

Municipality of Colchester & Village of Bible Hill

Active Transportation Strategy

August 2026

Colchester

BIBLE HILL
Plant Your Roots

Prepared for

Municipality of Colchester
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Land Acknowledgment

We begin by acknowledging and understanding the longstanding history that has brought us to reside on this land today. A history of colonialism and broken treaties. A history of genocide, ethnic cleansing, and stolen land. A history where children were stripped of their native languages and cultural traditions while being forced from their families, often never to be seen again. A history of sovereignty that was never ceded.

A history that is not so distant but rather continues today. We acknowledge the pervasive reality and lasting impact of colonialism as it manifests in today's society. We pay our respects to the elders of past, present, and future as well as all Indigenous Peoples coast to coast for the harm and loss endured, and the resilience and strength embodied. We stand with you as you mourn the loss of all the children that never made it home and we stand with you as you mourn the loss of your sisters, your daughters, your mothers, your nieces, your cousins, and all the women in your lives that are missing and murdered.

African Nova Scotian Legacy

We recognize and acknowledge the systematic mistreatment that African Nova Scotians have faced and continue to face. The suffering and sacrifice borne by this community has resulted in multi-generational trauma and harm. We commit to dismantling the systems discrimination and working with the community to rebuild trust. We recognize and honour the knowledge and experience of these communities, and we are grateful for their leadership and guidance.

As a region, we will strive to recognize and eradicate systemic racism. We value and celebrate the history and richness of the African Nova Scotian people. Their resistance, resilience, creativity, spirituality, and leadership have profoundly shaped our families and communities within Nova Scotia and across Canada.



Section 1.0
Overview





1.0 Overview

The Municipality of Colchester (Colchester / The Municipality) and the Village of Bible Hill's (Bible Hill) Active Transportation Strategy (ATS) will help provide guidance on future active transportation improvements across our communities. The ATS supports walking, rolling, and cycling within the Municipality and Village, providing connections to neighbouring communities and regions, while also aligning with the policy goals, objectives, and targets that are most important to community members. Through the strategy, priority network improvements are identified to support people using active transportation by improving safety, removing and preventing barriers, and promoting positive active transportation experiences for residents and visitors alike.

The ATS builds on previous strategies developed in 2011 and 2017, bringing forward important information and context while addressing new priorities, best practices, opportunities, and challenges. The updated strategy includes the Village of Bible Hill to more comprehensively represent the needs and priorities of all Colchester residents. Connections to the Village of Tatamagouche will also be considered in relation to the Village's own Active Transportation Master Concept, which is currently being developed.

The ATS was shaped by extensive engagement and collaboration with Colchester community members, elected officials, key interest groups, and other government agencies to ensure that the Strategy reflect the community's diverse perspectives and needs.



1.1 Strategy Process

The ATS was prepared between September 2025 and Spring 2026. The process consisted of five steps, including two separate community engagement phases. Community engagement activities and summary of input are described in “Section 4.0”.



1.2 Active Transportation 101

What is Active Transportation?

Active transportation includes any form of human-powered transportation. Walking, which includes travelling with the support of a mobility device, (sometimes referred to as wheeling or rolling) and cycling are the most popular and well-known forms of active transportation, however the definition extends further. For the purpose of the ATS micromobility devices such as pedal assisted electric bikes and speed limited scooters are considered active transportation modes.

Active transportation allows people of all ages and abilities increased choice and freedom to travel where they need to go or to connect to other modes of transportation like public transit.

What is the Active Transportation Strategy?

The ATS is a strategic document that:

- Provides a roadmap of the goals and objectives for improving active transportation in Colchester and Bible Hill.
- Identifies a vision and goals for active transportation.
- Proposes a long-term active transportation network and design guidelines for active transportation facilities.
- States priorities for implementation and investment in new active transportation facilities and programs.

What does All Ages and Abilities (AAA) Mean?

All Ages and Abilities is an international best practice that emphasizes the need for safety, comfort, and inclusion in active transportation facility design.

The AAA standard meets the needs of a broad set of potential pedestrians and cyclists, and design facilities according to their needs. Through the ATS, the Municipality of Colchester and Village of Bible Hill will strive to achieve AAA design standards, where possible, when investing in new active transportation facilities and supporting amenities to support active transportation in our communities.





How will the Active Transportation Strategy be used?

The ATS will provide a framework for Colchester and Bible Hill to:

- Guide project selection and ensure impactful investments in active transportation.
- Support updates to planning documents and regulations that will support active transportation in other municipal initiatives and as new land development occurs.
- Encourage and promote increased participation in active transportation and shift travel behaviours toward active and sustainable modes.
- Provide diverse transportation options for Colchester and Bible Hill residents to travel to key destinations.
- Prioritize infrastructure and guide land development toward providing desired active transportation facilities.
- Communicate active transportation priorities to the Provincial and Federal governments, as well as strengthen existing and future partnerships and funding opportunities.

Who is the Active Transportation Strategy for?

The Active Transportation Strategy is for everyone living, working, and travelling in Colchester to improve active transportation options across our communities. Being directly informed by input from community members and interest holders, the *Active Transportation Strategy* will guide municipal and village staff and elected officials in making transparent and readily understood decisions around active transportation.

The strategy will prioritize accessibility and inclusivity by ensuring AT infrastructure meets the needs of people with disabilities, seniors, and families with young children so that the infrastructure can be used and enjoyed by all. It will also engage and respond to the needs of underrepresented groups, including Mi'kmaq and African Nova Scotian communities, newcomers, and lower-income residents.



1.3 Importance of Active Transportation

Active transportation can support a variety of positive outcomes for communities when more people feel empowered and comfortable to walk, roll, or cycle. Investing in active transportation can create a more sustainable, accessible, equitable, and safer transportation system that also helps to reduce costs. This section discusses the importance of active transportation in Colchester, outlining key benefits and what we learned from people across our communities through engagement, organized in the following themes:

When we action these priorities

- Accessibility and Equity
- Community Safety

We get the benefit of

- Climate Action
- Cost of Living / Local Economy
- Health

Safety and Comfort

Investments in pedestrian, cycling and rolling infrastructure helps people of all ages and abilities feel safer and more comfortable using active transportation with less fear of collision or conflict with vehicles. By providing dedicated and visible spaces for pedestrians and cyclists, or safer shared spaces, comfort and safety can be increased. Safer infrastructure can directly encourage more people to choose active transportation, leading to fewer motor vehicles on the road, resulting in reduced risk and less traffic congestion. Safety and comfort are especially important for equity-deserving groups who experience many barriers to accessing reliable transportation.

Key Facts

- When more people cycle, the number of cyclists injured or killed in accidents decreases.[1]
- Providing protected bicycle lanes that are separated from vehicle traffic has been found to increase cycling participation[2] and reduce crashes and injuries for all road users.[3]
- Greater separation for cyclists from vehicle traffic has shown to increase cycling participation among different groups, including women and youth.[4][5]
- A pedestrian struck by a vehicle travelling at 50 km/h is 8 times more likely to be killed than a collision at 30 km/h.[6]
- Providing sidewalks to separate pedestrians from vehicles can reduce collisions involving pedestrians by 50-88% compared to streets without sidewalks.[7]

What We Learned

Creating safe and comfortable spaces for active transportation was a consistent theme throughout engagement. Community members and interest holders emphasized the need for facilities to be separated from vehicle traffic to increase perceived and real safety. Supporting amenities, such as bike parking, benches, and washrooms, and education programs build awareness of active transportation and increase participation.

We also heard from individuals looking to have their active transportation routes better support their needs as family support providers, a job comprised of task-based labor that disproportionately falls on female identifying individuals. The responsibilities of caregivers of children, persons with disabilities and aging family members therefore needs to be gender responsive. Our active transportation planning must be considerate of potential care giving tasks which may include; multiple stops, time sensitive tasks, the ability to move about with dependents and belongings, the need to take breaks, and deal with personal care needs along routes safely and efficiently.

1 Woodcock J, Edwards P, Tonne C, et al. (2009). Public health benefits of strategies to reduce greenhouse gas emissions: urban land transport. Lancet, 374 (9705), pp. 1930–1943

2 Pucher, J., Buehler, R., Bassett, D.R., and Dannenburg, A.L. (2010). Walking and cycling to health: a comparative analysis of city, state, and international data. Retrieved from: https://pubmed.ncbi.nlm.nih.gov/20724675/

3 Reynolds, C.C., Harris, M.A. et al. (2009). The impact of transportation infrastructure on bicycling injuries and crashes: a review of the literature. Retrieved from: https://www.ncbi.nlm.nih.gov/books/NBK76887/

4 Garrard, J., Rose, G., and Kai Lo, S. (2008). Promoting transportation cycling for women: the role of bicycle infrastructure. Retrieved from: https://pubmed.ncbi.nlm.nih.gov/17698185/

5 D'Agostino, E.M., Neshteruk, C.D. et al. (2025). Going Places: An Active Transportation Intervention to Increase Youth Physical Activity, Durham, North Carolina, 2023–2024. Retrieved from: https://pmc.ncbi.nlm.nih.gov/articles/PMC11983032/

6 Canadian Council of Motor Transport Administrators (2013). Countermeasures to Improve Pedestrian Safety in Canada. Retrieved from https://www.ccmta.ca/web/default/files/PDF/CCMTA_Pedestrian_Report_Eng_FINAL.pdf

7 Province of British Columbia (2018). B.C. Community Road Safety Toolkit. Retrieved from https://www2.gov.bc.ca/assets/gov/driving-and-transportation/driving/consequences/vision-zero/community_road_safety_toolkit_module1.pdf

Active Transportation Stories

Truro Housing Outreach Society (THOS)

"As a former case manager and current Executive Assistant at the Truro Housing Outreach Society, I can attest to the importance of convenient transportation for the clients that we serve. Whether it's attending a mental health appointment at the hospital, picking up a prescription for medication at the pharmacy, going to an apartment viewing, or retrieving groceries at the food bank, THOS provides transportation for clients to these important locations by case managers using their own vehicles or by arranging a taxi. A comprehensive, adequate municipal active transit system would increase our client's freedom and independence, redirect valuable organization resources towards more critical programs and services, and help prevent homelessness by lowering household transportation costs.

Adequate public transport that includes active transportation helps keep people connected, find and keep employment, and broaden housing options. THOS is in full, enthusiastic support of this initiative for Colchester."

Dave Morse
Executive Assistant, Truro Housing Outreach Society



Accessibility and Equity

Investments in active transportation infrastructure help ensure that Colchester is connected by safe and barrier-free routes, providing spaces for people of all ages and abilities to walk, roll, and cycle, while supporting a more equitable community that is accessible to all.

The ATS provides us with an opportunity to strengthen Colchester by continuing to grow a community that reflects and represents all its residents regardless of differing abilities. A strong strategy increases our capacity to engage with and support one another, a necessary component in our commitments to Equity & Anti-Racism, Accessibility and Decolonizing work.

Key Facts

- Nova Scotia had the highest rate of disability in Canada in 2022, with nearly 38% of people over the age of 15 experiencing a disability. The national average is 27%.[8]
- Over half of Nova Scotians with disabilities identified the built environment in public spaces as a barrier.[8]
- Data shows that seniors are far more likely to be involved in collisions that result in serious injuries or fatalities while they were walking.[9]
- Reports on migrant worker rights in Nova Scotia have identified transportation as a key barrier to mobility and freedom, creating potential conditions for abuse where there is a reliance on employers for transportation.[10]
- Active transportation has been shown to improve access to education and employment for non-drivers, often benefiting various equity-deserving populations.[11]

What We Learned

Engagement participants consistently and repeatedly recognized accessibility and equity as a key need and outcome for the Active Transportation Strategy to promote a barrier-free and broadly welcome community. Access was identified as crucial in improving existing active transportation facilities and ensuring new active transportation routes are inclusive, integrating best practices in accessible design. Transportation equity was also recognized as a key outcome when more people have more transportation options that fit their needs and abilities and to support belonging, social connection, and independence.

A common theme we heard was how Provincial highways act as barriers to equitable access. We heard concerns about the safety of migrant workers in the farming industry walking and cycling on Highway #2 near Great Village and residents of Lower Truro shared feelings of being left out and passed by, as the Cobequid Trail runs through their community but they have no direct access across Highway 236.

8 Province of Nova Scotia. (2022). Canadian Survey on Disability – Nova Scotia https://accessible.novascotia.ca/sites/default/files/2024-09/2022%20Canadian%20Survey%20on%20Disability-Nova%20Scotia%20Overview%20-%20web-ua_0.pdf

9 National Collaborating Centre for Public Health Policy. (2017). Aging and Safe Active Transportation: Issues and Courses of Action for Public Roadway Development. Retrieved from: https://ccnpps-ncchpp.ca/docs/2017-Built-Environment-Aging-and-Safe-Active-Transportation.pdf

10 Centre for Migrant Worker Rights Nova Scotia. (2026). Heavy Hearts and Minds: Mental and Emotional Well-Being Among Migrant Agricultural Workers in Nova Scotia's Annapolis Valley. Retrieved from: https://www.migrantjusticens.ca/reports/heavy-hearts-and-minds

11 Litman, T. (2026) Evaluating Active Transport Benefits and Costs. Retrieved from: https://www.vtpi.org/nmt-tdm.pdf

Active Transportation Stories

Pre-Primary Teacher

"As someone who works with families, I have seen firsthand how lack of accessible transportation can affect people's abilities to fully engage in their communities and access daily necessities. Accessible transportation including active transit is vital for families with children because it provides safe, reliable, and affordable access to everyday essentials like school, childcare, healthcare, work, and community activities. Features such as mobility aid and stroller-friendly accessibility, and safe, accessible stops make travel easier for parents and caregivers while promoting independence and inclusion for all involved. Investing in public transit helps ensure that all families can stay connected, participate fully in their communities, and access the opportunities they need to thrive."

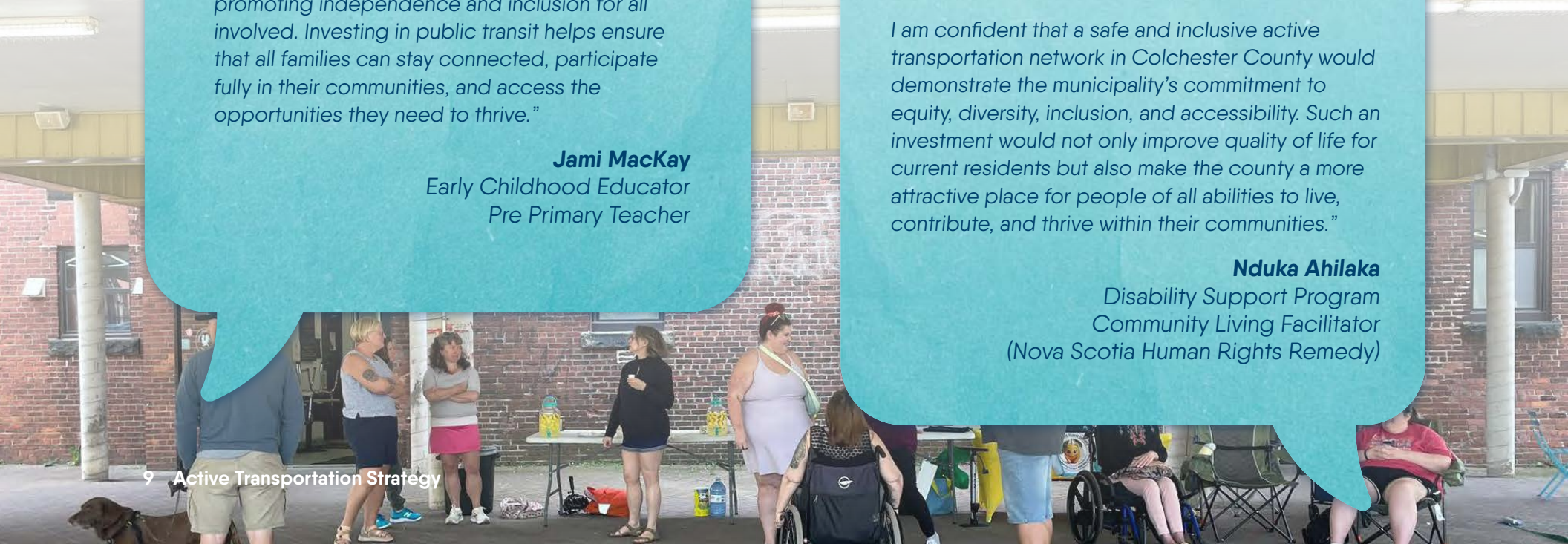
Jami MacKay
Early Childhood Educator
Pre Primary Teacher

Disability Support Program (Northern Region)

"As the Disability Support Program continues to advance the implementation of a human rights-based approach that places greater emphasis on community living, accessible and safe active transportation routes will have a significant positive impact on the daily lives of individuals with disabilities. Improved transportation infrastructure will promote social inclusion, enhance opportunities for recreation and well-being, and support meaningful participation in community life of individuals with varied abilities.

I am confident that a safe and inclusive active transportation network in Colchester County would demonstrate the municipality's commitment to equity, diversity, inclusion, and accessibility. Such an investment would not only improve quality of life for current residents but also make the county a more attractive place for people of all abilities to live, contribute, and thrive within their communities."

Nduka Ahilaka
Disability Support Program
Community Living Facilitator
(Nova Scotia Human Rights Remedy)



Cost of Living

Active transportation is a cost-effective transportation option, and one that can be accessed by a broad spectrum of the community. By providing opportunities to shift away from vehicles, active transportation can help more people reduce transportation-related expenses.

Key Facts

- Many equity-deserving groups are less likely to own a vehicle and therefore benefit more from increasing walkability, especially in their health and well-being.[12]
- 16.3% of an average household budget is for transportation costs.[13]
- The cost of purchasing and maintaining an average car in Canada is approximately $16,000 per year.[14]
- In the U.S., lower income households have been shown to spend a higher proportion of their income on transportation than high income households.[15] Transportation was generally shown to be the second highest household cost, behind housing and above food.[16]

What We Learned

Transportation costs were regularly identified throughout engagement as a key benefit of active transportation, as well as important to the broader conversation of cost of living in Colchester and Bible Hill. It was recognized that elevating active transportation as a feasible alternative to private vehicles would help households save income or spend it on other priorities. This is true for accessing affordable housing and employment that supports financial stability, while also acknowledging that there are cost barriers to active transportation, including equipment purchase.

Many households in Colchester and Bible Hill indicated interest in reducing the number of vehicles their family owns as a way to save money but they did not feel the current AT infrastructure provided sufficient connectivity or safety, especially for cycling or using micro mobility.

12 Frank, L.D., Engelke, P., and Schmid, T.L. (2003). Health and Community Design: The Impact Of The Built Environment On Physical Activity Retrieved from: https://www.researchgate.net/publication/37717305_Health_and_Community_Design_The_Impact_Of_The_Built_Environment_On_Physical_Activity

13 Smart Prosperity Institute and PLACE CENTRE. (2024). Four Pathways to Housing Affordability. Retrieved from: https://placecentre.smartprosperity.ca/wp-content/uploads/2024/11/Four-Pathways-to-Housing-Affordability-November-16-final-merged-1.pdf

14 Rate Hub (2026). What is the total cost of ownership for a car? Retrieved from: https://www.ratehub.ca/blog/what-is-the-total-cost-of-owning-a-car/#monthlybreakdown

15 U.S. Department of Transportation. (2025). Household Spending on Transportation: Average Household Spending. Retrieved from: https://data.bts.gov/stories/s/ida7-k95k

16 U.S. Department of Transportation. (2024). Transportation Cost Burden Falls Significantly for Second-Lowest, but No Other, Income Group. Retrieved from: https://content.govdelivery.com/accounts/USDOT/bulletins/3c5f008

Active Transportation Stories

Colchester Food Network

"Here in Truro, there is no public transit system. For the people we serve who don't have a vehicle of their own that means the first barrier isn't food insecurity it's simply getting to us. Right now, the best we can offer is a once-a-month delivery and thanks to grant funding, a short-term cab service that also only runs once a month. In between, families go weeks not knowing how they'll get groceries, reach a medical appointment or access the support that could ease their situation.

These aren't people who need convenience, these are people in genuine, immediate need, doing everything they can to hold things together without a reliable way to get help. We see it in the calls we get asking if there's any way at all to get a delivery on one of our non –delivery days or if we ourselves will bring an order. We see it in the people who simply stop coming, not because they no longer need support, but because they can no longer reach it.

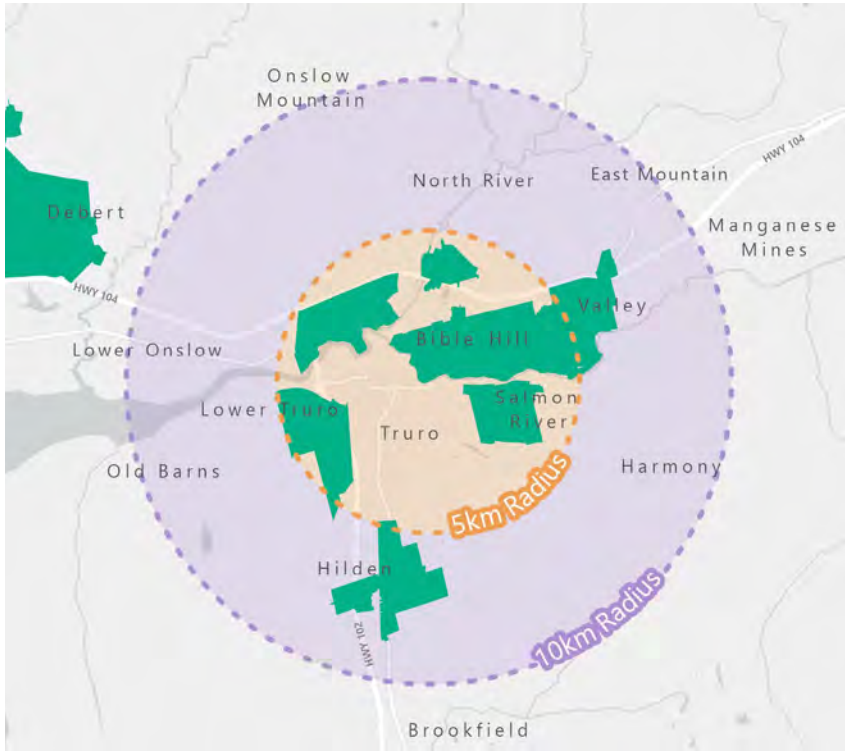
This isn't a gap our programming can close on its own; it's an infrastructure gap and it's one that falls hardest on those who already have the least room to absorb it. While we support the full vision of this plan, safe walking, biking and rolling routes across our community, reliable public bus transportation is, in our view, the most urgent priority. Buses offer a direct, everyday connection to food, healthcare and the other essentials of daily life. We support this project because for many of the people we work alongside, this isn't about convenience. It's about whether help is within reach at all."

"Thank you for the chance to be part of this. After being with CFN going on four decades, I've watched the struggles our community faces around access only grow and transportation has quietly been alongside at the root of so much of it. This plan feels like real, tangible hope for the people we serve every day."

Farrah Allen-McKay
Executive Director
Colchester Food Network

Climate Action

Active transportation supports reducing greenhouse gas (GHG) emissions by replacing motor vehicle trips with walking, cycling, and rolling trips, and eliminating emissions and Traffic Related Air Pollution (TRAP[17]) associated with vehicle travel. This helps address goals of the Carbon-Free Colchester Community Energy and Emissions Plan (Carbon Free Colchester CEEP) as well as broader provincial emissions reductions targets.



Key Facts

- Transportation was the second largest source of GHG emissions in Colchester in 2016 (22%), as summarized in Carbon Free Colchester.
- It is estimated that in North America 35% of trips in urban areas are shorter than 5 km and 50% are shorter than 10 km.[18]
- Using active modes instead of a motor vehicle for short trips can reduce personal GHG emissions from transportation by at least 75%.[19]

What We Learned

Engagement participants felt that providing sustainable transportation options would help support local climate action. It was noted that active transportation can create opportunities for more people to make environmentally sustainable choices while also meeting other priorities for residents of Colchester and Bible Hill.

Although Colchester is a majority rural municipality, many of the growth centers identified in the Municipal Planning Strategy are located within 5 -10km of many jobs, grocery stores, shopping centres, and educational institutions. This indicates that there is a high potential for mass mode shift, or having many people transition these shorter trips from private motor vehicle to an Active Mode of transportation.

17 Health Canada. (2026). Traffic-related air pollution. Government of Canada. Retrieved from https://www.canada.ca/en/health-canada/services/air-quality/outdoor-pollution-health/traffic-related.html

18 Institute for Transportation and Development Policy (2021). The Compact City Scenario. Retrieved from: https://itdp.org/publication/the-compact-city-scenario-electrified/

19 Ritchie, H. (2023). Which form of transport has the smallest carbon footprint? Retrieved from: https://ourworldindata.org/travel-carbon-footprint

Active Transportation Stories

Living Earth Council

"Some people say that you have to have a car to live in Colchester County, and by that they mean, "it's very difficult to live in this area without a car" or "it's not safe to walk or bike around Colchester County." This is not news to the countless Colchester residents who get around on foot or on two wheels!

Living Earth Council has connected with many community members who have expressed serious concerns with using active transportation in our region. These concerns range from frustrations around a lack of bike racks to personal stories about nearly being hit by cars while out walking or biking. People want to use AT, but the current lack of AT infrastructure makes AT both inconvenient and unsafe.

Investing in AT infrastructure means safe, accessible transportation for those who have no choice but to use AT, and it makes AT appealing for those who do have a choice. With communities facing ongoing crises of health, environmental sustainability, and cost of living, municipalities should be doing all they can to make AT a priority."

Mary Main (she/her)
Living Earth Council



Local Economy

More people walking and cycling supports our local economy through an increase in foot traffic to local businesses and provides new opportunities for recreation and tourism as recommended in the *Central Nova Scotia Strategic Tourism Expansion Program 2025-2027 Tourism Strategy (STEP Strategy 2024)*. AT also provides employees access to their work through various transportation options. This is particularly important for a number of equity deserving groups, such as people with disabilities and migrant workers, who face significant barriers to their well-being due to a lack of transportation options.

Key Facts

- Walkable and bike-friendly streets have been shown to have no negative impact on business along those corridors, instead pre and post bike lane installations have demonstrated an increase in monthly customer spending or even support retail environments, potentially increasing property values, attracting new businesses, and increasing economic activity.[20][21]
- Cyclists make greater use of local shops, restaurants, cafés or other local businesses than users of other transport modes.[22]
- Colchester has the potential to be an attractive destination for four-season outdoor recreation by investing in active transportation facilities.[23]

What We Learned

The connection between active transportation and the local economy was recognized by interest holders and community members. This included providing transportation options for accessing employment as well as to travel to local commercial centres to meet daily needs, which are connected to cost of living challenges discussed previously. This is especially important for people who may face barriers to accessing a motor vehicle and may rely on active transportation or public transit. Similarly, a robust active transportation network was identified as a benefit for employers seeking to attract and retain new employees.

20 Arancibia, D., Farber, S. et al. (2019). Measuring the Local Economic Impacts of Replacing On-Street Parking With Bike Lanes. Retrieved from: https://www.tandfonline.com/doi/full/10.1080/01944363.2019.1638816

21 Litman, T. (2025). Economic Value of Walkability. Retrieved from: https://www.vtpi.org/walkability.pdf

22 Blondiau, T., Haubold, H., and van Zeebroeck, B. (2016). Economic Benefits of Increased Cycling. Retrieved from https://www.researchgate.net/publication/304529942_Economic_Benefits_of_Increased_Cycling

23 Central Nova Scotia Strategic Tourism Expansion Program 2025 – 2027 Tourism Strategy (2024). Retrieved from: https://www.colchester.ca/council-and-committee-minutes/reports/4567-truro-colchester-strategic-tourism-expansion-plan-step-february-2025/file

Active Transportation Stories

Autism Nova Scotia

"I work with individuals who identify with Autism and are looking for support with employment. Oftentimes, employment is not the only barrier experienced by these individuals; housing, mental, physical and overall health, relationships with family and friends, financial access and transportation are just some of the additional roadblocks we help navigate to prepare them for employment opportunities.

Travelling within the county has become a more common problem for job seekers, as they cannot apply for available jobs because they would not be able to safely or reliably get to and from work. Having accessible spaces to accommodate their physical needs or provide spaces for their travel equipment like; scooters and bikes, that are safe from the elements prove crucial to their access to work.

Having the needs for active transportation met by providing safe and accessible walkways, roadways, sidewalks, and trails built with these individuals in mind, would improve quality of life for those we support, and the community at large. Everyone deserves to have their needs met, and by providing systems that can uphold and prioritize active transportation, we are supporting the foundations for people who navigate multiple barriers to have access to the supports that they need and build a full life towards independence."

Kendall Kurl,
Labor Market Facilitator,
Autism Nova Scotia



Health and Well-Being

Travelling by active modes contributes to increased physical activity, directly impacting our health and reducing risks associated with sedentary lifestyles. Research has also shown active transportation contributes to lower stress levels and improved overall well-being. Similarly, active transportation creates opportunities for community interaction, fostering social connectedness and sense of place that is crucial to inclusive and welcoming communities.

Key Facts

- Active transportation participation increases the likelihood that individuals will meet the recommended daily physical activity levels for adults.[24]
- In 2012, it was estimated that physical inactivity results in $6.8 billion per year in health-related costs ($9.3 billion CAD in 2026).[25]
- Adults who can no longer drive are shown to have increased risks of depression and anxiety linked to loneliness and social exclusion.[26]
- The use of alternative transportation, walking or using a wheelchair/scooter to get places was associated with participation in more types of social activities in older adults (65+).[27]

What We Learned

Mental health and social benefits were highlighted throughout engagement as often-undervalued outcomes of investments in walking, rolling, and cycling.

Health benefits included the many ways active transportation can support physical, mental, and social health for residents and contribute to broader community well-being. Active transportation was especially emphasized as an important way to integrate health and well-being in daily life, promoting healthy lifestyles and habits through walking, rolling, and cycling.

We heard that supporting facilities, such as washrooms, rest areas, and lighting have significant impact on how comfortable seniors and parent's of young children feel using active modes of transportation. Participating in community and building relationships with neighbors through active transportation can plan an important role in reducing social isolation and supporting good mental health through all phases of life.

24 Prince, S.A. and Butler, G.P. (2025). At-a-glance – The contribution of active transportation to population physical activity levels. Retrieved from: https://www.canada.ca/en/public-health/services/reports-publications/health-promotion-chronic-disease-prevention-canada-research-policy-practice/vol-45-no-5-2025/contribution-active-transportation-population-physical-activity-levels.html

25 Janssen, I. (2012). Health care costs of physical inactivity in Canadian adults. Retrieved from: https://pubmed.ncbi.nlm.nih.gov/22667697/

26 Choi, N.G. and Marti, C.M. (2025). Transportation barriers, loneliness, and depressive/anxiety symptoms in older adults. Retrieved from: https://pmc.ncbi.nlm.nih.gov/articles/PMC12711306/

27 Latham-Mintus, K., Manierre, M., and Miller, K. (2022). Staying Connected: Alternative Transportation Use, Neighborhoods, and Social Participation Among Older Americans. Retrieved from: https://pubmed.ncbi.nlm.nih.gov/34133722/

Active Transportation Stories

Alzheimer's Society of Nova Scotia

"People living with dementia will experience changes to the way they navigate their community. As the disease progresses, those who drive will have to give up their driver's license, which will impact their daily living. Having dementia-friendly alternatives, whether it's public transit, safe, accessible ride-sharing, or more dementia-friendly, walkable neighbourhoods with clear, easy-to-read wayfinding signage is vital for them to maintain independence and remain active in community life. Walkable communities also help to promote physical activity and community engagement, which are especially important for people living with dementia and their quality of life."

Donna Lawrence
Regional Coordinator of Education and Outreach
Alzheimer's Society NS

Samantha Morrison
Dementia Friendly Communities Lead

Truro Pride Society

"We have heard time and time again that transportation is one of the biggest issues facing the 2SLGBTQIAand community in Colchester County. Whether it be getting to work or connecting with community, active transportation plays a huge part in the lives of queer and trans individuals. Studies from Egale and the Social Research and Demonstration Corporation have confirmed Canada's 2SLGBTQIAand community earns less in wages than the average person, often making it difficult for individuals to purchase or lease a vehicle. This means queer and trans folks often rely on active transportation and public transportation to get around. Supporting active transportation means supporting marginalized communities and their ability to thrive in our communities."

Brendyn Creamer
Program Coordinator, Truro Pride Society
Reporter, The Coast

Section 2.0
Our Community





2.0 Our Community

This section highlights many of the people, places, and key documents that influence the Active Transportation Strategy. It also directs where active transportation can be most impactful and suggests what might motivate greater uptake of walking, rolling, and cycling.

More detailed background information can be found in the Shaping Influences Report ("Appendix A").

2.1 First Nations

The Municipality of Colchester County and Village of Bible Hill are located in Mi'kma'ki, where for more than 11,000 years the Mi'kmaq, their ancestors, and other Lnu'k have lived, shaping culture and place.

The Mi'kmawey Debert Cultural Centre (MDCC) is a registered non-profit First Nations organization that is working to establish a cultural centre in Debert, the location of many significant archaeological findings dating back to the Paleolithic Era. MDCC currently maintains the Mi'kmawey Debert Interpretive Trail and has broken ground on the site of the future cultural centre and additional trail network. This cultural centre and trail network are envisioned as a meaningful and dynamic destination for Mi'kmaw people and visitors from across Nova Scotia and the world.

To ensure that the Municipality's Active Transportation Network in Debert supports the vision of MDCC, municipal staff met with Mi'kmawey Debert staff to discuss possible connections and needs.

Key highlights:

- **Wayfinding –** ensuring that there is sufficient signage to navigate to the future centre.
- **Traffic Calming and noise reduction –** Plains Road is a busy industrial collector, measures that would increase the safety for people visiting the site and reducing the impact of noise pollution should be considered.
- **Safety –** MDCC staff have explored options for a pedestrian tunnel under Plains Rd to connect the existing interpretive trail and the future cultural centre, but it is not currently feasible. Utility corridors and secondary access routes off quieter roads were highlighted as possible connections to the proposed Active and Public Transportation Networks in the area.

