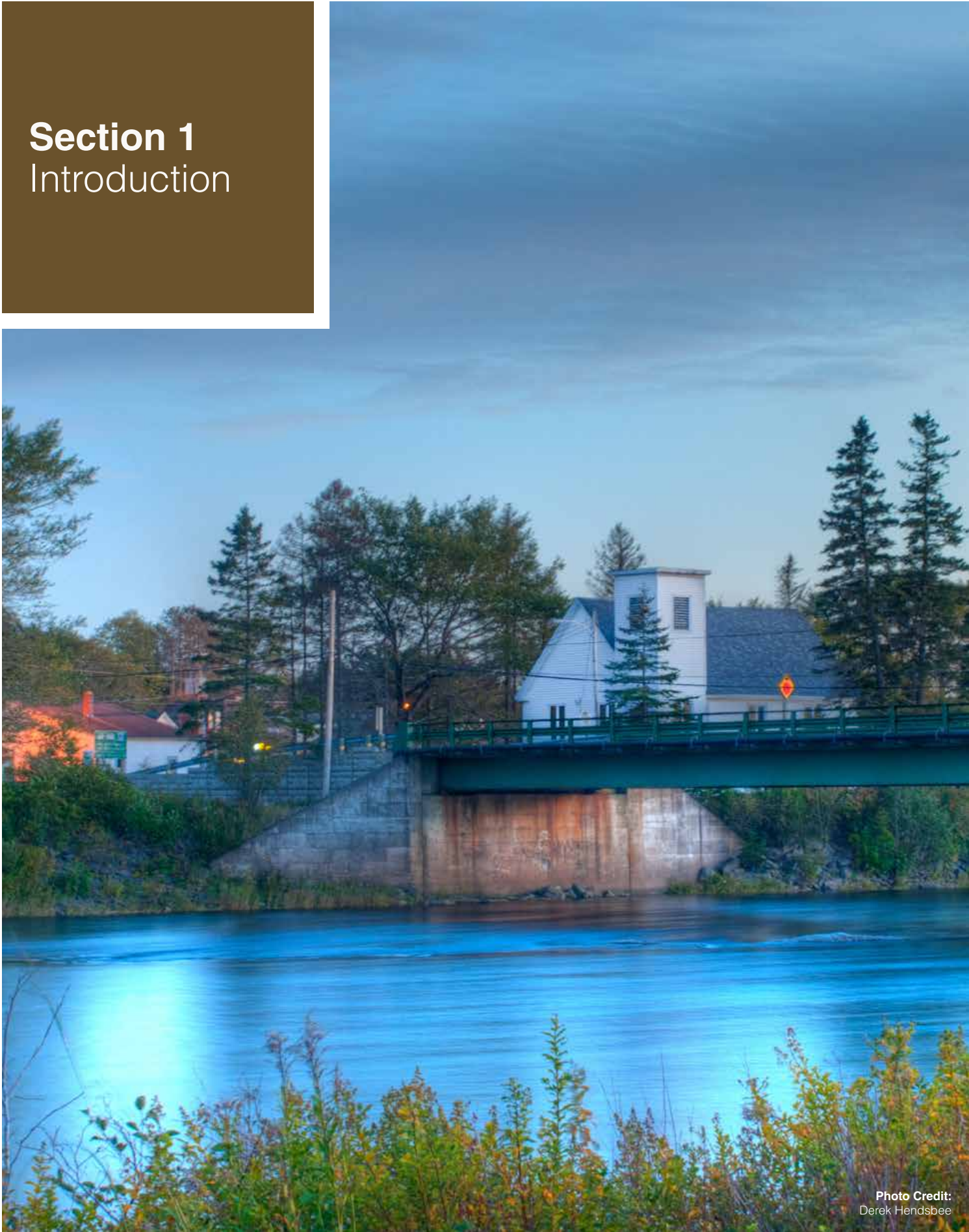


Photo Credit:  
Derek Hendsbee

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## Introduction

This document is the official Active Transportation Plan for the Municipality of the District of St. Mary's, a planning document that aims to improve active transportation in St. Mary's, with a specific focus on the Sherbrooke area. It is the culmination of several months of work with the community that focused on developing context-sensitive solutions aimed at improving options for healthy living for residents in St. Mary's.

Beginning in early 2016, the Municipality of the District of St. Mary's, along with a group of planners from UPLAND, worked together to identify a variety of innovative and tangible ideas to help improve options for residents to use active modes of transportation for trips to work, school, shops and for recreational purposes.

More specifically, this plan aims to:

- provide recommendations on policy development relating to active transportation;
- identify opportunities for active transportation in Sherbrooke and the benefits to be obtained;
- identify potential new active transportation infrastructure with a focus on innovation and implementation; and
- identify upgrades or renovations to existing active transportation infrastructure.

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## What is active transportation?

Active transportation ("AT") refers to all forms of human powered transportation. Most commonly, it refers to walking and cycling, but also rollerblading, skateboarding, running, wheelchair use, skating, canoeing, kayaking, snow-shoeing, and cross-country skiing.

With every year, active transportation is steadily gaining popularity in communities of all shapes and sizes. There are a variety of health, social, environmental, economic, and tourism benefits to using active transportation, but more importantly people are increasingly realizing how much fun it is! With the right infrastructure and setting, active transportation can be a wonderful way to connect with the environment, your friends and neighbours, while at the same time getting useful exercise.

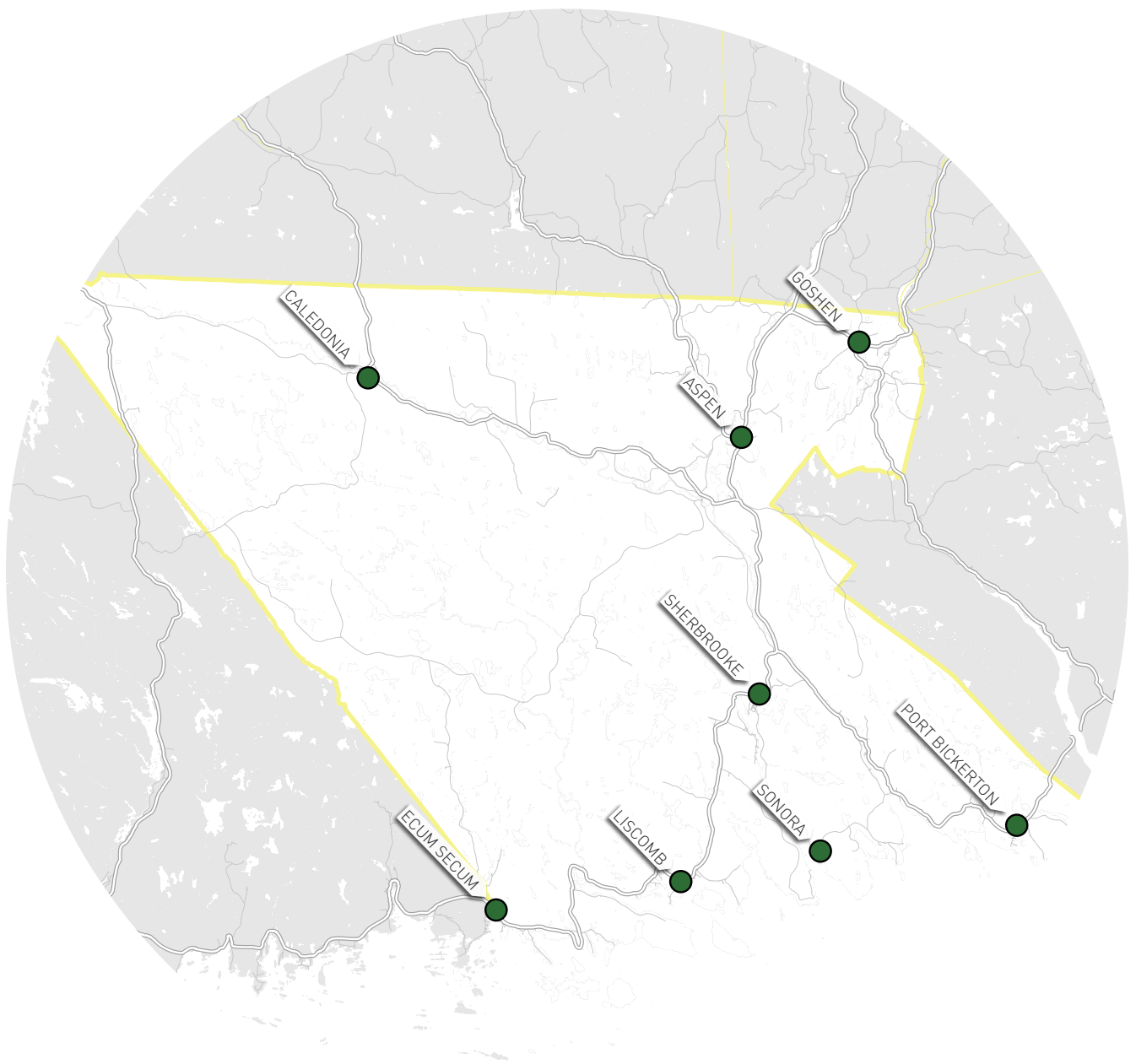
Active transportation is typically used for two different purposes:

- **Utilitarian active transportation** includes trips where active transportation is used to get to a destination, such as work, school, the store, or appointments.
- **Recreational active transportation** includes leisure, recreational pursuits, and fitness (e.g. dog walking, hiking, paddling, etc.) and often takes place in off-road locations. In some cases, both utilitarian and recreational active transportation can occur at the same time.

## Context

The Municipality of the District of St. Mary's is a rural municipality located on Nova Scotia's Eastern Shore. It is bordered by Halifax County to the west, the District of Guysborough to the East, Pictou County to the north, and the Atlantic Ocean to the south.

St. Mary's is the 12<sup>th</sup> largest municipality in Nova Scotia by area (1,909 km<sup>2</sup>) but the 39<sup>th</sup> largest municipality by population (2,354 in the 2011 census). This population is almost wholly concentrated in a handful of communities located along key highways. The largest of these communities is Sherbrooke. It acts as the service centre for much of St. Mary's and includes a bank, post office, grocery store, hospital, two gas stations, nursing home, seniors' complex, and the only school in the municipality. For residents living in the northern portion of St. Mary's, the Town of Antigonish, outside of St. Mary's, is a common service destination. Sherbrooke is also a tourism hub, with a concentration of accommodations and food services, as well as the Museum of Nova Scotia's historical Sherbrooke Village.



**DISTRICT OF ST. MARY'S**



SHERBROOKE

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## **Why Promote Active Transportation in St. Mary's?**

There are a lot of reasons to promote Active Transportation. Municipalities across Canada and North America are now realizing the multifaceted benefits of promoting active transportation and are implementing programs and infrastructure to support the growth of active transportation. By supporting active transportation initiatives, the Municipality of the District of St. Mary's can potentially realize the following high-level benefits:

### **Active Transportation can...**

#### **...Bolster Tourism + Economic Development**

Sherbrooke Village, a part of the Nova Scotia Museum, has an average of 30,000 visitors each year. The Village is also home to the only Visitor Information Centre (VIC) in St. Mary's, and one of only a handful of VICs on Nova Scotia's Eastern Shore. Sherbrooke Village is an important employer in the area, but also contributes to the local economy indirectly when its visitors eat at local restaurants, shop, or stay overnight in local accommodations.

Providing a safe and comfortable active transportation link from the Village to the core of Sherbrooke would allow museum visitors, or those who originally just planned to stop at the VIC, an opportunity to park their car and enjoy the downtown (and its businesses) on foot.

Active transportation is also a tourism opportunity in its own right. For example, many people are choosing bicycle tourism for their vacation plans. A 2014 Adventure Travel Trade Association survey found that 81 percent of bike tour operators had equal or increased bookings over the previous year. Here in Canada, the province of Quebec has developed a 4,000 km AT network called the "Route Verte", which is estimated to generate \$85 million of economic activity per year.

#### **...Be Fun + Build Community**

In 2014, the Province of Nova Scotia conducted a physical activity community survey in St. Mary's. In that survey, 17 percent of respondents stated that one of their top two reasons for physical activity was for fun, and 9 percent said it was for social reasons. Indeed, active transportation is a great way to enjoy the outdoors and to spend time with family or friends. Active transportation is also a great chance to bump into an old friend, or maybe even meet someone new.

### ...Improve Physical Health and Mental Wellness

The rise of physical inactivity and obesity rates throughout North America is so prevalent that it is often referred to as an epidemic (Velo Quebec, 2010; Mapes J, 2009). The 2015 *Nova Scotia Health Profile* reveals that this is of particular concern in St. Mary's. Compared to Nova Scotian and Canadian averages, residents within the Guysborough Antigonish Strait Health Authority (which includes St. Mary's) show lower self-reported physical and mental health; lower activity rates; and higher rates of being overweight or obese.

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

Regular physical activity has been linked to a reduced risk of over 25 chronic health conditions, including stroke, heart disease, hypertension, type-2 diabetes, and some forms of cancer (Government of Canada, 2012). Physical activity has also been shown to have mental health benefits, including reductions in anxiety, substance abuse, and mild to moderate depression (CMHA, 2015).

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



### ...Reduce Pollution

Canada's average automobile fuel economy has improved markedly over the past decade and a half, yet from 2000 to 2012 (the last date with data availability) greenhouse gas emissions from passenger automobiles increased by 3 percent. In 2012, passenger automobiles were responsible for 12 percent of Canada's total greenhouse gas emissions (Transport Canada, 2015). Automobile use also emits other pollutants such as nitrous oxide, volatile organic compounds, and fine particulate matter.

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

### ...Improve Mobility Options

Whether it is school, work, appointments, errands, or visiting friends, we all have places to go. However, not everyone has the ability to drive a car and, like most rural municipalities, St. Mary's does not have a public transit system. In St. Mary's, 12.5 percent of the population is under the age of 16 and, therefore, not eligible for a driver's license.

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

Other St. Mary's residents may not drive due to cost, disability, or personal preference.

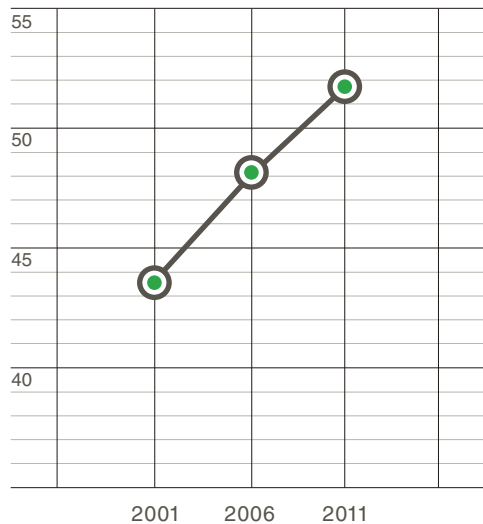
Active transportation can provide mobility and independence to people who might not otherwise have it.

### ...Save Money

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

### Median Age Trend in St. Mary's

*Median age by year (Statistics Canada, 2011)*





## Challenges for Active Transportation in St. Mary's

Improving active transportation options is not always easy, and rural areas, such as St. Mary's, often present their own unique set of challenges. However, with dedicated consideration these challenges can be addressed.