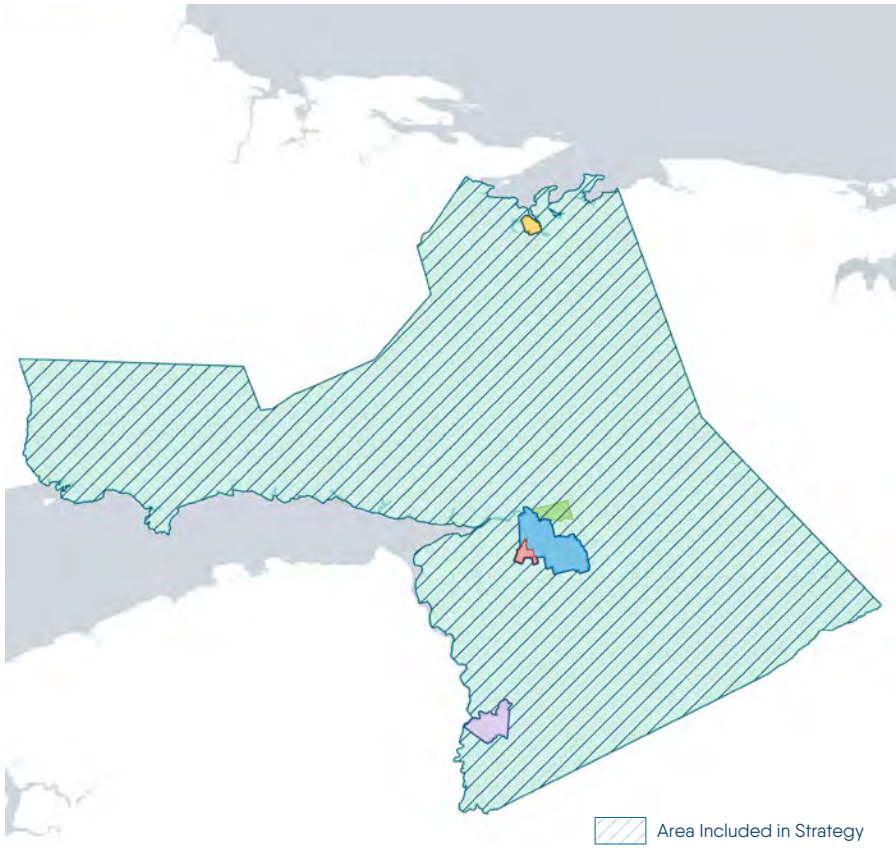
Millbrook First Nation is a Mi'kmaq community located in Millbrook Nova Scotia, South of the Town of Truro and shares jurisdictional boarders with the County of Colchester. Millbrook recently worked with OSO Planning and Design to develop a Community Plan published in 2025 which included actions to *"provide safe walkable streets and network of trails/walkways/ bike paths that connect communities, recreation spaces/ facilities and services"*. During the development of Colchester and Bible Hill's ATS, Millbrook retained Cycle NS to work on a Core AT Network Project. Municipal staff met with an Active Transportation Designer at Cycle NS to discuss opportunities for the AT Networks to connect across jurisdictional areas.

2.2 Jurisdiction and Service Providers

Many different levels of government and community organizations play an important role in guiding how active transportation infrastructure and programs can be developed in Colchester and Bible Hill. Partnerships across governments, agencies, and community, including those noted to the right, will be crucial to supporting the Active Transportation Strategy.

The Municipality of Colchester and Village of Bible Hill share some services, including community planning; however, the Village invests in and maintains its own active transportation facilities.

The map below shows the various communities in Colchester County and their involvement in the ATS process or the status of their own active transportation planning initiatives.



Included in this Strategy

- *Municipality of Colchester*
- *Village of Bible Hill*

Not Included in this Strategy

- *Town of Truro* — ATS: Approved in 2023
- *Millbrook First Nation* — ATS: In Progress
- *Town of Stewiacke* — ATS: None
- *Village of Tatamagouche* — ATS: In Progress

2.3 Community Context & Demographics

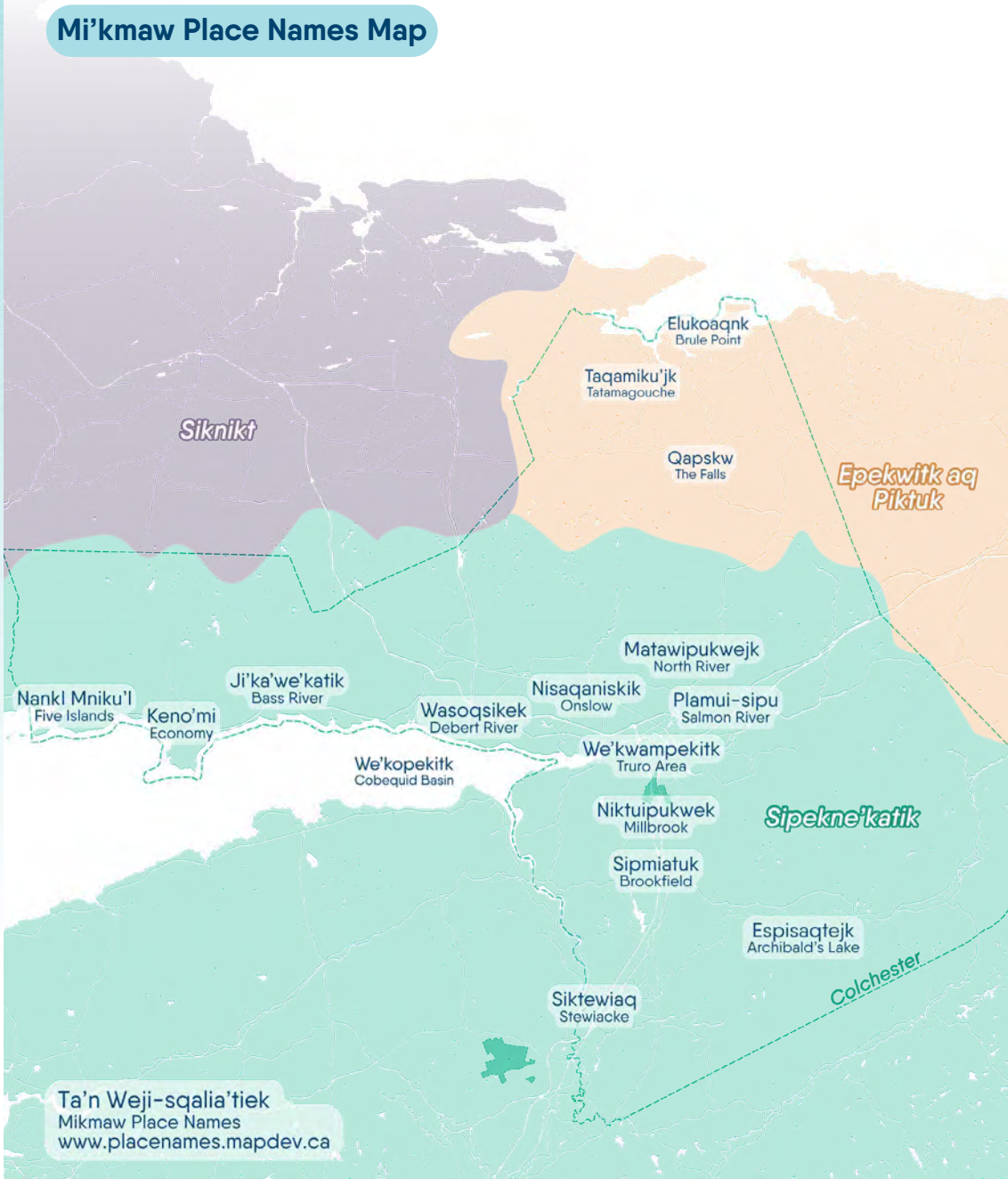
Geography

The Municipality of Colchester is located in the traditional Mi'kmaw districts of Sipekni'katik to the south and west, and Epekwitk aq Piktuk to the north and east.

Colchester is the heart of Nova Scotia, covering 3,578 square kilometres from the Shubenacadie and Gays Rivers to the Northumberland Strait. Colchester neighbours the Counties of Cumberland and Pictou, the District of East Hants, Halifax Regional Municipality, and Sipekne'katik First Nation. It surrounds the Town of Truro, Town of Stewiacke, and Millbrook First Nation Community. The Cobequid Mountains and numerous watercourses, such as the Salmon, Shubenacadie, Stewiacke and North Rivers, shape Colchester's development patterns, character, and history.

The Cobequid Bay, the inner most reach of the Minas Basin, arrives at its name from an Acadian interpretation of the Mi'kmaq work "Wagobagitk" meaning "the bay runs far up", referencing the twice daily tidal bores where the bay meets river.

The Village of Bible Hill is a central part of Colchester and is located alongside the Salmon River across from the Town of Truro. It is one of the Growth Centres identified in the Municipal Planning Strategy (MPS), where new development and growth will be concentrated.



Population and Demographics

Colchester's population was 36,040 as of the 2021 Census, a slight decline in total population compared to the 2016 Census. While population has grown overall in the past 30 years, the municipality's population peaked in 2011 and has slowly declined since. More recent estimates show strong population growth across Colchester since the COVID-19 pandemic, either reaching or exceeding peak populations over the past 25 years. [28]

Trends indicate that Colchester's population is aging. The number of residents aged 65 or older has increased significantly to 24% of the total population, while the population younger than 65 has decreased. The aging and declining population is a trend similar to many other rural communities in Nova Scotia. As of 2021, approximately 15% of Colchester's population is aged 14 or younger, a slight decrease compared to the previous census.



36,040
Population of Colchester
(2021)

24%
Percentage of population of Colchester 65 years or older
(2021)

15%
Percentage of population of Colchester 14 years or younger
(2021)

28 Nova Scotia Department of Finance. (2024). Nova Scotia Population Estimates by County and Census Subdivision - July 1, 2023. Retrieved from https://novascotia.ca/finance/statistics/archive_news.asp?id=19934&dg=&df=&dto=0&dti=3

Land Use and Community Destinations

Colchester features a diversity of urban, suburban, and rural areas. The highest concentrations of residential uses are in Bible Hill, Valley, Tatamagouche, other areas around Truro, and in Debert. The Municipal Planning Strategy designates areas with municipal services as Growth Centres and Rural Service Centres, summarized below and shown in the map to the right, where current or future residential density and a mix of uses will be focused as new development occurs.

Growth Centres

- Bible Hill
- Debert
- Hilden
- Lower Truro – Truro Heights
- North River
- Central / Upper Onslow
- Salmon River
- Tatamagouche
- Valley

Rural Service Centres

- Brookfield
- Great Village

Many other smaller, rural population centres are spread throughout the municipality and play a key role in meeting local needs, such as Bass River, Economy, Upper Stewiacke, and Earltown.

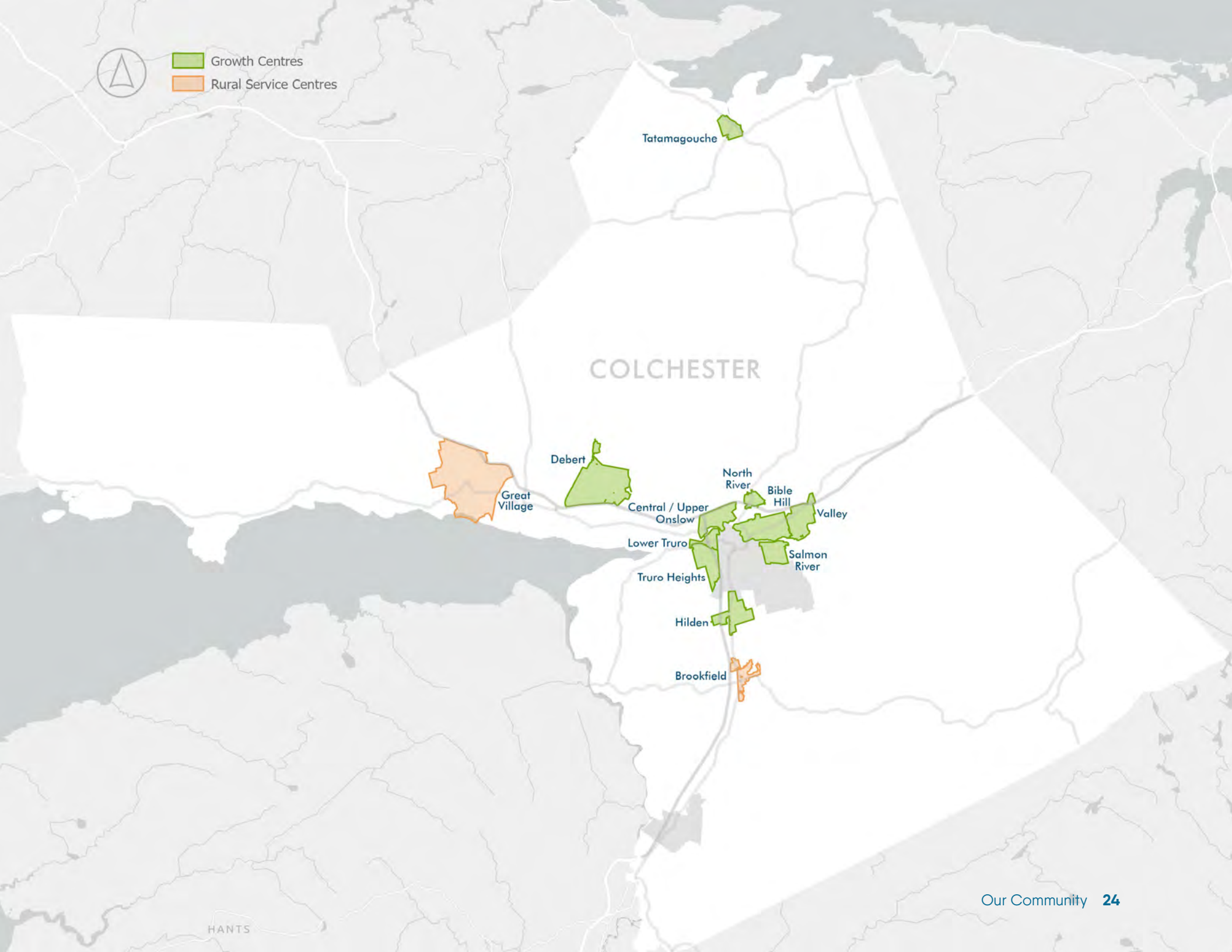
Commercial and employment activity is largely concentrated in these population centres. Debert is a growing industrial centre which draws employees from across the region, while the Towns of Truro and Stewiacke provide higher densities of employment and services.

Truro acts as the commercial and service centre for much of Colchester, with many major roads connecting the Municipality to the Town. Many Colchester residents regularly travel to these urban areas or service centres, especially Truro, for work, shopping, health care, or recreation. Ongoing development on Millbrook First Nation lands is also expanding commercial and employment lands, along with dedicated services for Nation members.

Key Destinations for Active Transportation

In addition to the population and employment centres discussed in this section, several other types of facilities and services are priorities for active transportation connections, including:

- **Education facilities**, including schools and post-secondary institutions.
- **Health Care Facilities**, including health centres, hospitals and long-term care facilities.
- **Parks**, including municipal and provincial parks.
- **Recreation Facilities**, such as the RECC and community rinks.
- **Seasonal Destinations**, including tourism sites and seasonal employment centres.


Growth Centres
Rural Service Centres
Tatamagouche
COLCHESTER
Debert
Great Village
North River
Bible Hill
Valley
Central / Upper Onslow
Lower Truro
Salmon River
Truro Heights
Hilden
Brookfield
HANTS

Planning and Regulatory Framework

Various local and regional planning and regulatory documents guide active transportation efforts, including important complementary plans and policies. Listed below are some of the documents that will inform the Active Transportation Strategy and support better understanding of the broader municipal priorities and community goals. Key documents are described in more detail in the Shaping Influences Report ("Appendix A").

Colchester Plans and Policies

- Active Transportation Strategy (2011, rev.2017)
- Colchester Municipal Planning Strategy (2025)
- Parallel Strategic Priority Pillars 2024-2028
- Carbon-Free Colchester: Community Energy and Emissions Plan (2021)
- Physical Activity Strategic Plan 2021-2026
- Colchester County Trail Strategy (2005)
- Crosswalk Policy (2017)
- Colchester Equity, Diversity, Inclusion, and Accessibility Strategy (ongoing)

Colchester Bylaws

- Land Use Bylaw (2025)
- Subdivision Bylaw (2010)

Regional Documents

- Joint Regional Transit Feasibility Study (2026)
- Regional Transportation Study (2025)
- Central Nova Scotia Strategic Tourism Expansion Program 2025–2027 Tourism Strategy (2024)
- Affordable Housing Needs and Supply Study Truro-Colchester (2021)
- Colchester-Truro Bikeways Plan (2009)
- Regional Accessibility Plan (2025)
- Regional Equity and Anti-Racism Strategy (2025)

Neighbouring Community Documents

- Town of Truro Municipal Planning Strategy (2023)
- Town of Truro Active Transportation Plan (2023) and Implementation Plan (2025)
- Town of Stewiacke Municipal Planning Strategy (2002)
- Town of Stewiacke Walkability Plan (2022)
- Village of Tatamagouche AT Plan (ongoing)
- Millbrook First Nation Community Plan (2025)

Section 3.0

Active Transportation Today





3.0 Active Transportation Today

3.1 How We Move

Mode Share

Like many rural communities in Canada, most trips in Colchester are completed in a private vehicle. As per the 2021 Census, 95% of commuter trips in the Municipality are either as the driver or a passenger of a private vehicle. The remaining portion of trips are divided between walking (2%), other modes (1%), and cycling and transit (<1%).

Travel Time and Distance

Daily use of active transportation is strongly influenced by travel distance. In 2021, 84% of residents worked in the Municipality, with most commuters travelling outside of their community to other destinations in Colchester County, such as Truro, Stewiacke, or other parts of Colchester. 29% of residents lived and worked in the same community; these trips are more likely to be shifted to active transportation.

Given Colchester's size, it is also important to understand commute time since distances to destinations will vary widely across the region. Most commutes in Colchester were either less than 15 minutes (39%), or 15 to 29 minutes (35%), which also suggests strong potential for active transportation – particularly for the shortest trips. Working from home also grew significantly, from 8% of workers in 2016 to 14% in 2021.



95%

Commute trips in a private vehicle (2021)



84%

Commute trips within Colchester (2021)



29%

Commute trips within the same community (2021)



39%

Commute trips under 15 minutes (2021)

3.2 Existing Conditions

When building out Colchester's active transportation network, it is important to understand where we are today as well as how well existing facilities are supporting walking, cycling and rolling in Colchester. This section highlights some of the key elements of the current active transportation and road networks, including infrastructure and initiatives that will be the foundation of the future active transportation network.



Active Transportation Network

Sidewalks

Colchester has an extensive sidewalk network for a rural municipality, as shown in "Appendix B". This includes approximately 78 km of sidewalks across the community, 29 km (37%) of which are in Bible Hill. Pedestrian infrastructure is generally concentrated around more densely populated areas; community centres, such as schools, commercial areas, and key services, as well as roads with high traffic speeds and volumes where no suitable alternative is available. Many of the sidewalk networks in Colchester are localized and do not connect across the region or to neighbouring communities.

Typically, Colchester develops one new sidewalk connection and improves another section of existing sidewalk each year. Sidewalk projects are selected based on inputs from the previous Active Transportation Plan (2017). Recent projects include Old Courthouse Branch Road in Bible Hill and portions of Trunk 2 in Brookfield and Hilden.

Sidewalks are developed, improved, and maintained through taxation and grant funding programs, when possible. All communities within the Urban Service Area pay taxes for these services, except in Bible Hill where sidewalks are funded separately. Outside of these areas, active transportation area rates are also applied in Brookfield and Debert. Streetlights are also paid for through local taxes, separate from the active transportation rate.

Pedestrian Crossings

Improvements to pedestrian crossings have been an important road safety measure over recent years in Colchester. Rapid rectangular flashing beacons (RRFBs) have been introduced at numerous locations with a high volume of pedestrians, safety concerns, or as requested by residents to improve pedestrian visibility to drivers. Some signalized intersections (particularly in areas with higher pedestrian activity) include pedestrian indicators and countdown timers to help inform users when they can cross. Signed and painted crossings are also found in some locations that may not be suitable for RRFBs.

The Municipality currently implements new pedestrian crossings as guided by the Crosswalk Policy (2017), which allows residents to request crossings for general use and in school zones. Crossing requests on municipal roads are addressed directly by Colchester, while those on provincial roads are forwarded to NSDPW. Requests to the province are approved based on two criteria: exceeding traffic volumes and/or improving pedestrian connectivity. Recently, connectivity-based requests have supported more improved crossings in the community.

Colchester and Bible Hill also hire crossing guards to help children travelling to school safely cross major roads. A total of 11 crossing guards support these programs, including four in Colchester and seven in Bible Hill.

Fundy Discovery Site Active Transportation Bridge

With support from the Government of Canada, the Municipality is currently designing and building a new active transportation bridge across the Salmon River as part of the development of Fundy Discovery Site. The new bridge will provide a dedicated crossing for active transportation, directly connecting Onslow with Lower Truro, while also creating opportunities to better view the tidal bore. The 110-metre bridge will be a crucial connection for all active modes in the ATS.



Cycling Network

Current opportunities for cycling in Colchester are primarily on either multi-use pathways or on-road facilities (such as paved shoulders), both of which are presently limited in scale in the municipality. Key cycling facilities include approximately 45 km of multi-use pathways, such as the Cobequid Trail and the Truro Heights Connector multi-use pathway that connect to Truro, providing excellent recreational and limited commuting cycling opportunities. The Butter and Short Line Trails also connect along the Northumberland Shore, passing through Tatamagouche. Multi-use pathways can present variable conditions, with many having a gravel surface which can cause issues for some mobility devices such as wheelchairs. Gravel surfaces are currently only maintained seasonally, greatly limiting their use for regulary commuting.

Safety and comfort for cyclists using on-road facilities can vary. While better than no dedicated space at all, paved shoulders do not provide physical protection for cyclists. In Colchester, paved shoulders are often found on high-speed roadways with significant traffic volumes, meaning surrounding conditions are unsafe (both in perceived and actual safety) for cyclists of different comfort levels.

Since most roads in Colchester are owned and maintained by the Province of Nova Scotia, implementing new on-road cycling facilities, even paved shoulders, can be challenging. Ongoing collaboration with provincial agencies is therefore crucial to developing a safe and comfortable cycling network in Colchester.



Nova Scotia Blue Route

The Nova Scotia Blue Route is an ongoing project to develop a continuous, province-wide cycling network. The Blue Route concept was initially introduced in 2013, with a gradual rollout of the route across the province as facilities and funding become available. The Blue Route is primarily a wayfinding system and does not currently feature consistently safe and comfortable facilities for all cyclists. Blue Route facilities are primarily paved shoulders and multi-use pathways, but often no cycling facilities are found on designated routes – just signage.

Colchester's location at the heart of the province means that it is central to the Blue Route, with several different Blue Route-designated corridors that are open or under review in the municipality, including the list below:

Open Routes

- Cobequid Trail (Truro, Lower Truro, Old Barns)
- Trunk 4 – Valley to Pictou County
- Trunk 2/4 – Onslow to Cumberland County

Routes Under Review

- College Road / Salmon River Road – Truro to Trunk 4 (Valley)
- Trunk 2 – Truro to Hants County
- Highway 236/289 - Old Barns??/Truro to Hants County
- Trunk 2 – Masstown to Cumberland County

Along some of these corridors, the Blue Route uses municipal infrastructure (including the Cobequid Trail), but the Blue Route is primarily found along provincially owned highways that are generally high-speed/high volume vehicle routes. When completed, the active transportation bridge at the Fundy Discovery Site will form a key connection along the Blue Route in Colchester.

Reviewing Blue Route Alignment

The corridors designated as the Blue Route are an important component of the proposed long-term active transportation network outlined in "Section 6.0".

To align with what was learned from the community, potential changes to the Blue Route were identified to support future investment and collaboration developing the active transportation network. These changes will be explored as the ATS is implemented, with one possible change to be discussed with NSDPW being designating Onslow Road as Blue Route, between Bible Hill and Central Onslow.

3.3 Barriers to Active Transportation

There are many factors that can influence the attractiveness or practicality of active transportation. Through the background review and site visits across the community, several barriers to walking, cycling, and rolling were observed across Colchester. Additional barriers are also explored through the engagement findings discussed in “Section 4.0”.

Geography and Development Patterns

Colchester is a large, low-density region, meaning that some active transportation infrastructure may not serve a large portion of the overall population, or that distances to other communities or along active transportation routes may discourage active transportation for some. Colchester also features hilly topography, which makes active transportation more physically demanding for people walking, rolling, and cycling.

Seasonality

Colchester experiences a highly varied climate throughout the year. Winter conditions can deter active transportation, and maintenance standards may not be able to create a consistently safe or comfortable experience in all seasons.

Road Network

Colchester’s transportation network includes a mix of local residential streets and urban collector roads located in Growth Centres, as well as rural highways, many of which feature high traffic volumes and speeds. 98% of the roads in Colchester are owned and maintained by the province, requiring active transportation projects to be consulted on and approved by NSDPW.



Vehicle Speeds and Volumes

Corridors with many vehicles travelling at high speeds create uncomfortable and unsafe conditions for walking, rolling, and cycling, and can result in a negative user experience. Vehicle volumes tend to be highest on primary corridors that are direct and connected to community destinations, which are also best suited to active transportation facilities.

Culture and Attitude

Active transportation is not deeply ingrained in the transportation culture across Colchester, as many people prefer not to walk or cycle. As these modes of transportation might be stigmatized within the community, negative attitudes toward active transportation - especially cyclists, can become common. This aligns with a perceived increase in aggressive driver behaviour towards active transportation users.

Funding

Current funding levels may need to be increased to construct or maintain high-quality active transportation infrastructure, or implementation may be reliant on greater support from provincial and federal funders.

Interagency Coordination

Conflicting priorities across various governments and agencies with different jurisdictions can affect the efficient delivery of high-quality active transportation infrastructure and programs. As a result, collaboration becomes essential to ensure a consistent approach to active transportation implementation in Colchester and Bible Hill.

River Crossings

Several prominent watercourses in Colchester create barriers for safe and direct routes to community destinations. For example, existing bridges across the Salmon River are not designed or suited for active transportation, and new or adapted bridges are deeply impacted by project costs and feasibility. The AT crossing (in development) of the Salmon River at the Fundy Discovery Site will help address some of these challenges around Onslow and Lower Truro.

Major Highways and Rail Corridors

Large highways with high vehicle speeds and volumes along with few crossings are often unsafe and intimidating for active transportation, while rail corridors create a similar barrier due to limited number and maintenance of existing crossings and the need for collaboration with interest holders like the Canadian National Railway Company (CN).

Section 4.0
What We Learned



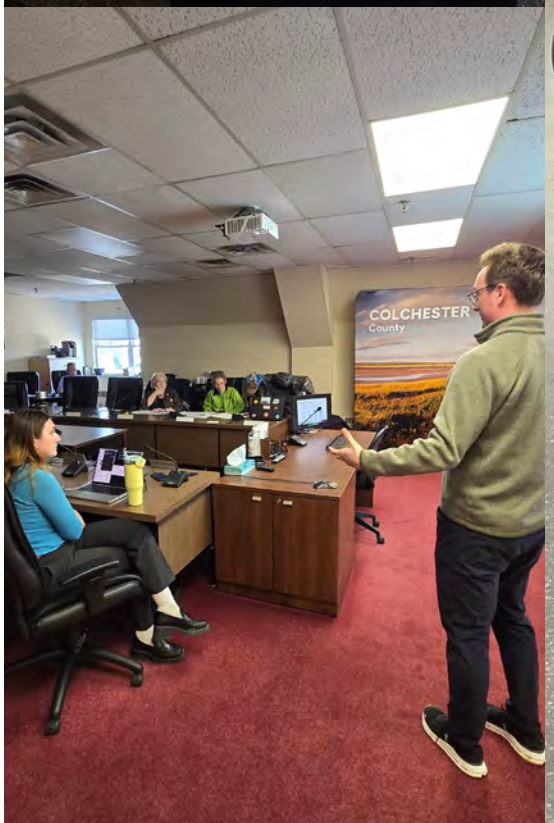


4.0 What We Learned

Engagement is a crucial component to connecting the Active Transportation Strategy to the current state of active transportation in Colchester as well as the priorities of community members, interest holders, and elected officials. Two rounds of public and interest holder engagement were conducted to inform the ATS, as well as individual consultations with council members and several council briefings. Engagement activities, participation, and key themes are highlighted in this section, while full engagement summaries are included for Round 1 ("Appendix C") and Round 2 ("Appendix D").

The primary objectives of engagement were to inform community members of the Active Transportation Strategy, consult with Colchester residents, key interest holders, and equity deserving groups (including youth, seniors, people with disabilities, newcomers and more) to understand issues, opportunities, and priorities of the active transportation network.







4.1 Engagement Opportunities

Surveys

Surveys were shared with community members of Colchester and Bible Hill across both rounds of engagement. Between the two surveys, **502 survey responses** were collected, sharing their opinions on the current state of active transportation, priorities for the strategy, and draft strategy directions.

Open Houses and Pop-Up Discussions

A total of eight open houses or pop-up discussions were held over both rounds of engagement, with various locations and as part of different events across Colchester and Bible Hill. Each session included information boards and maps, with opportunities to provide comments directly to the project team on their vision for active transportation as well as their specific needs and priorities within their communities. Across both rounds of public engagement, **81 participants** attended an open house or pop-up.









Interest Holder Sessions

Interest holder sessions were held over both rounds of engagement, inviting participants from community organizations and agencies that serve residents with lived and living experience and/or have high interest or interaction with active transportation. Across six interest holder sessions, **29 regional representatives** shared their experience and needs related to active transportation, highlighting its importance for people across Colchester.

Walk Audits

As part of the first round of engagement, community walk audits were completed in 10 of Colchester's 11 electoral districts to observe and discuss local active transportation challenges. These sessions resulted in **60 unique walk audit reports** being completed by participants.

Public Information Session

An in-person and virtual information session was held in Colchester Council Chambers to share information on proposed strategy directions and answer questions. A total of 17 people attended the session in-person and via Zoom. A recording of the presentation is available on the Municipality's YouTube channel and has received approximately 100 views as of May 2026.



4.2 Key Themes

A summary of key themes from engagement are highlighted in this section, combining the many overlapping and connected conversations from both rounds. These themes reflect and emphasize active transportation's broad meaning to people across Colchester, which is a crucial component to the overall Active Transportation Strategy, and will guide decision-making on active transportation into the future. The seven themes are highlighted here and are described further below.

- Safety, Comfort and Access to Amenities
- Transit Integration and End-to-End Mobility
- Connectivity and Growing the Network
- Planning, Policy, and Long-Term Commitment
- Education, Etiquette, and Cultural Change
- Responsive Implementation
- Equity, Accessibility, and Inclusion

Safety, Comfort, and Access to Amenities

Across engagement, participants consistently identified safety and comfort while using active transportation networks as the most significant concern, with Colchester's rural nature contributing to many challenges and opportunities for improvement. This included more separated active transportation infrastructure, such as protected bicycle lanes, multi-use paths, or sidewalks, along with signalized crossings, lighting, and traffic calming. Supporting amenities along active transportation routes, such as washrooms, wayfinding signage, and bathrooms were also emphasized as part of a comfortable experience.

Connectivity and Growing the Network

Engagement highlighted the lack of a continuous active transportation network, noting disconnected routes and challenge with accessing major destinations or other communities in Colchester and beyond. Improving the connectivity of active transportation through an expanded network would allow more people to travel where they want or need to go within Colchester and the surrounding region.

Education, Etiquette, and Cultural Change

Participants emphasized the need for better education, etiquette, and cultural change to support safer and more respectful interactions among all users of Colchester's transportation networks, as well as a better understanding of the rules of the road.

Equity, Accessibility, and Inclusion

Engagement identified the need for inclusive, accessible, and universally designed infrastructure to support safe and equitable mobility for all.

It was stressed that the ATS should consider the needs of seniors, youth, newcomers, unhoused people, people with disabilities, and other groups, recognizing that active transportation is an essential transportation option for many people.

Transit Integration and End-to-End Mobility

Participants stressed the importance of integrating public transit with active transportation to create safe, accessible, and seamless end-to-end mobility options. Coordination with a future public transit service was identified as an opportunity to support travel choice and increase rural connectivity, while also improving the attractiveness and likelihood of active transportation.

Planning, Policy, and Long-Term Commitment

Many emphasized the need for consistent, long-term planning, and clear prioritization to ensure active transportation infrastructure is integrated for the short- and long-term, is well-monitored, and supported by municipal leadership.

Responsive Implementation

Many residents reflected on the need for practical and visible action. Ideas for responsive implementation included a phased delivery approach that starts with lower-cost improvements. It was also noted that more communication should be shared regarding the implementation of the ATS. This communication should include clearly outlined metrics for how active transportation infrastructure and programs are actioned – specifically, how they are maintained, coordinated, and funded.

Section 5.0
Strategy Directions





5.0 Strategy Directions

5.1 Vision Statement and Guiding Principles

The Vision Statement and Guiding Principles describe the active transportation network and intended experience traveling throughout Colchester and Bible Hill when the Active Transportation Strategy is successfully implemented. Both the Vision and Guiding Principles build on key directions established in the Municipal Planning Strategy and reflect the collective input of residents, interest holders, and Council, including Council's Parallel Strategic Priority Pillars (2024).

Our active transportation network supports safe and inclusive walking, rolling, and cycling. We prioritize connectivity to daily needs including education, employment, and services. Active transportation is an attractive option for as many people as possible in Colchester and Bible Hill, contributing to livable and welcoming communities.



Inclusive

Active transportation allows for people of different ages, abilities, and backgrounds to travel to key destinations in Colchester and Bible Hill, removing barriers to accessing housing, employment, services, recreational activities, and other daily needs.

Safe

People walking, rolling, or cycling can travel within the active transportation network experiencing fewer conflicts with numerous and/or fast-moving motor vehicles and other active transportation users.

Connected

Active transportation facilities are connected in a network that supports residents in accessing daily needs without relying on a personal vehicle, supports social ties within our communities, and provides opportunities to change to other modes of transportation, including transit.

High Impact

Investment in building, renewing, maintaining, and promoting the active transportation network across Colchester and Bible Hill is focused in high-impact areas to support as many people walking, rolling, and cycling as possible, making decisions that align with our land use, sustainability, and equity goals.

Sustainable

Investments in active transportation prioritize environmental sustainability to align with Colchester's priorities related to climate action, and support the inherent environmental benefits of increasing active transportation use due to reduced emissions, less noise pollution, reduced traffic-related air pollution,and less land and paving required for transportation infrastructure.









5.2 Strategies and Actions

To realize the intentions described in the Vision and Guiding Principles, several focus areas for Colchester and Bible Hill have been identified. Specific actions are identified that will support expanding and improving active transportation throughout Colchester and will ensure that the Active Transportation Strategy reflects the needs of community members, provides direction for staff and leadership, and supports opportunities to work with various partners.

The interconnected strategies and actions in this section are captured under three themes, summarized below. Connections to key municipal and regional plans and strategies are shown in "Appendix E" to show how the ATS will broadly support community priorities.

Plan Strategically

Strategy P1: Enable staff and leadership to support and enact the ATS

Strategy P2: Align Municipal and Village Policies, Bylaws, Plans, and Strategies with AT

Strategy P3: Invest financially in AT

Build Intentionally

Strategy B1: Design for a positive AT experience

Strategy B2: Build a connected AT network

Strategy B3: Maintain the AT network year-round

Engage Meaningfully

Strategy E1: Facilitate equitable public engagement and communication about AT

Strategy E2: Collaborate and partner on AT initiatives

Strategy E3: Strengthen AT culture and encourage participation

Plan Strategically		
Strategy P1: Enable staff and leadership to support and enact the ATS	a. Adopt the ATS to replace existing ATS, Crosswalk Policy, and Rural Sidewalk policy. b. Review and update the ATS every 5-years. c. Lead by example to encourage and incentivize municipal and village employees to walk or wheel to work by investing in end of trip facilities at all municipal and village workplaces, including: i. Secure bike parking ii. Showers and lockers	d. Commit to cross-departmental collaboration and consistent implementation by creating an internal working group that will: i. Meet twice a year. ii. Evaluate projects and put forward recommending for inclusion on the five year capital plan. iii. Provide annual Report to Council and Commission on the growth of the AT Network and programs as well as annual spending on AT.
Strategy P2: Align Municipal and Village Policies, Bylaws, Plans, and Strategies with AT	a. Amend the Municipal Planning Strategy, Land Use Bylaw, and Subdivision Bylaw as needed to include requirements outlined in "Section 6.0". b. Review zoning designations for walkability and bikeability and amend the MPS and LUB as necessary to better support AT use, as identified in "Section 6.0". c. Ensure existing and future AT connections are included as part of regional transportation planning, design, and construction projects.	d. Ensure AT projects work to address the Infrastructure and Transportation commitments identified in the Regional Accessibility Plan and amend Municipal Planning Strategy, Land Use Bylaw, and Subdivision Bylaw as needed to meet commitments. e. Where possible align AT opportunities with the regional priorities identified in the Strategic Tourism Expansion Program. f. Update the Municipal Services Specification policy to include standard details for AT facilities.
Strategy P3: Invest financially in AT	a. Sustain dedicated annual funding to improve, maintain, and develop new AT infrastructure. b. Allocate additional annual funding to Municipal and Village AT education, awareness, and encouragement initiatives and programs. c. Maintain funding for the Community Trail Funding program d. Consistently apply for grant funding to expand the impact and viability of AT projects.	i. Consider allocating annual funding to community micro-grants that support AT, such as: ii. Grants for community place-making such as street art and gardens along AT routes. iii. Grants for organized hike, walk, and cycle groups. e. Explore the development of AT subsidy programs to support affordability such as a direct rebate for e-bike and bike purchases at participating retailers. f. Review area rates annually to ensure they can support the existing and planned AT Network.

Build Intentionally		
Strategy B1: Design for a positive AT experience	a. Design AT facilities to the highest level of user comfort feasible, guided by the corridor Network level, and i. Limiting exposure to vehicle traffic, increasing separation between users. ii. Choosing locations with high visibility for crossings. iii. Ensuring crossing distances are as short as possible. b. Require municipal contractors to provide accessible detours for people walking and wheeling during construction that necessitates temporary closure of an AT facility.	c. Improve user comfort, safety and accessibility by ensuring supporting facilities and Complete Streets principles are considered and incorporated, where appropriate, during the design process for new AT infrastructure, as described in "Section 6.0". d. Design accessible and human scale wayfinding signage for the AT network following the guidelines in Bicycle Nova Scotia's *Bicycle Wayfinding Guide*. e. Continue to support and explore opportunities to expand the installation of bike racks at schools and businesses.
Strategy B2: Build a connected AT Network	a. Implement the AT Network described in "Section 6.0" by developing a list of capital projects for consideration yearly. b. Prioritize AT projects and facility development based on the Project Evaluation Criteria in "Section 7.0" to make clear and consistent decisions and ensure project alignment with the ATS guiding principles. c. Review NSDPW 's capital work list on a yearly basis to identify opportunities for AT shoulder widening on rural routes where supported by the AT Network in "Section 6.0" in accordance with NSDPW policy PO#1063. d. Review Municipal and Village capital work lists yearly for opportunities to include AT infrastructure and amenities.	e. Submit applications to PNS for eligible Rural Main Street Zone segments in accordance with NSDPW policy PO#1107. f. Prioritize crosswalk installations based on the Crosswalk Evaluation Criteria in "Section 6.0" to make clear and consistent decisions and ensure alignment with the ATS. g. Use pilot projects and quick build methods to trial and test AT infrastructure, such as those described in "Section 6.0". h. As existing AT infrastructure comes up for renewal, consider alternatives to replacing like for like, as supported by the corridor network level in the ATS.
Strategy B3: Maintain the AT network year-round	a. Engage individuals and community groups to collaborate on and support the maintenance of AT facilities, such as: i. Winter grooming of trail routes ii. Adopt a garbage can/dog bag program	b. Standardize maintenance practices and procedures for AT facilities. c. As the AT network is built, scale maintenance operations to maintain standard by allocating additional funding to maintenance equipment and staff positions.

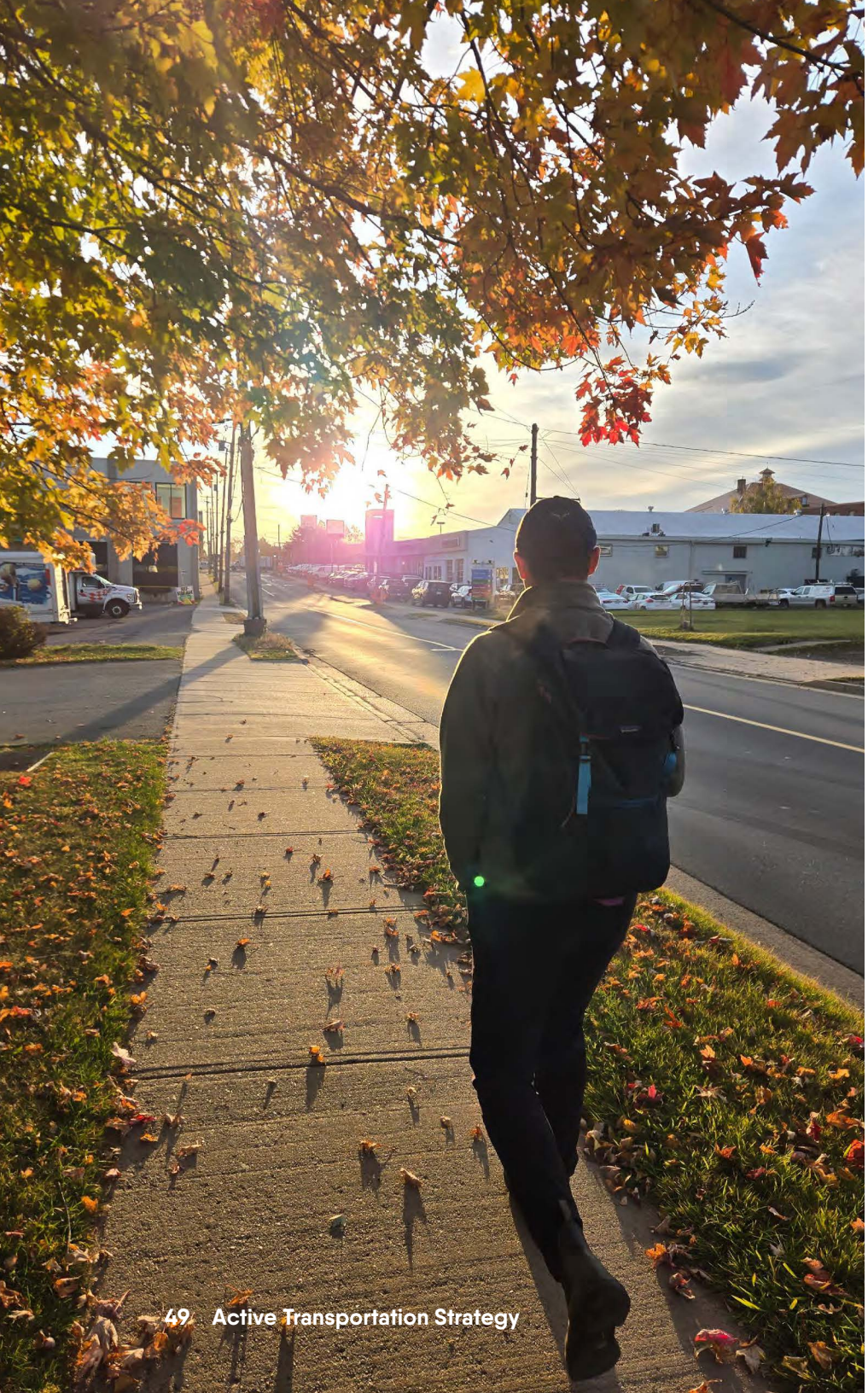
Engagement Meaningfully		
Strategy E1: Facilitate equitable public engagement and communication about AT	a. Identify corridors requiring further community engagement and determine the appropriate level of engagement required. b. Continue to grow the relationships developed with interest holders through strategy engagement and engage through accessible, inclusive, and culturally appropriate engagement methods. c. Add voluntary self-identification questions engagement surveys to better understand who is participating. (race, gender, disability, etc.).	d. Foster ongoing two-way conversations that encourages dialogue before, during, and after project engagement periods by expanding engagement channels and leveraging digital engagement tools. e. Design engagement opportunities in alignment with the Regional Accessibility Plan commitments on Transportation, Information and Communication, and Service Delivery to remove barriers to participation for all. f. Ensure staff leading engagement are educated on cultural competency, trauma-informed practices, and anti-bias approaches.
Strategy E2: Collaborate and partner on AT initiatives	a. Coordinate and collaborate with neighbouring communities to create and support any inter-jurisdictional and inter-regional AT projects. b. Explore opportunities to collaborate with community partners to embed AT into services that support equity-deserving groups and diverse community needs. c. Consider partnerships with private operators, non-profits, neighbouring local and First Nation governments to develop micromobility sharing or rental programs.	d. Work with local cycle groups to: i. Submit new rural routes identified on the AT Network in "Section 6.0" as new Provincial Bike Routes in accordance with NSDPW policy #PO1072. ii. Apply for "Share the Road" Signage where supported by the AT Network in "Section 6.0", in accordance with NSDPW policy #PO1024. e. Participate in the Walkable Communities of Practice hosted by Hike NS, or any interest groups that supersede.

Engagement Meaningfully		
Strategy E3: Strengthen AT culture and encourage participation	a. Develop a communication strategy for the ATS including: i. Establishing a brand for AT promotion, education, programming and signage. ii. Provide easily accessible information on the AT network. for community members and visitors, including online and print maps. b. Promote e-mobility awareness by hosting "try-it" events in collaboration with local businesses. c. Invest in accessible AT equipment as part of the Municipal and Village equipment loan programs. Provide education and awareness through "try-it" events. d. Work with the Central Nova Scotia Tourism Development Society to promote cycle tourism and AT use for tourists and seasonal employees.	e. Support and expand municipal and village programs that encourage people to use active modes of transportation and promote road safety education, like Colchester Bike Week. i. Increase budget for communication & promotion. ii. Ensure key posts are cross shared on Municipal & Village social media accounts. f. Work with TCPEP, local businesses and employers to promote AT participation among employees. g. Celebrate the launch of new facilities and programs with the community, by hosting opening ceremonies and/or public announcements. h. Participate in promotional campaigns for the Blue Route, Trans-Canada Trail, and other AT related initiatives.

Section 6.0
Active Transportation Network







6.0 Active Transportation Network

6.1 Active Transportation Network Concept

The active transportation (AT) network defines where future walking, rolling, and/or cycling facilities are envisioned in Colchester and Bible Hill to connect to key destinations and neighbouring communities, as well as increase access to active transportation. Developing a comprehensive active transportation network throughout Bible Hill and Colchester will be an ongoing process to respond to emerging needs and opportunities, changes in policy and jurisdiction, and collaboration with partners in the community and government.

In the *Active Transportation Strategy*, four levels of the active transportation network are defined that have different purposes within the future network. Table 1 below describes the *Core*, *Supporting*, *Rural*, and *Rural Main Street Networks* and appropriate active transportation facility types, while Table 2 outlines a high-level design approach, level of service, and goals envisioned for each network level.

Table 1: Active Transportation Network Levels – Description and Facility Types

Network Levels	Description	Priority Facility Types
Core Network	The ***Core Network*** is the foundation of the long-term active transportation network, providing direct and safe connections to key destinations and denser residential areas. The Core Network focuses on routes with the highest potential to increase AT use, particularly in Growth Centres. Facilities will be built to the highest level of user comfort - All Ages and Abilities (AAA), whereby AT facilities are physically separated from traffic or share streets that are designed for low vehicle speeds and volumes.	• Multi-Use Pathway • Neighbourhood Bikeway • Protected Bike Lane • Sidewalk
Supporting Network	The ***Supporting Network*** provides secondary connections to supplement the Core Network. These can be alternate routes that expand access to the AT network or provide different options to connect within or between communities and may include seasonal installations.	• Multi-Use Pathway • Neighbourhood Bikeway • Sidewalk • Painted Bicycle Lane • Local Traffic Calming
Rural Network	The ***Rural Network*** is located in low-density areas of Colchester that have limited growth potential but play key roles in connecting the broader AT network. The Rural Network also identifies priority locations to build support for and partner with initiatives such as the Nova Scotia Blue Route or the Trans Canada Trail.	• Paved Shoulder • Multi-Use Pathway
Rural Main Street (RMS) Network	The ***Rural Main Street Network*** is located at the heart of Colchester's many rural nodes. Within these communities, rural main streets are where key destinations are clustered and greater AT use can be anticipated. Along the Rural Main Street Network, traffic calming and education will be the priority, allowing for safer streets in a rural context.	• Paved Shoulder • Local Traffic Calming

Table 2: Active Transportation Network Levels – Level of Service, Design Approach, and Goals and Outcomes

Network Levels	Level of Service	Design Approach	Goals and Outcomes
Core Network	Highest level of service for summer and winter maintenance operations	• Prioritize AAA comfort by default • Design for continuity and directness • Intersection and crossings improvements	• Create direct, safe routes to key destinations and dense residential areas • Develop connections with the highest potential to grow active transportation use
Supporting Network	Standard level of service; winter maintenance priority varies by location and installation type	• Fill gaps and add redundancy • Context sensitive and cost effective • Seasonal/quick build permitted	• Provide secondary connections to supplement the Core Network • Create alternate routes to expand access to the AT network and provide different options to connect communities
Rural Network	Basic/seasonal level of service; winter maintenance limited or not provided except at key nodes	• Pragmatic, scalable design • Partner on appropriate projects (NSDPW) • Dedicated space preferable to mixed traffic	• Support inter-community connections and longer trips in low-density areas • Connect the AT network to corridors that support the Nova Scotia Blue Route and Trans Canada Trail
Rural Main Street (RMS) Network	Targeted level of service focused on rural main street nodes; winter maintenance priority focused on main street nodes	• Prioritize speed management • Gateway treatments in “Main Street” corridors • Signage and wayfinding • Targeted accessibility	• Improve safety in rural nodes where destinations are clustered and higher AT use can be anticipated • Prioritize traffic calming, wayfinding, and education to support safer streets

6.2 Active Transportation Network Summary

The long-term active transportation network throughout Colchester and Bible Hill will be an extensive undertaking that takes years and consistent support to achieve. As the Active Transportation Strategy is implemented, as described in "Section 7.0" priority corridors will be selected along with facility types that best meet the needs of residents.

In total, the active transportation network is proposed to extend over 330 km throughout our communities. This includes:

- 50 km of Core Network
- 55 km of Supporting Network
- 12 km of Rural Main Streets Network
- 214 km of Rural Network.

The complete network is shown in the map series included in below, with each corridor identified in the corresponding tables.



Active Transportation Network

Bible Hill

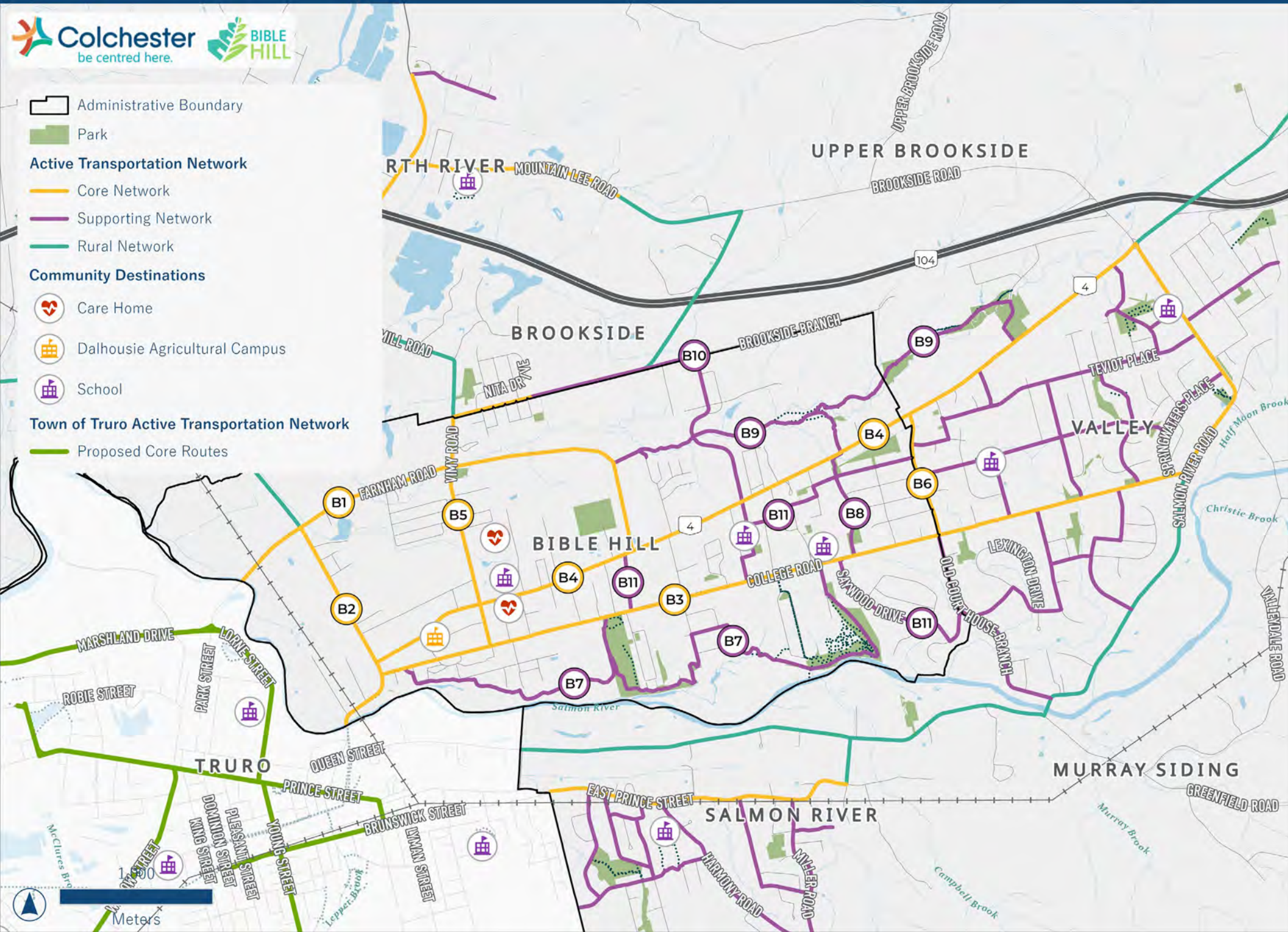


Table 3: Bible Hill Active Transportation Network

ID	Name	Network Level	Length (m)	Existing Condition	Ownership
B1	Farnham Rd	Core	3,260	Sidewalk (one side)	NSDPW
B2	Main St	Core	1,530	Sidewalk (one side / partial both sides)	NSDPW
B3	College Rd (Bible Hill)	Core	3,940	Sidewalk (one side / partial both sides)	NSDPW
B4	Pictou Rd (Bible Hill)	Core	3,780	Sidewalk (both sides)	NSDPW
B5	Vimy Rd / Brookside Rd	Core	2,040	Sidewalk (one side / partial both sides)	NSDPW
B6	Village Line Rd	Core	8120	Sidewalk (one side)	NSDPW/ Municipality of Colchester
B7	Cobequid Trail (south of College Rd)	Supporting	5,060	Multi-use Pathway(gravel)	Village of Bible Hill / Dalhousie University
B8	Cobequid Trail (College - Pictou Rd)	Supporting	770	Multi-use Pathway (gravel) and Sidewalk (one side)	Village of Bible Hill
B9	Cobequid Trail (north of Pictou Rd)	Supporting	3,750	Multi-use Pathway(gravel)	Village of Bible Hill / Municipality of Colchester
B10	Dr Bernie MacDonald Dr / Brookside Branch Rd	Supporting	2,300	No existing AT facility	NSDPW
B11	Bible Hill Neighbourhood Connections	Supporting	3,460	Sidewalk (one side) and no existing AT facility	NSDPW/ Municipality of Colchester

Active Transportation Network

Valley / Brookside / North River

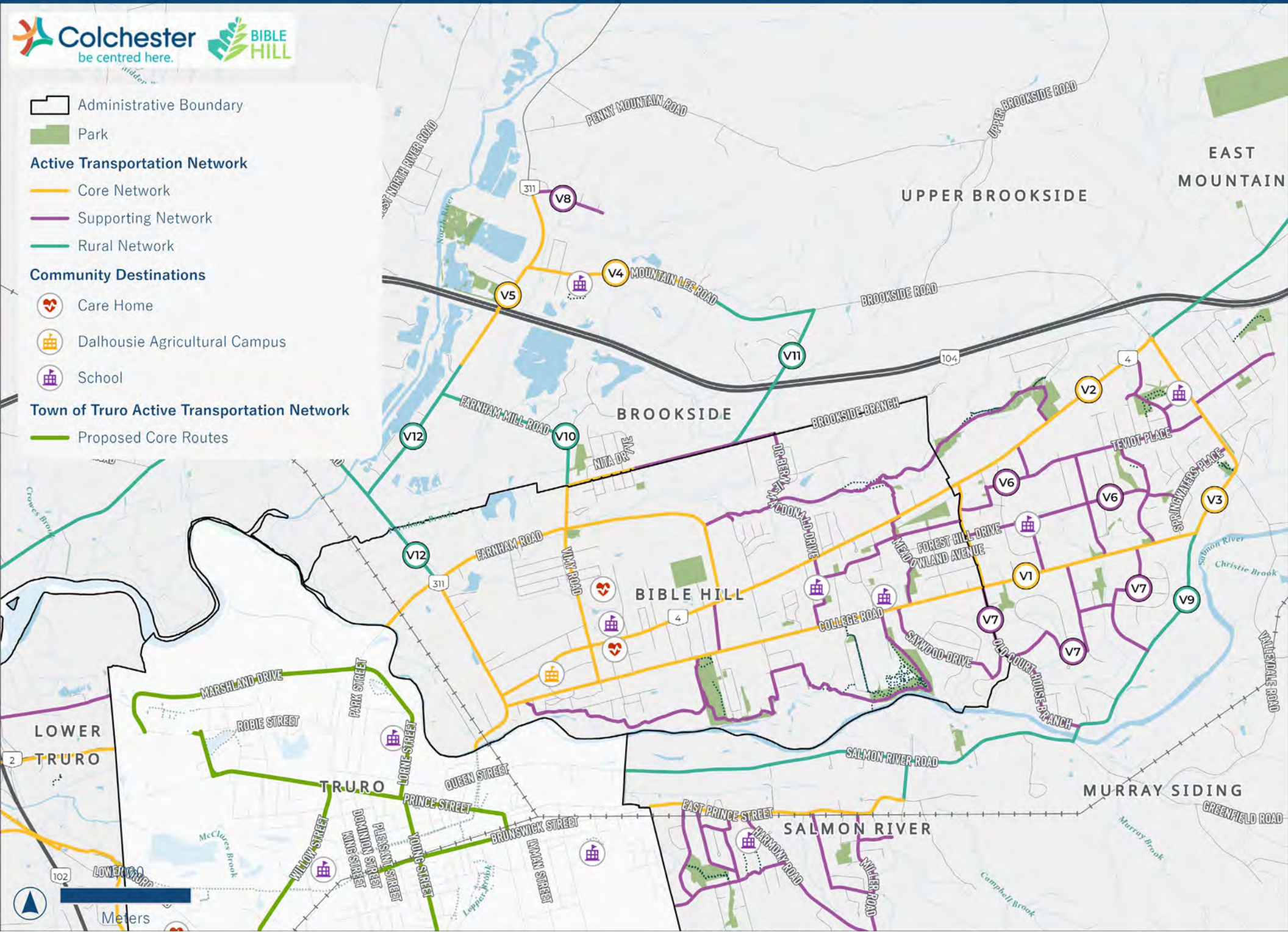


Table 4: Valley / Brookside / North River Active Transportation Network

ID	Name	Network Level	Length (m)	Existing Condition	Ownership
V1	College Rd (east of Bible Hill)	Core	1,670	Sidewalk (one side)	NSDPW
V2	Pictou Rd / Hwy 4 (east of Bible Hill)	Core	1,910	Sidewalk (one side)	NSDPW
V3	Salmon River Rd	Core	1,770	Sidewalk (one side)	NSDPW
V4	Mountain Lee Rd	Core	1,430	Sidewalk (one side)	NSDPW
V5	Highway 311	Core	1,500	Sidewalk (one side)	NSDPW
V6	Valley Neighbourhood Connections (North)	Supporting	8,490	Sidewalk (one side) and no existing AT facility	NSDPW/ Municipality of Colchester
V7	Valley Neighbourhood Connections (South)	Supporting	4,200	Sidewalk (one side) and no existing AT facility	NSDPW/ Municipality of Colchester
V8	Dickson Dr	Supporting	570	No existing AT facility	NSDPW
V9	Salmon River Rd (to Salmon River)	Rural	1,930	No existing AT facility	NSDPW
V10	Farnham Mill Rd	Rural	1,380	No existing AT facility	NSDPW
V11	Brookside Rd / Mountain Lee Rd	Rural	2,050	No existing AT facility	NSDPW
V12	Highway 311	Rural	2,060	No existing AT facility	NSDPW

Active Transportation Network

Salmon River

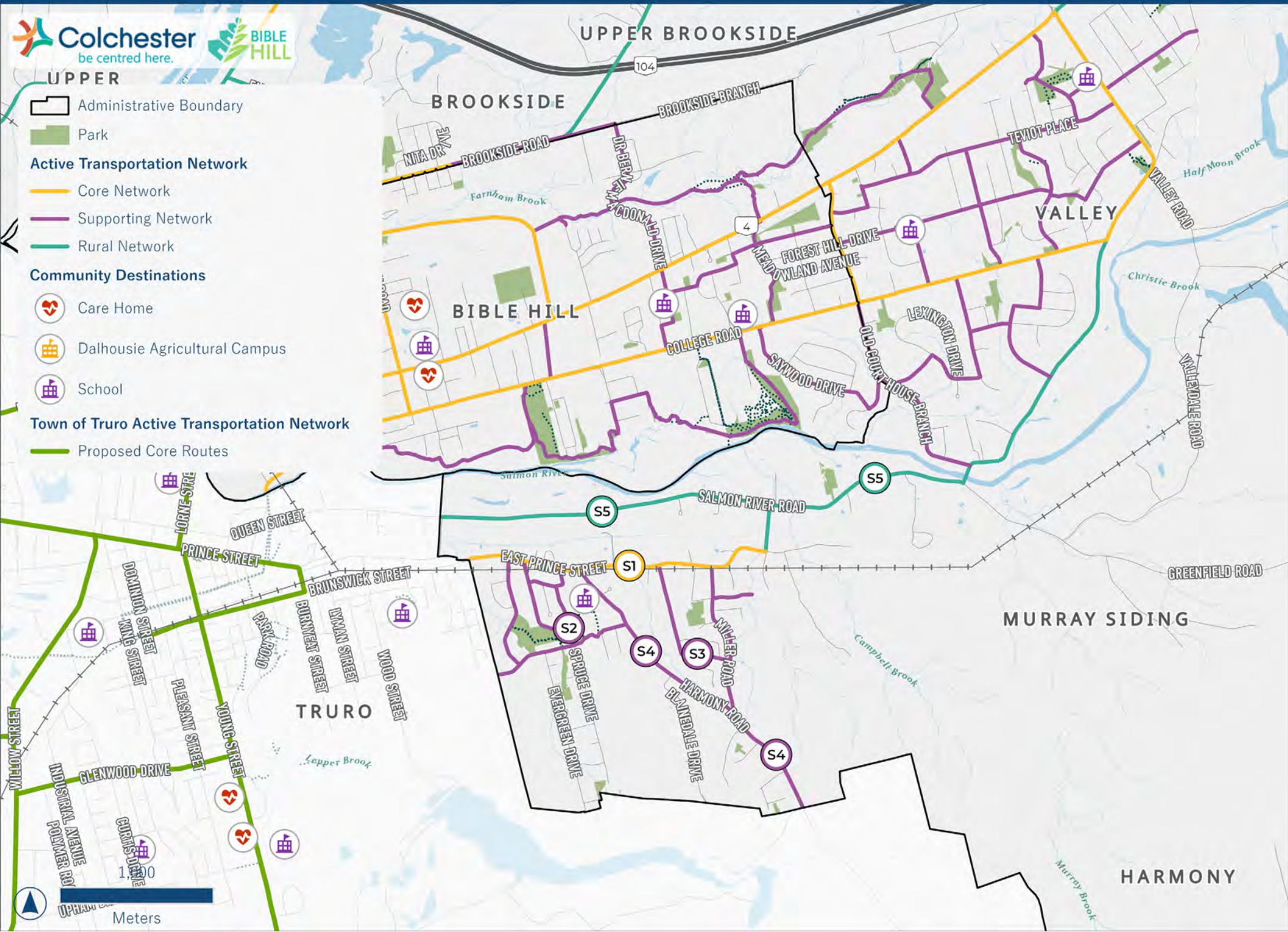


Table 5: Salmon River Active Transportation Network

ID	Name	Network Level	Length (m)	Existing Condition	Ownership
S1	East Prince St	Core	2,000	Sidewalk (one side)	NSDPW
S2	Fir Ave / Spruce Dr / Cedar Dr / Birch St / Ice Pond Dr	Supporting	2,270	Sidewalk (one side) and no existing AT facility	NSDPW
S3	Miller Rd / Barry Ave / William St	Supporting	1,830	Sidewalk (one side) and no existing AT facility	NSDPW
S4	Harmony Road	Supporting	2,160	Sidewalk (one side) and no existing AT facility	NSDPW
S5	Salmon River Rd (Salmon River to Truro)	Rural	3,830	No existing AT facility	NSDPW

Active Transportation Network

Truro Heights / Lower Truro

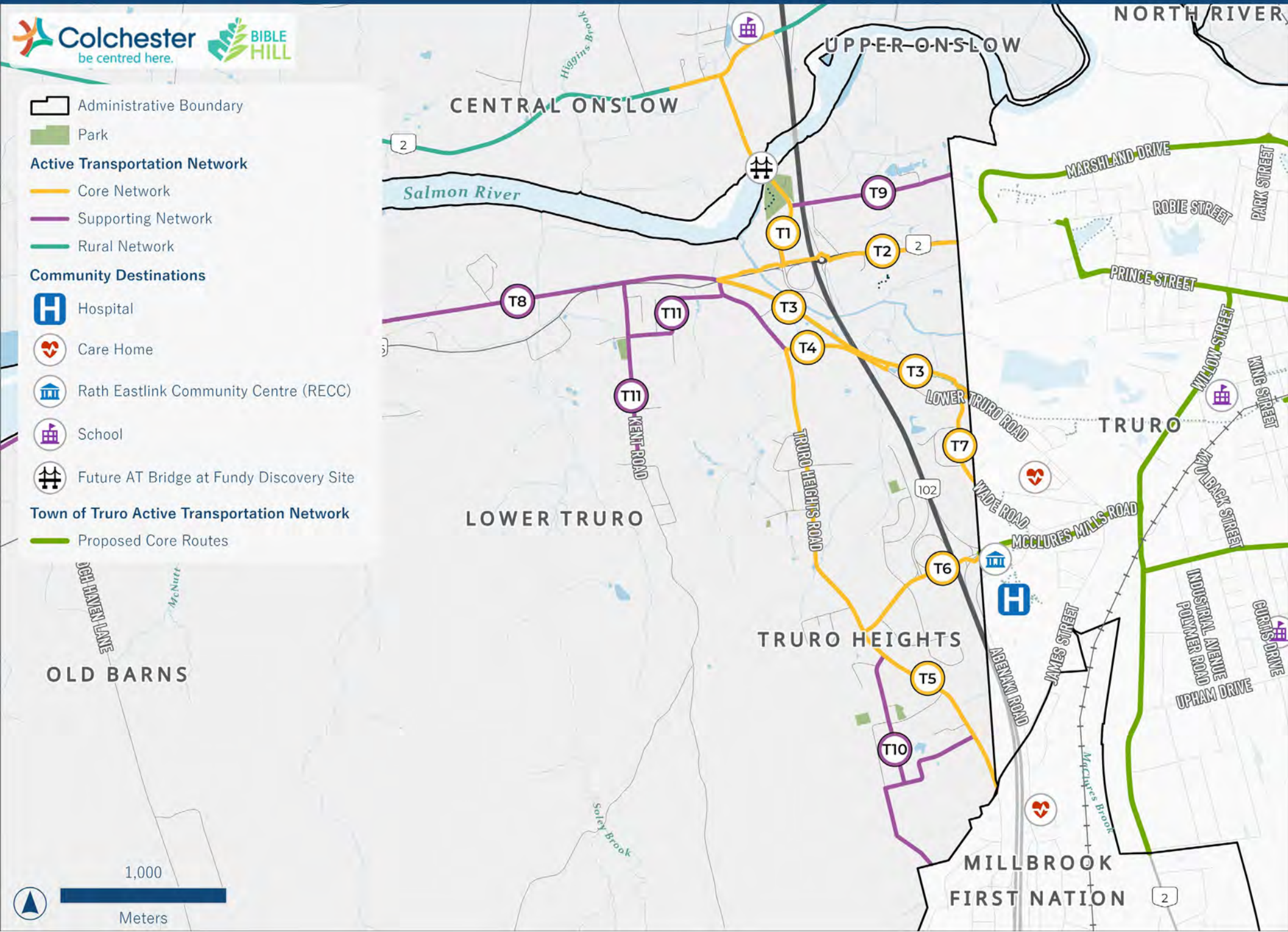


Table 6: Truro Heights / Lower Active Transportation Network

ID	Name	Network Level	Length (m)	Existing Condition	Ownership
T1	Tidal Bore Rd (south of Salmon River)	Core	670	Multi-use Pathway (paved)	NSDPW / Municipality of Colchester
T2	Highway 2 / Robie St	Core	1,500	Multi-use Pathway (paved) and Sidewalk (both sides)	NSDPW
T3	Cobequid Trail (east of Truro Heights Rd)	Core	1,760	Multi-use Pathway (gravel)	Municipality of Colchester
T4	Lower Truro Rd	Core	670	No existing AT facility	NSDPW
T5	Truro Heights Rd	Core	3,060	Sidewalk (one side)	NSDPW
T6	Truro Heights Connector	Core	1,150	Multi-use Pathway (paved) and no existing AT facility	NSDPW / Municipality of Colchester
T7	Wade Rd	Core	530	No existing AT facility	NSDPW/ Municipality of Colchester
T8	Cobequid Trail (west of Truro Heights Rd)	Supporting	6,950	Multi-use Pathway (gravel)	Municipality of Colchester / Private property
T9	Marshland Dr / Tidal Bore Rd Connector	Supporting	985	No existing AT facility	Private property with easement
T10	Morley Ave / Chantilly Ln / Rosalind Dr	Supporting	2,060	No existing AT facility	NSDPW
T11	Kent Rd / Tideview Rd / Truro Heights Rd (Hwy 2 to Lower Truro Rd)	Supporting	2,460	Sidewalk (one side) and no existing AT facility	NSDPW