### A Successful Active Transportation Plan Will Consider...

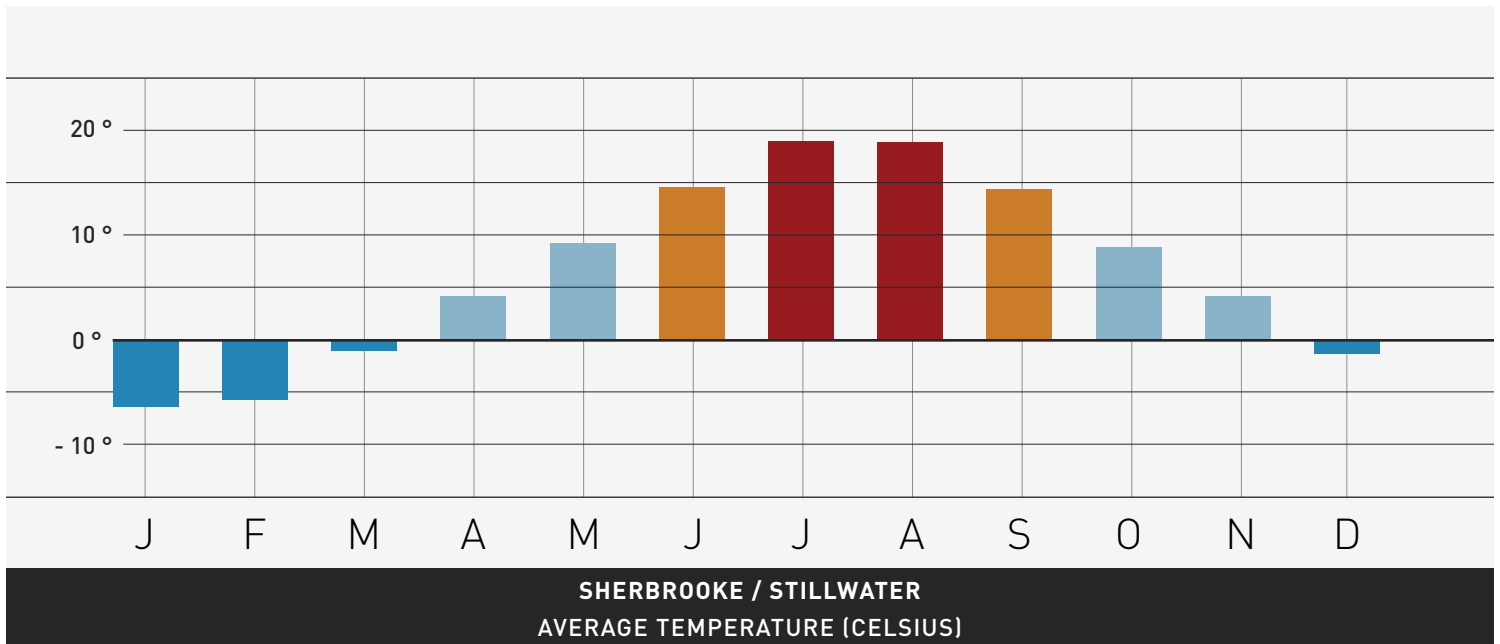
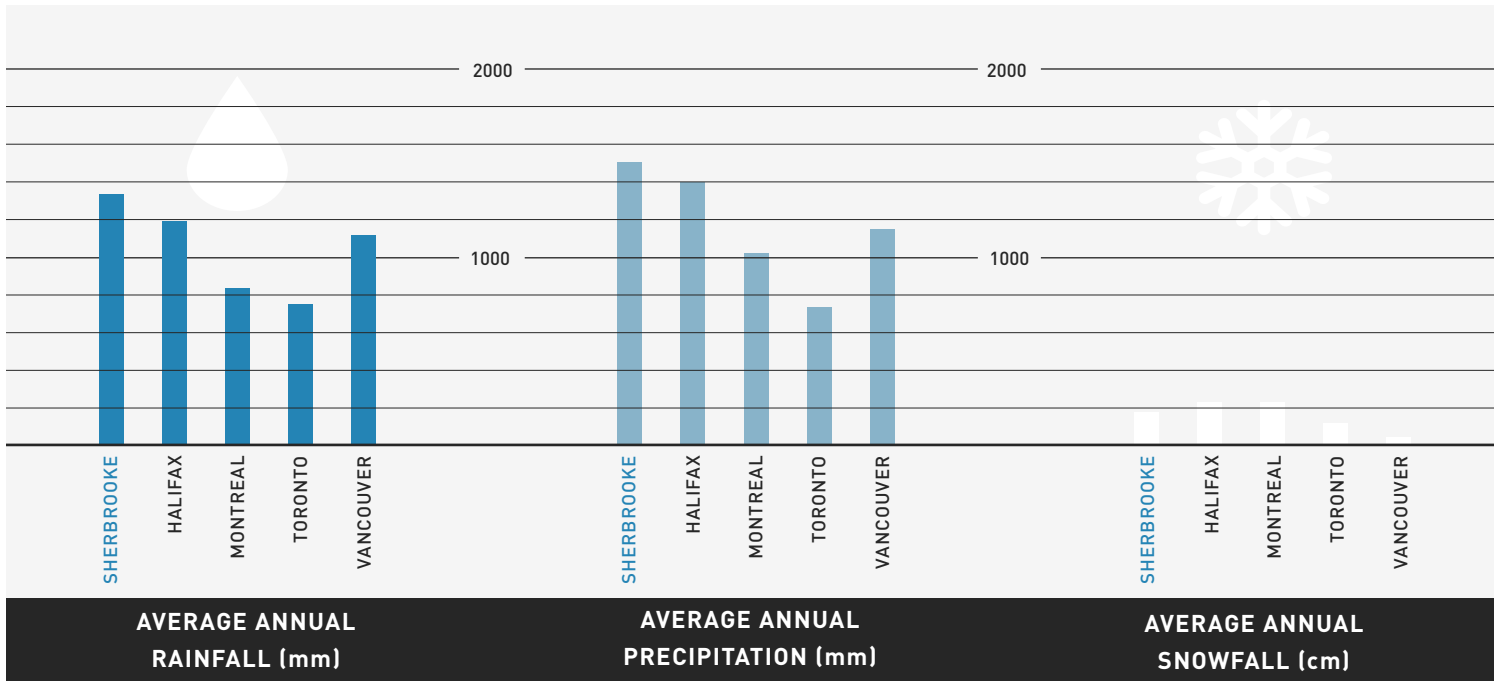
#### ...Limited Resources

The municipal operating budget for St. Mary's was \$2.8 million in 2013/2014, compared to an average operating budget of \$15.9 million for other rural municipalities in Nova Scotia. St. Mary's relies on a taxable property assessment value that is only 16 percent of the provincial rural average, yet has a land area that is almost exactly equal to the average size of rural municipalities in Nova Scotia (Government of Nova Scotia, 2014).

It is possible for a single, high-profile, big-budget active transportation infrastructure project to cost more than the St. Mary's annual budget.

#### *Plan Implications*

Active transportation infrastructure must be relatively easy to implement, and affordable to build and maintain.



### ...Climate

St. Mary's has a temperate climate, with average temperatures in Sherbrooke ranging from -6 °C in January to 18 °C in July and August. These temperatures are generally very supportive of active transportation if the humidity is also at a comfortable level.

The St. Mary's climate becomes a little more challenging for active transportation when it comes to precipitation. Sherbrooke has a higher annual rainfall and higher total annual precipitation than both Halifax and Vancouver. This can make active transportation uncomfortable for users, and can also raise concerns about safety and accessibility if snow and ice are not cleared from active transportation routes.

#### Plan Implications

Active transportation infrastructure should be designed to be safe and comfortable, even in the rain and snow. Good drainage and easy access for snow clearing is essential.

### ...Lower Density

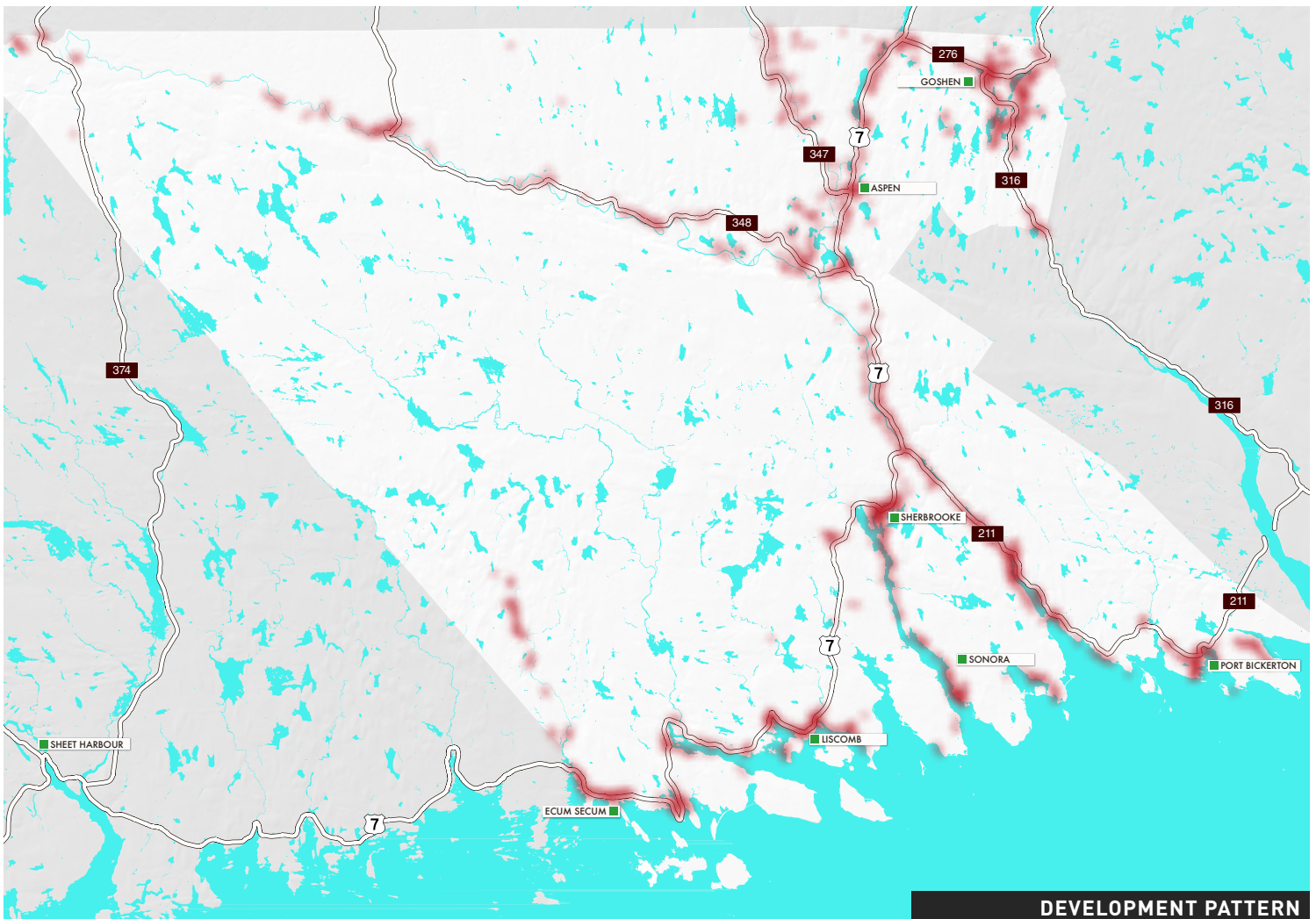
When it comes to active transportation, closer is generally better. How far people will go depends on their physical ability as well as the safety, comfort, and interest provided by their route. Yet, even the most committed active transportation user will look for other methods of transportation if the distance between their origin and destination is simply too far.

St. Mary's is at a disadvantage when it comes to distance. As the map below illustrates, buildings are located at a relatively low density and a far distance from the services provided in Sherbrooke or other service centres outside of St. Mary's.

However, within Sherbrooke itself there is a much higher density of destinations and distances are short. Most trips can be made in under 500 metres, and even the farthest trip (from the VIC to the RecPlex) is no more than 2 kilometres.

### Plan Implications

Sherbrooke is the logical priority for active transportation improvements due to its higher density and shorter distances to services compared to the rest of the Municipality.



## Section 2

### Existing Conditions





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## Traffic Volume

Traffic volumes in St. Mary's are—within the Nova Scotia context—relatively low. Traffic counts on Trunk 7 within St. Mary's show an average of just fewer than 1,000 vehicles per day. This volume is fairly consistent along the length of Trunk 7 within St. Mary's, including within Sherbrooke.

Some St. Mary's highways, such as Route 348, average fewer than 100 vehicles per day. For comparison, the average traffic volume between Head of Jeddore and Musquodoboit Harbour in Halifax Regional Municipality is on the order of 4,300 vehicles per day.

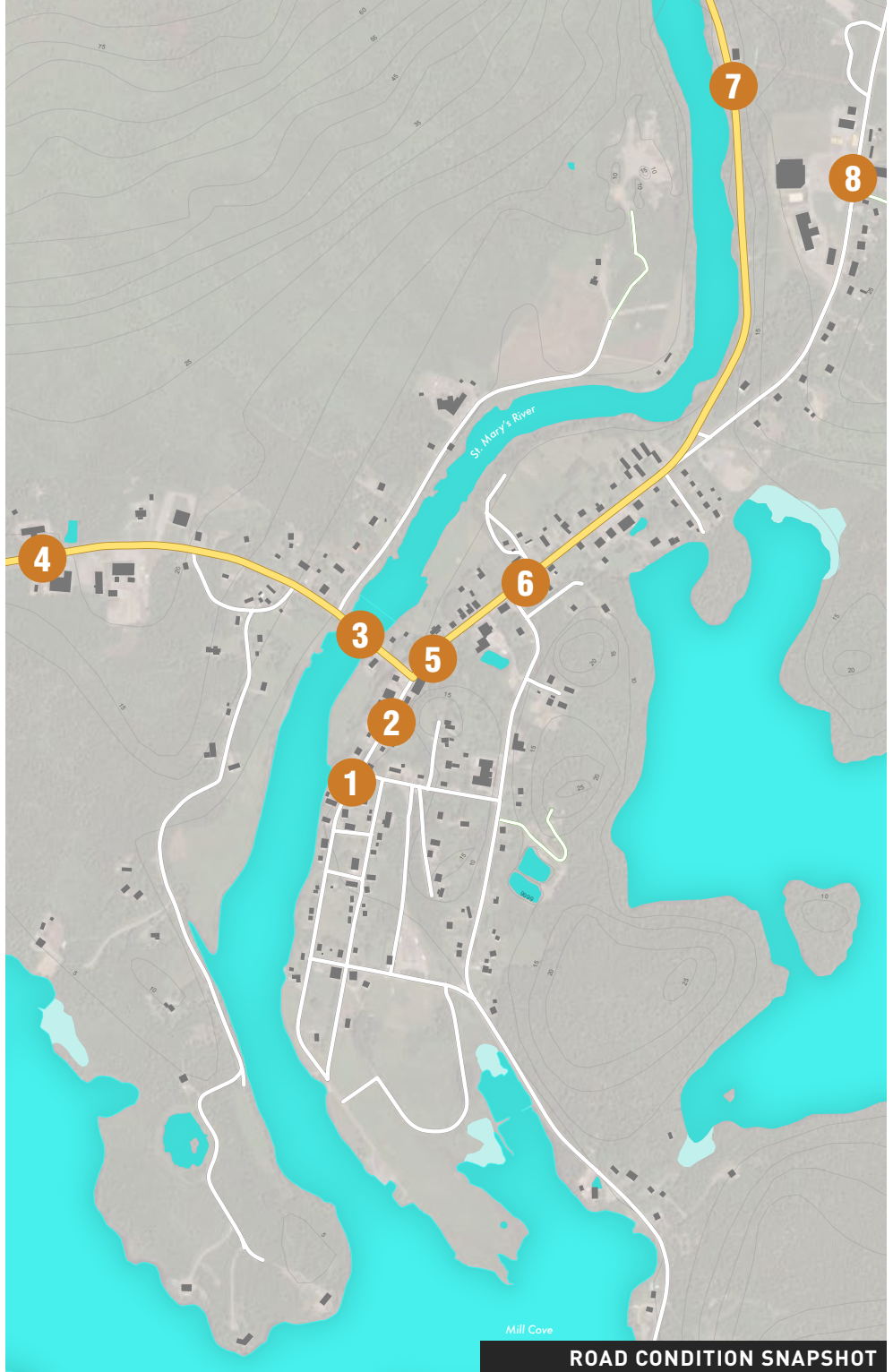
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## Road Conditions

Within Sherbrooke the road surface along the main routes is paved with two lanes and is typically in good condition. The shoulder is typically 0.8 to 1.5 metres of gravel in varying states of repair. The road surface within Sherbrooke Village is gravel (Image 1).

Outside of the core the right-of-way is almost entirely 20 metres in width. However, within the core (east of Point 3 and south-west of Point 6, on the facing page) the right-of-way narrows to as little as 12 metres in some locations. Pinch points include the small bridge at Point 5, Main Street (Image 2), and the constraints imposed by trees and utility poles (Image 6). The bridge across the St. Mary's river has 8.8 metres of paved surface with a 1.5 metre concrete sidewalk on each side (Image 3).

Outside of Sherbrooke, Trunk 7 is a two-lane, paved highway with a gravel shoulder and a 20 metre right-of-way. The asphalt is in good repair for most of its length within St. Mary's.



**ROAD CONDITION SNAPSHOT**

## Community Facilities and Destinations

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



### 1 St. Mary's Academy/ Education Centre

St. Mary's Academy is a P-12 public school with 289 students (in 2015/16), featuring basketball courts and sports field, an outdoor playground, a publicly accessible indoor Fitness Centre.



### 2 St. Mary's Recplex

The St. Mary's Recplex is a multi-use recreation facility featuring an ice rink in the winter months, a concrete surface floor in the summer. The facility also features an indoor walking track.



### 3 Sherbrooke Library

The Sherbrooke Library is part of the Eastern Counties Library System and is also part of the Community Access Project, featuring five computers with high-speed internet and wireless access.



### 4 Municipal Office

The Municipal Office has a variety of equipment available to borrow or rent, including kayaks, snowshoes, ice skates, GPS units, rollerblades, life jackets, walking poles, and fishing rods.



### 5 St. Mary's Memorial Hospital

St. Mary's Memorial Hospital is a six-bed facility offering a number of health programs and services for residents, including emergency services, social work services and many others.



### 6 Sherbrooke Provincial Park

Sherbrooke Provincial Park is a small picnic park on the banks of St. Mary's River. Across the road is the St. Mary's River Interpretive Centre with displays on angling on the river.



### 7 Pioneer Park

Pioneer Park is tucked behind the main commercial strip and is accessed through the parking lot of the former municipal building. It includes a large field and over 190 m of river frontage,



### 8 Stonewall Park

Stonewall Park has gravel walking trails, boardwalks, platforms over-looking the beautiful rapids of the St. Mary's River and picnic tables.



**9 Sherbrooke Village Outdoor Museum**

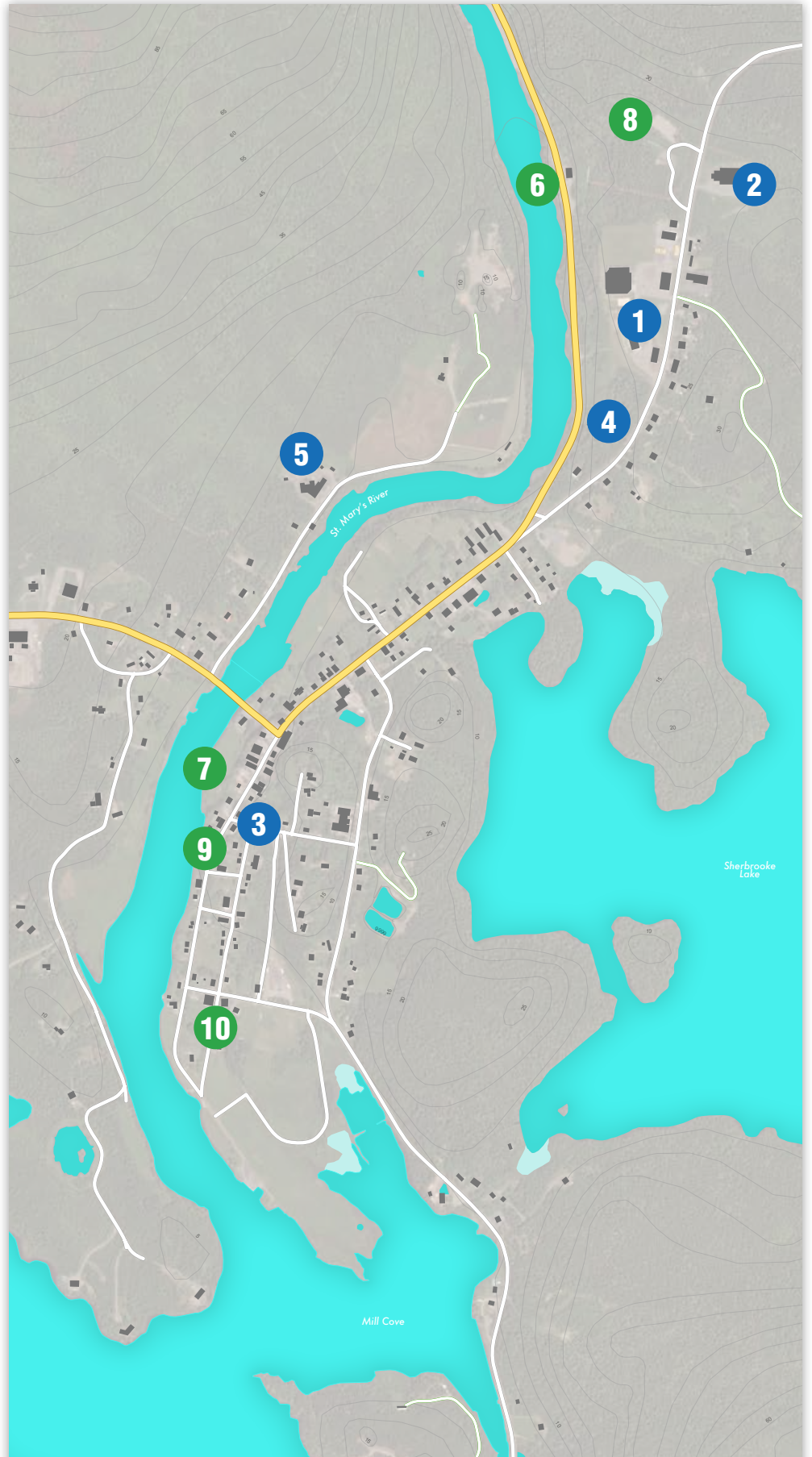
Sherbrooke Village an open-air museum that employs approximately 100 full-time and seasonal workers. The site features 30 buildings including include a working blacksmith shop, a pottery shop, a water powered lumber mill, a tea room, and several animal barns.

The Village is open in the summer from June to October, and in the winter it opens for a Christmas tree lighting event called “An Old Fashioned Christmas”.



**10 Visitor Information Centre**

Sherbrooke Village is home to the only Visitor Information Centre in St. Mary's and one of only a handful of VICs on the Eastern Shore.



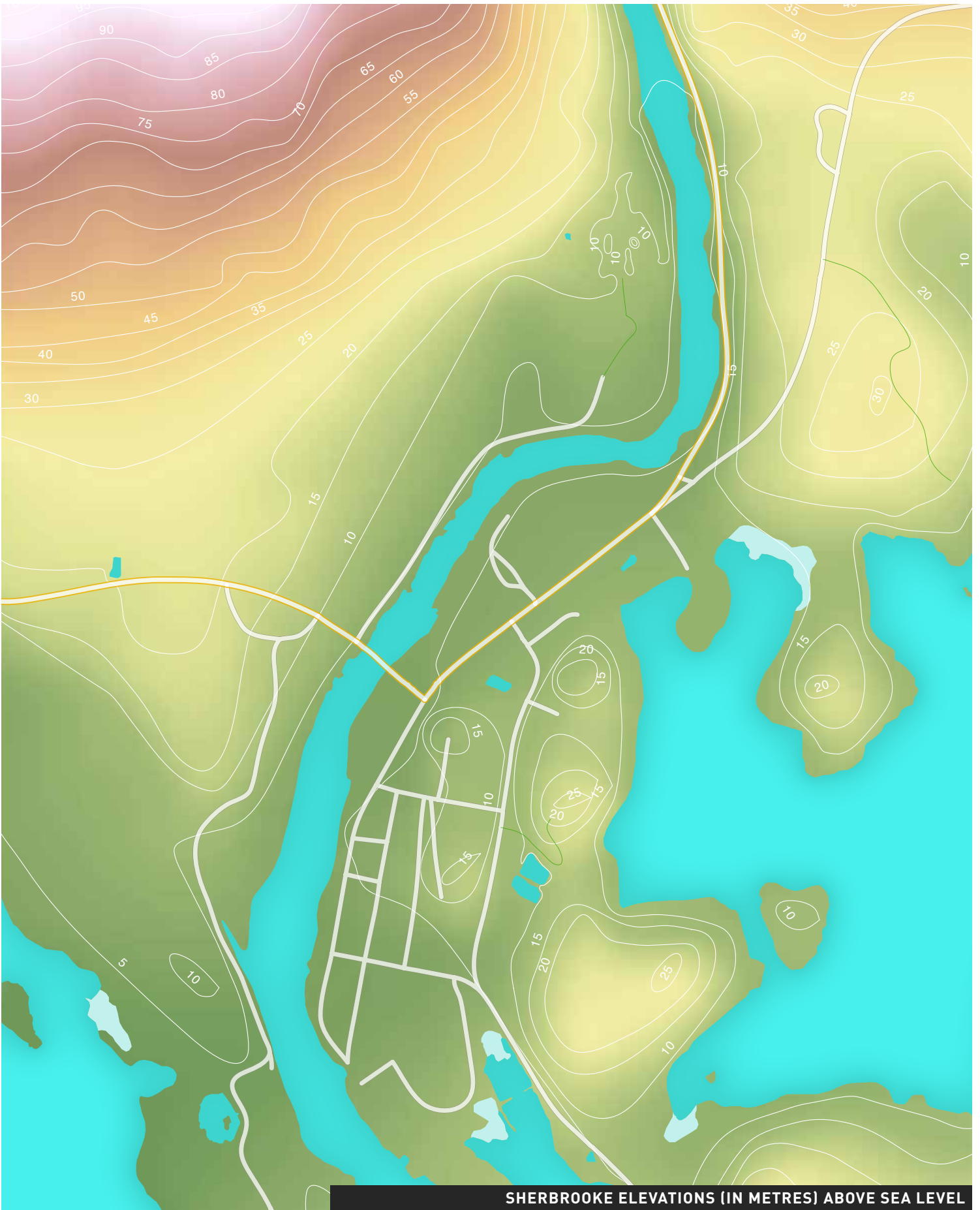
**KEY RECREATIONAL AND UTILITARIAN DESTINATIONS IN SHERBROOKE**

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## Elevation

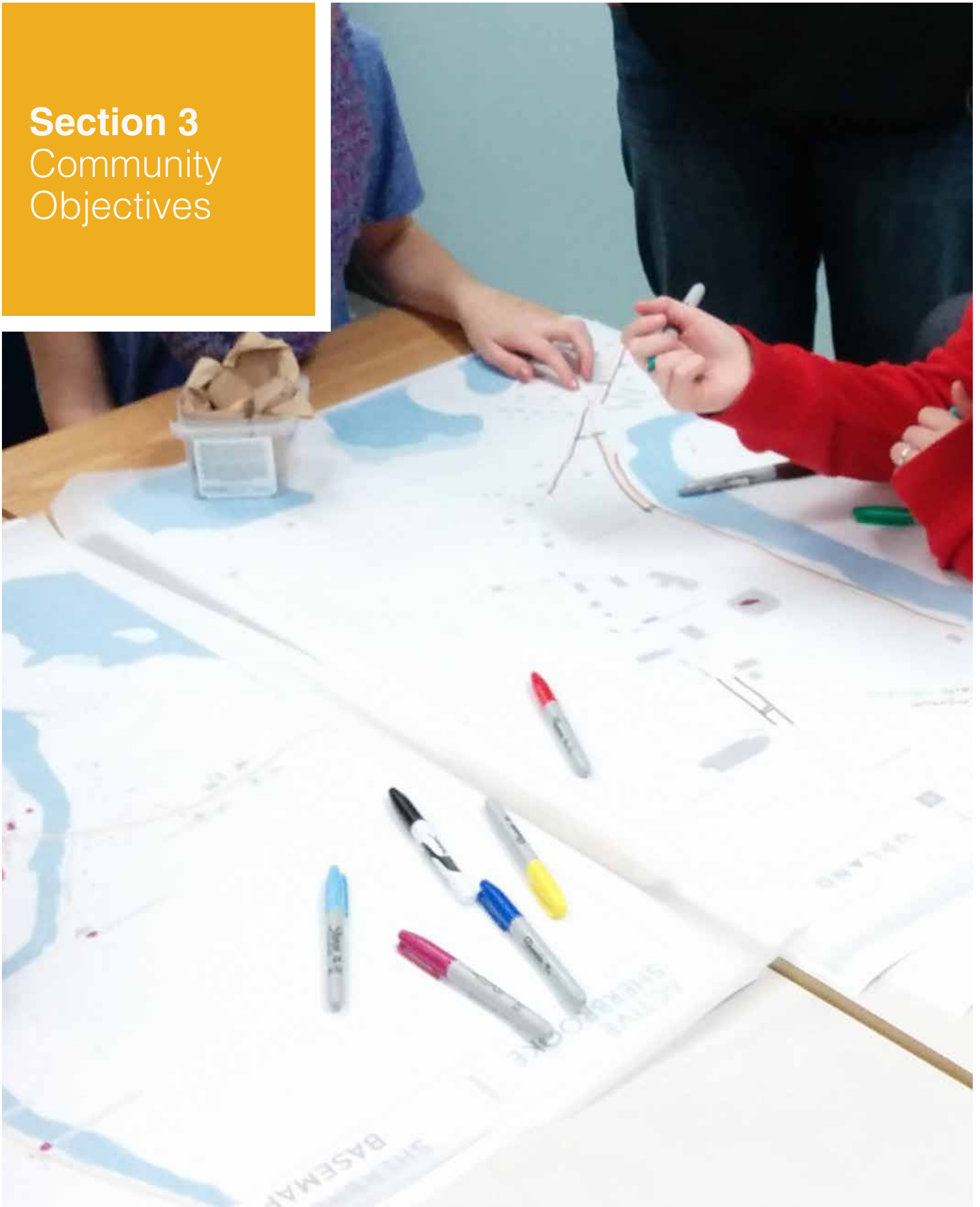
For active transportation, elevation can play a key role in determining how often certain modes are or aren't used. For example, in extremely hilly areas, cycling may not be an attractive option for casual cyclists, whereas cross-country skiing may become more attractive.

In Sherbrooke, the forces of the St. Mary's River have shaped much of the topography in the area. The low-lying river banks lay at an elevation of 5 metres above sea level, but features valley banks that quickly elevate to over 100 metres above sea level in certain areas. However, because much of Sherbrooke is built in close proximity to the river, and with most of the roads running parallel to the river, elevation changes on key routes are not extreme. In fact, the vast majority of buildings are below 30 metres above sea level. The highest point in Sherbrooke is near St. Mary's Academy and the Recplex, which are situated on a plateau with an elevation of approximately 20 metres above sea level. Sherbrooke Village, on the other hand, features elevations between 5 and 10 metres above sea level.



SHERBROOKE ELEVATIONS (IN METRES) ABOVE SEA LEVEL

## Section 3 Community Objectives



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## Community Input

Consultation is critical to the success of any active transportation plan. Effective engagement with community groups, stakeholders, and landowners contributes to a shared vision, takes advantage of local knowledge, and builds ownership of the final plan. With that in mind, the Municipality and UPLAND employed a variety of approaches to public engagement in January of 2016. These included visits with community groups in Greenfield, Liscomb, and Sherbrooke; a youth workshop at St. Mary's Academy; a public open house and business focus group in Sherbrooke; consultations with Sherbrooke Village; and a project webpage. Due to weather, consultations in Port Bickerton were, unfortunately, canceled.

### **What We Heard: Opportunities**

In general residents were excited by the prospect of increasing opportunities for active transportation. In particular, some residents noted how active transportation investments could improve mobility for seniors, wheelchair users, and people with strollers. Residents also pointed out the opportunity to build on existing active transportation tourism. For example, St. Mary's has a history of visitors who stop in the community to hike, bird watch, or paddle.

### **What We Heard: Challenges**

Challenges varied based on the geographic location of respondents. Outside of Sherbrooke, the most consistently-identified barrier to active transportation was distance. Although many residents of these areas walk for recreational purposes, residents frequently noted that the low density of homes and businesses make it difficult to use active transportation to get to services or other destinations.

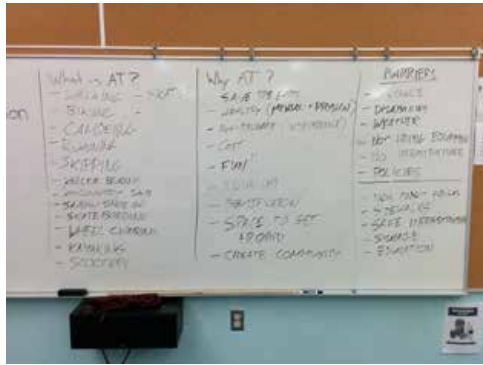
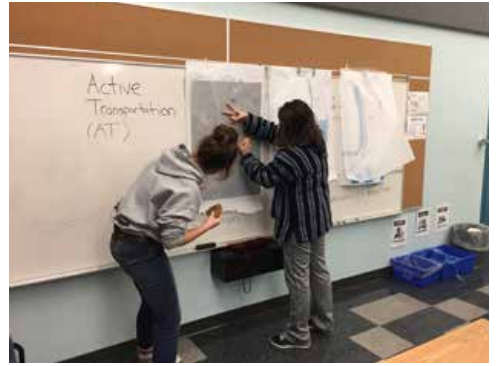
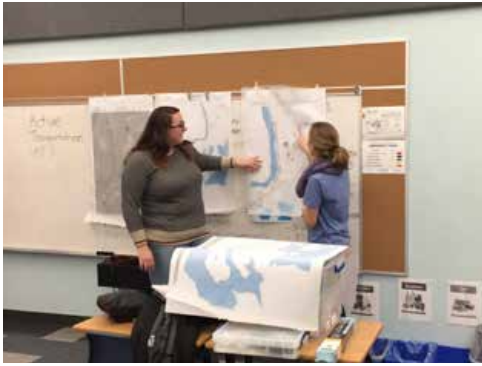
When discussing recreational active transportation the focus of concerns among residents, even those who walk or cycle frequently, was safety. These safety concerns typically related to high traffic speeds and lack of shoulder on the main roads, though some residents also felt unsafe due to wildlife (bears, coyotes). Residents who do walk or cycle for recreation typically keep their activities to side roads, private land, or park spaces like Stonewall Park.

Within Sherbrooke, the challenges residents identified were more frequently related to infrastructure. In general, residents highlighted an overall lack of infrastructure for active transportation users and, when infrastructure was present, a general lack of maintenance. Specific concerns included:

- a lack of sidewalks or paved shoulders;
- large puddles that force pedestrians into the road;
- potholes and other uneven surfaces;
- a lack of signage and maps for visitors;
- utility poles, guy-wires, and other obstructions;
- cars parked along the street, forcing pedestrians into the road; and
- the need for maintenance in Stonewall Park.

In addition to the above concerns, the students of St. Mary's Academy identified a lack of access to equipment, as well as school policies that prevent students from leaving the building on breaks, as barriers to active transportation.

Most importantly, the number one priority we heard from residents was that "band-aid" solutions are not enough and any plan must actually be implemented.



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## Guiding Principles

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

### **Education and Awareness is Key**

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

### **Comfortable & Convenient**

Using active transportation should not be a chore. All routes should feel safe and core routes should be usable by people of all abilities. Amenities should be strategically located to provide opportunities for rest and repair and supply information when it is needed.

### **Year-Round**

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

### **Multi-Modal**

Walking and cycling are the forms of active transportation people typically think about. However, St. Mary's features an excellent system of lakes and rivers, as well as large expanses of undeveloped land. An active transportation network for St. Mary's should take advantage of these assets.

### **Find Allies Within and Beyond**

The Municipality is not alone in its desire to improve active transportation. Many residents clearly share the same objectives. Partnerships with the business community and organizations will be essential to developing the resources necessary to bring active transportation improvements to fruition. There are also other municipalities within the province who are willing to collaborate and share resources to improve AT in Nova Scotia.