Active Transportation Network

Onslow

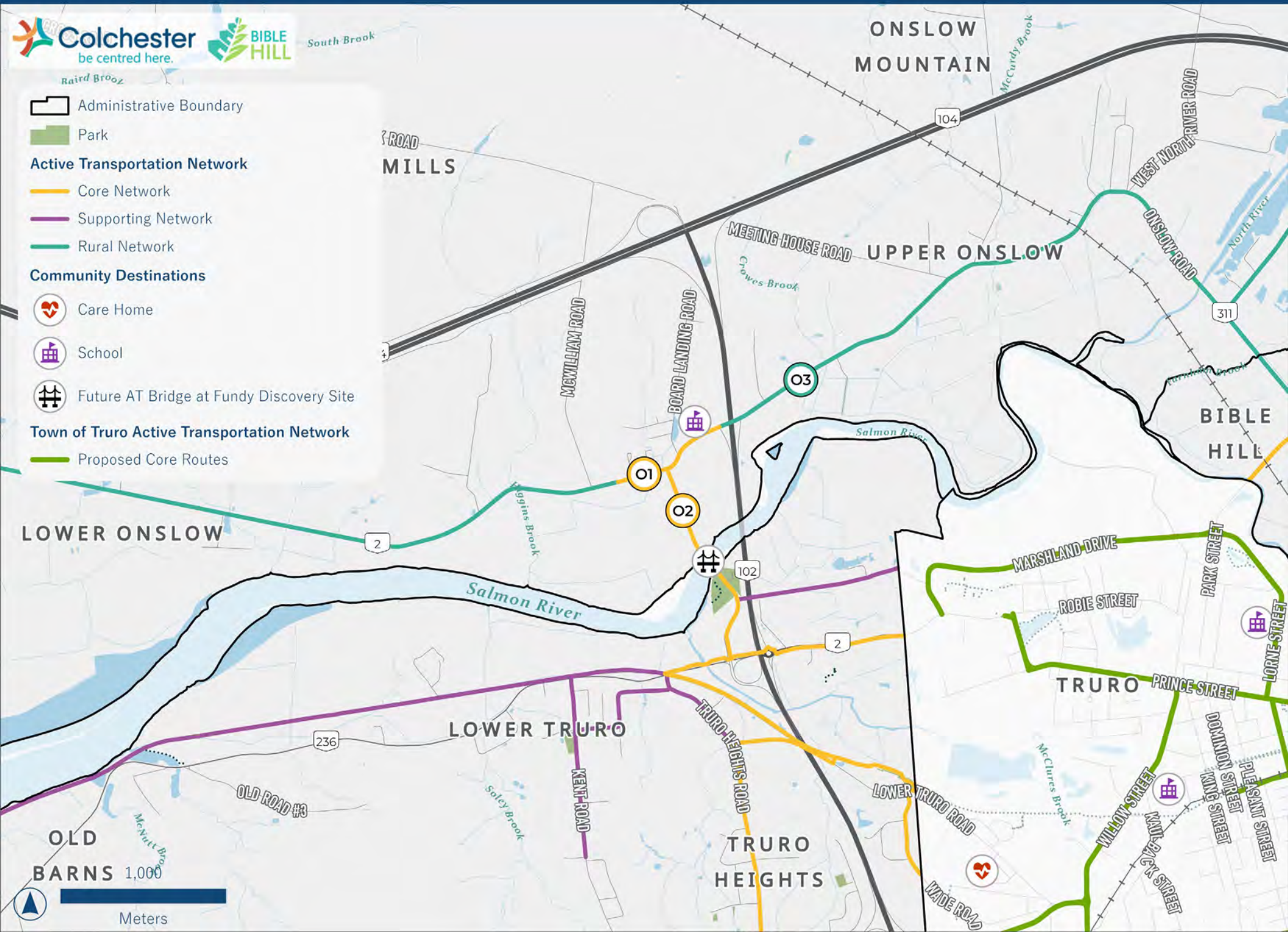


Table 7: Onslow Active Transportation Network

ID	Name	Network Level	Length (m)	Existing Condition	Ownership
O1	Onslow Rd (west of Hwy 102)	Core	720	Sidewalk (one side)	NSDPW
O2	Tidal Bore Rd (north of Salmon River)	Core	610	No existing AT facility	NSDPW
O3	Onslow Rd (east of Hwy 102)	Rural	3,880	No existing AT facility	NSDPW

Active Transportation Network

Debert

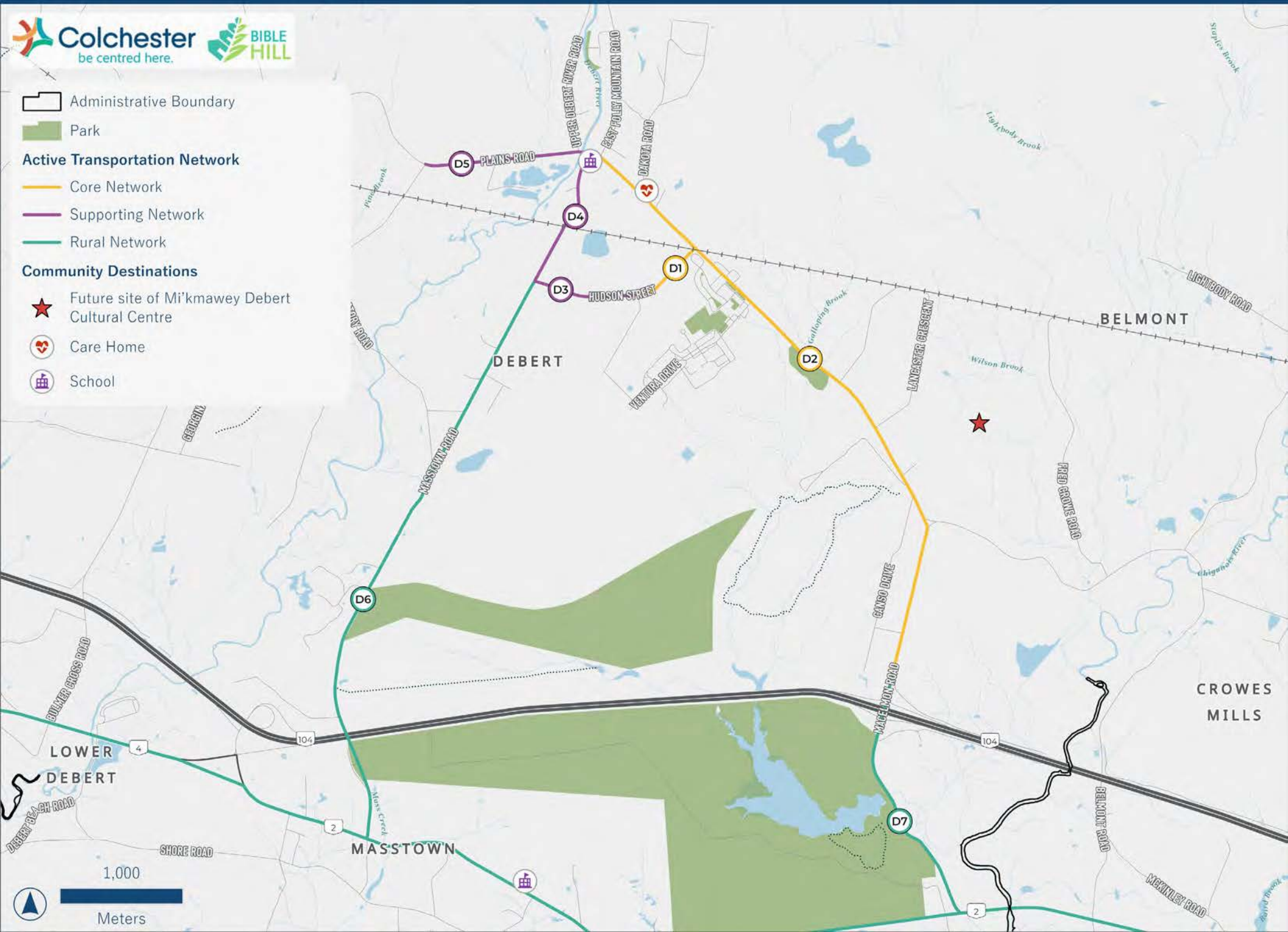


Table 8: Debert Active Transportation Network

ID	Name	Network Level	Length (m)	Existing Condition	Ownership
D1	Hudson St	Core	620	No existing facility	NSDPW
D2	Plains Rd / MacElmon Rd	Core	5,380	Sidewalk (one side) and no existing facility	NSDPW
D3	Hudson St	Supporting	850	No existing facility	NSDPW
D4	Masstown Rd	Supporting	1,170	No existing facility	NSDPW
D5	Plains Rd	Supporting	1310	No existing facility	NSDPW
D6	Masstown Rd	Rural	4,960	No existing facility	NSDPW
D7	MacElmon Rd	Rural	2,190	No existing facility	NSDPW

Active Transportation Network

Brookfield / Hilden

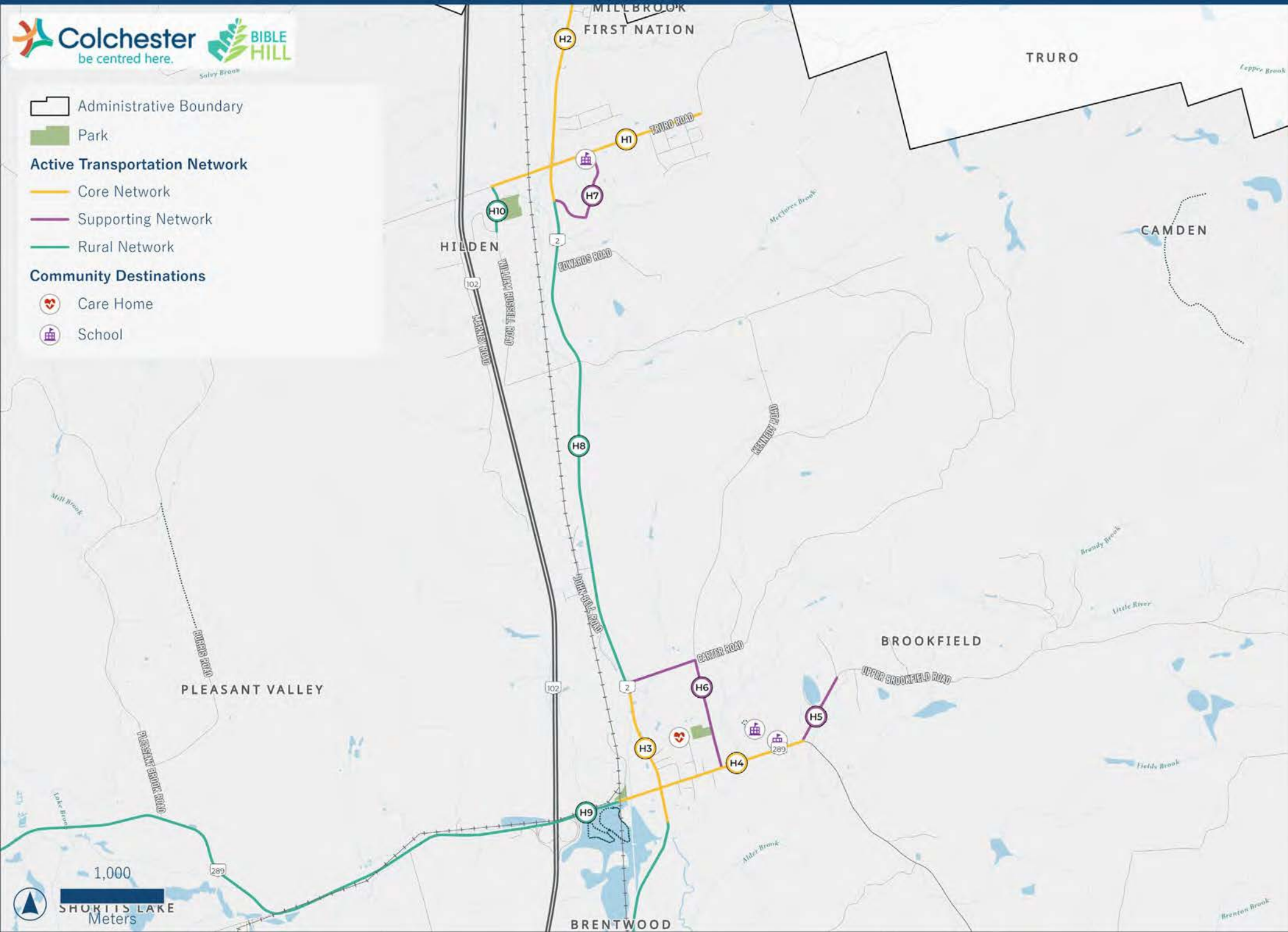


Table 9: Brookfield / Hilden Active Transportation Network

ID	Name	Network Level	Length (m)	Existing Condition	Ownership
H1	Truro Rd / Irwin Lake Rd	Core	2,100	Sidewalk (one side) and no existing facility	NSDPW
H2	Highway 2 (Avalon Ave to Town Boundary)	Core	2,500	Sidewalk (one side)	NSDPW
H3	Highway 2 (Whidden Rd to south of Hwy 289)	Core	1,700	Sidewalk (one side)	NSDPW
H4	Highway 289 (Highway 2 to Upper Brookfield Rd)	Core	1,840	Sidewalk (one side / both sides)	NSDPW
H5	Upper Brookfield Rd	Supporting	680	No existing AT facility	NSDPW
H6	Carter Rd / Whidden Rd	Supporting	1,750	Sidewalk (one side) and no existing facility	NSDPW
H7	Bonavista Ave / Avalon Ave	Supporting	1,010	No existing AT facility	NSDPW
H8	Highway 2 (Truro Rd to Whidden Rd)	Rural	5,100	Sidewalk (one side) and no existing facility	NSDPW
H9	Highway 289 (Hwy 2 to Hwy 102)	Rural	1,010	Sidewalk (both sides) and no existing facility	NSDPW
H10	William Russell Rd	Rural	440	No existing AT facility	NSDPW

Active Transportation Network

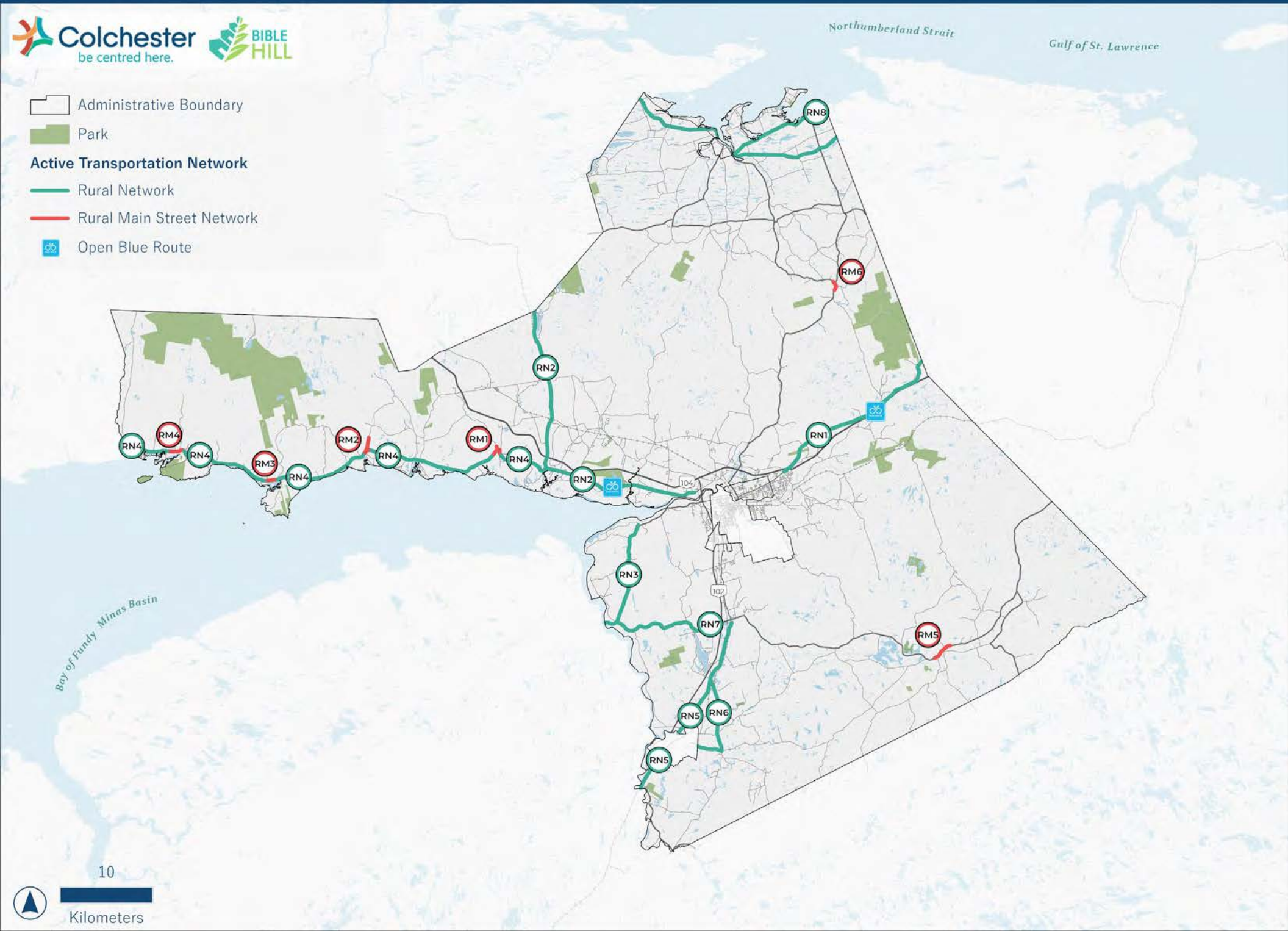


Table 10: Rural Main Streets and Rural Network Active Transportation Corridors

ID	Name	Network Level	Length (m)	Existing Condition	Ownership
Rural Main Streets Network					
RM1	Great Village	Rural Main Street	2,450	No existing AT facility	NSDPW
RM2	Bass River	Rural Main Street	2,700	No existing AT facility	NSDPW
RM3	Economy	Rural Main Street	1,430	No existing AT facility	NSDPW
RM4	Five Islands	Rural Main Street	1,900	No existing AT facility	NSDPW
RM5	Upper Stewiacke	Rural Main Street	2,200	No existing AT facility	NSDPW
RM6	Earltown	Rural Main Street	1,035	No existing AT facility	NSDPW
Rural Network					
RN1	Highway 4 (Valley to Pictou boundary)	Rural	20,200	No existing AT facility	NSDPW
RN2	Highway 4 (Onslow to Cumberland boundary)	Rural	34,100	Paved shoulder and no existing AT facility	NSDPW
RN3	Highway 236 (Old Barns to Hants boundary)	Rural	12,700	No existing AT facility	NSDPW
RN4	Highway 2 (Masstown to Cumberland boundary)	Rural	44,500	No existing AT facility	NSDPW
RN5	Highway 2 (Brookfield to Hants boundary)	Rural	17,400	No existing AT facility	NSDPW

ID	Name	Network Level	Length (m)	Existing Condition	Ownership
RN6	Alton Rd / Stewiacke Rd	Rural	10,600	No existing AT facility	NSDPW
RN7	Highway 289 / Pleasant Valley Rd (Brookfield to Hwy 236)	Rural	12,762	No existing AT facility	NSDPW
RN8	Highway 6 (Tatamagouche to Pictou boundary)	Rural	11,400	Paved shoulder and no existing AT facility	NSDPW
RN9	Butter Trail and Short Line Trail	Rural	22,600	Multi-use Pathway (gravel)	Province of Nova Scotia

6.3 Active Transportation Facilities

Active transportation infrastructure can serve many different user groups, levels of comfort, and surrounding contexts. To best align the active transportation concept with diverse applications of active transportation in Colchester, several different potential facility types are proposed to support future implementation of new and improved active transportation corridors. This approach recognizes that different facility types will have different cost and feasibility implications as the Municipality and Village build out the long-term active transportation network.

This section highlights the seven (7) active transportation facilities considered under the Active Transportation Strategy, where they will be considered relative to the Network Levels and other contextual considerations, and best practice in facility design to support future implementation.

Supporting design guidance is also found in following sections to address other important features, such as accessibility, crossings, and bicycle parking, among others. This section builds on many of the best practices discussed in more detail in the Shaping Influences Report ("Appendix A").

The proposed pedestrian, cycling, and multi-use facilities when implementing the active transportation network are summarized in Table 11.

Table 11: Active Transportation Facility Types – User Groups, Network Levels, and Capital Costs

	Active Transportation Modes		Applicable Network Levels				Relative Cost
	Walking and Rolling	Cycling	Core Network	Supporting Network	Rural Network	Rural Main Street Network	
Sidewalk	✓		✓ ✓	✓			$$$
Multi-Use Pathway	✓	✓	✓ ✓	✓	✓		$$–$$$
Protected Bicycle Lane		✓	✓ ✓				$$$
Neighbourhood Bikeway		✓	✓	✓ ✓			$
Painted Bicycle Lane		✓		✓ ✓			$
Paved Shoulder	✓	✓			✓ ✓	✓ ✓	$$
Local Traffic Calming	✓	✓		✓ ✓		✓ ✓	$–$$

Sidewalk

A dedicated walking and rolling facility that is physically separated from the roadway by a raised curb. Sidewalks can be located directly adjacent to the street or separated by a furnishing zone or boulevard space. Separated sidewalks are preferred where feasible, as they provide increased user comfort and opportunities for vegetation, stormwater management, and snow storage.

Context

- Network Level: Core Network, Supporting Network (limited application)
- Suitable Street Class: Arterial, Collector, Local

Sidewalk Width

- 1.8 – 2.1 m (desirable)
- 1.5 m (constrained)

Street furniture, signage, utility poles, and any other objects must not obstruct the sidewalk's barrier-free path of travel.

Note: Width varies by land use and roadway type. Areas with high pedestrian activity benefit from wider sidewalks.

Boulevard Width

- Where possible, 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.
- A minimum width of 1.5 m is required to support landscape and street trees.

Surface Material

- Concrete (preferred)
- Special pavers and asphalt may be considered in select locations



How wide does a sidewalk need to be?

A minimum of 1.5 m (5 feet) is required for two wheelchairs to pass in opposing directions. This width is also required for mobility scooters and strollers to pass one another. In high traffic areas, a minimum width of 1.8 m should be considered.

The Province's *Built Environment Accessibility Standard* requires these sidewalk widths to ensure that all new sidewalks are barrier-free and provide safe and convenient for all residents.

Multi-Use Pathway

A pathway designed with sufficient space to accommodate walking, rolling, cycling, and other active transportation users. Multi-use pathways can be located adjacent to a street and separated from traffic by a physical buffer, or be off-street corridors, like the Cobequid Trail. Separating cyclists and pedestrians may also be necessary where volumes of both user groups are high, creating potential for conflicts due to speeds and operating space.

Context

- Network Levels: Core Network, Supporting Network, Rural Network (limited application)
- Suitable Street Class: Highway, Arterial, Collector

Facility Width

- 3.0-4.0 m (desired)
- 2.7 m (constrained)

Buffer Width

- 1.5-2.0 m (desired)
- 0.6-1.2 m (constrained)

Surface Material

Asphalt (preferred), firm/compacted crushed aggregate may be considered for off-street multi-use pathways



Protected Bicycle Lane

An on-street bicycle lane separated from motor vehicle traffic by a curb, median, planters, parking, or other physical barrier. Uni-directional protected lanes (shown at right above) are designed for one-way cycling and are typically located on both sides of a roadway, while bi-directional protected lanes (shown at right below) are designed for two-way cycling and are located on one side of the roadway.

Protected bicycle lanes can be implemented through "rapid implementation" techniques to build out the network more quickly or to test these facilities with a cost-efficient approach, discussed on the following page.

Context

- Network Levels: Core Network, Supporting Network (limited application)
- Suitable Street Class: Arterial, Collector

Bicycle Lane Width, Uni-Directional

- 2.5 m (desirable)
- 1.8 m (constrained)

Bicycle Lane Width, Bi-Directional

- 4.0 m (desirable)
- 3.0 m (constrained)

Buffer / Protection Width

- 0.9 m (desirable)
- 0.6 m (constrained)





Rapid Implementation of Protected Bicycle Lanes

There are several different options to use rapid implementation to develop protected bicycle lanes. Different approaches offer distinct challenges and opportunities in the level of protection for users, capital and maintenance cost, durability, and ease of implementation. The *Rapid Implementation Design Guide for Bikeways* in Metro Vancouver offers a summary of these approaches for common treatments in protected bikes lanes, shown below.

Flexible Delineator Posts



Level of Protection: Low

Capital Cost: $

Maintenance Cost: Medium

Durability: Low

Ease of Implementation: Easy

Modular Plastic Curbs



Level of Protection: Low

Capital Cost: $$

Maintenance Cost: Medium

Durability: Medium

Ease of Implementation: Easy

Parking Protected Bicycle Lanes



Level of Protection: Medium-Low

Capital Cost: $

Maintenance Cost: Low

Durability: Medium

Ease of Implementation: Easy



Planter Boxes

Level of Protection: Medium

Capital Cost: $$

Maintenance Cost: High

Durability: Medium

Ease of Implementation: Medium



Pre-cast Concrete Curbs

Level of Protection: Medium

Capital Cost: $$

Maintenance Cost: Medium

Durability: High

Ease of Implementation: Medium



Extruded Curbs

Level of Protection: Medium-High

Capital Cost: $$$

Maintenance Cost: Low

Durability: High

Ease of Implementation: Hard



Concrete Barriers

Level of Protection: High

Capital Cost: $$

Maintenance Cost: Medium

Durability: High

Ease of Implementation: Medium

The best approach to rapidly implementing protected bicycle lanes will depend on the surrounding context of corridors within the active transportation network. Other key considerations include:

- Available Road Space
- Traffic Volumes and Speeds
- Drainage
- Presence of Bus Stops
- Aesthetic Qualities
- On-street Parking and Curb Access
- Frequency of Driveways and Intersections

Neighbourhood Bikeway

A continuous neighbourhood street with limited vehicle traffic and low speeds that provides a safe, comfortable cycling condition shared with vehicles. Traffic calming measures are often deployed to achieve suitable traffic conditions, which should align with the NSDPW Traffic Calming Policy.

Context

- Network Levels: Core Network (limited application), Supporting Network
- Suitable Street Class: Local

Roadway Clear Width

- 4.0-5.5 m (preferred)
- On-street parking should be considered on one or both sides of the street

Traffic Volumes

- <500 vehicles per day (preferred)
- 500-1,000 vehicles per day (constrained)

Peak-Hour Traffic Volumes

- <50 vehicles (preferred)
- 50-75 vehicles (constrained)

Traffic Speed

- 30 km/h (preferred)
- 40-50 km/h (constrained)





Rapid Implementation – Neighbourhood Bikeways

Neighbourhood bikeways can also take advantage of rapid implementation to achieve desirable traffic speeds and volumes, described on the previous page. Both traffic diversion and traffic calming can be achieved using rapid implementation techniques, to be considered alongside the NSDPW Traffic Calming Policy, as discussed under the Local Traffic Calming facility type. Before implementing these features, it is important to develop an understanding of existing traffic volumes and speeds to assess whether traffic diversion and calming are warranted, and possible impacts if and when installed.



Traffic Diversion

Creates restrictions on motor vehicle access while maintaining space for pedestrian and cyclist travel. Traffic diversion should be considered where daily traffic volumes exceed 1,000 vehicles. Typical techniques include full street closures, diagonal diversion to restrict through traffic, conversions to one-way streets, or median islands at intersections to limit motor vehicle access to a neighbourhood bikeway.

Various features like traffic barricades, flexible delineator posts, planter boxes, rigid bollards, or concrete barriers to restrict traffic and maintain active transportation connectivity. Neighbourhood placemaking and beautification can often be integrated alongside traffic diverters, such as seating areas, landscaping, or public art.



Traffic Calming

Traffic calming on neighbourhood bikeways aims to slow vehicles to desired speeds for comfortable cycling, typically between 30–50 km/h. Vertical deflections, such as speed tables or humps, are not supported through the NSDPW Traffic Calming Policy. Therefore, traffic calming in Colchester will focus more on techniques like horizontal deflections, road narrowing, pavement markings, and other features described in the Local Traffic Calming section.

From a rapid implementation perspective, traffic calming features can be tested using materials like flexible delineator posts, paint, and signage, to create curb extensions, chicanes, or lane narrowing, before more permanent solutions are considered.

Painted Bicycle Lane

An on-street bicycle lane separated from motor vehicle traffic by a painted line. A painted buffer area may also be provided to create additional lateral and visual separation from traffic. Since no physical separation is provided from traffic, painted bicycle lanes are not considered to be an All Ages and Abilities facility type.

Context

- Network Levels: Core Network, Supporting Network
- Suitable Street Class: Collector, Arterial

Facility Width

- 1.8 m (desirable)
- 1.5 m (constrained)

Buffer Width

A buffer space between the bicycle lane and vehicle lane is preferred where possible. Buffer widths are as follows:

- 0.6 m (desirable)
- 0.3 m (constrained)

Surface

- Asphalt





Paved Shoulder

A roadside shoulder for people walking, rolling, and cycling. Like with painted bicycle lanes, no physical separation is provided from traffic, so these facilities are not considered to be AAA. Shoulders can be found in many contexts but are best suited to rural areas to accommodate active transportation despite longer distances and lower user volumes. Enhanced shoulders may include painted buffers, where space permits, Paved shoulders are typical facilities for on-road portions of the Nova Scotia Blue Route.

Implementing paved shoulder along provincial roads will be guided by NSDPW's Paved Shoulder Widths for Active Transportation Policy, which provides selection criteria for their application across the province.

Context

- Network Levels: Rural Network, Rural Main Streets Network
- Suitable Street Class: Arterial, Highway

Facility Width (NSDPW Design Standards)

- 1.8-2.0 m (desired)
- 1.2-1.5 m (constrained)

Surface

- Asphalt





Local Traffic Calming

Street improvements to reduce vehicle speeds and/or traffic volumes to create a safer and more comfortable environment for active transportation. Various interventions can be considered in different contexts and will be guided by the NSDPW *Traffic Calming Policy*. Local traffic calming may be a standalone intervention or used to enhance other active transportation facilities like neighbourhood bikeways or paved shoulders.

As discussed under the Neighbourhood Bikeways facility type, rapid implementation techniques could be considered to test traffic calming features or improve cost efficiency.

Context

- Network Levels: Supporting Network, Rural Main Streets Network
- Suitable Street Class: All

Possible Interventions

- As outlined per Nova Scotia Public Works *Traffic Calming Policy*. Examples included on the following pages are common in active transportation projects or representative of the example category.

Horizontal Deflection

Traffic Circle / Mini-Roundabout



Roadway Narrowing

Curb Extension



Surface Treatment

Sidewalk Extension (Raised Crossing)



Pavement Markings

Converging Chevrons



Access Restriction

Right-in / Right-out Island



Gateways

Gateway Signage/ Gardens



Education

Dynamic Speed Display Signs



6.4 Design and Program Considerations

Active Transportation Crossings

Providing well-designed, context-sensitive crossings along pedestrian and multi-use facilities is critical to ensure safe travel throughout an active transportation corridor. Whether at major or minor intersections with roads, other active transportation facilities, or other areas of conflict, high-quality crossings will enhance the active transportation experience throughout Colchester and Bible Hill.