### **Strategic & Opportunistic**

It is easy to plan a "gold standard" active transportation system; the challenge lies in the implementation, especially when resources are limited. Efforts should be focused on achievable, short-term projects with the best return on investment. Immediate and on-going improvements are essential to building positive publicity and public support.

### **Prepare for Infrastructure Opportunities**

Much of the road infrastructure in St. Mary's is owned and maintained by the Province. The Municipality does not have the direct ability to implement active transportation projects along these roads. However, an effective plan will ensure that the Municipality is ready to advocate for active transportation improvements when these roads are next upgraded.

# Section 4

## Network Improvements

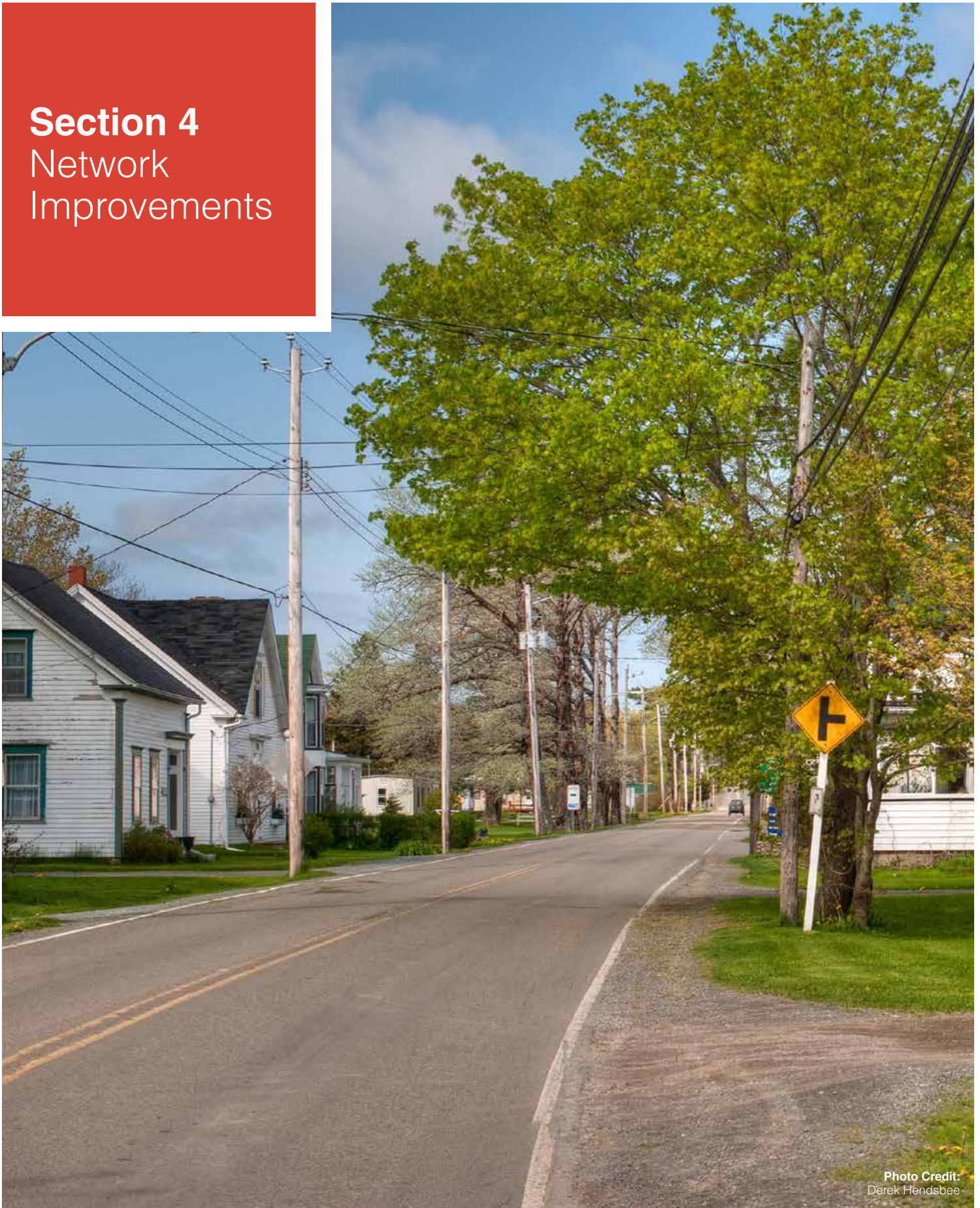


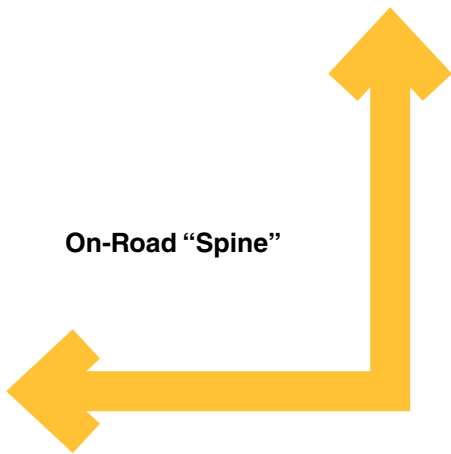
Photo Credit:  
Derek Hendsbee

## Approach

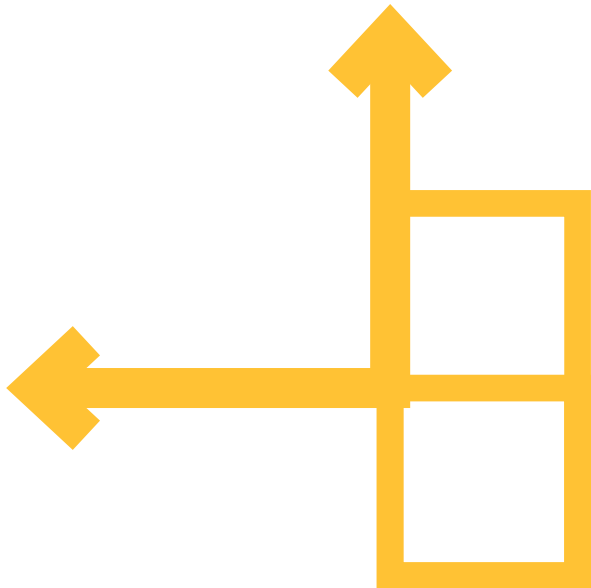
The objective of this Plan is to improve active transportation specifically within the community of Sherbrooke. One way to accomplish this is through physical improvements within the village to make active transportation safer and more convenient. In order for active transportation to be embraced by the community, there needs to be a well-connected network of routes that offer different options for walkers, joggers, cyclists, kayakers, skiers, etc.

As a result, the network should include a combination of on-road and off-road routes, and given the presence of lakes and the river, it should also include water routes. These different types of routes also need to be intertwined and well connected with one another, so that residents can choose a personally customized route to get around the town that suits their needs and abilities.

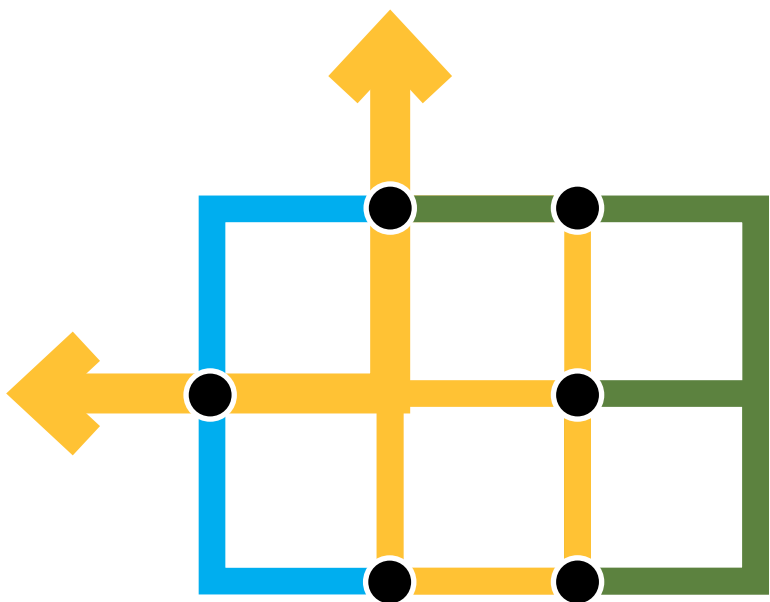
Wherever different route types intersect, multi-modal facilities such as trailhead parking lots, kayak launches or bike racks, should enable effortless switching between different modes of transportation.



**On-Road "Spine"**



**"On-Road Spine"  
with intertwined  
On-Road Routes**



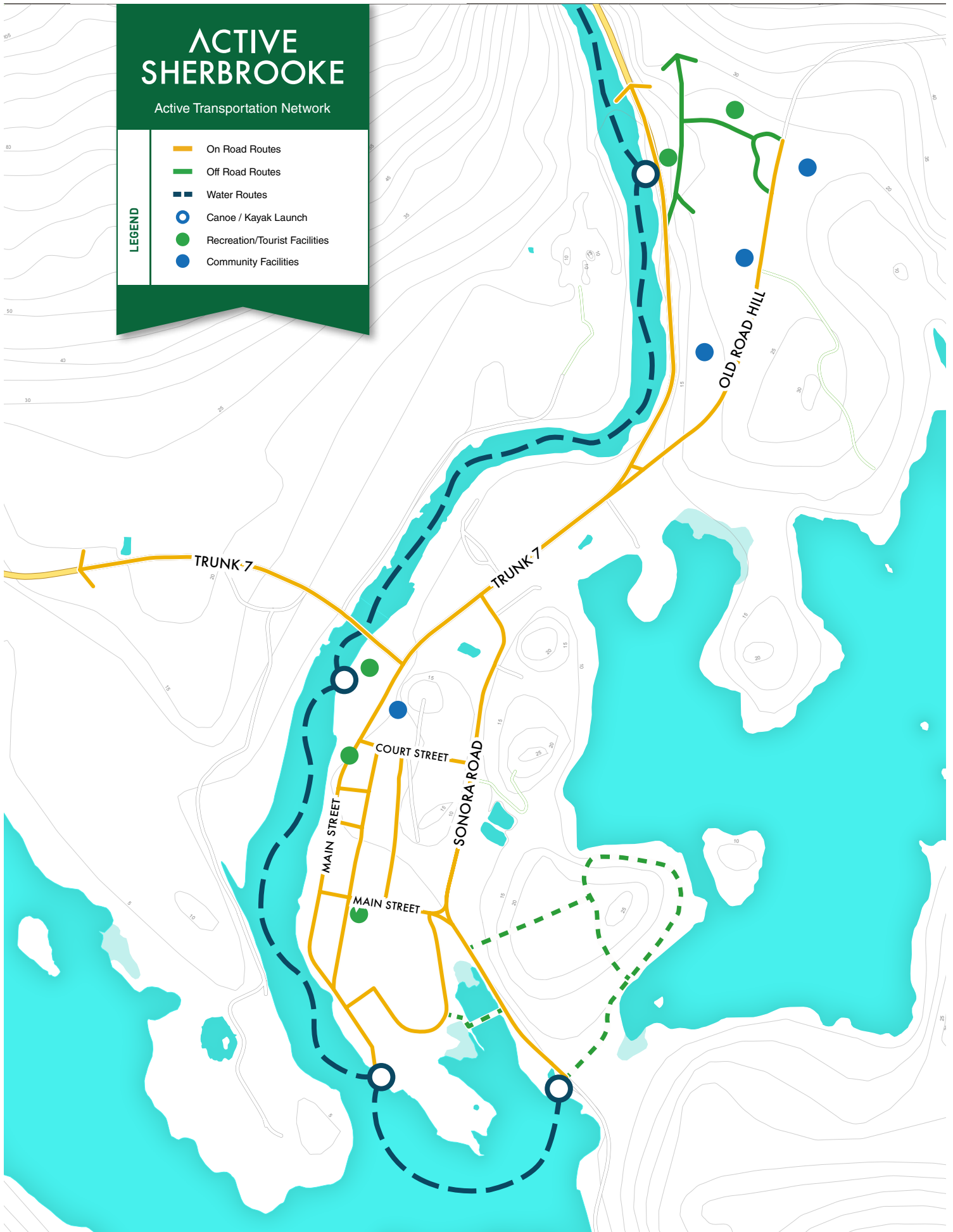
**Multi-Modal Network of On-  
Road, Off-Road and Water  
Routes with Multi-Modal  
Connections**

# ACTIVE SHERBROOKE

Active Transportation Network

LEGEND

- On Road Routes
- Off Road Routes
- Water Routes
- Canoe / Kayak Launch
- Recreation/Tourist Facilities
- Community Facilities



## On-Road Routes

### Trunk 7

The proposed network features a series of on-road routes that connect the key community facilities and recreation/tourist destinations. Trunk 7 is the key route of the network, offering access to the majority of local shops and businesses while also offering regional connections outside of Sherbrooke. This route is also part of the proposed Blue Route - a province-wide recreational cycling network (see page 35 for more information).

Compared to other secondary provincial highways, Trunk 7 features relatively low traffic volumes. Traffic volume is low enough that physical route improvements such as paved shoulders or bicycle lanes are not generally necessary. The only exception is a 700 metre segment along the highway between the main intersection by the Clover Leaf grocery store and the intersection at Old Hill Road. This segment of road is located along a narrow strip of land between the lake and St. Mary's River. These geographic conditions have resulted in a "pinch point" in the road network, where using Trunk 7 is the only option to connect the south side of the community to the north (i.e.; there are no roads running parallel to the highway that can be used as an alternative).

Although traffic volume is still relatively low, traffic speeds can be high and vehicle lanes are quite narrow. Furthermore, the lack of a shoulder along this section of road can result in scenarios where active transportation users are forced to find refuge off the side of the road when two vehicles are passing each other. As an added obstacle, the road is flanked by utility poles on both sides, preventing the straight-forward option of simply paving a shoulder alongside the road for active transportation users.



NARROW CROSS SECTION



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These scenarios are particularly troublesome for more vulnerable road users, such as those in a wheelchair or motorized scooter. During consultation events, residents recognized these issues and identified improvements in this area as a crucial step to encouraging more people to use active transportation.

**Recommendation: Build a crusher-dust multi-use trail on the east side of Trunk 7 that runs parallel to the road and is within the right-of-way.**

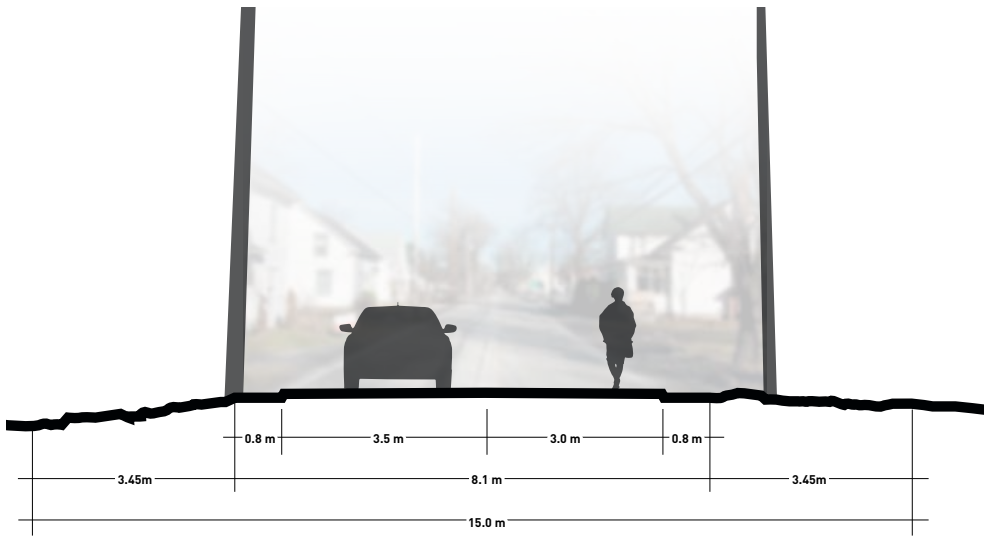
NSTIR will allow communities to build and develop separated multi-use trails or paved surfaces within their right-of-ways, providing they meet their design standards and specifications (see Appendix). Such an intervention would provide a safe and convenient option for active transportation users to travel to and from both sides of the community.

### **Local Roads**

The remainder of the on-road routes within the network are local roads that connect into Trunk 7, including a handful of roads within Sherbrooke Village and Old Hill Road by the school and arena. These routes provide access to a variety of homes, businesses and community facilities in the area, and also provide the opportunity for recreational loops.

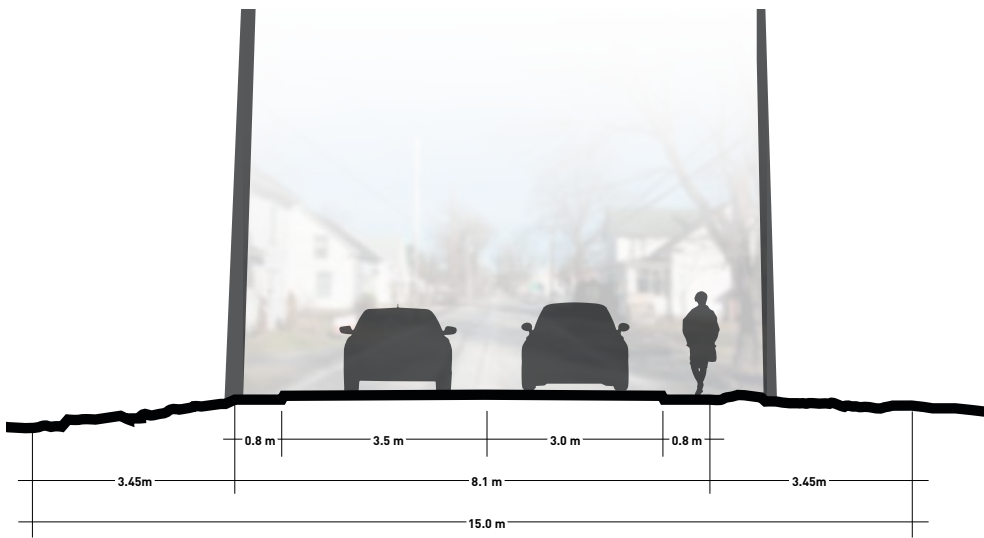
The road surface on Main Street, between the intersection at Trunk 7 and Sherbrooke Village, is rough and has no shoulder. Eventually, when the road needs to be repaved, paved shoulders with painted lines should be added to provide areas for pedestrians to walk along. These shoulders should prohibit parkings to allow for barrier free movement for AT users. More information on this concept is provided on page 39).

Other locals roads in Sherbrooke have traffic volumes that are relatively low enough that paved shoulders or other physical interventions are not necessary. As a general rule of thumb, when annual average daily trip volume is less than 500 vehicle per day, paved shoulders or sidewalks are not necessary to improve safety conditions.



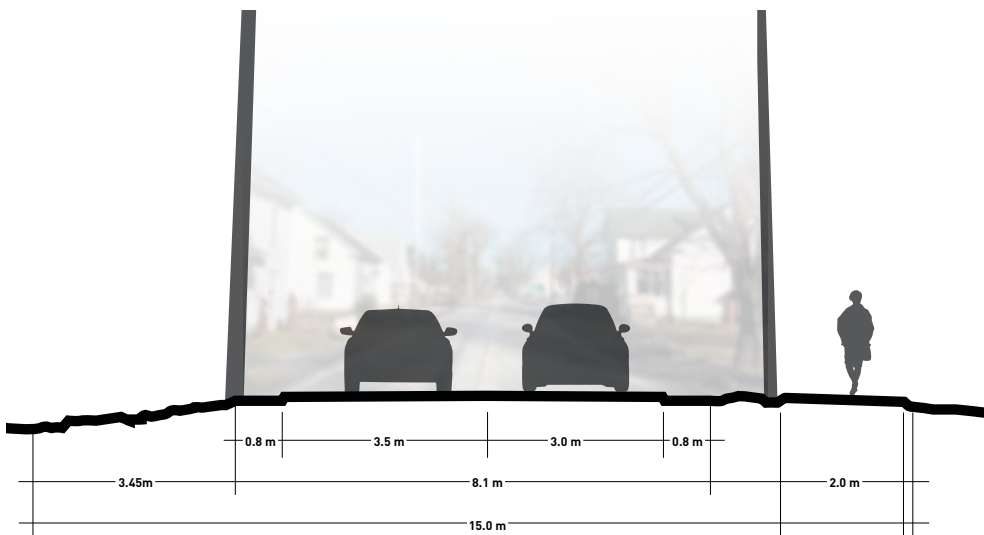
**Trunk 7 Cross Section:  
Low Traffic Scenario**

When there is low traffic on Trunk 7, active transportation users can use the road relatively safely.



**Trunk 7 Cross Section:  
High Traffic Scenario**

However, when two cars are passing each other, active transportation users are forced to find refuge somewhere within the narrow shoulder. This problem is particularly troublesome in winter, when snow piles are frequently occupying the shoulders, leaving active transportation particularly vulnerable to oncoming traffic.



**Trunk 7 Cross Section:  
High Traffic Scenario with Multi-Use Trail**

With the addition of a trail, active transportation users have a dedicated space that prevents dangerous situation from occurring.

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## Off-Road Routes

Stonewall Park is a municipal park and recreation facility just north of St. Mary's Academy. It has a handful of trails that connect Old Hill Road with Trunk 7, which creates a convenient "loop" at the northern extent of the active transportation network. The trails are used for educational purposes at the school and a mountain biking facility is also being planned for the park.

During the consultation, residents identified that Stonewall Park is an important community asset. Over the past few years, however, the trail beds have shown signs of erosion and degradation and can be hard to use after rainfall events.

**Recommendation: Upgrade and regularly maintain the existing trails in Stonewall Park to ensure they remain a community asset.**

The Municipality can hire a contractor with trail experience to revitalize the trail and to perform regular maintenance. Alternatively, the Municipality can work with the community to create a trail group composed of local volunteers to work on the trail and ensure it is cleaned and maintained regularly.

The trails of Stonewall Park are important because they are currently the only trail network. Given the spectacular natural setting of the village, it is highly likely that more trail facilities could be well used and embraced by the community. There is an opportunity to create a new trail system along the western side of Sherbrooke Lake near Sherbrooke Village. A short trail loop already exists in this area near the Sherbrooke Village sawmill and can be expanded to continue along the lake. This potential trail would be about a kilometer long and offer great views of Sherbrooke Lake. A large portion of this land is publicly-owned, including both trailheads along Sonora Road. The trail system could be further augmented by offering some benches or picnic tables at key scenic areas. However, because Sherbrooke Lake is a protected water supply, paddling and water-based recreation amenities should be prohibited.

**Recommendation: Investigate the feasibility of building a new trail along Sherbrooke Lake**

In order to build a trail, land needs to be procured or easements need to be created. The Municipality can begin discussions with landowners to investigate the feasibility of procuring a right-of-way for such a trail.

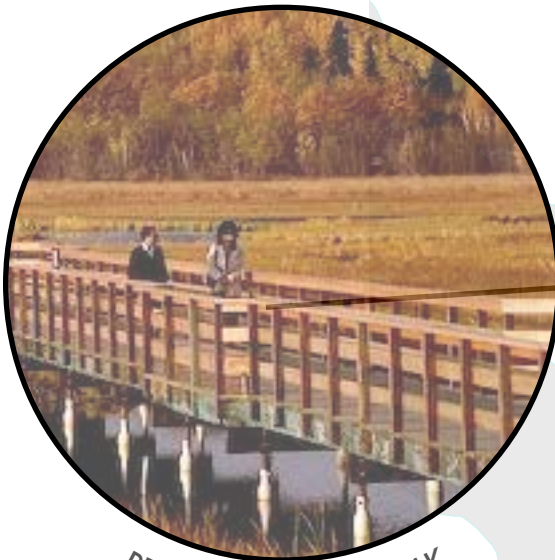
There are also a handful of short trail segments throughout Sherbrooke Village, offering views of the St. Mary's River and access to areas that aren't on the main road. The Village is interested in building a boardwalk structure across a low-lying marsh area that would offer a convenient connection for visitors to walk from the main Village area to the saw mill. This connection would also help connect into the proposed Sherbrooke Lake trail.

**Recommendation: Work with Sherbrooke Village to build a boardwalk**

A boardwalk would be an attractive and convenient feature for both the Sherbrooke Village and the Active Transportation Network.



STONEWALL PARK



PROPOSED BOARDWALK



STONEWALL PARK

PROPOSED LAKE TRAIL

## Water Routes

The gorgeous St. Mary's River presents an opportunity for water-based active transportation, particularly for recreational purposes. Currently, the river is casually used for kayaking and tubing every so often by locals looking to take advantage of its light rapids and gentle pools. However, with few formal boat launches or docks, the river is a generally underutilized asset, both from an active transportation and tourism point of view.

With a few minor improvements, the St. Mary's River can become an interesting and useful component within the local active transportation network, while also becoming a more prominent tourist attraction for the Sherbrooke area.

**Recommendation: Build a series of small launches where locals and visitors can drop in their kayaks, canoes and inner tubes**

Boat launches can be installed at Sherbrooke Provincial Park, at Pioneer Park and the sawmill to accompany the existing one in Sherbrooke Village on Wharf Road. Another boat launch in Stillwater would also be useful for kayakers looking to take advantage of the rapids. These boat launches could include branded "Active Sherbrooke" signs so that folks in the water can see them from afar and consistently recognize them as a place where they can easily get in and out of the water.