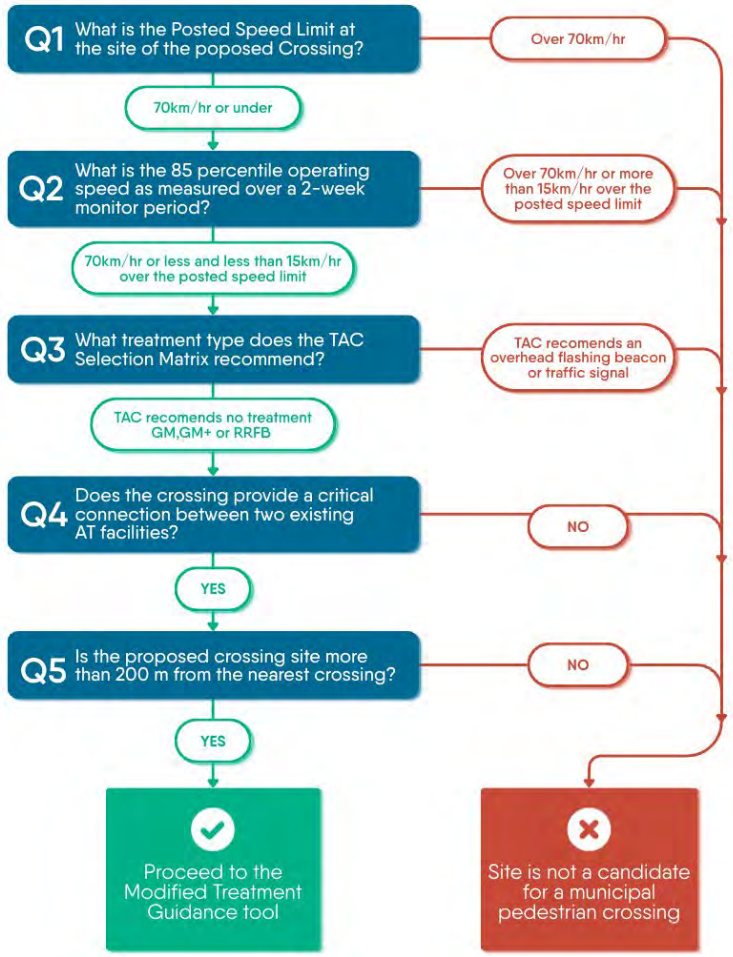
Pedestrian Crossings

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.
- Marked crosswalks are placed at intersections or midblock crossings based on professional assessment and should not be installed at unsuitable locations.

Mid-block crosswalks can enhance pedestrian network connectivity, especially where intersections are spaced over 100 to 200 metres apart and there are destinations on both sides of the road.

To ensure that crosswalks are installed proactively, in appropriate locations, and in a consistent manner, the flow chart on the following page will be used to guide locations for future pedestrian crossings. This is based on the TAC Pedestrian Crossing Control Guide, which also provides the basis for the decision support tool included in "Appendix F".



Width

A pedestrian crossing should be at least as wide as the connecting sidewalk; a recommended width of a marked crosswalk is 2.5 m.

Markings and Visibility – Pedestrian Crossings

Transverse line crosswalk markings (solid white lines in the direction of pedestrian travel) should only be used at signalized intersections or on side streets controlled by stop signs.

Crossings in areas without traffic control or mid-block should be evaluated using the crossing control decision support tool in "Appendix F" for the appropriate treatment. Crosswalk treatments for Municipal roads or those requested on Provincial roads by the Municipally or Village include:

- **Ground Mounted (GM):** Signed and marked preferably with zebra crossings, using thick, longitudinal striping parallel to the vehicle travel lanes to increase the visibility of pedestrian crossings. When placed away from vehicle tire tracks, these markings can last much longer than traditional line crosswalks
- **Enhanced Ground Mounted (GM+):** The same treatment as GM, requiring zebra crossings, with the addition of advance yield lines, or curb extensions or other enhancements, as deemed appropriate.
- **Rapid Rectangular Flashing Beacons (RRFBs):** are proven to be effective in significantly improving vehicular stop compliance.

Pedestrian Crossings at Signalized Intersections

Enhancements to pedestrian crossings at signalized intersection can improve pedestrian safety and accessibility:

- **Leading pedestrian interval** (LPI) is an advanced walk signal that allows people walking or rolling to begin crossing at a signalized intersection before vehicles, providing a head start to ensure they are readily visible to right-turn motorists.
- **Pedestrian countdown timers** indicate the number of seconds remaining for a person to complete their crossing, allowing people to cross with greater confidence and comfort. Walk times are dictated by the overall crossing distance and anticipated crossing speed, a minimum of approximately 1 metre per second is recommended.
- **Audible and vibrotactile indications** provided at controlled crossings that act as the "walk" signal to support safe crossing for people with vision loss and others benefitting from additional sensory prompts.

Bicycle Crossings

Location

- "Cross bikes" (striped, green pavement markings) should be used along cycling facilities at all intersection and driveway crossings, where accompanied by appropriate signage and sightlines, and motorist yielding can be expected.
- Bicycle crossings are not specifically acknowledged in the Traffic Safety Act and should therefore require further conversation with provincial authorities prior to implementation.

Accessibility

Curb Ramps

Well-designed curb ramps are a crucial part of an accessible active transportation network, ensuring that people can enter and exit the roadway safely at intersections and pedestrian crossings. The Nova Scotia *Built Environment Accessibility Standard Regulations*[29] established design criteria for curb ramps. Some key characteristics include:

- Aligning curb ramps with the direction of travel.
- Providing a minimum width of 1.2 m, in addition to flared sides.
- Requiring a slope between 6.66% and 10%.
- Including tactile attention indicators if located at a pedestrian crossing.

Pedestrian Crossings

In addition to the guidance provided in the previous section, designing for accessibility is also critical at all active transportation crossings. Under the Built Environment Accessibility Standard Regulations pedestrian crossings must meet the following design criteria:

- 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*, considering the following:[30]
  - Limiting exposure to vehicle traffic by ensuring crossings are perpendicular to the street.
  - Ensuring crossings are outside of all motor vehicle and cycling lanes of the parallel street.
  - Create a single continuous lateral alignment for the crossing, including elements such as median islands.
  - Have curb ramps or blended transitions that:
    - Lead people directly to the crossing area.
    - Are located at the side of the crosswalk furthest from the parallel street.

29 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

30 Canadian Standards Association (2018). Accessible Design for the Built Environment. Retrieved from https://www.csagroup.org/wp-content/uploads/B651-18EN.pdf?srsltid=AfmBOopsyNXuNvBo4ArzVX4JS7DQ8m4M7y2AMwuruFsdHzRPNhxWpw-L



Wayfinding and Signage

All active transportation facilities benefit from wayfinding and signage to help improve the user experience by communicating important information. Wayfinding refers to directional signage that guides people of different ages and abilities to key destinations throughout the community and other active transportation routes. NACTO's *Urban Bikeway Design Guide* outlines key principles for wayfinding, including:[31]

- **Clarity and simplicity:** Wayfinding should be easy for everyone to read and understand immediately, including people with limited literacy or whose primary language is not English.
- **Consistency:** Wayfinding should use consistent symbols, colors, and fonts.
- **Visibility:** Wayfinding should be visible to people on bikes, which may require locating it in different places than for people in cars or on foot.



Wayfinding signage for the active transportation network in Colchester and Bible Hill can apply these principles and build off existing branding and other existing signage templates, such as for parks and trails, to create a unified look and feel across active transportation signage to be used moving forward. The design considerations will have to be adapted to the wayfinding and signage being used, as discussed on the next page.

The *Nova Scotia Bicycle Wayfinding Guide* specifies how signs should be designed to adhere to the principles outlined above.[32] Recommendations in the guide provide a clear and consistent design for wayfinding on bicycle routes throughout Nova Scotia and includes information on best practices on signage installation and materials to ensure high-quality, durable, and low-maintenance implementation.

31 NACTO. (2025). Urban Bikeway Design Guide. Retrieved from: https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/bike-wayfinding/

32 Bicycle Nova Scotia (2019). Bicycle Wayfinding Guide. Retrieved from: https://blueroute.ca/wp-content/uploads/2020/11/BNS-Bicycle-Wayfinding-Guide-2020.pdf

Types of Wayfinding and Signage

There are many types of wayfinding signs to support cycling facilities, as outlined in the Urban Bikeway Design Guide. Different forms of signage may be more appropriate on specific routes depending on the complexity of the network and anticipated user volume, but it is important that they be used consistently across the network. Many of these signs can also apply to pedestrian routes, where consideration of placement, design, and information may differ.

- **Confirmation Signs –** These indicate to cyclists that they are on a designated cycling route and make motorists aware of the route. Confirmation signs can include the route name, and distances and/or travel times to destinations. Travel time may be more helpful to include than distance; use a bike speed of 16 km/h for travel time calculations.
- **Decision-Making Signs –** Decision-making signs are used at intersections in the active transportation network to share decision points to key destinations. These should be placed in advance of all turns on the near side of the intersection.
- **Bikeway Turn Signs –** These indicate where a cycling route turns from one street onto another street and can be used with pavement markings. These signs should be placed on the near side of intersections in cycling routes.
- **Street Name Signs –** Indicate to both riders and drivers that the cross street is a bikeway. Street name signs on bikeways may be a different color, or the same color, as other street signs.
- **Pavement Markings –** Used to support routes and directional signage. Markings provide route confirmation and help cyclists navigate unfamiliar or unintuitive routes. They may also be useful where signs are difficult to see due to vegetation or parked vehicles. Additional information on pavement markings is included in the following section.



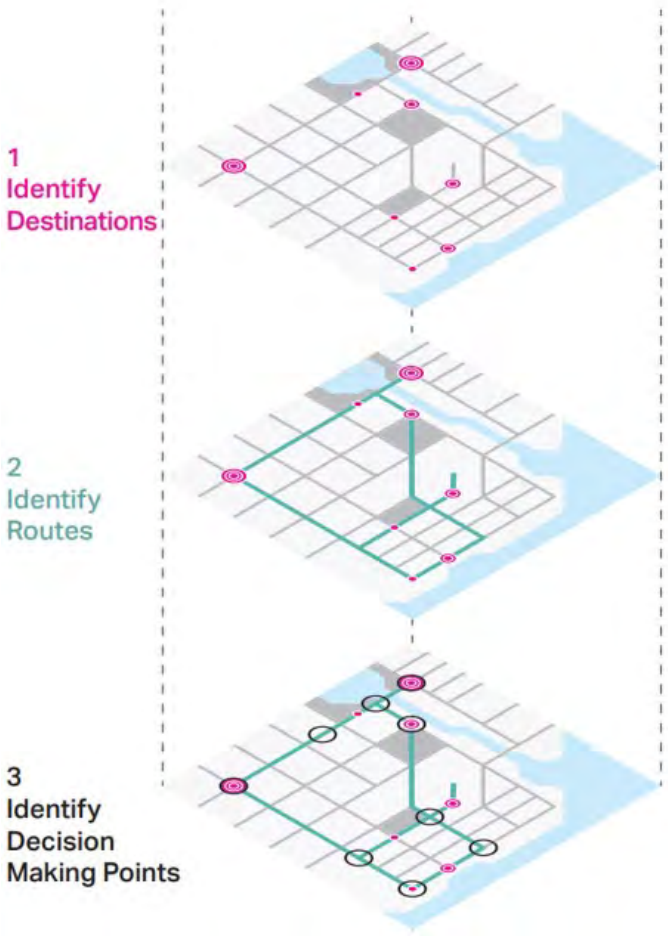


Wayfinding Placement

Placement of wayfinding signage and pavement markings is important to ensure that appropriate locations are selected to direct active transportation users, while ensuring that signage is not overused.

The *Nova Scotia Bicycle Wayfinding Guide* provides direction for wayfinding placement to best direct people to key destinations, and identifies four key steps to implement effective wayfinding:

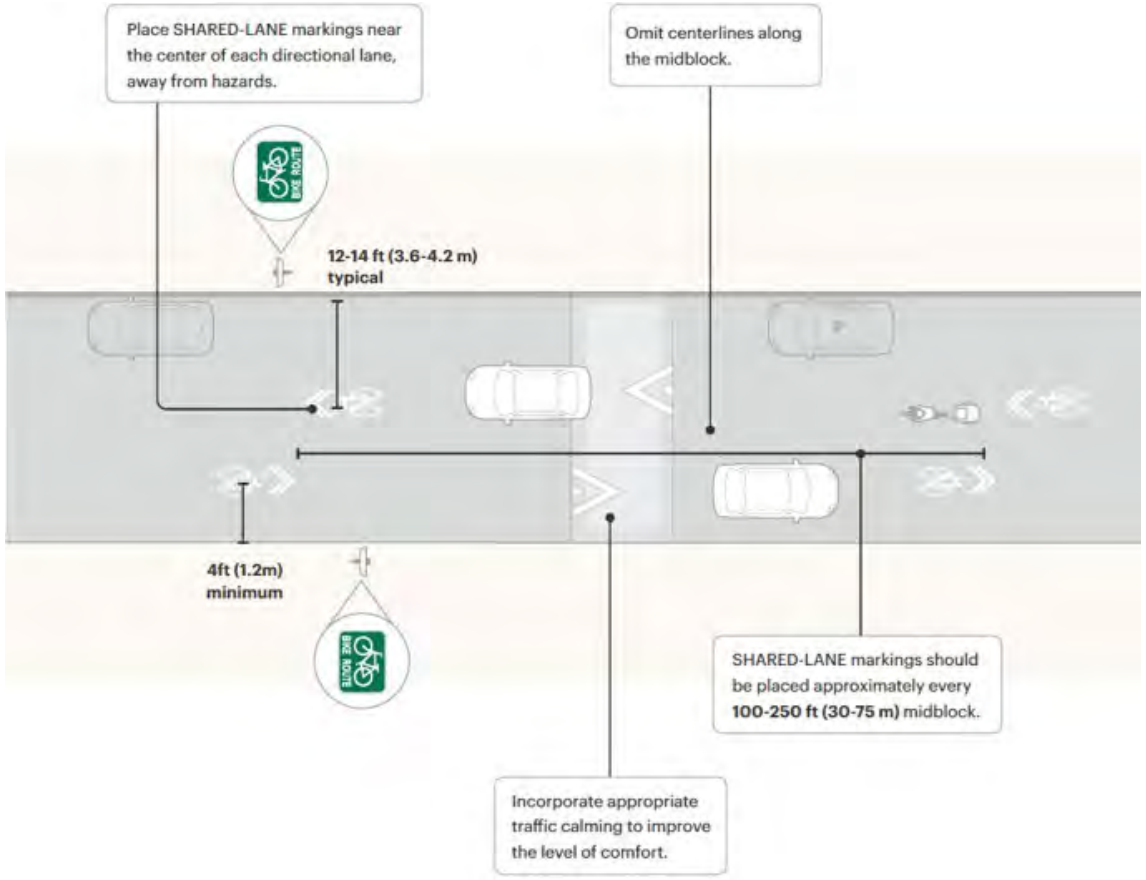
1. **Identify Destinations –** Catalogue locations that are located on or near designated active transportation routes and require wayfinding signs, including both regional and local destinations. The guide identifies three levels of destinations:
   - Level 1 – Regional Destinations, including town centres, rural service centres, or national parks.
   - Level 2 – Key Points, such as downtowns, regional parks, or other communities.
   - Level 3 – Nearby Destinations, such as parks, community centres, or hospitals.
2. **Identify Routes –** Identify active transportation corridors that connect between destinations to understand where decision points may be located. Any named or branded active transportation routes should also be included on signs.
3. **Identify Decision Points –** Document intersections, junctions, sharp turns, or other areas where wayfinding should be located to help active transportation users choose their route.
4. **Prepare a Sign Plan –** Create a plan that identified each required sign based on the information collected in the first three steps and where they should be located.

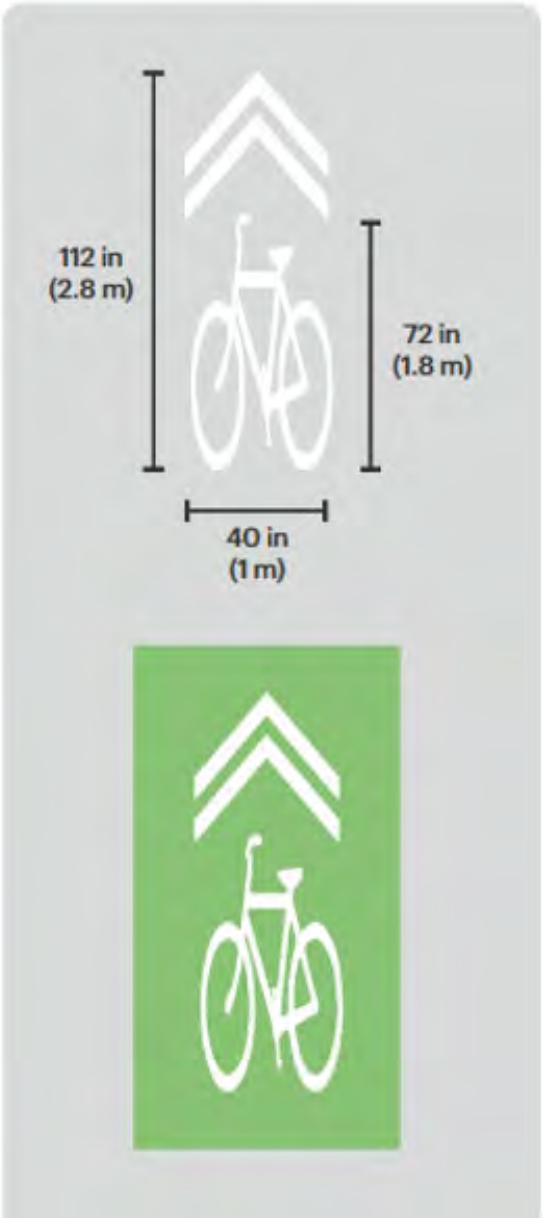


These steps can be followed to support the implementation of wayfinding signs along active transportation corridors throughout Colchester and Bible Hill, including in both sub and rural contexts. Specific locations of signage and other forms of wayfinding will be determined as the active transportation network is implemented to support new and improved facilities.

Bikeways

Using appropriate signage and pavement markings is especially important on neighbourhood bikeways, where cyclists are sharing space with motor vehicles. Best practice is to utilize shared-lane markings (sharrows) at regular intervals and key decision points, such as intersections. Guidance on the placement of signs and sharrows are included in the Urban Bikeway Design Guide, Third Edition, shown below for mid-block configurations, along with typical sharrow dimensions.







Bicycle Parking

Bicycle parking refers to the dedicated spaces, racks, or facilities where bicycles and micromobility devices can be safely and securely parked. Providing high-quality, safe, and secure bicycle parking is important to making cycling more convenient and to encourage more people to cycle or roll throughout Colchester and Bible Hill. There are two kinds of bicycle parking:

- **Short-term bicycle parking:** convenient, outdoor parking for short term use
- **Long-term bicycle parking:** secure, weather-protected parking for long-term or recurring use

The selection, installation, and ongoing maintenance of bicycle parking is essential to ensuring both the safety and security of bicycles. Well-designed and installed bicycle parking can reduce the risk of theft and damage while also helping foster a culture of cycling and rolling.

Different types of bicycle parking are summarized in Table 7, along with the strengths and weaknesses of each.



Recommended Bicycle Parking

- **Inverted U-racks (or staple racks) –** The most desirable bicycle rack type. This bicycle rack supports all types of bicycles in the upright position, providing two points of contact for the frame and at least one wheel to be securely locked to the rack.

Acceptable Bicycle Parking

- **Staggered wheel well secure racks –** Must have two locking points. Designed to stagger handlebars to increase parking density to fit more bikes into constrained or retrofitted spaces, but reduces the usability and limits the kinds of bicycles accommodated.
- **Post and ring racks –** Can accommodate various bicycles and micromobility devices, but may not offer two secure points of contact for smaller children's bicycles. Post and ring racks may be suitable where single-point installation is required.

Bicycle Parking to be Avoided

- **Wave racks, spiral racks, and u-wall mounts –** Less desirable bicycle racks because they often fail to meet their advertised bicycle parking capacity and are less space efficient. Wave racks and spiral racks only support the frame at one location and can require lifting the wheel to park a bicycle.
- **Wheel well and schoolyard –** Comb, grid, toaster, or wheel well racks only support the frame at one location and can lead to wheel damage.
- **Coat hanger racks –** Sometimes provide two of contact with the frame, but limit the types of bikes that can be accommodated and are less durable than other racks.
- **Bollard –** Similar to post and ring rack, but narrower design typically does not support bicycles at two locations.

Bicycle Parking Regulations

Many municipalities across Canada require bicycle parking in land use regulations to provide short- and/or long-term bicycle parking in development. Supporting bicycle parking in development improves access to safe, secure, and well-designed bicycle parking at residences, employment, or other common destinations. Regulations also support private investment in active transportation-supportive facilities, helping to grow a culture of active transportation.

Typically, bicycle parking regulations will address the minimum supply of short- and long-term bicycle parking along with design requirements to ensure they are functional for users. General directions for potential future updates to the Colchester Land Use Bylaw Chapter 40 are summarized below.

Bicycle Parking Supply

Currently, bicycle parking supply requirements in the Land Use Bylaw are structured to allow for minimum vehicle parking requirements to be reduced by one vehicle space for every four bicycle parking spaces provided. This option is only available for development in select commercial and higher density residential zones.

Among communities with bicycle parking supply requirements, typical practice is to require a minimum number of short- and/or long-term bicycle parking spaces by land use, like vehicle parking supply requirements in the Land Use Bylaw.

Long-term bicycle parking is most important in:

- Medium- and high-density residential uses, where residents may not have space for bicycle storage in their dwelling unit or access to a private garage.
- Employment uses such as offices and institutional uses where commuter travel can benefit from high-quality bicycle parking.

Short-term bicycle parking should be supported across many different uses, where short stays can be expected, such as retail uses, grocery stores, recreation sites, and community centres. Sample bicycle parking rates from the Bicycle Parking Guidelines, 3rd edition are shown in Table 8 below:

Table 12: Sample Bicycle Parking Rates

	Long-Term Bicycle Parking	Short-Term Bicycle Parking
Multi Family Dwelling (no private garage)	1 space per 2 dwelling units	1 space per 30 dwelling units
Cultural/Recreational Uses	1 space per 900-1,800 m2 gross floor area	1 space per 280-2,800 m2 gross floor area
Education Uses	1 space per 15 classrooms	2-3 spaces per classroom
Commercial Uses	1 space per 740-1,100 m2 gross floor area	1 space per 190-1,900 m2 gross floor area

Bicycle Parking Design

The Municipality outlines bicycle parking design requirements in the Land Use Bylaw. Regulations requiring public access suggest that these requirements align with typical design of short-term bicycle parking. It is therefore recommended that bicycle parking regulations be updated to allow for indoor and private storage, while also considering some other factors, listed below:

Review existing bicycle parking design requirements against best practices for key dimensions such as access door and access aisle widths, and the required bicycle parking space length and width.

- Consider differentiated design requirements for alternative bicycles (e.g., cargo bicycles and adaptive bicycles) compared to typical bicycles. A minimum of 10% of provided bicycle parking spaces are recommended to be suitable for alternative bicycles.
- Provide electric outlets in long-term bicycle parking areas to support e-bike charging.
- Locate bicycle parking near to entrances and/or grade, including access requirements such as ramps, elevators, and/or automatic door openers.
- Provide maximum allowances for vertical and/or stacked bicycle parking configurations to ensure accessibility.
- Consider allowing for other forms of long-term bicycle parking, such as bicycle lockers, where appropriate.

Regulations addressing these key components will support both short- and long-term bicycle parking, which meets different needs and broadly encourages cycling uptake.

Other Active Transportation Amenities

Alongside the many active transportation-supportive facilities discussed in this section, numerous other amenities are also important in creating a comfortable and inclusive environment for walking, rolling, and cycling. Listed below are some of the key amenities and features that should be considered as part of the broader active transportation network, as identified through community engagement and best practices.

- **Washrooms –** Public washrooms are important for creating a comfortable active transportation network. Washrooms should be universally accessible and integrate features like bottle fill stations and baby change facilities to meet different needs. Existing washrooms in public buildings could also be used, with clear signage indicating their locations.
- **Seating –** Providing seating areas at regular intervals to create comfortable locations to stop and rest, ideally in locations near to other amenities and partially shaded or covered.
- **Bicycle Repair Stations –** Providing access to basic bicycle repair tools allow for people to complete minor bicycle maintenance away from home or a bicycle shop. Repair stations typically include a bicycle stand, tire pump, and a toolset. A bicycle repair station is provided at the Fundy Discovery Site and could be a model for future facilities in the community.
- **Lighting –** Enhances both the real and perceived safety and comfort of active transportation facilities by increasing visibility for pedestrians, cyclists, and other road users. Streetlights in Colchester are funded through taxation in the urban service area and other communities with tax rates specifically for lighting. Solar pole lights could be considered where electrical power is unavailable nearby.
- **Shade –** Providing shade along an active transportation corridor creates a more comfortable experience when walking, rolling, or cycling, or in using other amenities like seating to shelter from heat, rain, or other environmental factors. Both shade trees and structures can be used depending on the context.

Amenity Placement

Selecting locations for amenities, such as those listed above, will be dependent on the local context:

- Prioritizing corridors along the Core Network with the highest potential active transportation user volumes.
- Identifying locations where amenities can be co-located with other public facilities, such as parks, schools, or municipal buildings.
- Filling gaps where there are long distances between existing, publicly accessible amenities.
- Amenity locations should also be considered as local destinations and integrated into wayfinding, where appropriate, to direct active transportation users to nearby facilities like washrooms.

New Developments and Subdivisions

As Colchester grows, new developments and subdivisions can and should help expand the municipality's active transportation network in a practical and cost-effective way. By considering AT infrastructure early in the planning and design of new developments, we can improve connectivity, support safer access to key destinations, and reduce the need for costly retrofits in the future. This work should be guided by a flexible, context-sensitive approach that reflects Colchester's mix of rural, village, and suburban development patterns.

It is recommended to review and update Colchester's Municipal Planning Strategy, Land Use Bylaw, Subdivision Bylaw, and related development review processes, which govern development in Colchester, Bible Hill and Tatamagouche, to better support active transportation in new developments and subdivisions, as summarized below.

Recommended Action Areas - Municipal Planning Strategy, Land Use Bylaw, and Subdivision Bylaw

Document Amendments:

- Reference the ATS where appropriate.
- Expand definitions of AT facilities in documents to align with the ATS and ensure a wider range of facility types are included and required where appropriate.
- Where appropriate, replace references to "pedestrian connections" with "active transportation connections," or "pedestrian and cycling connections," to ensure planning policies recognize and support connectivity for both walking and cycling.

Through the subdivision bylaw, require active transportation and supporting facilities on new public roads in growth centres aligning with the ATS core and/or supporting networks levels.

- Require developments through subdivision or development agreement to be reviewed with consideration of how they connect to the existing and planned AT network. Where a development is located on a corridor identified in the ATS, require the developer to construct the corresponding active transportation facility identified for that corridor.

Document Considerations:

- Review zoning requirements and assess for opportunities to better support active transportation, considerations could include:
  - Parking lot requirements and location (rear vs front of building)
  - End of trip facility requirements in commercial and institutional zones in growth centres
- Consider the development of Complete Streets Guidelines and apply principles to new road and development projects so that active transportation is considered as part of future growth and infrastructure investment.
- Consider expanding Main Street Zone to Rural Main Street corridors identified in ATS and amend the MPS and LUB as necessary.



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 Chignecto Central Centre for Education, the Municipality and village should explore opportunities to develop School Travel Plans for the 17 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.

What is School Travel Planning?

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 mental well-being, and reduces environmental impacts associated with car-dependent school travel.

Goals of School Travel Planning

Typical STP processes brings together school administrators, municipal planners, public health officials, parents, and students to:

- 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.

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 and cycling and pedestrian safety programs.





Typical school travel planning action plans focus on the five "E's" summarized below:

- **Engineering –** Make physical improvements 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.
- **Evaluation –** Collect data and user insights to understand the school neighbourhood travel context, identify appropriate approaches and initiatives, monitor changes in travel patterns, and evaluate the impact of existing active school travel initiatives to determine their efficacy.
- **Equity –** Seek to ensure that all active school travel initiatives benefit everyone, 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.

Section 7.0
Implementation and Monitoring



7.0 Implementation and Monitoring

The Active Transportation Strategy highlights and reinforces the importance of active transportation to people across Colchester and Bible Hill, reflected in an ambitious approach to improving and encouraging walking, rolling, and cycling across our communities. The ATS is intended to guide policy, planning, infrastructure investments, and collaboration with government and community partners to create a positive environment for active transportation over the coming years and beyond.

While the ATS has been developed as a long-term strategy, it will be important to allocate financial and staff resources to prioritize and action improvements as part of Municipality and Village's established approach to capital planning and as new opportunities arise. To ensure long-term alignment with the priorities and objectives outlined in the ATS, the Strategy should be reviewed annually to track progress and identify necessary resources to build momentum in implementing the strategy. More thorough reviews are recommended every five years, as established in "Section 5.0".

This chapter describes an implementation and monitoring plan to help ensure that the ATS is being actioned, and progress is being made towards Colchester and Bible Hill's vision for active transportation.





7.1 Implementation Plan

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

- **The ATS is the first step and there is more work to be done.** The ATS describes how Colchester and Bible Hill intend to pursue the vision and goals identified by the community and interest holders. This direction is the groundwork for implementing the ATS, recognizing that ongoing investment and resources will be required.
- **Community, interest holder, and partner engagement will continue to be critical to improving active transportation.** Implementing the active transportation network and supportive programs identified in the ATS will involve additional technical work and consultation with the community and partners. Successfully implementing the ATS will also require ongoing support and 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 five years.** The ATS has been designed as an action-oriented document, with an emphasis on implementing the highest priority projects and creating opportunities to re-imagine active transportation in our communities.
- **The ATS is a living document and should be reviewed and updated regularly.** At minimum, the Active Transportation Strategy will be updated every 5 years to reflect changing community interests and priorities in Colchester and Bible Hill. 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 Strategy's implementation process to build on existing successes, seize emerging opportunities, and best serve the needs of residents, visitors, and community partners.

7.2 Network Prioritization

To begin implementing the active transportation network, it is important to know where to start. A clear process for determining priority active transportation corridors will help guide investments to high-impact areas and ensure that the community, staff, and decision-makers understand how priorities are identified. This will help support consistent implementation of the Active Transportation Strategy and identify where community and interest holder input is needed to support technical evaluation.

The prioritization criteria, identified in Table 9, are intended to align with the Vision Statement and Guiding Principles (Section 5.0) to provide an inclusive, safe, connected, and balanced active transportation network. Relative weighting of each criterion has been assigned, included as part of "Appendix G". Some of the criteria anticipates changes in the community, such as public transit service, and further adaptation may be required in the future to reflect changes in Colchester and Bible Hill over time.



Table 13: Active Transportation Corridor Prioritization Criteria

Category	Criteria Description	Weighting
Current Safety of Proposed Corridor		
Collision History	Number of motor vehicle collisions reported to RCMP over the last five years within the proposed corridor. Include all collisions, regardless of pedestrian involvement. Each incident counts as a single occurrence regardless of number of vehicles involved.	3%
Road Classification	Road classification of proposed corridor provides an approximation for the AADT (Annual Average Daily Traffic)	3%
Posted Speed Limit	Use the upper speed limit for the corridor under review	3%
Operating Speed	Measure the motor vehicle operating speed along the proposed corridor at a location identified by the Municipal Engineer over a minimum 2-week period. Compare the 85th percentile speed to the posted or assumed speed limit.	7%
Existing Infrastructure	If there is existing AT infrastructure compare it to the Corridor Network level in the ATS.	3%
Equity and Accessibility of Proposed Corridor and Facility Type		
Positive Impact for Equity-Deserving Populations	Does the proposed corridor provide or improve active transportation connections for traditionally underserved or disadvantaged communities? Consider: access to entry level jobs, access to health centers, connections to underserved communities, gender equity, access to child care, access to diversity of housing options, etc.	10%
Accessibility of Project	Does the proposed corridor and facility type have the potential to be an accessible AT route, meeting the AAA standard and Nova Scotia Built Environment Accessibility Standard (BEAS)?	10%
Connectivity of Proposed Corridor and Facility Type		
Corridor is identified in the AT strategy	Is the corridor identified in the Long-Term Active Transportation Network for Colchester and Bible Hill? and is the proposed infrastructure compatible with the Network level	10%

Category	Criteria Description	Weighting
Connecting Community Destinations	How many destinations would the proposed facility connect to via continuous AT network within 500m of the project area? Key community destinations include schools or grocery store (10pts each), health care, senior centers, recreational facilities (5pts each), employment, services, and retail centers (1pt each).	10%
Infrastructure Connections	Does the proposed corridor connect to existing or proposed active transportation infrastructure (within the Municipality or belonging to an adjacent municipality/ community) or fill gaps within the existing network and is compatible with the future AT uses for that network level?	7%
Transit Connections	Does the proposed corridor connect to an existing or proposed transit stop within the regional transit service? The connection must be a continuous AT facility withing 500m of a stop.	3%
Feasibility / Resource Demand of Proposed Project		
Alignment with External Funding Opportunities	Does the proposed project align with funding requirements and/or has external funding been secured?	10%
Local Revenue	Is the proposed corridor located in an area with an active transportation or Urban area rate to fund improvements?	7%
Maintenance Capacity	How would the proposed corridor align with the Municipality of Colchester and Village of Bible Hill's maintenance capacity? Consider: the mobilization distance, the maintenance demand of the facility (year round vs seasonal), can maintenance be combined with other activities, can a volunteer group support the maintenance, etc.	7%
Corridor Feasibility	To what extent can the proposed corridor accommodate an active transportation facility without significant changes to existing infrastructure or adjacent properties? Changes includes property acquisition and easements.	3%
Alignment with Other Projects	Can implementation of the proposed corridor be coordinated with complementary projects such as local or provincial road renewals or utility upgrades? Or is the sequencing is complementary?	3%

7.3 Monitoring and Reporting

Monitoring and reporting back to Council and community members about how the ATS is being implemented is essential. This ensures progress is being made towards the vision, strategies, and actions, and supports effectively allocating financial and staff resources to prioritized actions and improvements. Monitoring progress on the ATS will also help the Municipality to identify changes within the community or changing Council priorities, either of which may inspire updates to the ATS. Monitoring needs to be:

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

The monitoring process for the *Active Transportation Strategy* should include some or all of the following actions to create a robust monitoring approach to track the success of the ATS and provide insights for continuous improvement.

1. **Define Objectives and Goals**
   - Identify Key Objectives: Clearly define what the ATS 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, bicycle routes, 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 the perceived accessibility or safety of active transportation options.

3. Establish Data Collection Methods

- Some of the following methods could be used to monitor progress. New methods may also be developed or identified over time that better align with the objectives of the ATS.
    - 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 of and barriers to active transportation.
    - 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. Complete Data Analysis and Reporting

- Baseline Data: Collecting relevant information from which to base future data analysis and track progress.
- 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. Create Feedback Mechanisms

- Interest Holder Engagement: Regularly engage with interest holders, 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 Monitoring Approach

- Regular Review: Review the monitoring approach as part of comprehensive review to the ATS every 5 years so it remains relevant and effective.
- Adapt to Available Information: Identify opportunities to integrate new data collection and analysis approaches, including new technologies, that could enhance monitoring efforts.