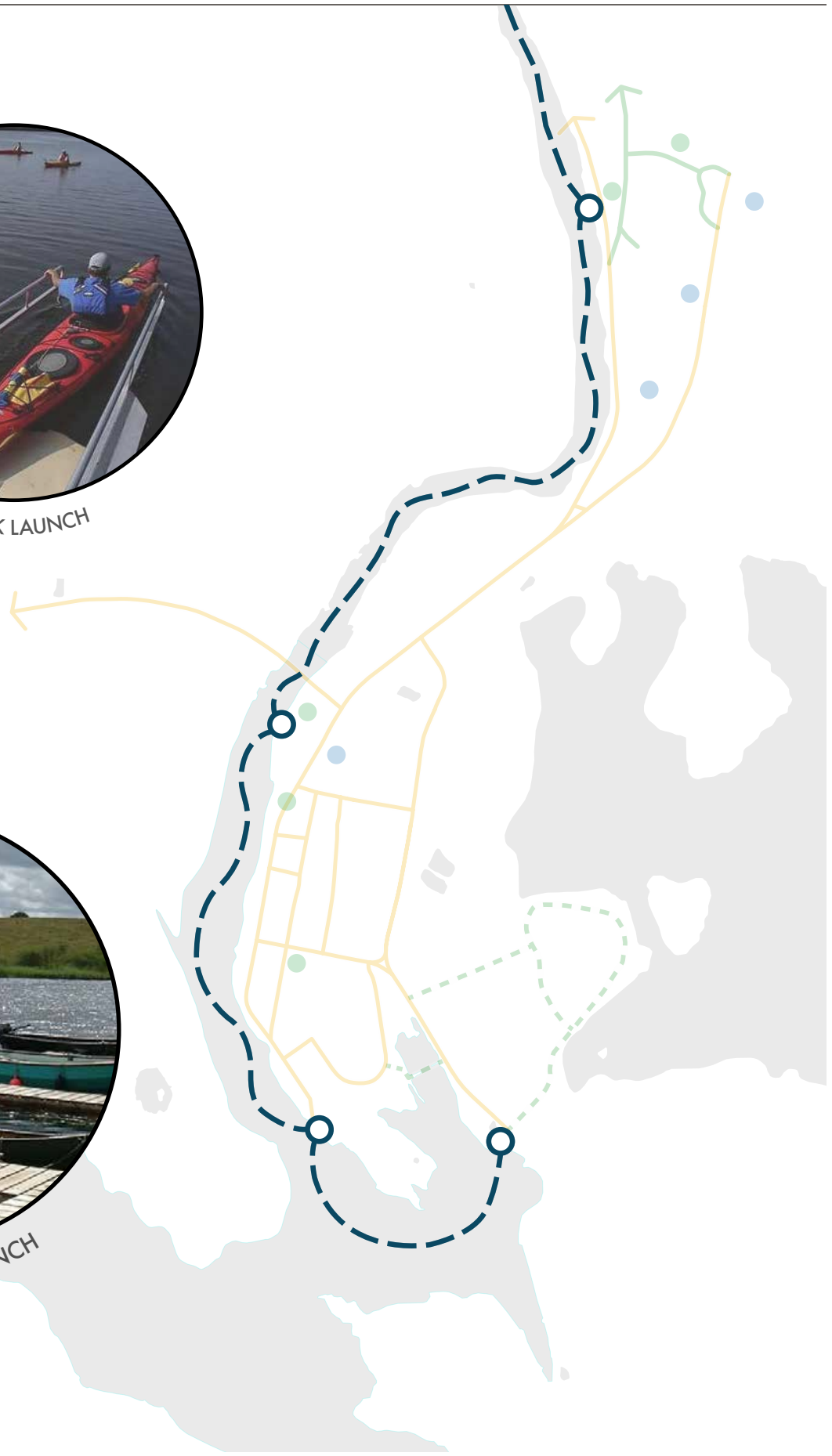




KAYAK LAUNCH



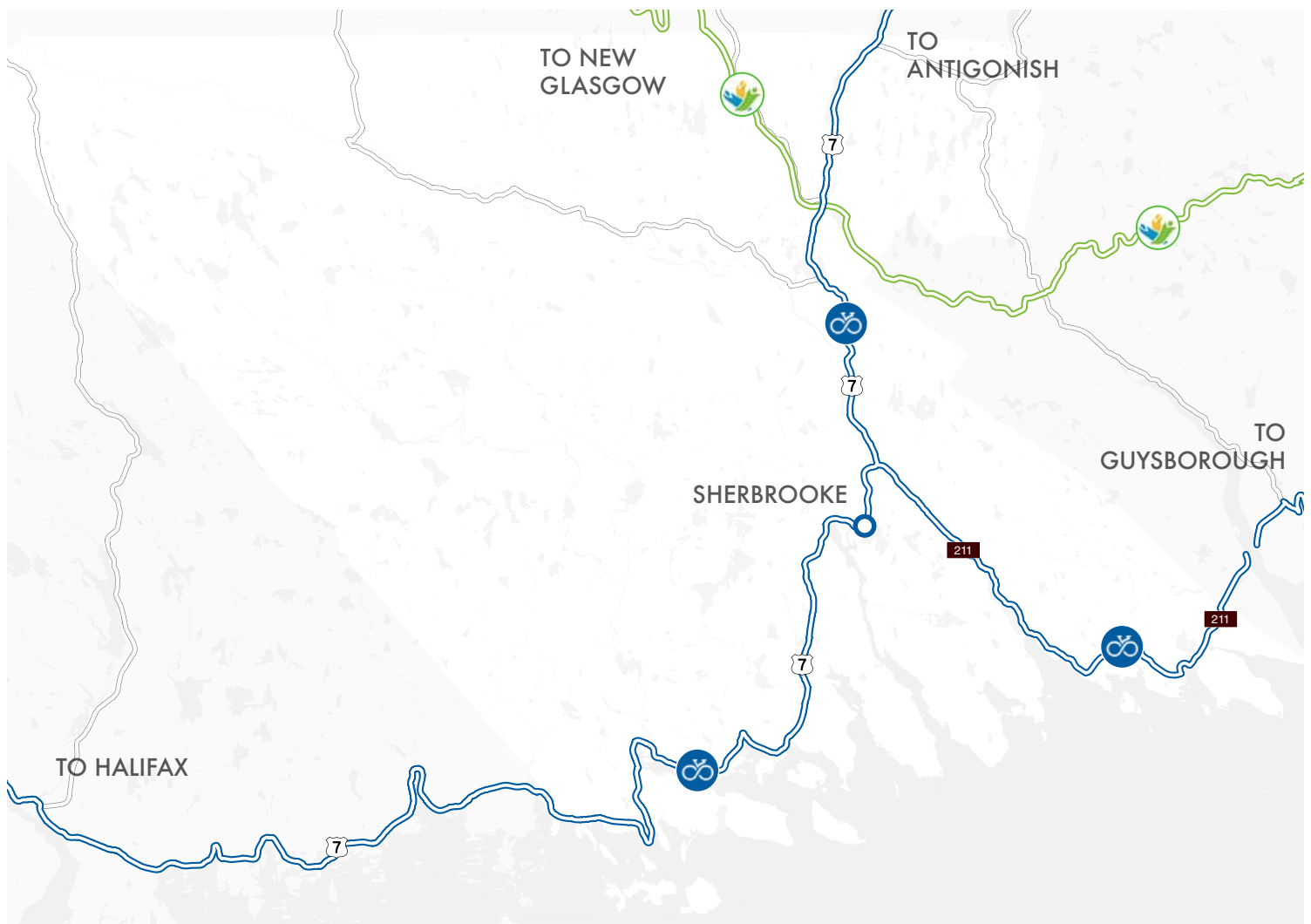
CANOE / KAYAK LAUNCH



## Regional Connections

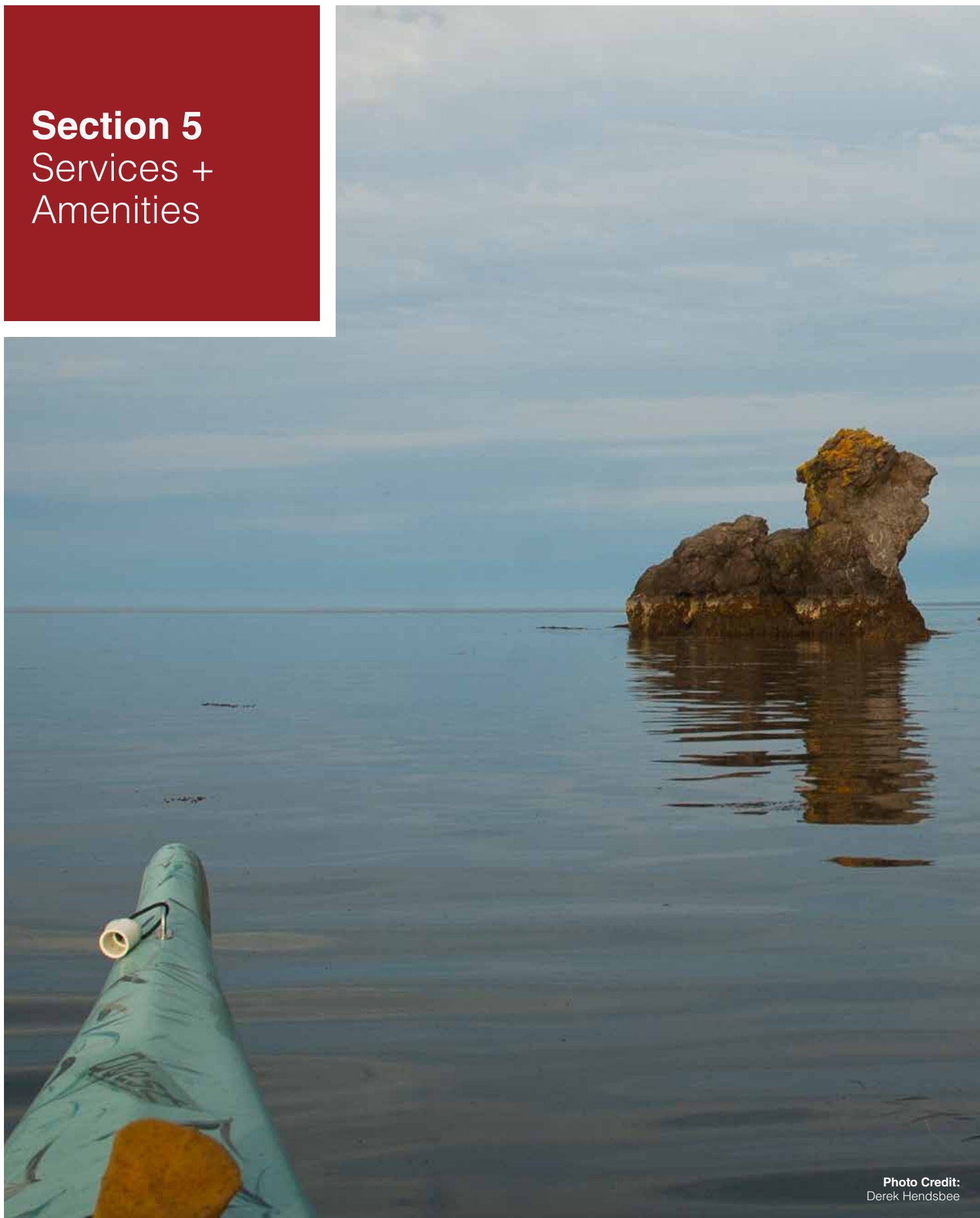
The Sherbrooke Active Transportation Network will help enhance the ability for people to use various modes of AT within the village. It is also important, however, to ensure that the AT Network offers connections to adjacent communities. The preliminary route maps for the Nova Scotia Blue Route runs along Trunk 7 from Halifax Regional Municipality all the way to the intersection of Route 211, just north of Sherbrooke. From here the route continues along the Eastern Shore toward Guysborough. Previous iterations of the Blue Route also show an inland route continuing along Trunk 7 north to Antigonish. This is an attractive route that follows the St. Mary's River Valley, and is worth considering as part of the provincial network.

The Trans Canada Trail is another regional route that traverses through the Municipality. Although the Trans Canada Trail is well regarded throughout the country, this portion of the trail is currently underexposed and is not in great condition. Bringing the trail up to TCT standards would help introduce a useful route that would connect Guysborough to New Glasgow, and could be useful to off-road cyclists and other trail users.





## Section 5 Services + Amenities



**Photo Credit:**  
Derek Hendsbee

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## Introduction

A well connected and organized network of active transportation routes will certainly help accomplish many of the goals of this Plan. Beyond this, however, the municipality can further encourage active transportation use by providing support services and amenities, such as bike racks, boat launches, picnic areas, benches, equipment tools, maps, wayfinding signage and more. These types of services and amenities can help make AT more attractive, convenient and comfortable.

---

## “Park and Play” Areas

In order to make active transportation as easy as possible, it is smart to provide convenient multi-modal connections between the AT network and other modes of transportation, in particular the automobile. By providing parking spaces at convenient locations along the active transportation network, people may be more inclined to park their cars and use active transportation more. These “Park and Play” facilities can help encourage both utilitarian and recreational active transportation, and can effectively act as “access points” to the AT network.

For utilitarian active transportation users, locals will have a chance to park their cars in a central location and walk around town to run a few errands. Ideally, the active transportation network will provide safe and convenient routes, that locals will be able to leave their cars at home altogether. Considering the setting, however, most residents do not live within walking distance of the central area of Sherbrooke. A “park and play” facility provides an attractive option for these types of people to still use active transportation for a portion of their trip.

Similarly, for recreational active transportation users, both locals and visitors will be able to park in the conveniently located “Park and Play” areas to access Sherbrooke Village and other on-road routes, parks and community facilities, and the St. Mary’s River.

**Recommendation: Create a series of “Park and Play” areas throughout the AT network, which will act as multi-modal access points**

“Park and Play” areas can be built in three areas along the AT network; one at the former Municipal Office area on Main Street (in the middle of the AT network), one at the current Municipal Office (toward the northern end of the network), and another at the Sherbrooke Village Sawmill (in the southern end). These facilities are evenly dispersed along the network.

The first “Park and Play” facility should be created at the former Municipal Office site, which can be a pilot project for future facilities. The area currently consists of an open gravel parking lot without access control or stall markings. Because there are no paved parking areas in the central area of Sherbrooke, motorists park wherever there is space in the gravel lot, on one of the gravel lots by the Clover Leaf, or along the sides of Main Street. When cars are parked on the side of the street, they typically get in the way of pedestrian areas and can force people onto the traffic lanes to get by.

**Recommendation: Introduce site improvements in the former municipal office site and limit on-street parking and along Main Street**

If the parking lot is properly paved with painted parking stalls, it would attract more use and encourage more efficient parking behavior. The parking lot would also be an obvious place for visitors who aren't familiar with the area to park and walk around town and to the Village. The redeveloped parking lot can also help increase awareness and usage of Pioneer Park. Also, when Main Street is eventually resurfaced in the future, barrier free shoulders should be included where parking is prohibited to allow for active transportation users to walk along the street.

**EXISTING  
PARKING LOT**

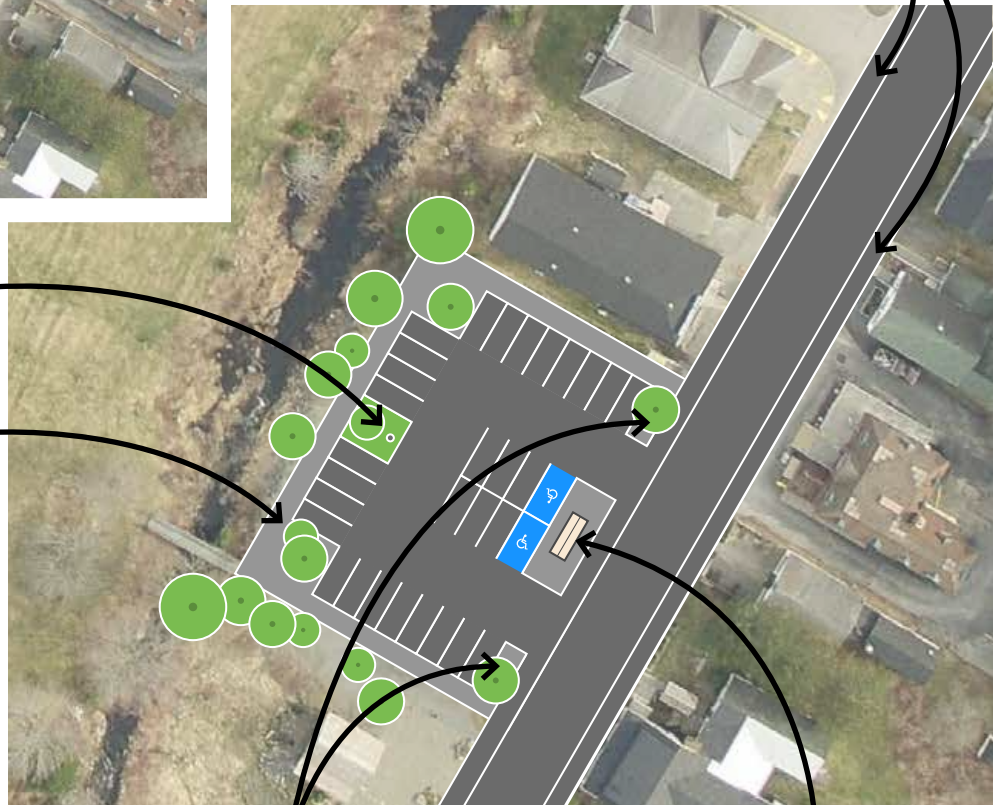


*When Main Street is repaved in the future, painted shoulder lines should be included for active transportation users and parking should be prohibited.*

*Dry hydrant can be accommodated and surrounded with landscaping*

*Sidewalks or pathways around the parking lot will help people get into Pioneer Park*

**PROPOSED  
IMPROVEMENTS**



*Landscaping areas will both help "hide" the parking lot from the street, while also provide defined entrance and exit points*

*The parking facility should feature "Park and Play" welcome signage and an information kiosk for visitors, as well as bicycle parking areas*

## “Park and Play” Kiosks

As a pilot project, the first “Park and Play” facility in the former Municipal Office site can be even more attractive and useful with the following additional services and amenities:

1) Use a “Park and Play” brand or wordmark to help create a recognizable identity for the sites, and help visitors or newcomers easily identify them.

# PARK + PLAY

3) A variety of maintenance tools for bicycles and other recreational equipment, such as screwdrivers, wrenches, and bicycles pumps, could be provided on or near the kiosks ([www.dero.com/product/fixit](http://www.dero.com/product/fixit)).



2) Provide a sheltered kiosks that include information panels, featuring maps of the AT network, marketing information for local tourism attractions and recreational features, and other useful information about the area. The kiosk should also include information about the recreation equipment rentals that are available at the Municipal Office.



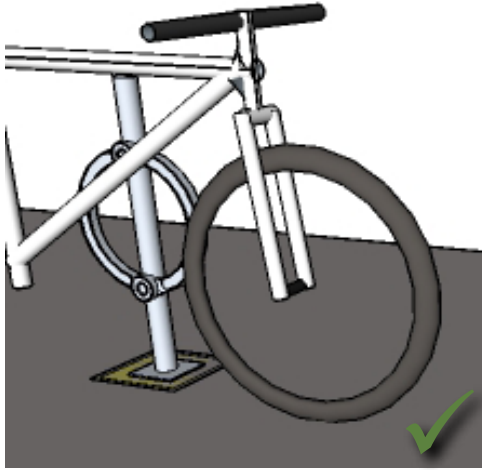
4) Wayfinding signage directing motorists toward the “Park and Play” facilities would increase usage and awareness.



5) Bicycle parking would also be a logical feature to include near the “Park and Play” kiosk.



## Bicycle Racks



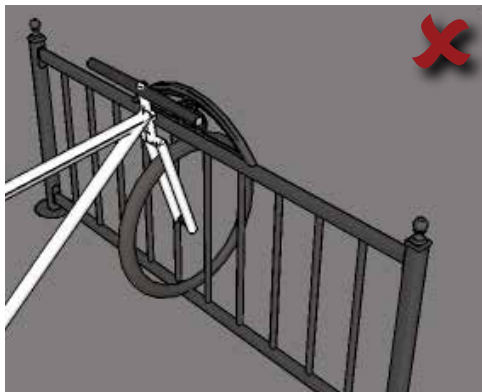
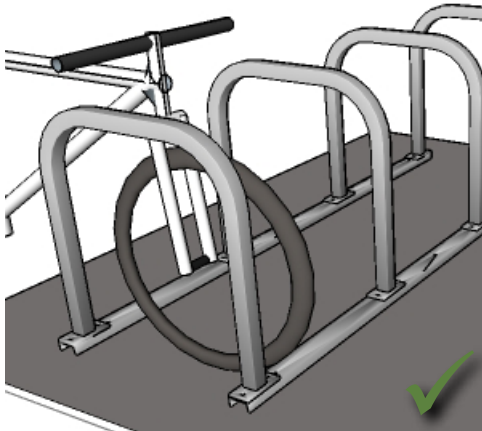
Bicycle racks are an important amenity to offer bicycle riders. Without them riders will feel uncomfortable stopping at a destination or will lock their bicycle to improvised locations, such as street trees, sign posts, or railings. These improvised options are not necessarily secure, may be damaged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

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

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

### **Recommendation: Place bicycle racks at important civic locations and businesses**

Bicycle racks would be beneficial at the Recplex, the entrances to Stonewall Park and Sherbrooke Provincial Park, the Visitor Information Centre, the recommended “Park + Play” lots, the hospital, and local businesses. In the future, following the successful installation of other racks, the racks at St. Mary’s Academy and the municipal offices should be upgraded to a style that provides two points of contact for each bicycle.



## Section 6

### Education + Awareness

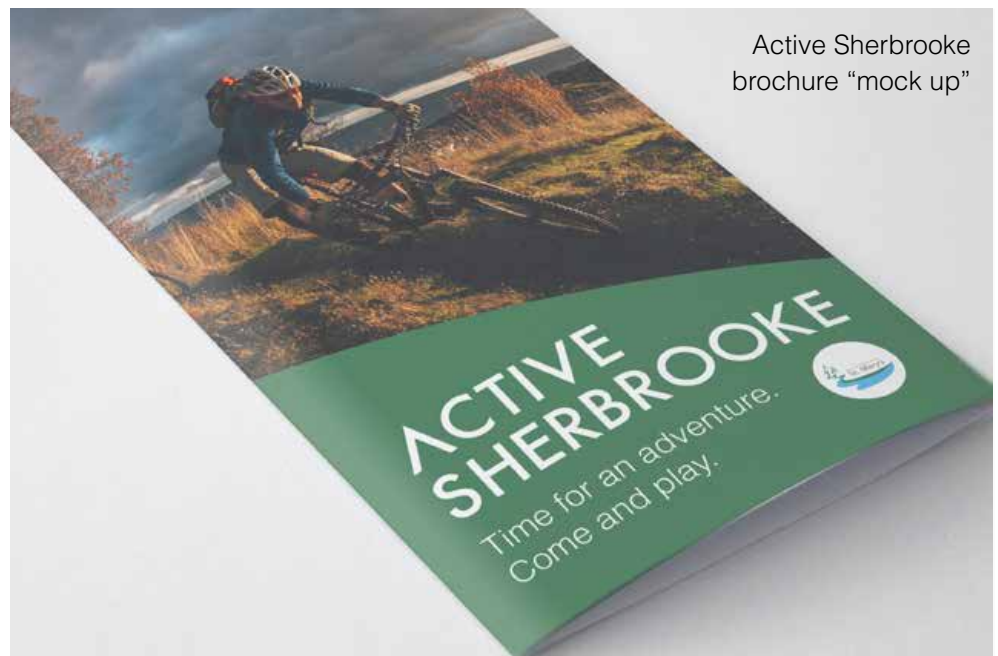


Photo Credit:  
Derek Hendsbee

## Marketing and Promotion

As St. Mary's implements this active transportation plan it is important to continually remind residents of the benefits of active transportation, to celebrate successes, and to communicate new active transportation opportunities. The Municipality currently has a strong presence on Facebook, and this will surely continue as an important portal for communicating news about active transportation.

The Municipality can also ramp up its tourism marketing to promote active tourism in Sherbrooke, which has the two-pronged benefit of promoting active transportation and tourism revenue. Adventure tourism is a growing market in the tourism industry. Sherbrooke has all the elements to position itself as a marquee destination for "adventure tourism". The nearby rivers, lakes and inlets offer abundant opportunities for scenic paddling and angling for all abilities. The sloping river valley and dense forests of Sherbrooke also offer an excellent setting for outdoor activities such as mountain biking, hiking, bird watching, snow-shoeing and cross country skiing. All of these natural assets could be showcased to both encourage active transportation amongst locals, and to attract visitors to the area.



Active Sherbrooke brochure "mock up"

### **Recommendation: Develop materials or brochures to help market Sherbrooke as an "active destination" for outdoor enthusiasts**

A brochure aimed at promoting the outdoor scenic qualities of Sherbrooke and beyond can help attract visitors and newcomers to enjoy the active transportation activities in the area.

## Business Partnerships

Local businesses often stand to gain from an increase in active transportation use. This can take the form of flexibility in transportation options for their staff and local clients, as well as an increase in business from active transportation tourism (touring cyclists, *etc.*). Local businesses are also natural locations to promote active transportation because they are highly visible and are often destinations for active transportation users. Many communities and organizations have recognized this synergy through the implementation of “bike-friendly business” programs.



Velo Cape Breton gives out an annual Bicycle Friendly Award to the business or establishment that, “brought an outstanding contribution to the development of cycling on Cape Breton Island.”

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

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



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

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

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## Active Transportation Events

St. Mary's has a strong tradition of providing events focused on active living, such as "Walking at St. Mary's Academy", free skating sessions, and zumba classes. This tradition can be expanded to include events focused specifically on the transportation side of active living. Example events could include:

- A youth-focused "bike rodeo". These events often focus on skill building, with sessions on safety and basic maintenance leading to skill testing and even an obstacle course. The local RCMP detachment is often a good partner for this type of event.  
*Resource:* [http://www.bike.cornell.edu/pdfs/Bike\\_Rodeo\\_404.2.pdf](http://www.bike.cornell.edu/pdfs/Bike_Rodeo_404.2.pdf)
- A 5-kilometer "fun run".  
*Examples:* <http://www.doctorsns.com/en/home/issuesadvocacy/kidsrunclub/fun-runs.aspx>
- A "walk (or bike, or wheel...) to work week", in partnership with local businesses. For those businesses that are too far for their employees to walk, the focus can be shifted to a "walk at work" day that encourages employees to get out on their lunch or other breaks.  
*Example:* <http://commuterchallenge.ca>

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## Data Collection + Evaluation

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

St. Mary's is very fortunate because its 2014 physical activity community survey established a baseline for physical activity data before the implementation of this Active Transportation Plan. A repeat of that survey in five or ten years can then be compared to the 2014 results to start evaluating physical activity trends in St. Mary's over time.

From an economic development perspective, data on active transportation tourism would be very useful. A visitor survey conducted in conjunction with the Sherbrooke Village Visitor Information Centre could help the Municipality and local businesses capitalize on active transportation tourism opportunities. Questions should focus on visitor awareness of existing active transportation opportunities, as well as demand for additional activities and supporting services.

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

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## Capacity Building

One of the challenges identified by students at St. Mary's Academy is lack of access to active transportation equipment, such as bicycles. The Municipality does have a fleet of mountain bikes, but has identified challenges to actually utilizing them, including a lack of maintenance capacity. This presents an opportunity to build local capacity and engagement in active transportation. Basic bicycle repair requires a relatively low investment in tools and on-hand selection of common parts, and can be taught in a weekend.

The Municipality could partner with a bicycle shop in Antigonish or Halifax, or perhaps a non-profit such as The Deanery in Ship Harbour, to offer a free or subsidized bicycle repair course to St. Mary's Academy students. These students could, in turn, provide maintenance services for the Municipality's bicycle fleet.

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## Municipal Partnerships

St. Mary's is not alone in the push to increase active transportation usage. In recent years, municipalities all across Nova Scotia have developed active transportation plans and begun to implement improvements to active transportation programs and infrastructure. Many of these initiatives are common to each municipality, and would in fact benefit from a coordinated effort across multiple municipalities. For example, active tourism signage and programs for bicycle-friendly businesses gain stronger messaging power and better public recognition when they share a common design, or "brand", that is repeated wherever people go.

Working as an "Active Alliance", municipalities in Nova Scotia could work together and share resources to build on each other's efforts and make better use of hard-to-come-by funding resources. For example, rather than each municipality developing its own signage concepts, all municipalities could share one signage design and use the money saved to actually have the signs fabricated and constructed. Municipalities in Nova Scotia with active transportation (or active living) plans include:

- Town of Windsor / Municipality of West Hants
- Town of Amherst
- Halifax Regional Municipality
- Town of Bridgewater
- Cape Breton Regional Municipality
- Town and Municipality of Yarmouth
- Municipality of the District of Lunenburg
- Municipality of the District of Chester
- Victoria County

Other municipalities, such as Antigonish (Town and County) and Argyle, are currently in the process of developing active transportation plans.

**Recommendation: Work with other Nova Scotian Municipalities to forge an "Active Alliance", where active transportation resources and capacity can be enthusiastically shared and distributed**

Rather than reinventing the wheel, a collaborative alliance can share resources and strategies.

ACTIVE  
ALLIANCE

ACTIVE  
AVON

ACTIVE  
SHERBROOKE

# Section 7 Implementation

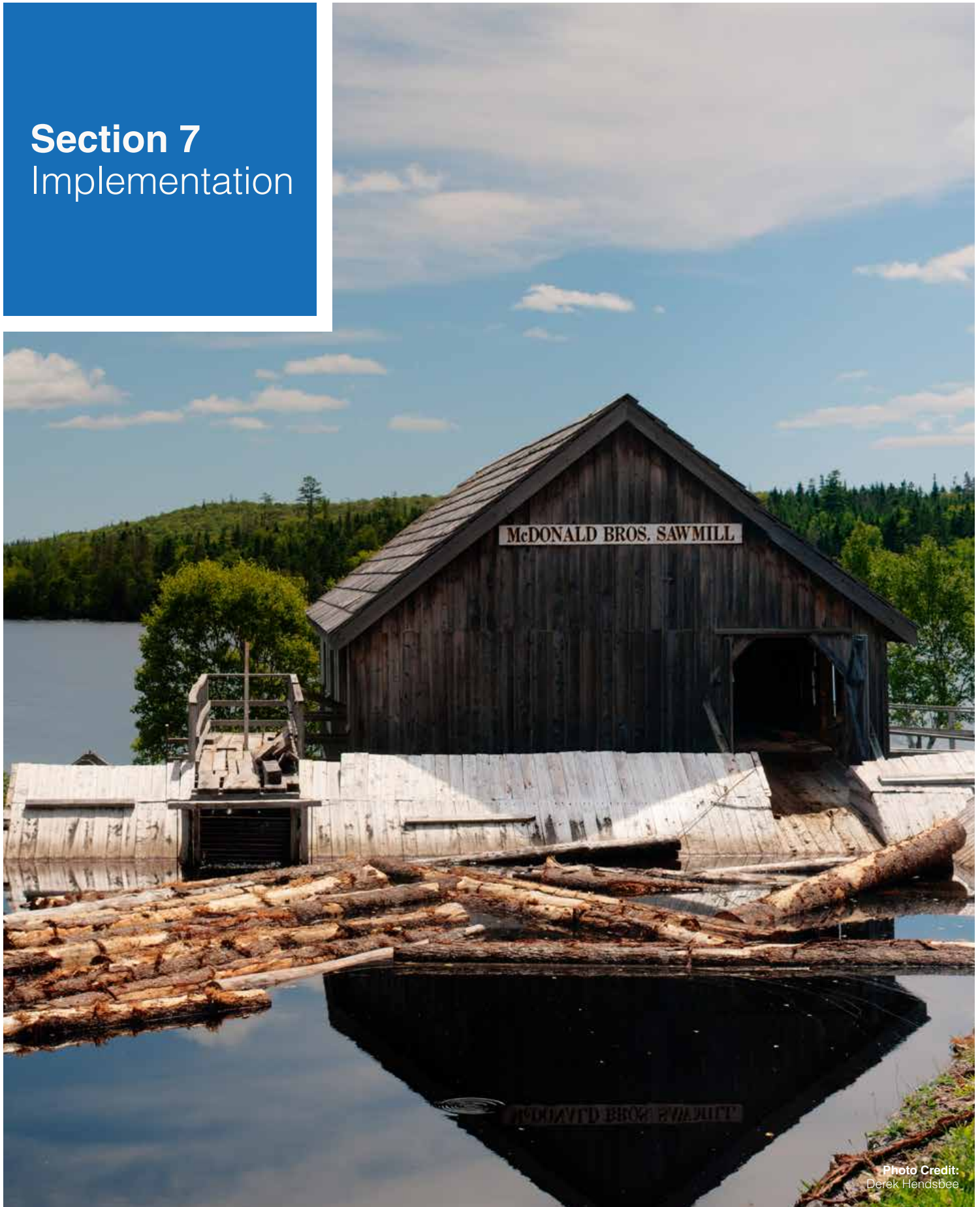


Photo Credit:  
Derek Hendsbee

## Implementation Plan

The interventions proposed in this Plan have been developed with an understanding of the human resources and financial capacity of the Municipality to undertake them. The following pages provide important information on how to implement the recommendations of this Plan. Each recommendation includes a rough timeframe for completion, a more detailed breakdown of additional tasks that are required, an identification of the type of intervention ( **R** = Route Improvements, **S** = Services and Amenities, and **E** = Education and Awareness), a list of community partners that are responsible for implementation, and if necessary, an opinion of probable costs for each recommendation.

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

Each recommendation includes an opinion of probable costs. These estimates were developed based on information available at the time of developing this plan (early 2016), combined with our best professional judgment. As such, variances in these estimates will occur. The changing costs of material and labour, as well as the conditions and underlying principles from which contractors will derive their bids for the work, are outside our knowledge and control. Costs are HST inclusive.

### Short Term Recommendations (1-3 years)

Recommendation	
<b>Create an Active Sherbrooke AT Committee</b>	
<b>Steps to Implementation:</b> <ol style="list-style-type: none"><li>1. Create an Active Transportation Committee comprised of municipal employees, residents, provincial stakeholders, local business owners and other people interested in active transportation</li><li>2. The Active Sherbrooke AT Committee will be responsible for implementing the recommendations of this Plan and taking advantage of other opportunities to improve AT in the Sherbrooke area as they present themselves</li><li>3. Build an Active Sherbrooke website (<a href="http://www.activesherbrooke.ca">www.activesherbrooke.ca</a>) to promote active transportation in the community and to advertise events and initiatives or integrate with Municipal website</li></ol>	<b>Type of Recommendation:</b>  <b>Timeframe:</b>  Year 1
<b>Opinion of Probable Cost:</b> Volunteer time to develop website content and provide updates.	

Recommendation	
<b>Form a provincial “Active Alliance” with other municipalities</b>	
<b>Steps to Implementation:</b> <ol style="list-style-type: none"><li>1. Contact the Active Avon AT Committee to discuss establishing a formal partnership to work together and share active transportation resources and knowledge, such as branding, signage and AT policies (a verbal agreement is already in place)</li><li>2. Work with the province and other provincial stakeholders such as Bicycle Nova Scotia to broaden the partnership to other municipalities and Active Transportation groups throughout the province and to apply for funding to strengthen these tools and resources</li><li>3. Create an Active Alliance website that can host these resources and share success stories in a public forum</li></ol>	<b>Type of Recommendation:</b>  <b>Timeframe:</b>  Year 1
<b>Potential Community Partners:</b> Active Avon Group, Department of Energy, Bicycle Nova Scotia, and other Nova Scotian municipalities and AT groups interested in participating in such a partnership.	
<b>Opinion of Probable Cost:</b> No capital costs required, just time and commitment.	

**Recommendation**

## Upgrade and maintain Stonewall Park

**Steps to Implementation:**

1. Work with community groups, or hire a contractor or landscaper, to bring the trail network up to standard
2. Begin upgrades for the park, as identified in the Stonewall Park concept by Cobequid Trail Consulting

**Type of Recommendation:**



**Timeframe:**



Years 1/2

**Potential Community Partners:**

Active Sherbrooke AT Committee, Municipality of the District of St. Mary's

**Opinion of Probable Cost:**

Section 1: St Mary's River Trail	\$ 69,000
Section 2 + 3: Middle Trail and Stonewall Trail	\$ 23,400
Section 4 + 5: Multi-Use Trail and Connector Trails	\$ 34,500
<b>Total</b>	<b>\$ 126,900</b>

*\* Costs are a total of Cobequid cost estimate plus 20% contingency and 15% HST.*

**Recommendation**

## Create first "Park and Play" area near Municipal Office or Stonewall Park

**Steps to Implementation:**

1. The first "Park and Play" area can be built either at the existing Municipal Office or near the St. Mary's River Education Centre (between the Provincial Park and Stonewall Park). These areas are both located near several community and recreational facilities
2. Designate a convenient location to erect a kiosk that displays maps of the network, information about nearby recreation and tourism opportunities, and information about equipment rentals at the Municipal Office
3. Additional features, such as bicycle racks and maintenance tools can also be installed
4. Install directional signage on roadways to direct visitors to the park and play areas

**Type of Recommendation:**



**Timeframe:**



Year 1/2

**Potential Community Partners:**

Active Sherbrooke AT Committee, Municipality of the District of St. Mary's, NS Department of Transportation and Infrastructure Renewal, Department of Natural Resources

**Opinion of Probable Cost:**

Interpretive panel design	\$ 1,500 - 2,500
Kiosk design and construction	\$ 12,000 - 15,000
Maintenance tool set, installed (Dero FixIt)	\$ 2,500
Bicycle rack, installed	\$ 1,200
Off-site directional road signage (x5 sign kits), installed	\$ 1,500
<b>Total</b>	<b>\$ 18,700 - 22,700</b>

**Recommendation**

## Build a series of small boat launches on the St. Mary's River

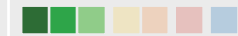
**Steps to Implementation:**

1. Build a kayak launch in Stillwater for advanced paddlers and another downstream at Pioneer Park
2. Gauge use of these boat launches by locals and visitors
3. If boat launches are being well used, consider adding additional launches at Sherbrooke Provincial Park and another near the sawmill

**Type of Recommendation:**



**Timeframe:**



Years 1-3

**Potential Community Partners:**

Active Sherbrooke AT Committee, relevant landowners, NS Department of Natural Resources

**Opinion of Probable Cost:**

Small floating dock, installed	\$ 12,000 - 15,000
Kayak river slip dock, installed	\$ 25,000 - 30,000
<b>Total</b>	<b>\$ 37,000 - 45,000</b>

**Recommendation**

**Create second “Park and Play” area in gravel parking lot on Main Street**

<p><b>Steps to Implementation:</b></p> <ol style="list-style-type: none"> <li>Hire a landscaping design company to prepare detailed designs to pave and landscape the gravel parking lot at the former Municipal Office</li> <li>The detailed design should include elements included in the concept design, such as accessible parking spots, landscaping areas, signage for Pioneer Park, and a Park and Play kiosk</li> <li>Hire a contractor to build the parking lot and landscaping features</li> <li>Install directional signage on roadways to direct visitors to the park and play areas</li> </ol>	<p><b>Type of Recommendation:</b></p> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid #ccc; border-radius: 50%; width: 30px; height: 30px; background-color: #f08080; display: flex; align-items: center; justify-content: center;">R</div> <div style="border: 1px solid #ccc; border-radius: 50%; width: 30px; height: 30px; background-color: #800000; color: white; display: flex; align-items: center; justify-content: center;">S</div> <div style="border: 1px solid #ccc; border-radius: 50%; width: 30px; height: 30px; background-color: #90EE90; display: flex; align-items: center; justify-content: center;">E</div> </div> <p><b>Timeframe:</b></p> <div style="display: flex; justify-content: space-around;"> <div style="width: 15px; height: 15px; background-color: #90EE90;"></div> <div style="width: 15px; height: 15px; background-color: #90EE90;"></div> <div style="width: 15px; height: 15px; background-color: #90EE90;"></div> <div style="width: 15px; height: 15px; background-color: #FFD700;"></div> <div style="width: 15px; height: 15px; background-color: #FFA07A;"></div> <div style="width: 15px; height: 15px; background-color: #FF69B4;"></div> </div> <p style="text-align: right;">Year 2/3</p>																
<p><b>Potential Community Partners:</b></p> <p>Active Sherbrooke AT Committee, Municipality of the District of St. Mary's, NS Department of Transportation and Infrastructure Renewal</p>																	
<p><b>Opinion of Probable Cost:</b></p> <table border="0" style="width: 100%;"> <tr> <td>Site survey + design</td> <td style="text-align: right;">\$ 14,000 - 18,000</td> </tr> <tr> <td>Construction of asphalt surface, paint and curbs</td> <td style="text-align: right;">\$ 160,000 - 180,000</td> </tr> <tr> <td>Interpretive panel design</td> <td style="text-align: right;">\$ 1,500 - 2,500</td> </tr> <tr> <td>Kiosk design and construction</td> <td style="text-align: right;">\$ 12,000 - 15,000</td> </tr> <tr> <td>Maintenance tool set, installed (Dero FixIt)</td> <td style="text-align: right;">\$ 2,500</td> </tr> <tr> <td>Bicycle rack, installed</td> <td style="text-align: right;">\$ 1,200</td> </tr> <tr> <td>Off-site directional road signage (x5 sign kits), installed</td> <td style="text-align: right;">\$ 1,500</td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: right;"><b>\$ 192,700 - 217,700</b></td> </tr> </table>		Site survey + design	\$ 14,000 - 18,000	Construction of asphalt surface, paint and curbs	\$ 160,000 - 180,000	Interpretive panel design	\$ 1,500 - 2,500	Kiosk design and construction	\$ 12,000 - 15,000	Maintenance tool set, installed (Dero FixIt)	\$ 2,500	Bicycle rack, installed	\$ 1,200	Off-site directional road signage (x5 sign kits), installed	\$ 1,500	<b>Total</b>	<b>\$ 192,700 - 217,700</b>
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<b>Total</b>	<b>\$ 192,700 - 217,700</b>																

**Recommendation**

**Build a crusher-dust multi-use trail alongside Trunk 7**

<p><b>Steps to Implementation:</b></p> <ol style="list-style-type: none"> <li>Conduct a site survey and feasibility study to determine whether the trail is feasible, and if so, develop a detailed design for the construction of the trail</li> <li>If feasible, hire a contractor to construct the trail</li> </ol>	<p><b>Type of Recommendation:</b></p> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid #ccc; border-radius: 50%; width: 30px; height: 30px; background-color: #800000; color: white; display: flex; align-items: center; justify-content: center;">R</div> <div style="border: 1px solid #ccc; border-radius: 50%; width: 30px; height: 30px; background-color: #f08080; display: flex; align-items: center; justify-content: center;">S</div> <div style="border: 1px solid #ccc; border-radius: 50%; width: 30px; height: 30px; background-color: #90EE90; display: flex; align-items: center; justify-content: center;">E</div> </div> <p><b>Timeframe:</b></p> <div style="display: flex; justify-content: space-around;"> <div style="width: 15px; height: 15px; background-color: #90EE90;"></div> <div style="width: 15px; height: 15px; background-color: #90EE90;"></div> <div style="width: 15px; height: 15px; background-color: #90EE90;"></div> <div style="width: 15px; height: 15px; background-color: #FFD700;"></div> <div style="width: 15px; height: 15px; background-color: #FFA07A;"></div> <div style="width: 15px; height: 15px; background-color: #FF69B4;"></div> </div> <p style="text-align: right;">Year 2/3</p>						
<p><b>Potential Community Partners:</b></p> <p>Active Sherbrooke AT Committee, NS Department of Transportation and Infrastructure Renewal</p>							
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Feasibility Study:	\$ 7,500 - 15,000						
Design, construction and contingency for 700m alongside Trunk 7:	\$ 250,000 - 300,000						
<b>Total</b>	<b>\$ 257,500 - 315,000</b>						