7. Communicate and Market Monitoring Results

- 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.

Metrics of Success

As the Active Transportation Strategy is implemented, understanding the impact of the investments in infrastructure, education, and supporting programs is crucial. Identifying areas where progress has been made or may still be required will help inform where focus may need to shift over time, especially as the ATS is updated.

To support monitoring and reporting, seven overarching metrics of success that will guide the ATS are identified in Table 10 below. Measuring impacts will be subject to data availability and ongoing collaboration with partners to report on and analyze trends and other indicators may also be important to track in addition to proposed metrics of success.

Table 14: Measures of Success for the Active Transportation Strategy

Measure of Success	Indicator	Metric Source
Active transportation mode share	% of Colchester and Bible Hill residents commuting by walking or cycling.	Statistics Canada (census data)
Active transportation mode share for people of different ages and abilities	% of women, children, and senior residents in Colchester and Bible Hill commuting by walking or cycling.	Statistics Canada (census data)
Active transportation user volumes	Pedestrian and cyclist counts on new or improved active transportation corridors.	Municipality of Colchester / Village of Bible Hill
Road safety for active transportation users	Number of collisions involving pedestrians and cyclists.	Municipality of Colchester / Village of Bible Hill / RCMP
Active transportation funding	Annual and total investment in active transportation facilities and programs ($).	Municipality of Colchester / Village of Bible Hill
Active transportation network development	Total km of active transportation infrastructure that align with facility types in the ATS.	Municipality of Colchester / Village of Bible Hill
Bicycle education program participation	Number of people who participated in a bicycle education program, including school-based programs.	Municipality of Colchester / Village of Bible Hill / CCRCE

7.4 Funding Opportunities

Implementing the Active Transportation Strategy will require consistent funding to plan, design, and construct the active transportation network, these costs can be shared by pursuing external funding from other levels of governments, partnering with other organizations and the development industry, and integrating cycling and pedestrian projects with other plans and projects.

This section describes several strategies that the Municipality and Village may leverage to maximize its ability to implement active transportation improvements. Many of these strategies are already being used in Colchester and Bible Hill but may need to be re-examined in the context of this Active Transportation Strategy.

Operational and Capital Planning

The Municipality and Village should incorporate the *Active Transportation Strategy* into its Operating and Capital Budgets to ensure that projects are accounted for in the budget planning process. Investments should consider existing taxation from urban service and active transportation area rates and assess how funding levels will align with the proposed investment in the ATS. Based on the proposed directions of the Strategy, existing active transportation area rates should be reviewed, and additional active transportation area rates may be considered if there is sufficient community interest, as per existing practice.

In this regard, the Municipality and Village should seek changes to its Operating and Capital Budget for 2026/2027 and beyond, to fund implementation of the ATS.

Project Integration

The Municipality and Village should integrate cycling and pedestrian improvements with other plans and capital projects, where possible. Active transportation facilities could be developed alongside upcoming and planned road renewal programs (municipal or provincial), development projects, and major capital projects which are part of the active transportation network. Active transportation should be considered during the initial project planning and design to ensure safe and comfortable use. Proactive engagement with NSDPW will also be essential to coordinate and plan for infrastructure projects and ongoing maintenance to align with necessary standards on provincial roads.

Moving forward, opportunities should be identified to integrate active transportation facilities with new infrastructure or renewal projects, such as major road resurfacing and servicing upgrades. The Municipality should also ensure existing policies and standards require active transportation facilities to be appropriately integrated in new development.



External Funding Sources

The costs of the active transportation infrastructure and programs identified in the ATS can be shared by pursuing external funding sources and partnership opportunities. This section describes some funding sources that may be considered to further leverage external investment and expand its ability to implement the ATS (Note: the funding opportunities in this section are subject to change):

- **Provincial Programs and Initiatives.** Nova Scotia has funded active transportation through the Connect2 program. $400,000 has been allocated to the program for 2025/26, however recent provincial budgets have led to cuts to this funding.
- **Federal Funding.** Several federal funding programs support local transportation infrastructure projects in Canadian municipalities. In 2022, the Federal Government launched the National Active Transportation Fund, with $400M over 5 years for active transportation. Recent funding changes have resulted in active transportation being included under the Building Canada Strong Fund. Other funds like the Rural Transit Solutions Fund can support integrating active transportation with future bus service.
- **Green Municipal Fund.** The Federation of Canadian Municipalities manages the Green Municipal Fund, which allocates up to $60M in grants and $170M in loans per year to support municipal projects that reduce pollution and GHG emissions and improve quality of life.
- **Developers.** The Municipality should explore opportunities for active transportation improvements as part of development in Colchester and Bible Hill, for the use of residents, employees, or visitors, along with other public infrastructure and amenities.
- **Private Sector.** Many companies and organizations wish to be good corporate neighbours, both actively supporting the community and promoting active transportation. Bicycle and pedestrian routes and facilities are well-suited to corporate sponsorship and have attracted significant sponsorship at the local level throughout North America.
- **Volunteer Organizations.** In many communities, volunteer organizations have championed funding and building bicycle infrastructure and facilities including pathways and bicycle parking. Community organizations throughout Colchester, like the Living Earth Council, Lemonaid Stand Society, and many others, support active transportation initiatives through events and volunteerism, and could be partners in the ATS.

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Appendix A

Shaping Influences Report





Active Transportation Strategy

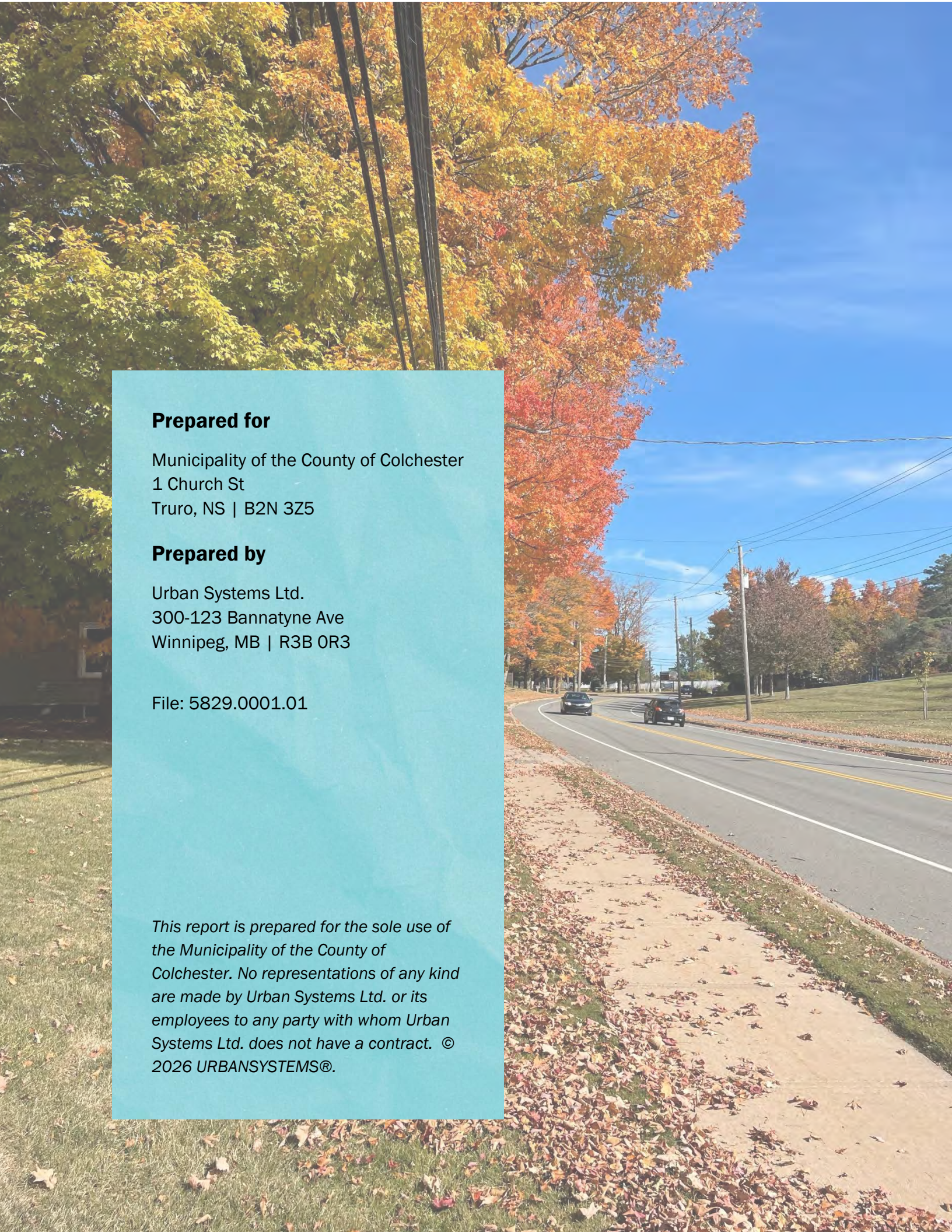
Shaping Influences Report



January 2026

BIBLE HILL
Plant Your Roots

Colchester



Prepared for

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1.0 Overview

The Municipality of Colchester (Colchester) and Village of Bible Hill's *Active Transportation Strategy* (ATS) will provide guidance and direction for active transportation improvements across our communities. The ATS will support walking, rolling, and cycling within the Municipality and Village, providing connections to neighbouring communities and regions, while also aligning with the policy goals, objectives, and targets that are most important to the community. The strategy will identify priority network improvements to support people using active transportation to improve safety, remove and prevent barriers, and promote positive active transportation experiences for residents and visitors alike.

The ATS will build on previous strategies developed in 2011 and 2017, bringing forward important information and context while addressing new priorities, best practices, opportunities, and challenges. The updated strategy includes the Village of Bible Hill to more comprehensively represent the needs and priorities of Colchester residents. Connections to the Village of Tatamagouche will also be considered in relation to the Village's own *Active Transportation Master Concept* that is currently being developed by a different project team. Colchester's ATS is being developed through engagement and collaboration with Colchester community members, elected officials, key interest groups, and other government agencies to ensure that the Strategy reflect the community's diverse perspectives and needs.

Strategy Process

The ATS is being prepared between September 2025 and Spring 2026. The process consists of five steps, including two separate community engagement phases. Community engagement activities and summary of input are described in **Section 4.0**.



Active Transportation 101

What is Active Transportation?

Active transportation includes any form of human-powered transportation. Walking, which includes travelling with the support of a mobility device, and cycling are the most popular and well-known forms of active transportation, however the definition extends much more than this. It can also include winter-based active modes, water-based active modes, and horseback riding, although these modes are typically more recreational in nature. Connections to public transit and other transportation modes are important in facilitating travel choice.

What is the Active Transportation Strategy?

The ATS is a strategic document providing a roadmap of the goals and objectives for improving active transportation in Colchester and Bible Hill. The Strategy will identify a vision and goals for active transportation, a long-term active transportation network, design guidelines for active transportation facilities, as well as priorities (and a prioritization matrix for future decision making) for implementation and investment in new facilities and programs.

How will the Active Transportation Strategy be used?

The ATS will prioritize infrastructure, support community education and involvement in active transportation, and guide land development toward providing desired active transportation facilities. The ATS will also support collaboration with neighbouring communities and transportation service providers, and to communicate priorities for active transportation infrastructure to the Provincial and Federal governments, helping to strengthen future partnerships and grant funding opportunities.

Who is the Active Transportation Strategy for?

The Active Transportation Strategy is for everyone living, working, and travelling in Colchester to improve active transportation options across the community. Being directly informed by input from community members and interest holders, the Active Transportation Strategy will guide municipal staff and elected officials in making transparent and readily understood decisions around active transportation.

Benefits of Active Transportation

Active transportation can support a variety of positive outcomes for communities when more people feel empowered and safe to walk, roll, or cycle. Investing in active transportation can create a more balanced, accessible, equitable, and safer transportation system that also helps to reduce costs. Some of the key benefits of active transportation are highlighted below:

Safety + Comfort

Investments in pedestrian, cycling and rolling infrastructure help people of all ages and abilities feel safer and more comfortable using active transportation without fear of collision or conflict with vehicles. By providing dedicated, visible spaces for pedestrians and cyclists, these facilities can reduce collision risks and encourage more people to choose active transportation, leading to fewer vehicles on the road, a corresponding reduction in risk, and less traffic congestion overall.

Accessibility

Investments in active transportation infrastructure help ensure that Colchester is connected by safe and barrier-free routes, providing spaces for people of all ages and abilities to walk, roll, and cycle, while supporting a more equitable community.

Affordability

Active transportation is a cost-effective transportation option, and one that can be accessed by a broad spectrum of the community. By providing opportunities to shift away from vehicles, active transportation can help more people reduce transportation-related expenses.

Community Connectivity

Active transportation can strengthen connectivity throughout Colchester in both urban and rural areas - linking commercial nodes, residential areas, schools, parks, trails, and neighbouring communities together, as well as providing more opportunities for social interactions with other community members.

Climate Action

Active transportation supports reducing greenhouse gas (GHG) emissions by replacing vehicle trips with walking, cycling, and rolling trips, and eliminating emissions and air pollution associated with vehicle travel. This helps address goals of the *Carbon-Free Colchester Community Energy and Emissions Plan*, as well as broader provincial emissions reductions targets.

Local Economy

More people walking and cycling supports our local economy through an increase in foot traffic to local businesses, providing new opportunities for recreation and tourism, as well as providing employees the opportunity to access their places of employment through various transportation options.

Social Connection

Active transportation creates opportunities for community interaction, fostering social connectedness and sense of place.

Health + Well-Being

Travelling by active modes contributes to increased personal activity, positively impacting our health and reducing risks associated with a lack of physical activity. Research has shown active transportation also contributes to lower stress levels and improved overall well-being.



2.0 Our Community

This section describes many of the people, places, and key documents that will influence the Active Transportation Strategy. Key information on Colchester and Bible Hill will direct where active transportation can be most impactful and what might motivate greater uptake of walking, rolling, and cycling.

First Nations

Content to be added once engagement with Millbrook, The Confederacy of Mainland Mi'Kmaq, and Indigenous residents of Colchester has been completed.

Jurisdiction + Service Providers

Municipality of Colchester

The Municipality of Colchester develops and maintains active transportation infrastructure, including sidewalks and some trails outside of the Villages. Only a few roads in Colchester are under municipal jurisdiction, including all new local roads built since 1995. Other important functions include providing land use and development services, planning and maintaining municipal parks, and writing and enforcing municipal bylaws and policies.

Villages of Bible Hill and Tatamagouche

Bible Hill and Tatamagouche build and maintain their communities' sidewalks, trails, and parks. Unlike municipalities, the Villages do not own or maintain local roads, so collaboration is needed with road owners when approvals are required. While the Villages can access many funding programs, certain provincial sources require Council's consent, making collaboration necessary.

Nova Scotia Department of Public Works (NSPW)

The Nova Scotia Department of Public Works (NSPW) owns and maintains most roads in Colchester, including all highways. NSPW must approve all work done on provincial roads, including new sidewalks and trails, and controls speed limits and crosswalks on all provincial roads.

Millbrook First Nation

Millbrook First Nation plans and builds new active transportation infrastructure to serve its lands, while the Town of Truro maintains these facilities through a service agreement. Millbrook also administers its own land use planning to guide new growth and development.

Towns of Truro and Stewiacke

Truro and Stewiacke plan, build, and maintain their active transportation networks. Like Colchester, they also control land use and development and various other bylaws and policies that support key municipal functions.

Community Organizations

Various community groups support active transportation promotion and education, along with maintenance of some key trails. For example, the Tatamagouche Area Trails Association (TATA) maintains and improves the Short Line Trail along the North Shore.

Community Context + Demographics

Land Area

The Municipality of Colchester is located in the heart of Nova Scotia, covering 3,578 km^2 from Cobequid Bay to Northumberland Strait. Colchester neighbours the communities of Cumberland, Pictou, East Hants, and Halifax Regional Municipality, and surrounds the Towns of Truro and Stewiacke. The Cobequid Mountains and numerous watercourses, such as the Salmon River, also shape Colchester's development patterns, character, and history.

The Village of Bible Hill is a central part of Colchester along the Salmon River across from the Town of Truro. It is one of the Growth Centres identified in the Municipal Planning Strategy (MPS), where new development and growth will be concentrated in the municipality.

Map 1 on the following page provides an overview of the Municipality of Colchester and the identified Growth Centres, including the Village of Bible Hill.

Population + Demographics

Understanding the habits and preferences of Colchester residents is important in informing active transportation planning, as well as supporting investments that will make active transportation more attractive to people across the Municipality. This section highlights some key information and trends from Census data collected by Statistics Canada and their connection to active transportation in Colchester.

It is important to acknowledge that currently available census data is now somewhat outdated, with census information now almost five years old. New census data from the 2026 Census will help understand how the municipality has changed over more recent years and account for some of these local and provincial trends. The Census is also based on place of primary residence, and so information may exclude seasonal residents, temporary workers, or post-secondary students from other parts of Nova Scotia, Canada, or the world.

Active Transportation Strategy: Regional Overview

Map 1

- Municipal Boundary
- Village
- Indigenous Community
- Growth Centre
- Park
- Highway
- Road
- Railways

CUMBERLAND

TATAMAGOUCHE

COLCHESTER

PICTOU

HANTS

STEWIACKE

HALIFAX

KINGS

BIBLE HILL

TRURO

Cobequid Bay

Bay of Fundy

Minas Basin

6 326 256 246 311 4 2 104 236 102 289 336 224

10
Kilometers

BIBLE HILL

Colchester
be centred here.

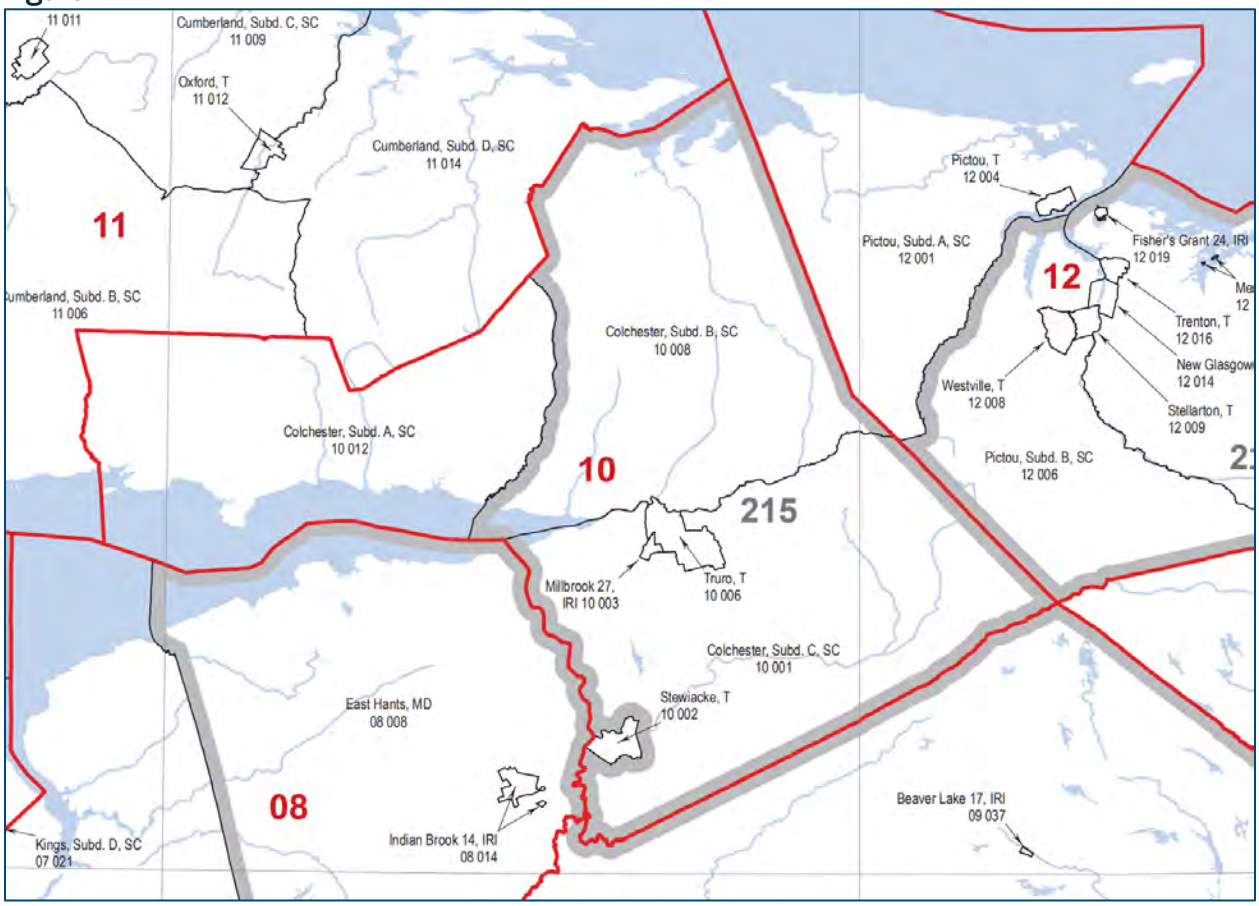
Geography

The Municipality of Colchester is made up of three different census subdivisions within the larger Colchester County census division. Census data from these three can be analyzed together to form a more complete picture of the Municipality, or individually to understand more local trends. The three subdivisions are described below and shown in **Figure 1**.

- Subdivision A – Northern Minas Basin
- Subdivision B – Bible Hill, Tatamagouche, Kemptown
- Subdivision C – South Colchester, Truro Heights / Lower Truro

Separate data is also available for the Villages of Bible Hill and Tatamagouche, as a subset of the areas described above. Trends for the villages are also included in this section.

Figure 1. Census Subdivisions in Colchester

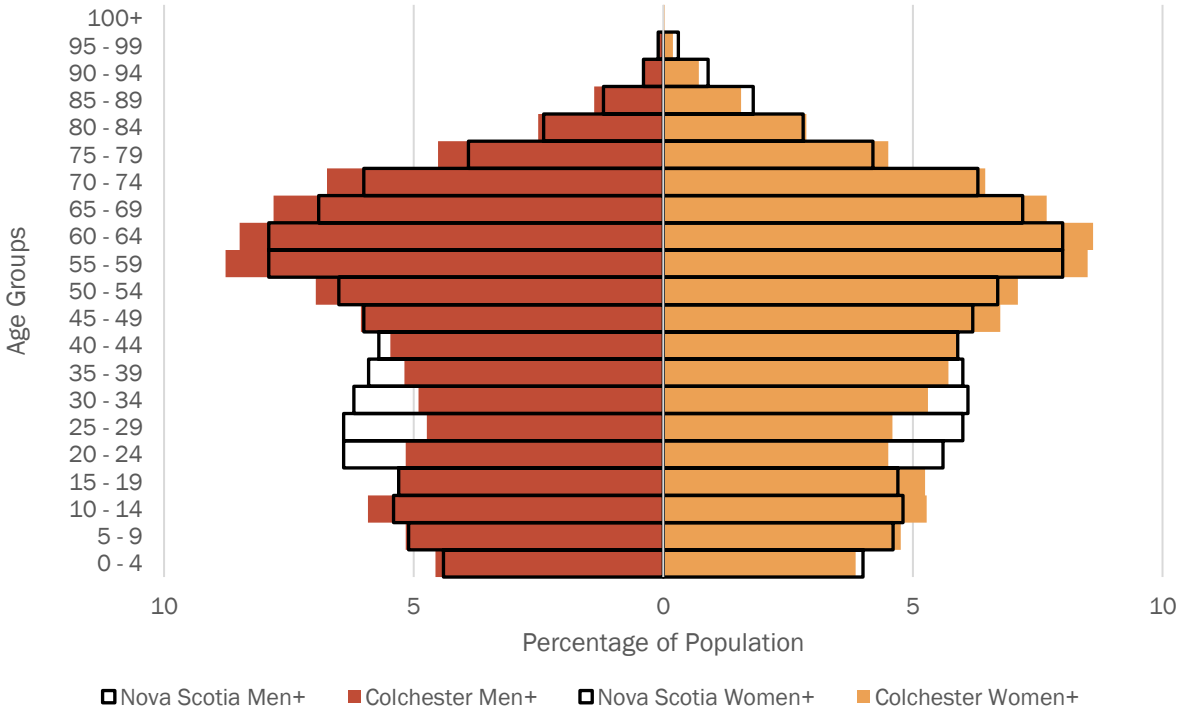


Population

According to Statistics Canada, Colchester's population was 36,040 in 2021. This is a slight decline in total population compared to the previous census in 2016. While population has grown overall in the past 30 years, the municipality's population peaked in 2011 and has slowly declined since.

Trends indicate that Colchester's population is also aging. The number of residents aged 65 or older has increased significantly, while the number younger than 65 has decreased. This trend of an aging and declining population is also being experiencing in many other rural communities in Nova Scotia. **Figure 2** shows how age distribution in the Municipality compares across Nova Scotia.

Figure 2. Population Pyramid of the Municipality of Colchester and Nova Scotia (2021)



The 2021 Census does not fully capture people moving to and within Nova Scotia after the COVID-19 pandemic. Population estimates produced by the Nova Scotia Department of Finance show strong population growth across Colchester, with populations either reaching or exceeding peak populations since 2006.[1]

[1] Nova Scotia Department of Finance. (2024). Nova Scotia Population Estimates by County and Census Subdivision - July 1, 2023. Retrieved from https://novascotia.ca/finance/statistics/archive_news.asp?id=19934&dg=&df=&dto=0&dti=3

Equity

Active transportation can support equity-deserving people in accessing transportation options, recognizing that many people in Colchester face diverse barriers to moving around their communities. Some of the equity-deserving populations captured in Census data include newcomers, visible minorities, and low-income individuals in Colchester, along with Indigenous identity, youth, and seniors discussed in previous sections.

Newcomers	Approximately 4% of Colchester's population identify as immigrants, including 0.5% of the population who are newcomers between 2016 and 2021.
Visible Minorities	Colchester's population in 2021 included fewer visible minorities (2.5%) when compared to Nova Scotia (9.8%) and Truro (10.3%).
Income	Low-income individuals make up about 14% of Colchester's population, slightly below the provincial average (17.3%) and in Truro (16%).
People Experiencing Homelessness	52 people were experiencing homelessness in Colchester according to a 2021 homelessness estimation survey.[2] Most of these individuals were located primarily in the Town of Truro (80%).
People Living with Disabilities	Nova Scotia had the highest rate of disability across Canada in 2022, with nearly 38% of people over the age of 15 experiencing a disability, which has grown 7.9% since 2017.[3] The national average is 27%.

Information on these important parts of Colchester's diverse population are also dated given accelerating immigration across Nova Scotia and growing affordability challenges.

When planning for active transportation, understanding the specific needs of these groups and other equity-deserving populations is crucial. Moving forward, the ATS will seek to align infrastructure and programming recommendations with the specific needs of these groups.

2 Turner Drake & Partners. (2021). Affordable Housing Needs & Supply Study, Truro-Colchester. https://www.colchester.ca/planning/3329-final-report-truro-colchester-housing-needs/file

3 Province of Nova Scotia. (2022). Canadian Survey on Disability – Nova Scotia https://accessible.novascotia.ca/sites/default/files/2024-09/2022%20Canadian%20Survey%20on%20Disability-Nova%20Scotia%20Overview%20-%20web-ua_0.pdf

Land Use + Community Destinations

Colchester features a diversity of urban and rural areas. The highest concentration of residential uses are found in Bible Hill and Tatamagouche, in other areas around Truro, and in Debert. Other smaller population centres are spread throughout the municipality, including Great Village, Brookfield, and Masstown.

Commercial and employment activity is largely concentrated in these population centres. Debert is a growing industrial centre which draws employees from across the region, while the Towns of Truro and Stewiacke provide higher densities of employment and service uses. Truro acts as the commercial and service centre for much of Colchester, with many major roads connecting to and from the Town through various areas of the municipality. Many Colchester residents regularly travel to these urban areas or service centres for work, shopping, health care, or recreation, especially Truro. Ongoing development on Millbrook First Nation lands is also expanding commercial and employment lands, along with services for Nation members.



Education

17 schools are found in Colchester, with the highest number found in more urban areas and many rural schools drawing on large catchment areas. Truro is also an important destination for high school students travelling to the Cobequid Educational Centre. Post-secondary schools include the Dalhousie University Agricultural Campus in Bible Hill and the Truro campus of Nova Scotia Community College.

Health Care

Health care services are largely concentrated in the urban areas and Town of Truro, including the Colchester East Hants Health Centre and Lillian Fraser Memorial Hospital in Tatamagouche. The West Colchester Community Health Centre in Bass River also serves many rural communities. Other health care facilities, such as long-term care facilities, are found throughout Colchester.

Parks

Colchester has many parks and recreational sites, including the Fundy Discovery Site, Bible Hill Recreation Park, Stewiacke River Park, and many others. Numerous provincial parks and protected areas also found in Colchester, including Five Islands Provincial Park and Gully Lake Wilderness Area.

Recreation

The Rath-Eastlink Community Centre is a highly used local amenity that offers recreation opportunities for all age groups and is jointly owned between the Municipality and Town. Other key recreational opportunities include numerous community rinks, community recreation centres, and sports fields.

Seasonal Destinations

Visitor traffic to locations like the Cliffs of Fundy Geopark and the Brule area increase over the summer and fall. Seasonal employment is also crucial to tourism-oriented and agricultural businesses, often greatly (albeit temporarily) increasing populations in rural areas.

Future Growth

Colchester's 2025 *Municipal Planning Strategy* (MPS) defines three general land use classes to help guide future growth and development as described in **Table 1** and shown in **Map 1**, which will help shape where active transportation can be most effective in supporting community goals.

Table 1. Land Use Structure from Colchester's Municipal Planning Strategy

	Description	Applicable Areas
Growth Centres	Higher-density development areas with a wider range of residential options and commercial services that may feature a variety of municipal infrastructure, such as sidewalks.	• Bible Hill • Debert • Hilden • Lower Truro – Truro Heights • North River • Central/Upper Onslow • Salmon River • Tatamagouche • Valley
Rural Service Centres	Denser nodes in the rural areas that provide a range of services and some municipal services, such as sewer and sidewalks.	• Brookfield • Great Village
Rural Areas	Low-density areas that include natural zones, agricultural uses, resource-based development, and larger recreational areas.	• All other areas of Colchester

Planning + Regulatory Framework

This section describes the planning and regulatory documents that guide active transportation and important complementary plans and policies. These documents will inform the Active Transportation Strategy, helping to understand broader municipal priorities and community goals. Key documents are described in more detail below. Some of the other plans, policies, and studies reviewed include:

Colchester Plans + Policies

- Parallel Strategic Priority Pillars 2024-2028
- Carbon-Free Colchester: Community Energy & Emissions Plan (2021)
- Physical Activity Strategic Plan 2021-2026
- Colchester County Trail Strategy (2005)

Regional Documents

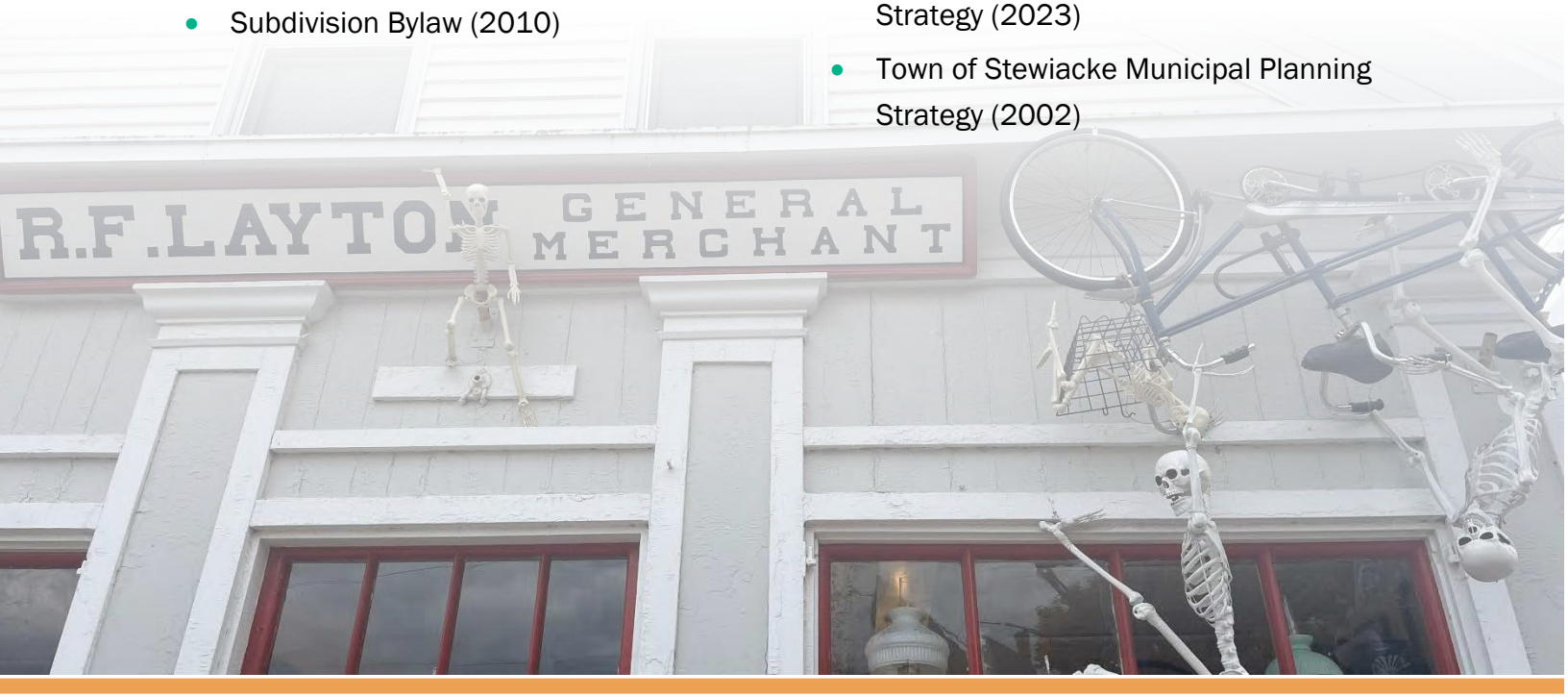
- Joint Regional Transit Feasibility Study (Ongoing)
- Regional Transportation Study (2025)
- Central Nova Scotia Strategic Tourism Expansion Program 2025–2027 Tourism Strategy (2024)
- Affordable Housing Needs & Supply Study Truro-Colchester (2021)

Colchester Bylaws

- Land Use Bylaw (2025)
- Subdivision Bylaw (2010)

Neighbouring Community Documents

- Town of Truro Municipal Planning Strategy (2023)
- Town of Stewiacke Municipal Planning Strategy (2002)



Municipal Planning Strategy (2025)

Colchester's Planning Strategy establishes guiding policy regarding land uses, growth, service provision and community development. Engagement identified support for improved active transportation to help decrease the community's reliance on private vehicles. Policies relevant to the Active Transportation Strategy include:

- **Policy 5-28:** Council may, through the Subdivision Bylaw, require sidewalks and/or multi-use paths on new public roads in the Growth Centres.
- **Policy 5-30:** Council shall, through the Land Use Bylaw, require pedestrian connections to adjacent active transportation networks for developments approved via the site plan approval process.
- **Policy 5-31:** Council shall, through the Land Use Bylaw, enable a reduction in required automobile parking spaces in certain zones if the developer provides bicycle parking spaces meeting standards established in the Land Use Bylaw.
- **Policy 5-32:** Council shall regularly review and update the Municipality's Active Transportation Strategy and shall work to implement the active transportation network identified in each successive version of the Municipality's Active Transportation Strategy.



Active Transportation Strategy (2011, rev. 2017)

Colchester's Active Transportation Strategy (ATS) has guided development of active transportation network of pedestrian, cycling, and multi-use facilities to increase connectivity, improve safety, and provide more affordable and environmentally sustainable transportation options. The original ATS Phase 1 projects were largely implemented, and it was therefore updated in 2017 to refresh the actions and priorities.

Guiding principles of the ATS included:

- The Municipality of Colchester recognizes that there are a variety of reasons why people use Active Transportation, including health/ wellbeing, recreation/ fitness, commute to work/ school, and tourism/ visitors.
- Active Transportation is a healthy alternative for all ages and economic background.
- Active Transportation can help the Municipality to achieve sustainability goals by reducing the community's greenhouse gas emissions.
- When real or perceived safety barriers are removed, more people will choose to actively travel.
- People will embrace the social and health benefits of AT. Building healthier communities will decrease healthcare costs and enable people to interact positively with members of their community.
- A solid AT network is a community enhancement attractive to prospective residents and businesses. It is also an attractive community feature for visitors.
- To make the AT Network for Colchester a success, a coordinated effort with the Town of Truro and villages of Bible Hill and Tatamagouche is important.

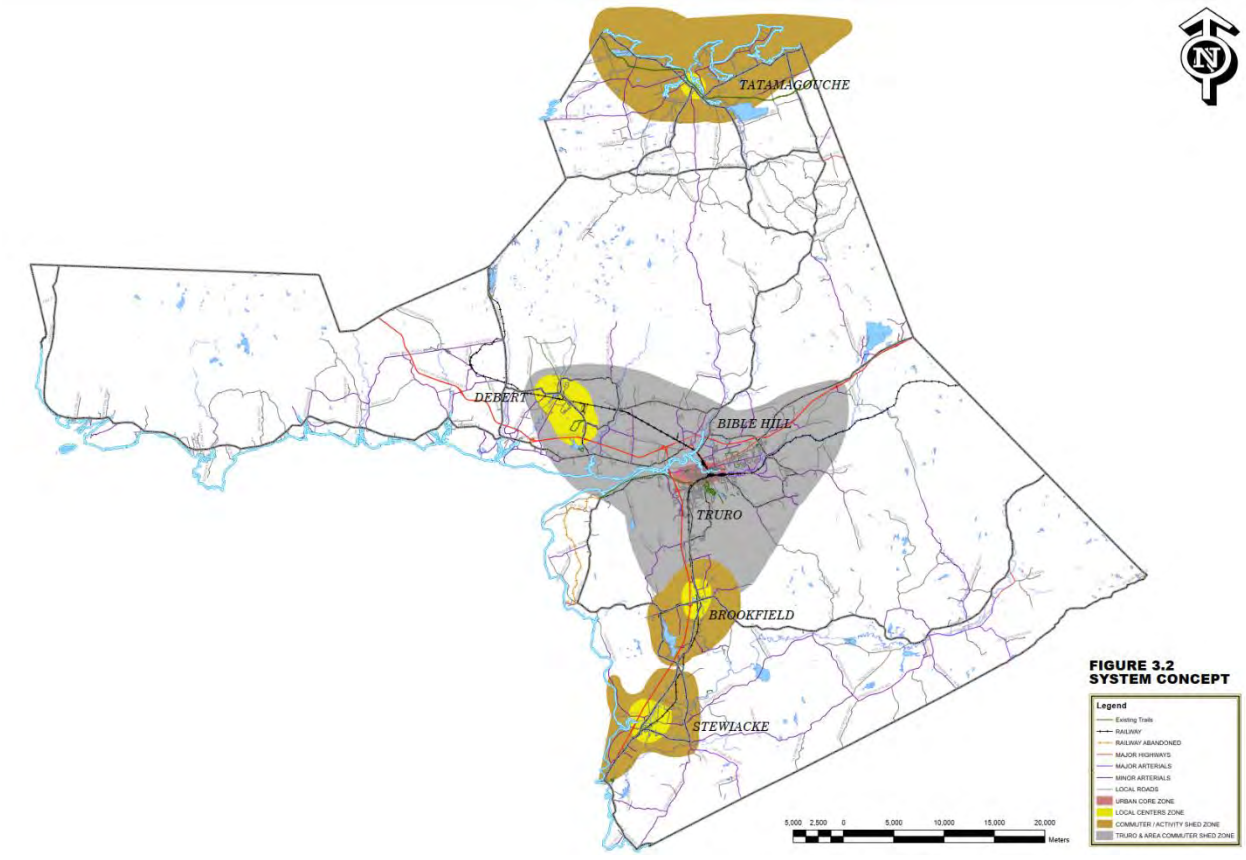
The 2011/2017 Strategies identified a series of facility types that are appropriate to the Colchester context, along with short-term priorities for active transportation network implementation and potential future projects.

Colchester – Truro Bikeways Plan (2009)

Before the Active Transportation Strategy, the Municipality collaborated with the Town of Truro to develop a plan that would guide the implementation of safe cycling routes through both communities. Built on extensive public engagement, the Plan prioritized on- and off-road cycling facilities, while also recommending pedestrian projects, where relevant.

Criteria for project prioritization were identified to select desirable routes. New and improved infrastructure was identified in multiple zones, based on their relationship to the regional core in Truro, as shown in **Figure 3** below. Several recommendations for Colchester both identified connections to Truro as well as proposed local active transportation networks in more rural areas. Ultimately, implementation of the *Bikeways Plan* has been limited; some of the sidewalk projects have been completed or included in subsequent plans like the 2011 *Active Transportation Strategy,* and the Plan discussed the development of a pedestrian bridge at what is now the Fundy Discovery Site.

Figure 3. Colchester-Truro Bikeways Plan System Concept



Regional Accessibility Plan (2025)

In collaboration with the Town of Truro, Stewiacke, and Millbrook First Nation, the recently updated *Regional Accessibility Plan* sets out priorities to improve accessibility and equity. These commitments are captured in six focus areas including Buildings, Infrastructure, Public Spaces, and Transportation.

Key commitments in these areas will ensure that accessibility is at the heart of transportation projects by seeking input from people with disabilities, embedding accessibility in design standards for new active transportation infrastructure, and addressing existing accessibility barriers in the built environment. Specific commitments include:

- Consulting people with disabilities in the planning and design of transportation-related projects, including the Region's 2025 regional transportation feasibility study.
- Working to improve sidewalk and safety access in line with provincial requirements by:
    - Working to identify high-priority sidewalks and crosswalks in need of repairs and updates.
    - Working with the province to secure necessary permissions to facilitate those improvements.
    - During project planning/design, consulting people with disabilities and industry experts on accessibility to identify the key accessibility features (e.g. curb cuts, tactile surface indicators, crosswalk markings, auditory and visual signals) needed for these improvements.
    - When projects are moving forward, working with the necessary Councils/Commissions to secure the budget to complete the work.
- Prioritizing accessibility when planning transportation projects.
    - Ensure accessibility is a key consideration in the execution of projects.
    - Prioritize plans that address known accessibility barriers or provide significant upgrades to accessibility and increased safety for vulnerable road users.

Tatamagouche Active Transportation Master Concept (Draft 2025)

Tatamagouche's draft *Active Transportation Plan* will guide future implementation of pedestrian and multi-use projects within the village. This includes both new and improved active transportation infrastructure, developing facilities that are appropriate to context, including wider, retail-oriented sidewalks in the "downvillage". Cycling is accommodated through the development of a more extensive network of on- and off-road multi-use pathways, many of which would replace existing sidewalks. The Butter and Short Line Trails also play an important role in the proposed network, connecting Tatamagouche to neighbouring communities - primarily for recreational use.

Town of Truro Active Transportation Plan (2023/24)

Truro's Active Transportation Plan outlines the Town's vision for active transportation and infrastructure needs to develop a complete active transportation network within the community.

Partnerships and collaboration are emphasized throughout the plan, including between the Town, Municipality, Millbrook First Nation, and the provincial government, among others. A series of "Regional Routes" are identified in the plan which connect to various communities within Colchester and the Village of Bible Hill. If and when implemented, these will require close collaboration between governments and agencies.

In 2024, the Town completed a review of the proposed network to create a more detailed implementation plan, including refinements of the proposed facility types and routes. Through this review, multiple key AT connections were identified that connect Truro to Colchester or approach the municipal boundary. Routes included Brunswick Street, Lorne Street, Marshland Drive, and McClures Mills Road, all of which were recommended to accommodate multi-use pathways.

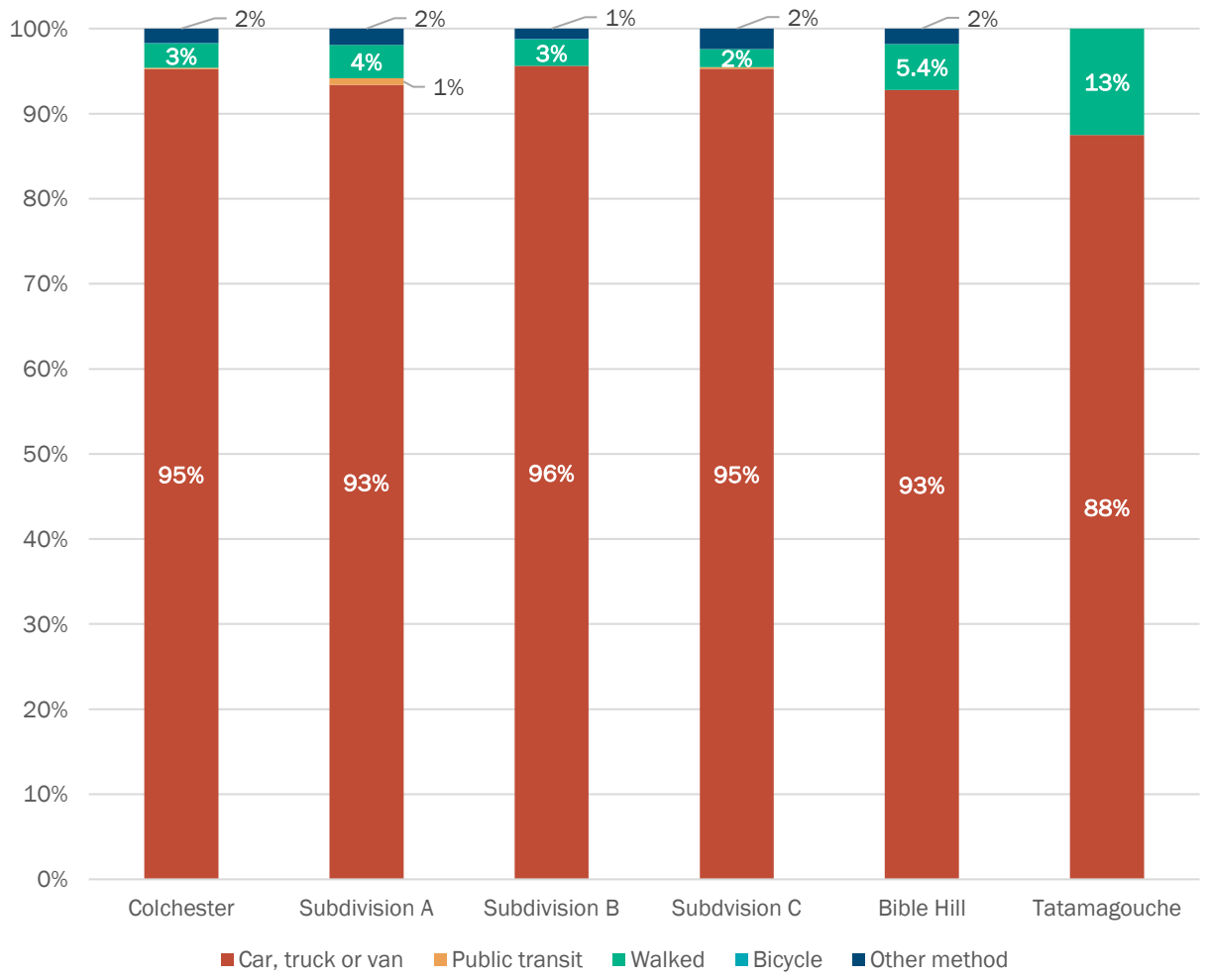
3.0 Active Transportation Today

How We Move

Mode Share

Like most rural communities in Canada, most trips in Colchester are completed in a private vehicle. 95% of commuter trips in the Municipality are either as the driver or a passenger of a private vehicle. The remaining portion of trips are divided between walking (2%), other modes (1%), and cycling and transit (<1%). **Figure 4** shows commuter mode share for Colchester, the three Stats Canada subdivisions, and the Villages of Bible Hill and Tatamagouche.

Figure 4. Commuter Mode Share in Colchester, 2021 Census



Colchester's active mode share is comparable to other county municipalities in Nova Scotia, as shown in **Table 2**. The more compact towns, such as Truro and Stewiacke, show a higher proportion of active transportation use, particularly walking. Other rural municipalities featured lower active commuter trips, where long travel distance and low-density settlement patterns can be challenging for walking, rolling, and cycling.

Table 2. Peer Community Mode Share, 2021 Census

Community Name	Population	Active Transportation Mode Share
Municipality of Colchester	36,044	2.9%
Village of Bible Hill	5,076	5.4%
Town of Truro	12,954	12.4%
Town of Stewiacke	1,557	9.4%
Municipality of Pictou	20,676	1.9%
Municipality of Cumberland	19,964	4.1%
Municipality of the County of Antigonish	15,101	3.0%
Municipality of the County of Kings	47,918	3.8%
Municipality of the County of Annapolis	18,834	6.0%

Transit in Colchester

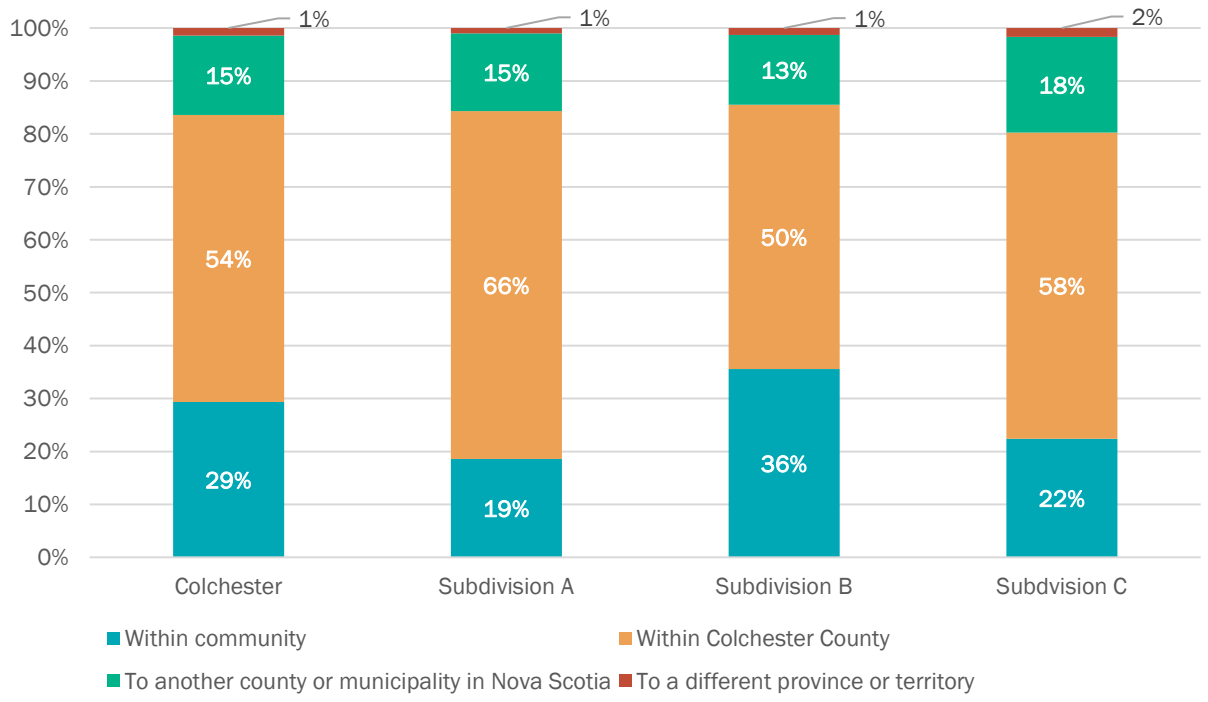
Conventional public transit service is not currently available in Colchester. The Colchester Transportation Cooperative Limited (CTCL) is a non-profit organization that offers on-demand transportation for Colchester residents to reduce transportation barriers.

Through the ongoing *Regional Transit Study*, Colchester and Truro are currently studying options for transit service that could connect the urban core, employment centres, and rural communities. Two options for transit service were presented to the community in the Fall of 2025, and these will be considered for future funding and implementation. Connections to any future transit service in Colchester, especially bus stops, will be a priority for the Active Transportation Strategy.

Travel Time + Distance

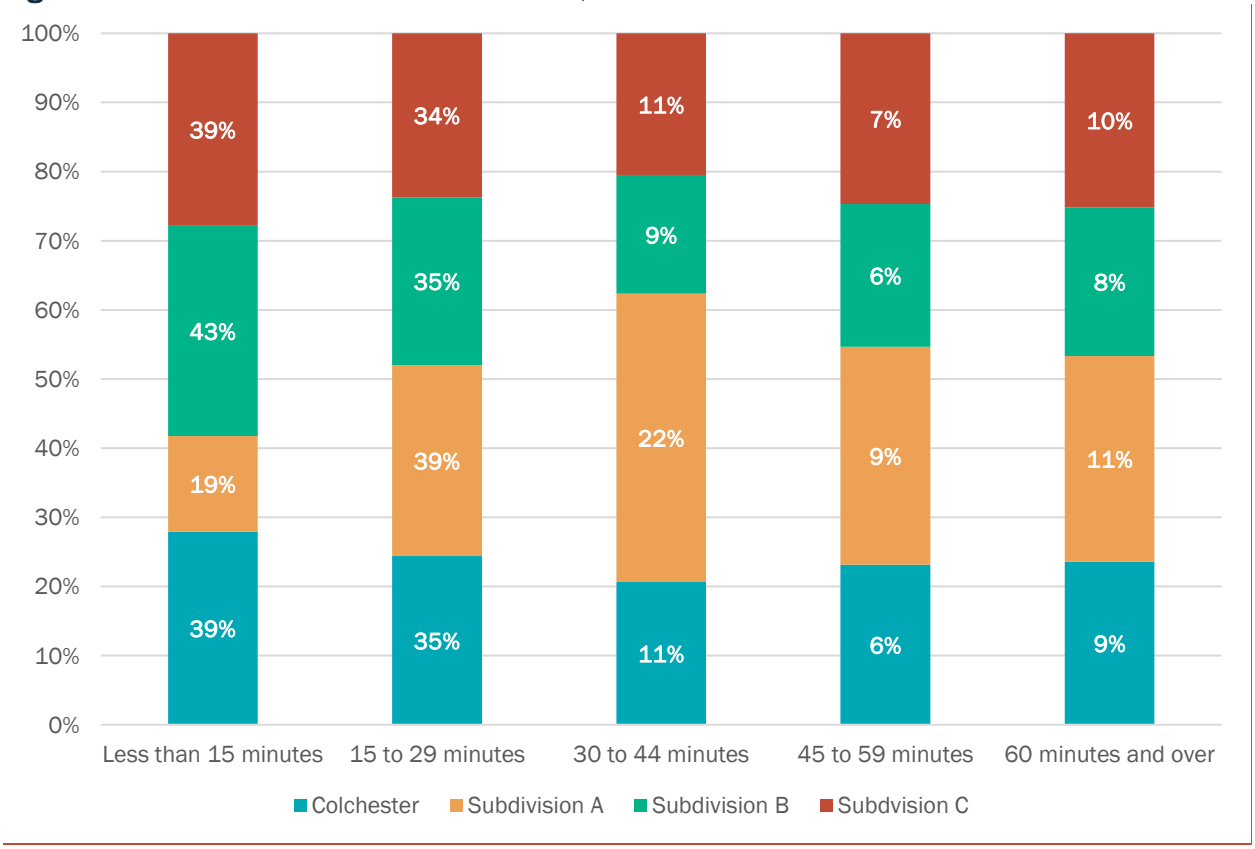
Daily use of active transportation is strongly influenced by travel distance and time to and from work. In 2021, 84% of residents worked in the Municipality, with most commuters travelling outside of their community to other destinations in Colchester County, such as Truro, Stewiacke or other parts of Colchester. Over a quarter of residents (29%) lived and worked in the same community; these trips have higher potential to be shifted to active transportation. Commute destinations vary across Colchester as shown in **Figure 5**, with residents of Subdivision B typically travelling to work within the community more often.

Figure 5. Commuter Destinations in Colchester, 2021 Census



Given Colchester's size, it is also important to understand commute time since destinations within the same census subdivision may be substantially further than those in other census subdivisions. Most commutes in Colchester were less than 15 minutes (39%), or 15 to 29 minutes (35%), which also suggests strong potential for active transportation - particularly for the shortest trips. Like with commute destinations, travel time varies widely across the Municipality. Subdivisions B and C generally had shorter travel times, as shown in **Figure 6** below. Working from home also grew significantly, from 8% of workers in 2016 to 14% in 2021.

Figure 6. Commuter Duration in Colchester, 2021 Census



Existing Conditions

When building out Colchester's active transportation network, it is important to understand where we are today as well as how well existing facilities are supporting walking, cycling in rolling in Colchester. This section highlights some of the key elements of the current active transportation and road networks, including infrastructure and initiatives that will be the starting place for the future Active Transportation network.

Active Transportation Network

Sidewalks



Colchester has an extensive sidewalk network for a rural municipality, as shown in **Appendix B**. This includes approximately 78 km of sidewalks across the community, 29 km (37%) of which are in Bible Hill. Pedestrian infrastructure is generally concentrated around more densely populated areas; community centres, such as schools, commercial areas, or key services, as well as roads with high traffic speeds and volumes where no suitable alternative is available. Many of the sidewalk networks in Colchester are localized, and as such do not offer opportunities to connect across the region or to neighbouring communities.

Typically, Colchester develops one new sidewalk connection and improves another section of existing sidewalk each year. Sidewalk projects are selected based on inputs from the previous *Active Transportation Strategy*, including prioritization criteria. Recent projects include Old Courthouse Branch Road and portions of Trunk 2 in Brookfield and Hilden.

Sidewalks are developed, improved, and maintained through taxation and grant funding programs, when possible. All communities within the Urban Service Area pay taxes for these services, except in Bible Hill where sidewalks are funded separately. Outside of these areas, active transportation area rates are also applied in Brookfield and Debert. Streetlights are also paid for through local taxes, separate from the active transportation rate.

Pedestrian Crossings

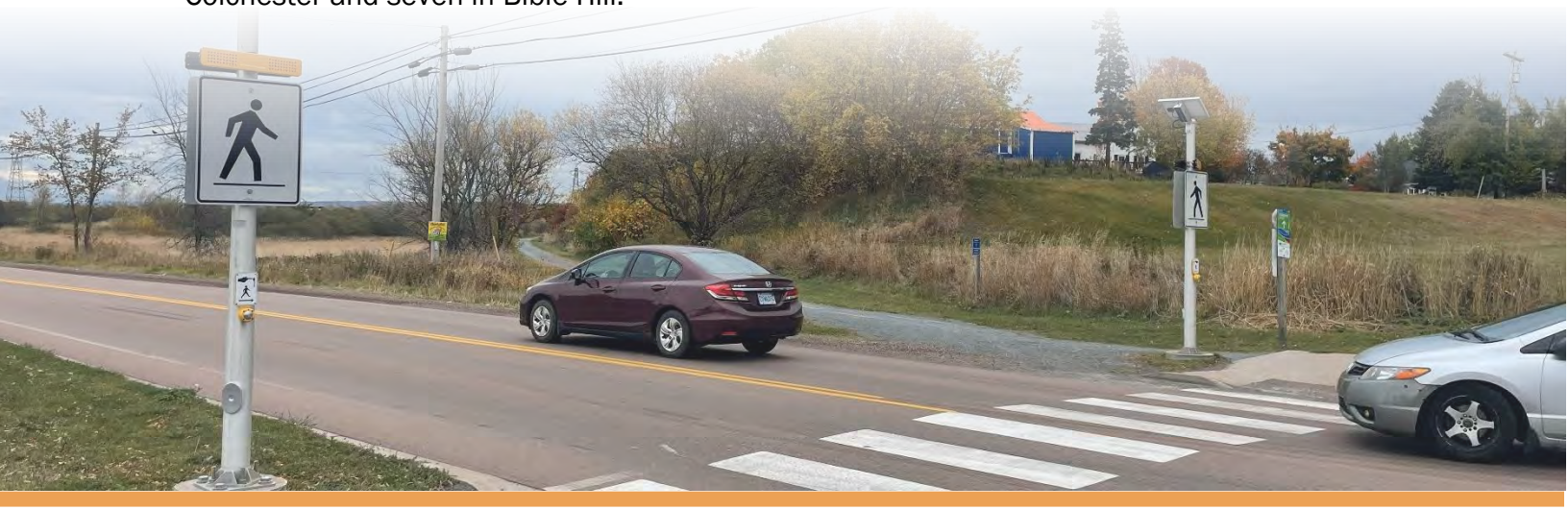
Improvements to pedestrian crossings have been an important road safety measure over recent years in Colchester. Rapid rectangular flashing beacons (RRFBs) have been introduced at numerous locations with a high volume of pedestrians, distinct safety concerns, or as requested by residents to improve pedestrian visibility to drivers. Some signalized intersections (particularly in areas with higher pedestrian activity) include pedestrian indicators to help inform users when they can cross. Signed and painted crossings are also found in some locations that may not be suitable for RRFBs or do not have the conditions to support the requests.

Fundy Discovery Site Pedestrian Bridge

With support from the Government of Canada, the Municipality is currently designing and building a new active transportation bridge across the Salmon River as part of the development of Fundy Discovery Site. The new bridge will provide a dedicated crossing for active transportation, directly connecting Onslow with Truro Heights, while also creating opportunities to better view the tidal bore. The 110-metre bridge will be a crucial connection for all active modes in the ATS.

The Municipality implements new pedestrian crossings as guided by the *Crosswalk Policy (2017)*, which allows residents to request crossings for general use and in school zones. Requests for crossings on municipal roads are addressed directly by Colchester, while those on provincial roads are forwarded to NSPW. Crossing requests to the province are approved based on two criteria: exceeding traffic volumes and/or improving pedestrian connectivity. Recently, connectivity-based requests have been more successful to allow the Municipality to expand the number of improved crossings in the community.

Colchester and Bible Hill hire crossing guards to help children travelling to school safely cross major roads. A total of 11 crossing guards support these programs, including four in Colchester and seven in Bible Hill.



Cycling Network

Opportunities for cycling in Colchester are primarily on either multi-use pathways or on-road facilities (such as paved shoulders), both of which are presently limited in scale in the municipality. There is no official inventory of cycling facilities in Colchester, but key facilities include approximately 40 km of multi-use pathways, such as the Cobequid Trail and the Truro Heights Connector multi-use pathway that connect to Truro and provide excellent recreational and commuting cycling opportunities. The Butter and Short Line Trails also connect along the Northumberland Shore, passing through Tatamagouche.



Safety and comfort for cyclists on these routes can vary, especially for on-road facilities. While better than no dedicated space at all, paved shoulders do not provide any physical protection for cyclists. Paved shoulders are often found on high-speed roadways with significant traffic volumes in Colchester, meaning surrounding conditions are unsafe (both in perceived and actual safety) for cyclists of different comfort levels.

Since most roads in Colchester are owned by the Province of Nova Scotia, implementing new on-road cycling facilities, even paved shoulders, can be challenging. Ongoing collaboration with provincial agencies is therefore crucial to developing a safe and comfortable cycling network in Colchester.

Multi-use pathways also present variable conditions, with most being a gravel surface which can limit some mobility devices like wheelchairs. Parts of Colchester (notably Bible Hill and Lower Truro) feature large floodplain areas, and as a result, some existing and planned pathways and sidewalks are prone to seasonal flooding. Recent mitigation efforts have focused on installing rock berms as well as new and additional rock berms to help reduce the impacts o from future flooding events in the region. Due to the increase and severity of weather events, additional disruptions may also occur from storm damage including fallen trees, washouts, and localized erosion from intense rainfall. While seasonal flooding is a reality in the region due to its topography and location, trail design and alignment can help manage and reduce the impact these events have on trails in the community.

Nova Scotia Blue Route

The Nova Scotia Blue Route is an ongoing project to develop a continuous, inter-regional cycling network throughout the province. The Blue Route concept was initially introduced in 2016, with a gradual rollout of the route throughout the province as facilities and funding become available. The Blue Route is primarily a wayfinding system and does not currently feature consistently safe and comfortable facilities for all cyclists. Facilities included in the Blue Route are primarily paved shoulders and multi-use pathways, but often no cycling facilities are found on designated routes.

Colchester's location at the heart of the province means that it is central to the Blue Route, with several different Blue Route-designated corridors crossing the municipality, including the list below and shown in **Map 2**:

Open Routes

- Cobequid Trail (Truro, Lower Truro, Old Barns)
- Trunk 4 - Pictou County to Valley
- Trunk 2/4 – Onslow to Cumberland County

Routes Under Review

- College Road / Salmon River Road – Truro to Trunk 4
- Trunk 2 – Enfield to Truro
- Highway 236/289 (Glooscap Trail) - Hants to Truro
- Trunk 2 – Highway 4 to Cumberland County

Along some of these corridors, the Blue Route uses municipal infrastructure (including the Cobequid Trail), but the Blue Route is primarily found along provincially owned highways that are generally high-speed/high volume vehicle routes. When completed, the active transportation bridge at the Fundy Discovery Site will form a key connection along the Blue Route in Colchester.

Active Transportation Strategy: Nova Scotia Blue Route

Map 2

- Municipal Boundary
- Village
- Park
- Indigenous Community
- Highway
- Road
- Railways

Blue Route

- Open Road Route
- Open Trail Route
- Planned Road Route
- Planned Trail Route

CUMBERLAND
TATAMAGOUCHE
COLCHESTER
PICTOU
HANTS
TRURO
BIBLE HILL
STEWIACKE
HALIFAX
KINGS
Cobequid Bay
Bay of Fundy Minas Basin
St. Lawrence

10
Kilometers

BIBLE HILL
Colchester
be centred here.

Trails

Recreational trails are an important part of the active transportation network: connecting to community destinations, providing opportunities to access nature, and supporting healthy lifestyles. Trails can attract a broad range of users, including hikers, mountain bikes, cross-country skiers, snowshoers, and many other forms of active travel. This variety of use means that trails are often not universally suitable for active transportation, as they are often impacted by weather, indirect, unsafe for some users, and not designed for all modes.

In developing the Active Transportation Strategy, trail facilities will be seen as opportunities for active transportation. Their recreational nature will inform how they are included within the network to ensure that they are considered as both important destinations as well as opportunistic for active transportation where feasible.

Trans-Canada Trail

The Trans-Canada Trail (TCT) crosses Colchester along multiple routes, including for hiking, cycling, and water-based modes, along roads, trails, and paddling corridors. Like the Blue Route, the TCT uses municipal infrastructure for portions of the trail through Colchester, including municipal sidewalks and the Cobequid Trail.

Maintenance

The Municipality is responsible for maintaining its active transportation system, including the many trails and sidewalks throughout Colchester. Snow and debris clearing, and sidewalk and trail repair are among the maintenance responsibilities for the Municipality and the Village, with both responsible for these functions within their boundaries. Budgeting and operational capacity for maintaining the active transportation network are key considerations and constraints on how the Municipality will expand and prioritize active transportation improvements through the Active Transportation Strategy.

Did You Know?

Colchester has four snowplows suitable for sidewalks; these vehicles (pictured below) are moved around the community to clear snow as quickly as possible after or during a snowfall. Plowing is prioritized on sidewalks within 500 m of schools, before being done on other pedestrian routes. The Village of Bible Hill contracts its snow and ice control - three snowplows are similarly used with priority given to high traffic roads and school zones.



Barriers to Active Transportation

There are many factors that can influence how attractive or practical active transportation is to people in Colchester. Through the background review and site visits across the community, some of the following barriers to walking, cycling, and rolling were observed across Colchester. Additional barriers are also explored through the engagement findings discussed in **Section 4.0**.

Geography

Colchester is a large, low-density region, meaning that some active transportation infrastructure may not serve a large portion of the overall population, or that distances to other communities or along active transportation routes may discourage active transportation for some. Colchester also features hilly topography, which makes active transportation more physically demanding for people walking, rolling, and cycling.

Road Network

Colchester's transportation network features several key corridors that provide local and inter-regional connections. This includes a mix of more urban streets located in Growth Centres such as Pictou Road, College Road, Truro Heights Road, as well as more rural highways. Some of these routes support active transportation, including as part of the Nova Scotia Blue Route and the Trans-Canada Trail, as discussed previously in this section.

Less than 2% of the roads in Colchester are owned and maintained by the Municipality, where most other roads are provincially owned. The Municipality works closely with NSPW to identify opportunities to incorporate active transportation infrastructure into road renewal projects throughout the region, and it is required to consult and confirm any projects alongside or in NSPW-owned and -operated corridors.

Many of these key highways feature high traffic volumes and speeds, which conflict with perceived and actual safety for active transportation users. Some of the key highways in Colchester are included in **Table 3** below.