**Recommendation**

**Develop an Active Sherbrooke brochure aimed at outdoor enthusiasts**

<p><b>Steps to Implementation:</b></p> <ol style="list-style-type: none"> <li>After completing some active transportation initiatives, like bicycle racks, boat launches and improvements to Stonewall Park, Sherbrooke or the entire Municipality can market itself as an attractive outdoor destination</li> <li>Hire a consultant to design and prepare a tourism brochure that promotes the various outdoor activities that can be done in St. Mary's</li> <li>Print brochures and place them in Visitor Information Centres throughout the province</li> </ol>	<p><b>Type of Recommendation:</b></p> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid #ccc; border-radius: 50%; width: 30px; height: 30px; background-color: #f08080; display: flex; align-items: center; justify-content: center;">R</div> <div style="border: 1px solid #ccc; border-radius: 50%; width: 30px; height: 30px; background-color: #f08080; display: flex; align-items: center; justify-content: center;">S</div> <div style="border: 1px solid #ccc; border-radius: 50%; width: 30px; height: 30px; background-color: #008000; color: white; display: flex; align-items: center; justify-content: center;">E</div> </div> <p><b>Timeframe:</b></p> <div style="display: flex; justify-content: space-around;"> <div style="width: 15px; height: 15px; background-color: #90EE90;"></div> <div style="width: 15px; height: 15px; background-color: #90EE90;"></div> <div style="width: 15px; height: 15px; background-color: #90EE90;"></div> <div style="width: 15px; height: 15px; background-color: #FFD700;"></div> <div style="width: 15px; height: 15px; background-color: #FFA07A;"></div> <div style="width: 15px; height: 15px; background-color: #FF69B4;"></div> </div> <p style="text-align: right;">Year 2/3</p>						
<p><b>Potential Community Partners:</b></p> <p>Active Sherbrooke AT Committee, local tourism organization</p>							
<p><b>Opinion of Probable Cost:</b></p> <table border="0" style="width: 100%;"> <tr> <td>Design of brochure</td> <td style="text-align: right;">\$ 4,000 - 6,000</td> </tr> <tr> <td>Printing of brochure (10,000 copies)</td> <td style="text-align: right;">\$ 1,500 - 2,000</td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: right;"><b>\$ 5,500 - 8,000</b></td> </tr> </table>		Design of brochure	\$ 4,000 - 6,000	Printing of brochure (10,000 copies)	\$ 1,500 - 2,000	<b>Total</b>	<b>\$ 5,500 - 8,000</b>
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Printing of brochure (10,000 copies)	\$ 1,500 - 2,000						
<b>Total</b>	<b>\$ 5,500 - 8,000</b>						

**Recommendation**

### Bicycle Friendly Business Program

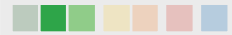
**Steps to Implementation:**

1. After some work has been done in the community, the Active Sherbrooke AT Committee should work with local business owners to determine the appetite for a Bicycle Friendly Business Program
2. If there is an appetite for such as a program, the AT Committee can work with other groups in the province that have already done similar projects, such as Velo Cape Breton and the Cities and Environment Unit, to create an Active Sherbrooke Bicycle Friendly Business program

**Type of Recommendation:**



**Timeframe:**



Year 2/3

**Potential Community Partners:**

Active Sherbrooke AT Committee, Sherbrooke business owners, other groups involved in these types of programs

**Opinion of Probable Cost:**

Bicycle Friendly Business stickers (200 stickers)	\$ 500 - 1,000
Design a map of businesses on website	\$ 500 - 1,000
<b>Total</b>	<b>\$ 1,000 - 2,000</b>

**Medium Term Recommendations (4-5 years)**

**Recommendation**

### New trail along Sherbrooke Lake

**Steps to Implementation:**

1. Work with landowners, Sherbrooke Village and the provincial government to determine the appetite for developing a trail around part of the lake
2. If feasible, hire a contractor to construct the trail

**Type of Recommendation:**



**Timeframe:**



Year 4/5

**Potential Community Partners:**

Active Sherbrooke AT Committee, Sherbrooke Village, Sherbrooke landowners, Department of Natural Resources

**Opinion of Probable Cost:**

Design, construction and contingency for 1 kilometer of trail: \$250,000 - 300,000

**Recommendation**

### Create third “Park and Play” area near Sherbrooke Village Saw Mill

**Steps to Implementation:**

1. After a boat launch is built by the saw mill (and the potential trail around Sherbrooke Lake is built), a park and play area would be especially convenient toward the southern periphery of the active transportation network. The saw mill has a large parking lot that can be used for such an area
2. Designate a convenient location within the parking lot to erect a kiosk that displays maps of the network, information about nearby recreation and tourism opportunities, and information about equipment rentals at the Municipal Office
3. Additional features, such as bicycle racks and maintenance tools can also be installed
4. Install directional signage on roadways to direct visitors to the park and play areas

**Type of Recommendation:**



**Timeframe:**



Year 5-10

**Potential Community Partners:**

Active Sherbrooke AT Committee, Sherbrooke Village

**Opinion of Probable Cost:**

Interpretive panel design	\$ 1,500 - 2,500
Kiosk design and construction	\$ 12,000 - 15,000
Maintenance tool set, installed (Dero FixIt)	\$ 2,500
Bicycle rack, installed	\$ 1,200
Off-site directional road signage (x5 sign kits), installed	\$ 1,500
<b>Total</b>	<b>\$ 18,700 - 22,700</b>

**Long Term  
Recommendations  
(5 - 10 years)**

**Recommendation**

### Resurface Main Street and add paved shoulders

**Steps to Implementation:**

1. In the next ten years, it is likely that the section of Main Street, between the intersection at Clover Leaf Farm and the entrance to Sherbrooke Village, will need to be repaved or resurfaced. This part of Main Street is owned by the Municipality
2. When the opportunity presents itself, this section of Main Street should be redesigned to include paved shoulders that can be used by active transportation users

**Type of Recommendation:**

R S E

**Timeframe:**

Years 5 - 10

**Potential Community Partners:**  
Active Sherbrooke AT Committee, Municipality of the District of St. Mary's NS Department of Transportation and Infrastructure Renewal

**Opinion of Probable Cost:**  
Design, construction and contingency to repave 200m of Main Street: \$ 200,000 - 300,000

**Opportunity  
Recommendations**

**Recommendation**

### Place bicycle racks at important civic locations and businesses

**Steps to Implementation:**

1. The Active Sherbrooke AT Committee should work on an on-going basis with local businesses and stakeholders to install bicycle racks in strategic locations

**Type of Recommendation:**

R S E

**Timeframe:**

Opportunity

**Potential Community Partners:**  
Active Sherbrooke AT Committee

**Opinion of Probable Cost:**  
Bicycle rack, installed \$ 1,200

**Recommendation**

### Work with Sherbrooke Village to build a boardwalk

**Steps to Implementation:**

1. Work with Sherbrooke Village to fund and build a boardwalk across the marshlands to provide a more direct connection between the Village and the sawmill
2. Coordinate AT signage with the Village to integrate municipal and Village trails

**Type of Recommendation:**

R S E

**Timeframe:**

Opportunity

**Potential Community Partners:**  
Lead: Sherbrooke Village  
Support: Active Sherbrooke AT Committee, NS Department of Natural Resources

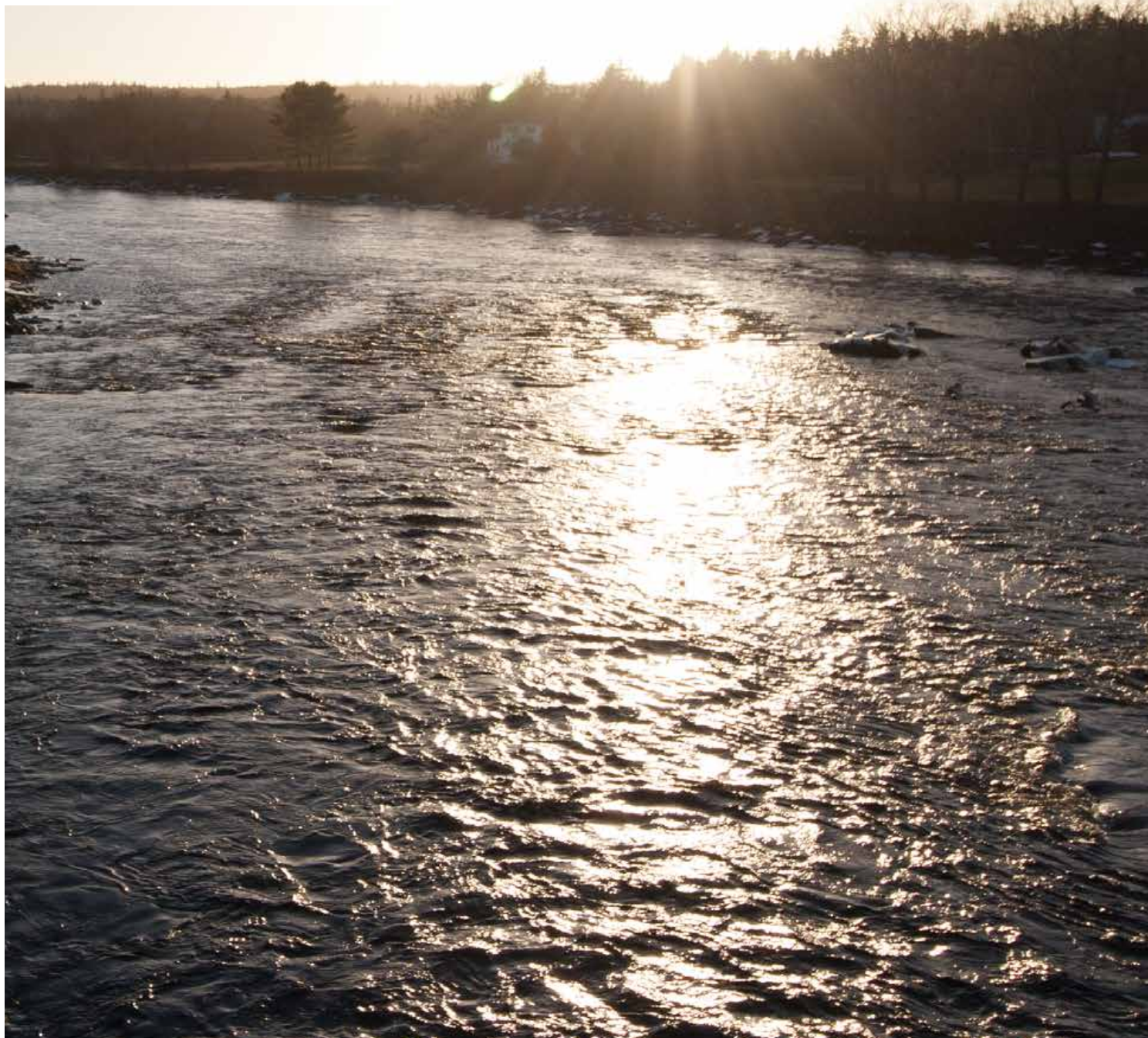
**Opinion of Probable Cost:**  
Cost can vary widely, depending on soil conditions. Expect a range between \$150,000 - 300,000

## Funding Partners

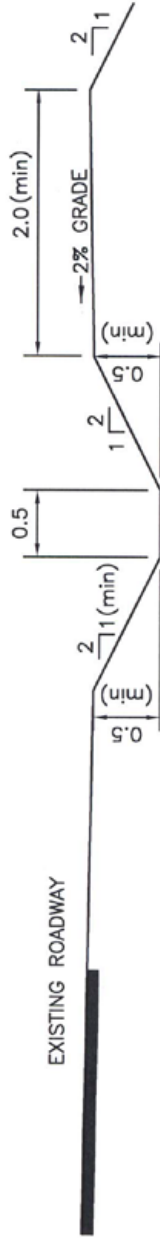
Although many of the recommendations of this plan require little in terms of upfront capital costs, there are a number of larger interventions that require more funding from a variety of sources, including provincial and federal grants, non-profit agencies, and private investment by property owners and businesses. Below is a summary of a handful of funding partners that will be invaluable partners to help implement the recommendations of this plan.

Provider	Program Name	Funding Available	Notes	Website
<b>Federation of Canadian Municipalities</b>	Green Municipal Fund	Loan for up to 80 percent of eligible project costs  Grant of up to 15 percent of loan value		<a href="https://www.fcm.ca/home/programs/green-municipal-fund.htm">https://www.fcm.ca/home/programs/green-municipal-fund.htm</a>
<b>Nova Scotia Health and Wellness</b>	Community Recreation Capital Grant	1/3 of project cost up to a maximum of \$5,000	Program is limited to projects under \$20,000 in value	<a href="http://novascotia.ca/dhw/pasr/capital-grants.asp">http://novascotia.ca/dhw/pasr/capital-grants.asp</a>
<b>Nova Scotia Department of Energy</b>	Connect2	Grants of up to \$150,000 for project costs and up to \$30,000 for education programs	Projects must be utilitarian in nature (e.g. connect people to services)	<a href="http://novascotia.ca/programs/connect2/">http://novascotia.ca/programs/connect2/</a>
<b>Nova Scotia Tourism Agency</b>	First Impressions Program	Grant of up to 50 percent of project costs	Project must be tourism-related. Program could be used for signage, beautification, a kiosk, or upgrades to the parking area at the former municipal building	<a href="http://tourismns.ca/tourism-development-investment-fund">http://tourismns.ca/tourism-development-investment-fund</a>
<b>Heart &amp; Stroke Foundation</b>	Walkabout	Grants of \$500 to \$2,000		<a href="http://walkaboutns.ca/walkabout-info/walkabout-programs/community/walkability-grants/">http://walkaboutns.ca/walkabout-info/walkabout-programs/community/walkability-grants/</a>

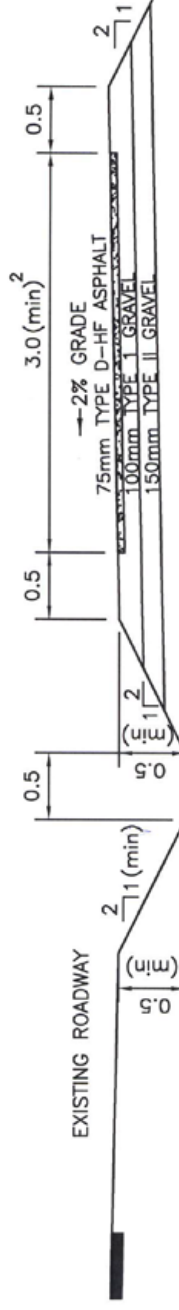
# Section 8 Appendix



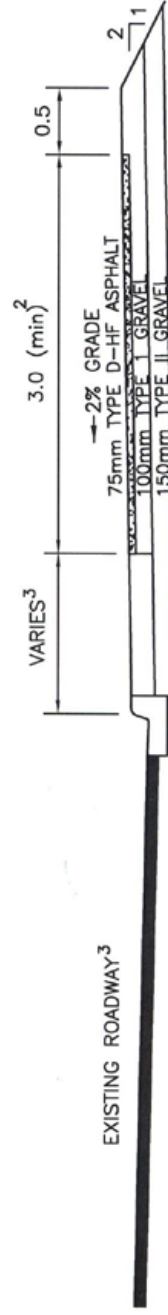
**NSTIR Standard for Multi-Use Trails with in a Right-of-Way**



PEDESTRIAN TRAIL WITH DITCH



MULTI-USE TRAIL WITH DITCH



MULTI-USE TRAIL WITH CURB AND GUTTER

**NOTES:**

1. SURFACE TYPE - GROOMED GRAVEL (min)
2. THIS MAY BE INCREASED BASED ON EXPECTED VOLUME AND TYPE OF USE
3. REFER TO STANDARD DRAWING FOR "SIDEWALK DETAILS" (S-2009-014,HS501) FOR DETAILS
4. MAXIMUM LONGITUDINAL GRADE: 5%
5. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE NOTED.

*Allyson Colburn*  
 Manager Highway Planning and Design  
*Allyson Colburn*  
 Director Highway Engineering Services  
*Allyson Colburn*  
 Executive Director Engineering and Construction

Scale : N.T.S.  
 Drawn by : C.DOTLE  
 Checked by : E.PUGH  
 Date of Plan : AUG2010  
 File No. : S-2011-201

**WALKING AND NON MOTORIZED MULTI-USE TRAIL TREATMENTS**

Transportation and Infrastructure Renewal

No.	REVISION	Materials Depth Added	Date
2			13 DEC 2011
1		Note 3 Added	19 July 2011



UPLAND