Table 3. Key Highways In Colchester With Average Annual Daily Traffic Volumes

Road Name	Description	Traffic Volumes[4] (Average Annual Daily Traffic) *
Highway 102	Halifax Regional Municipality to Onslow and Highway 104	20,840
Highway 104	Colchester to Pictou and Cumberland Counties	12,850
Highway 236	Truro to East Hants	11,690
Highway 289	Hants to Pictou County via Brookfield and Middle Stewiacke	4,930
Highway 311 (Main St – Bible Hill)	Bible Hill to Tatamagouche	6,950
Highway 336	Halifax Regional Municipality to Highway 289	370
Trunk 2 (Robie St)	Halifax Regional Municipality to Cumberland County via Stewiacke and Truro	17,300
Trunk 2 (Brookfield)		4,950
Trunk 2 (Great Village)		2,450
Trunk 4 (Onslow Rd)	Pictou to Cumberland County via Truro and Bible Hill	4,610
Trunk 4 (Pictou Rd)		6,120
Trunk 6	Pictou to Cumberland County via Tatamagouche	4,640

*Where multiple count locations are recorded in the same year, the highest volume count is displayed in the table.

[4] Province of Nova Scotia. (2025). Traffic Volumes - Provincial Highway System. Retrieved from https://data.novascotia.ca/Roads-Driving-and-Transport/Traffic-Volumes-Provincial-Highway-System/8524-ec3n/about_data

River Crossings

There are several prominent watercourses in Colchester that create barriers for safe and direct routes to community destinations. The Salmon River is a key example where existing bridges are not designed nor suited for active transportation, and new or adapted bridges are deeply affected by project costs and feasibility. The new crossing of the Salmon River at the Fundy Discovery Site will help address some of these challenges around Onslow and Lower Truro.

Vehicle Speeds and Volumes

Conflicts with motor vehicles are one of the primary deterrents to active transportation use. Corridors with many vehicles travelling at high speeds create uncomfortable and unsafe conditions for walking, rolling, and cycling, and can result in a negative user experience. Vehicle volumes tend to be highest on primary corridors that are direct and connected to community destinations, which are also best suited to active transportation facilities. Posted speed limits in Colchester are generally 50 km/h or higher, while vehicles will regularly drive faster than the posted speed limit due to road design.

Seasonality

Colchester experiences a highly varied climate throughout the year. Winter conditions in particular can deter active transportation, as snow, ice, and cold temperatures are common, and maintenance standards may not be able to create a consistently safe or comfortable experience.

Funding

Ensuring that the Municipality of Colchester and the Village of Bible Hill can make sustainable investments in active transportation is crucial. Current funding levels may need to be increased to construct or maintain high-quality active transportation infrastructure, or implementation may be reliant on greater support from provincial and federal funders.

Interagency Coordination

With the many jurisdictions in and around Colchester, coordinating active transportation construction and maintenance can be a challenge. While some corridors may be located within a community that is within Colchester and Bible Hill, these corridors may not be under the control of the local or even regional government. In these situations, the design, maintenance and construction of any active transportation facilities my be provided by provincial public works staff and equipment that may have different design and maintenance standards than the local government. This can result in inconsistent facility types along a corridor, differences in clearing and maintenance schedules, and differing priorities and evaluation standards for new active transportation infrastructure. These conflicting priorities can create inefficient active transportation investment, such as when sidewalk construction is not aligned with road repaving, leading to a potential duplication of efforts in the same section of corridor. It is important to consider what agency is responsible and where when new active transportation projects are proposed.

Major Highways & Rail Corridors

Highways play an important role in connecting Colchester and its many communities. At the same time, these corridors feature high vehicle speeds and volumes, which make them unsafe and intimidating for many to consider using for active transportation. Crossing access-controlled highways like Highway 102 and 104 is also a challenge due to their large cross-sections and lack of stop controls, making infrastructure like the Highway 102 multi-use bridge necessary to provide safe crossings. Rail corridors create a similar barrier due to limited crossings and the need for collaboration with interest holders like the Canadian National Railway Company (CN).



4.0 What We Learned

The first round of public and interest holder engagement took place between October and December 2025. The primary objectives of this round of engagement were to inform community members of the Active Transportation Strategy, consult with Colchester residents, key interest holders, and equity deserving groups (including youth, seniors, people with disabilities, newcomers and more) to understand issues, opportunities, and priorities of the active transportation network.

This section summarizes engagement opportunities, themes, and limitations from the first round of engagement. Detailed responses and analysis from engagement activities are included in **Appendix A**.

How will engagement input be used?

What we learned from the community and interest holders during Engagement Round 1 will be used to inform the draft and final Active Transportation Strategies. This includes shaping a vision for active transportation, identifying goals and guiding principles, and informing actions and strategies that can support active transportation in Colchester and Bible Hill. Location-specific input will inform the long-term active transportation network to identify where people want to walk, roll, and cycle.

Engagement Round 2 will continue to collect input on the strategy to shape the final directions to the needs and priorities of people in Bible Hill and across Colchester.

Engagement Opportunities

The following activities were completed as part of the first round of engagement.

Survey

A survey was shared to community members of the Municipality of Colchester. 265 people responded to the survey, sharing their opinions on existing and potential opportunities for active transportation in Colchester. The survey asked about walking/rolling and cycling use, as well as potential outcomes for the Active Transportation Strategy. A full breakdown of survey responses and demographics can be found in **Appendix A**.

Open Houses

A total of four open houses were held over three days in Debert, Truro Heights, and Bible Hill. Open houses included informational boards with opportunities to provide comments on current barriers and opportunities for active transportation in the Municipality, as well as maps and conversational areas to discuss more specific challenges and locations in detail.

Interest Holder Sessions

Interest holder sessions were held over three events, inviting participants from community organizations and agencies that serve residents with lived and living experience and/or have high interest or interaction with active transportation. Discussions focused on the importance of active transportation, current barriers and opportunities, and how the strategy should prioritize efforts to improve active transportation.

*A full summary of key messaging heard in both Open Houses and Interest Holder Sessions can be found in **Appendix A**.*

Walk Audits

Community walk audits were completed in 10 of Colchester's 11 electoral districts to observe and discuss local active transportation challenges. These sessions were led by Municipal staff throughout October 2025 and resulted in 60 completed walk audits.

Participation Summary

Approximately 391 participants were engaged across all events in Round 1 of engagement for the Colchester Active Transportation Strategy. Engagement events included walk audits completed with residents and Colchester Staff throughout the Municipality, an online survey and mapping tool, four open houses throughout the community, a pop-up event at the Nova Scotia Community College (NSCC) Truro Campus, three interest holder workshops, and interviews with Colchester Councillors and the Living Earth Council.

A breakdown of participation is included below:

60
Walk Audit Participants

265
Survey Participants

48
Open House and Pop-Up Event Attendees

18
Interest Holder Participants



Engagement Themes

A summary of key themes from the first round of engagement are highlighted in this section, along with any barriers, opportunities, or priorities that will be carried forward as the Active Transportation Strategy is developed. In some cases, these themes overlap and connect, emphasizing active transportation's broad meaning to people across Colchester.

Safety, Comfort, and Access to Amenities

Across all sessions, participants consistently identified safety and comfort while using active transportation networks as the most significant concern, citing Colchester's rural nature as contributing to many challenges and opportunities for improvement, from more separated AT infrastructure to increased amenities.

Barriers	• High vehicle speeds and heavy truck traffic on rural roads • Narrow shoulders • Debris or steep drop offs on shoulders • Roads and trails are dark at night • Lack of sidewalks throughout community • Unsafe crossings with low visibility
Opportunities	• Increasing lighting both on streets and trails • Adding amenities to AT networks including benches, washrooms, shade, rest areas, bike racks, lockers, and charging stations • Ensuring crosswalks are in visible areas and have rectangular rapid flashing beacons (RRFBs) • Comfort/Use cycle (increasing safety - increasing use - increasing comfort) • Separating user groups, including vehicles from bikes and bikes from pedestrians

Connectivity and Growing the Network

Participants noted the lack of a continuous active transportation network, noting disconnected routes and challenge with accessing major destinations or other jurisdictions.

Barriers	• Lack of sidewalk network • Disconnected AT and trail network • Limited trails/networks that connect rural to urban areas (e.g. having to drive to use trails, or being unable to commute) • Having to bike or walk on roads/shoulders • Deteriorating infrastructure (e.g. cracks in pavement) • Inconsistent snow clearing • Rural areas getting less attention for AT development and infrastructure
Opportunities	• Connecting existing trail network • Widening and/or paving shoulders where possible • Increasing the sidewalk network • Establishing stronger snow clearing policies • Grooming trails in winter • Integrating Active Transportation routes with school bus pick up and drop off locations • Tourism and increased use • Increasing access to amenities

Education, Etiquette, and Cultural Change

Participants emphasized the need for better education, etiquette, and cultural change to support safer and more respectful interactions among all users of active transportation networks, as well as a stronger understanding of the rules of the road.

Barriers	• Inattentive drivers and pedestrians • Active Transportation users and vehicle drivers not following rules, laws, or responsibilities of the road • High-speed vehicles (e-bikes/e-scooters, ATVs, snowmobiles) on multi-use trails • Cyclists on sidewalks
Opportunities	• Shifting away from car-centric thinking and encouraging active transportation • Increasing signage and wayfinding along AT networks • Lower speeds and traffic calming measures • Public awareness and engagement campaigns about AT network and available routes • Collaborative and community-building initiatives such as group rides, bike school buses, and social AT programs. • Reducing carbon footprint
Priorities	• Reducing the stigma associated with Active Transportation

Planning, Policy, and Long-Term Commitment

Many emphasized the need for consistent, long-term planning and clear prioritization to ensure active transportation infrastructure is integrated for the short- and long-term, is well-monitored, and supported by municipal leadership.

Barriers	• Municipal plans often sit on a shelf instead of being actioned • Lack of funding to integrate strategies or policies
Opportunities	• Integrating AT into road renewal policies • Adding AT requirements to development agreements • Adding AT infrastructure into land use by-laws • Right-sizing/creating collection of area rates for future plans
Priorities	• Alignment with neighbouring Municipal plans

Equity, Accessibility, and Inclusion

Participants shared that active transportation is vital for many residents without access to a vehicle, and highlighted the need for more inclusive, accessible, and universally designed infrastructure to support safe and equitable mobility for all.

Barriers	• Lack of a connected AT network to key destinations • Poorly maintained pathways • Unsafe paths (e.g. located in areas that are low population or lack visibility) • Lack of rentals or access to AT options (such as bikes) • Not knowing Active Transportation culture or the rules of the road • Wayfinding and signage lacking alternative languages or pictures to support broader interpretation
Opportunities	• Wider sidewalks and multi-use paths • Education and awareness campaigns highlighted through lived-experience storytelling • More frequent crossings on roads • Bike rental facilities • E-bike trial services or events • Providing information about accessibility, difficulty, length of trails on trailheads/online. • Consider technologies to mitigate slip and fall risks • Increasing the universal accessibility and language options available on wayfinding signage • Tracking slip and fall/accident data
Priorities	• Universal design of all infrastructure • Community-municipal collaboration

Transit Integration and End-to-End Mobility

Participants stressed the importance of integrating public buses with active transportation to create safer, more accessible, and seamless end-to-end mobility options.

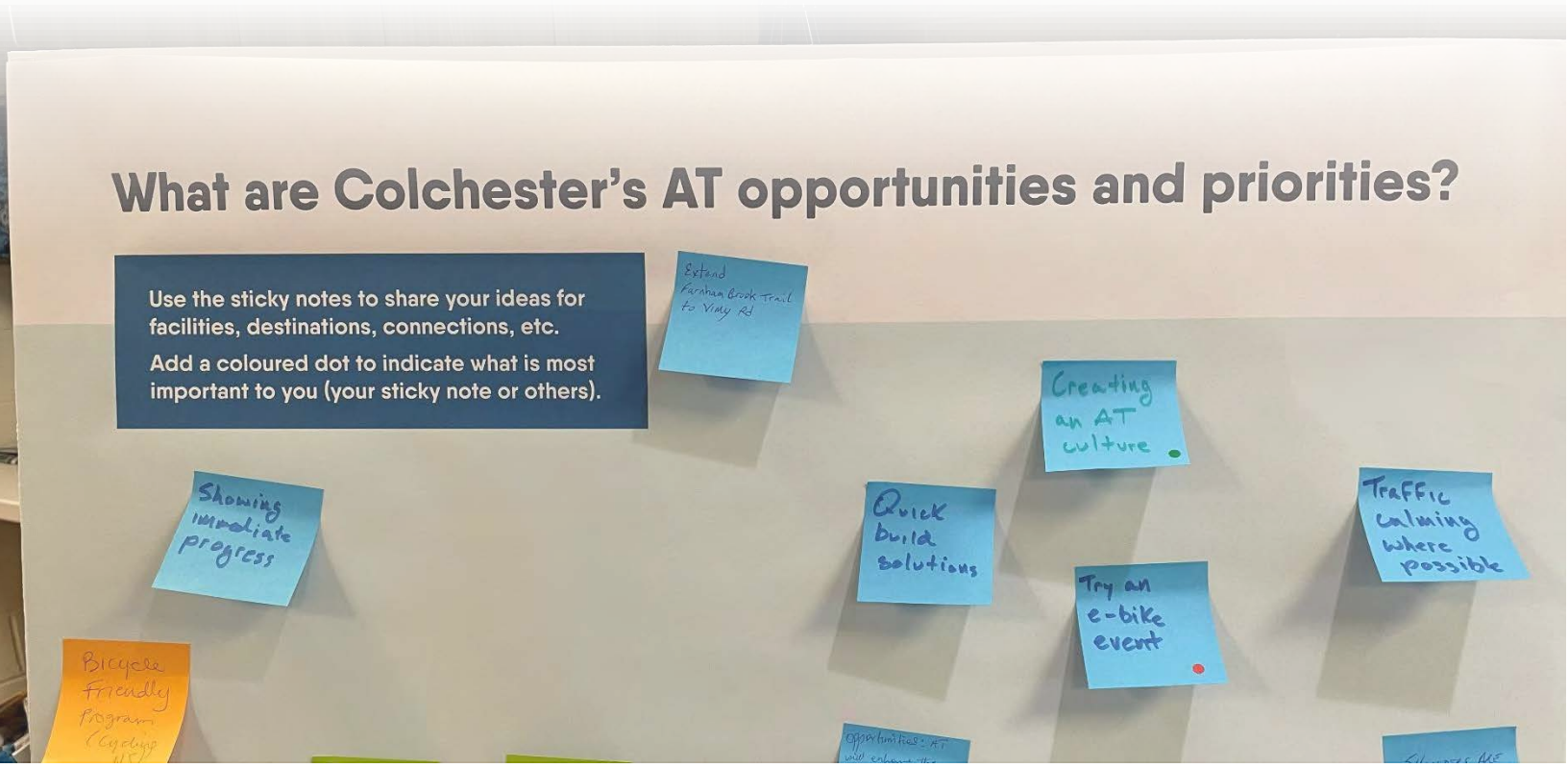
Barriers	• Lack of a public bus network to be able to support walking, rolling, and cycling
Opportunities	• Linking active transportation routes to regional destinations • Adding bike parking to all future bus stops • Integrating bike rental or e-scooter options throughout Colchester

Engagement Limitations/Gaps

Engagement in Round 1 attempted to meet as many demographic groups as possible to garner a broad range of experiences and opinions. However, after engagement was completed, the following groups were noted to have less turnout than desired and anticipated:

- **Youth (children under 18) and Seniors (above 75):** while efforts were made to reach out to senior- and youth-specific organizations, demographics from the survey indicated a low participation from these groups highlighting a missing target demographic from the engagement analysis.
- **Lower incomes:** Survey participants did share household income, with a majority being of a higher household income, however household size was not asked in the survey and therefore a more detailed analysis of income was not able to be provided.
- **Rural residents and Millbrook First Nation:** Most participants in both in-person engagements and in the survey indicated they live in the more urban areas of Colchester or in the Town of Truro, and therefore the specific insights of more rural residents, or those farther from Truro may be lacking in engagement analysis.

As further engagement is undertaken throughout the development of the Active Transportation Strategy, including these voices will be a priority to ensure that the final strategy is reflective of diverse community input.



5.0 Best Practices

This section highlights existing or emerging best practices in active transportation, organized by walking + rolling, cycling, and other important considerations. Best practices include infrastructure, policy, and new technologies that can help shape communities to support and encourage active transportation. Some of these practices are already happening in Colchester and Bible Hill, while others may be new concepts that can be considered for the Active Transportation Strategy.

Walking + Rolling

Accessibility for All Ages and Abilities

Best practice in accessibility is to follow universal design principles – to include everyone in the built environment by making designs equitable, flexible, and simple to navigate. Universal design covers people of all ages and abilities, with a focus on those people facing accessibility challenges across the transportation network. This includes people with reduced mobility, vision, hearing, strength, dexterity, and comprehension and various sensory needs. Accessibility is crucial across Colchester due to its increasingly large senior population and diverse needs across the disabled community.

The Province of Nova Scotia's Built Environment Accessibility Standard embeds many of these best practices in accessibility across Nova Scotia, coming into effect in April of 2026.[5] Important components of the Standard relevant to active transportation include:

- Barrier-free sidewalks, including temporary sidewalks
- Tactile attention indicators to support identification of barriers within the public realm
- Accessible curb ramps and pedestrian control signals
- Public benches

[5] https://novascotia.ca/accessibility/built-environment/

Safety and Crossing Improvements


Temporary curb extension

Pedestrian safety includes addressing personal safety (e.g., sightlines, lighting) and traffic safety (separation from motor vehicles, reduced speeds and volumes). Traffic calming and diversion are important tools and include vertical deflection (speed humps/tables/cushions, raised crossings and intersections), horizontal deflection (curb extensions, traffic circles, and chicanes), and volume management tools (full/directional closures, intersection channelization, etc.).

Safe intersection design principles include minimizing conflict between users, reducing speed at conflict points, ensuring clear sightlines, and making intersections as compact as possible. Specific best practices include providing pedestrian countdown timers (including leading pedestrian intervals), adding curb extensions (right) and pedestrian safety islands to reduce crossing distances, and enhancing crosswalks with additional pavement markings and flashing beacons where warranted.

Tactical Urbanism Projects

Tactile urbanism is a set of tools and techniques that can be used to pilot low-cost, quick-build improvements to streets, which can greatly enhance the pedestrian realm. Projects can last for hours, days, or weeks, and some can become permanent. Cities have implemented tactical urbanism pilot projects such as creating temporary curb extensions, parklets, and even full street closures. Since the COVID-19 pandemic, temporary road space reallocation became more common, as cities repurposed parking and traffic lanes to create wider sidewalks and safe spaces for pedestrians to walk and queue outside of businesses.

Topography

Basic best practice strategies for mitigating the effects of steep topography include maintenance, providing rest areas, adding switchbacks (pictured), and providing accessible ramps and railings. Integrating the pedestrian and bus networks could also help to lessen the impact of steep topography and increase accessibility, as those with reduced mobility could use transit to avoid the steepest slopes along their route.


Switchbacks in a pedestrian path

Pedestrianizing Public Spaces

Streets are a critical component of a community's public space - publicly accessible places for walking, cycling, rolling, gathering, and everyday use that are managed in the public interest. Public space also provides space for people to socialize, recreate, shop and work. Places to rest, especially for an ageing population, and street trees to provide shade are important to facilitate walking for all ages and abilities. A pedestrian facility should be separated from the street with a buffer zone to increase comfort and safety. Available space for pedestrians should have a constrained width of at least 1.8 metres, which allows two people using mobility devices to pass one another. In areas of high pedestrian activity, the desired sidewalk width is 2.0 metres or greater. This gives space for people to comfortably walk at different paces, supporting higher volumes and a broader range of users.

Safe and Active Routes to School

Safe routes to school programs encourage sustainable school transportation by planning for the six E's (engineering, education, encouragement, enforcement, evaluation, and equity) to improve safety for all road users around schools – especially children and families. They can also be used to test innovative tactical urbanism tools such as temporary street closures. Collaborating with the Chignecto-Central Regional Centre for Education (CCRCE) to identify candidate schools and developing school specific school travel plans can drastically improve the safety and numbers of children and families actively travelling to and from schools.



Cycling

All Ages and Abilities Network (AAA)

A complete and connected network of All Ages and Abilities (AAA) bicycle facilities is crucial in significantly increasing cycling mode share. Focusing on creating a safe, comfortable, connected, and convenient network of bicycle facilities can result in significant gains in ridership while also encouraging more diverse cyclist demographics. Physically separated facilities are required on corridors with high traffic volumes, while neighbourhood bikeways can serve quieter streets. Intersection treatments such as cross-rides, bicycle signals, and protected intersections can make a huge difference in improving the safety and comfort of a bicycle facility. Cities across Europe have both historically (Amsterdam, Copenhagen) and recently (Paris) demonstrated the significant benefits of providing AAA infrastructure for citizens, while smaller Canadian communities such as Courtenay, Wolfville, and Penticton have started experiencing significant uptake in cycling rates from improving the safety and comfort of their bicycle networks.

Rapid Implementation Strategies

Pilot projects are an effective way to significantly reduce the implementation time of cycling facilities, especially on-street protected bicycle lanes, and can help build support for changes to the street design. Rapid implementation at a network level is more effective in increasing ridership than building higher-cost projects in isolation and can typically be achieved without significant changes to existing infrastructure. Halifax Regional Municipality has had success in using rapid implementation to expand their AAA bicycle networks. Multiple organizations have produced rapid implementation for this type of cycling infrastructure, including Translink in B.C[6] and the California Bicycle Coalition.[7]

[6] https://www.translink.ca/-/media/translink/documents/cycling/regional-cycling-strategy/rapid_implementation_design_guide_for_bikeways_in_metro_vancouver.pdf
[7] https://altago.com/wp-content/uploads/Quick-Build-Guide-White-Paper-2020-1.pdf

Electric Bicycles

The rapid growth in electric bicycles (e-bikes) for personal transportation and goods movement is a significant opportunity for active transportation. Deloitte predicts that over 130 million e-bikes will be sold by 2030, and the growth is outpacing electric cars[8], or in some countries, pedal bicycles.[9] E-bikes can extend the range of a cycling trip, help to navigate challenging topography, lessen the effort required to ride longer distances, and support people with reduced mobility to continue enjoying cycling – especially seniors and older adults. Planning for e-bikes includes providing access to charging as well as designing bicycle infrastructure to be wide enough to include passing. Municipal and provincial governments in Canada have provided rebates for e-bike purchases to support uptake. For example, the Province of British Columbia provided a total of $6.5 million through its BC *Electric Bike Rebate Program*, with results showing that people who received a rebate reduced their travel costs and GHG emissions, and experienced increased rates of physical activity after their e-bike purchase.[10]

End-of-Trip Facilities

Bicycle parking and other end-of-trip facilities (e.g., showers, lockers, and repair stands) help to make cycling more attractive and convenient. Both short-term parking (bicycle racks) and long-term parking (bicycle lockers, cages, and parkades) are important facilities in making cycling a feasible everyday mode of transportation. Bicycle parking design should consider a range of bicycle shapes and sizes, including cargo bikes and bicycles with trailers, and supporting facilities like bike repair stations. Bicycle racks can be branded and designed to enhance the streetscape, as long they remain fully functional.



End-of-Trip Facilities - Fundy Discovery Site

[8] https://www2.deloitte.com/content/dam/insights/us/articles/722835_tmt-predictions-2020/DI_TMT-Prediction-2020.pdf
[9] https://www.cyclingelectric.com/in-depth/electric-bike-sales-around-the-world-pass-key-milestones
[10] https://news.ubc.ca/2025/09/bc-e-bike-rebates-benefits/

Shared Micromobility

Shared micromobility includes bike share and scooter share systems with a variety of ownership and operation models. These systems have grown massively over the past few years, with several systems operating throughout Canada, including in the HRM and Cape Breton Regional Municipality. Bike and scooter share can make multi-modal transportation more convenient, including connecting to transit. Bike share systems can be docked or dockless and can include e-bikes. Dockless micromobility services provided by private companies can be cheaper to launch than services funded and controlled by municipalities, but are vulnerable to market fluctuations, with many examples of abrupt service changes and companies suddenly pulling out of markets.



The *Motor Vehicle Act* was updated to allow for e-scooter use in Nova Scotia, where users are required to be over 14 years old, wear a helmet, and observe a speed limit of 32 km/h.[11] In the HRM, the municipality specified lower speed limits for e-scooter use on roads or bike lanes (25 km/h) and multi-use pathways (15 km/h), which can be similarly defined by other local governments in the province.[12]

[11] https://nslegislature.ca/legc/bills/64th_1st/1st_read/b134.htm
[12] https://www.halifax.ca/transportation/cycling-walking/e-scooters

Other Best Practices

Vision Zero

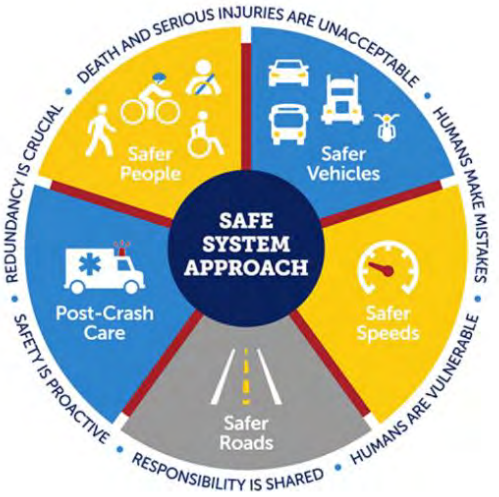


Figure 7. Safe Systems Approach Principles (USDOT)

Vulnerable road users, such as people walking and cycling, are disproportionally killed and injured by traffic collisions and need special consideration when designing streets. Governments around the world have implemented Vision Zero strategies, which aim to prioritize human health and safety by eliminating all traffic-related fatalities and serious injuries. Vision Zero is grounded in the Safe Systems Approach, which integrates the principles of Safer People, Safer Vehicles, Safer Speeds, Safer Roads, and Post-Crash Care to provide a comprehensive perspective on road safety, as shown in **Figure 7**. Reducing motor vehicle speeds and volumes is the most effective way to improve road safety for all road users. Street and intersection improvements (e.g., traffic calming, AAA cycling infrastructure, leading pedestrian intervals (LPIs), enhanced crosswalks, curb extensions) are also important Vision Zero tools.

Successful Vision Zero programs use all available data sources (e.g., insurance claims, hospitalization data, police reports, etc.), build strong partnerships with related interest holders, and include bold, actionable implementation plans. A recent example of a successful Vision Zero strategy rollout is in the City of Helsinki, where initiatives such as reduced vehicle speed limits resulted in no recorded traffic fatalities in 2024.[13]

[13] https://www.politico.eu/article/helsinki-no-traffic-death-roads-eu-accident-finland-driving-transport/

Multi-Modal Integration

Enhancing active transportation facilities and ensuring comfortable connections to bus stops can enhance the transit experience and make transit more accessible. Improved sidewalks, bicycle facilities, and adding micromobility systems near bus stops can help resolve the 'first- and last-mile' problem of accessing transit. Multi-modal transportation hubs can also provide bicycle parking and other end-of-trip amenities.

Complete Streets

Complete Streets are a best practice design intended to move people, not just cars. They are designed and operated to enable safe and comfortable use for all, regardless of age or ability. They recognize that streets have different roles, functions, and characteristics depending on their context. Through attractive design, enhanced safety, and multi-modal infrastructure, streets can be transformed into spaces that:

- Increase safety;
- Encourage diverse transportation modes
- Promote a more active lifestyle;
- Decrease carbon dioxide emissions;
- Encourage a sense of community; and
- Support local businesses.

Traffic Calming

High vehicle speeds negatively affect the safety of active transportation users. Where possible, taking steps to reduce vehicle speeds can limit conflicts as well as reduce the severity of collisions between motor vehicles, pedestrians, cyclists, and other vulnerable road users. Strategies to calm traffic include vertical deflection tools (e.g., speed bumps or tables), horizontal geometry tools (e.g., chicanes or pinch points), and operational tools (e.g., signal coordination). Where these tools can be effectively combined, active transportation routes can be made safer and more comfortable for all road users. The Global Designing Cities Initiative released their *Designing for Safe Speeds* guide in 2025, which describes how to effectively implement traffic calming in different contexts across the world.[14]

[14] https://globaldesigningcities.org/publication/designing-for-safe-speeds/

6.0 Closing + Next Steps

The first phases of the Active Transportation Strategy process, as summarized in this report, have set the stage for a strategy that is connected to the needs and priorities of the residents of Colchester and Bible Hill. Over the coming months, the lessons learned from engagement, research, and observation will be used to develop the draft Active Transportation Strategy, before bringing this document to the community for further conversations and refinement. Key tasks over the next phase of the project include:

Vision, Goals, and Guiding Principles

A vision for the future of active transportation in Colchester and Bible Hill, and goals and guiding principles to support desired results

Active Transportation Strategies and Actions

Presenting supportive policies, programs and practices to increase active transportation use and improve education, safety, and awareness of active transportation.

Active Transportation Network Mapping

Identifying key active transportation routes within Colchester and Bible Hill to support walking, rolling, and cycling.

These key elements of the draft Active Transportation Strategy will be shared with the community and interest holders during Engagement Round 2. It is anticipated that this will occur in Winter 2026 and for the final Active Transportation Strategy to be presented to Council in Spring 2026.

Appendix B

Existing Active Transportation Facilities and Community Destination Maps



Active Transportation Strategy: Active Transportation Network and Community Destinations **Brookfield / Hilden**

- Municipal Boundary
- Growth Centre
- Commercial Property
- Institutional Property
- Park

Community Destinations

- Care Home
- School

Pedestrian Network

- Pedestrian Network
- Trail

Blue Route

- Planned Road Route

TRURO
COLCHESTER
CAMDEN
HILDEN
PLEASANT VALLEY
BROOKFIELD
SHORTTS LAKE
TRURO ROAD
WILLIAM DOSSELL ROAD
IRWIN LAKE ROAD
EDWARDS ROAD
MARKET ROAD
KENNEY ROAD
PLEASANT BROOK ROAD
BURRIS ROAD
JOHN BELL ROAD
CARTER ROAD
UPPER BROOKFIELD ROAD
McClures Brook
Mill Brook
Brandy Brook
Little River
Alder Brook
Fields Brook
Lake Brook
102
2
289

1,000
Meters

BIBLE HILL
Colchester
be centred here.

Active Transportation Strategy: Active Transportation Network and Community Destinations

Debert

- Municipal Boundary
- Commercial Property
- Institutional Property
- Park

Community Destinations

- Care Home
- School

Pedestrian Network

- Pedestrian Network
- Trail

Blue Route

- Open Road Route
- Railways

UPPER DEBERT
EAST FOLLY MT
PLAINS ROAD
DAKOTA ROAD
REID ROAD
Lightbody Brook
Staples Brook
HUDSON STREET
LANCASTER CRESCENT
Gatsoning Brook
VENTURA DRIVE
BELMONT
Pine Brook
CAMPBELL ROAD
MIDDLE ROAD
GEORGINA DRIVE
DEBERT
SOLEY FACTORY ROAD
Wilson Brook
Debert River
MASSTOWN ROAD
FRED GROVE ROAD
CANSO DRIVE
Chiganois River
PELMONT ROAD
FULMER CROSS ROAD
104
LOWER DEBERT
WYCELMON ROAD
COLCHESTER
CROWES MILLS
4
LOWER ONSLOW
2
MASSTOWN
Mosers Creek
DEBERT ROAD

0 1,000 Meters

BIBLE HILL

Colchester
be centred here.

Active Transportation Strategy: Active Transportation Network and Community Destinations

Bible Hill / Valley
Salmon River / Brookside

- Municipal Boundary
- Millbrook First Nation
- Village Boundary
- Growth Centre
- Commercial Property
- Institutional Property
- Park

Community Destinations

- Hospital
- Care Home
- Rath Eastlink Community Centre (RECC)
- Dalhousie Agricultural Campus
- School
- Future AT Bridge at Fundy Discovery Site

Pedestrian Network

- Pedestrian Network
- Multi-Use Pathway
- Trail

Blue Route

- Open Road Route
- Open Trail Route
- Planned Road Route

1,000
Meters

BIBLE HILL
Colchester
be centred here.

Active Transportation Strategy: Active Transportation Network and Community Destinations

Lower Truro
Truro Heights / Onslow

- Municipal Boundary
- Millbrook First Nation
- Village Boundary
- Growth Centre
- Commercial Property
- Institutional Property
- Park

Community Destinations

- Hospital
- Care Home
- Rath Eastlink Community Centre (RECC)
- Dalhousie Agricultural Campus
- School
- Future AT Bridge at Fundy Discovery Site

Pedestrian Network

- Pedestrian Network
- Multi-Use Pathway
- Trail

Blue Route

- Open Road Route
- Open Trail Route
- Planned Road Route

1,000
Meters

CROWES MILLS
CENTRAL ONSLOW
UPPER ONSLOW
NORTH RIVER
BROOKSIDE
BIBLE HILL
COLCHESTER
TRURO
LOWER TRURO
TRURO HEIGHTS
OLD BARNS
MILLBROOK FIRST NATION

MEETING HOUSE ROAD
ONSLOW ROAD
OLD KENNEBECASIS
MILL ROAD
VAN ROAD
NEWVILLAM ROAD
BOARD LANDING ROAD
FARNHAM ROAD
MARSHLAND DRIVE
PARK STREET
ROBIE STREET
LORNE STREET
PRINCE STREET
QUEEN STREET
VICTORIA STREET
DOMINION STREET
BRUNSWICK STREET
ARTHUR STREET
WILLOW STREET
KING STREET
PLEASANT STREET
BURNYEAT STREET
LYMAN STREET
WOOD STREET
MACLEAN STREET
GLENWOOD DRIVE
YOUNG STREET
MCCLURES MILLS ROAD
LOWER TRURO ROAD
KENT ROAD
WADE ROAD
TRURO HEIGHTS ROAD
ABENAKI ROAD
INDUSTRIAL AVENUE
POLYMER ROAD
UPHAM DRIVE
COBB DRIVE
JAMES STREET
OLD ROAD #3
LOCH HAVEN LANE

Salmon River
Crowes Brook
McCurdy Brook
North River
Farnham Brook
Higgins Brook
Carter Creek
Baird Brook
Soley Brook
McClures Brook
Lepper Brook

104
102
2
236
311
4

Appendix C

Round 1 Engagement Summary





Active Transportation Strategy

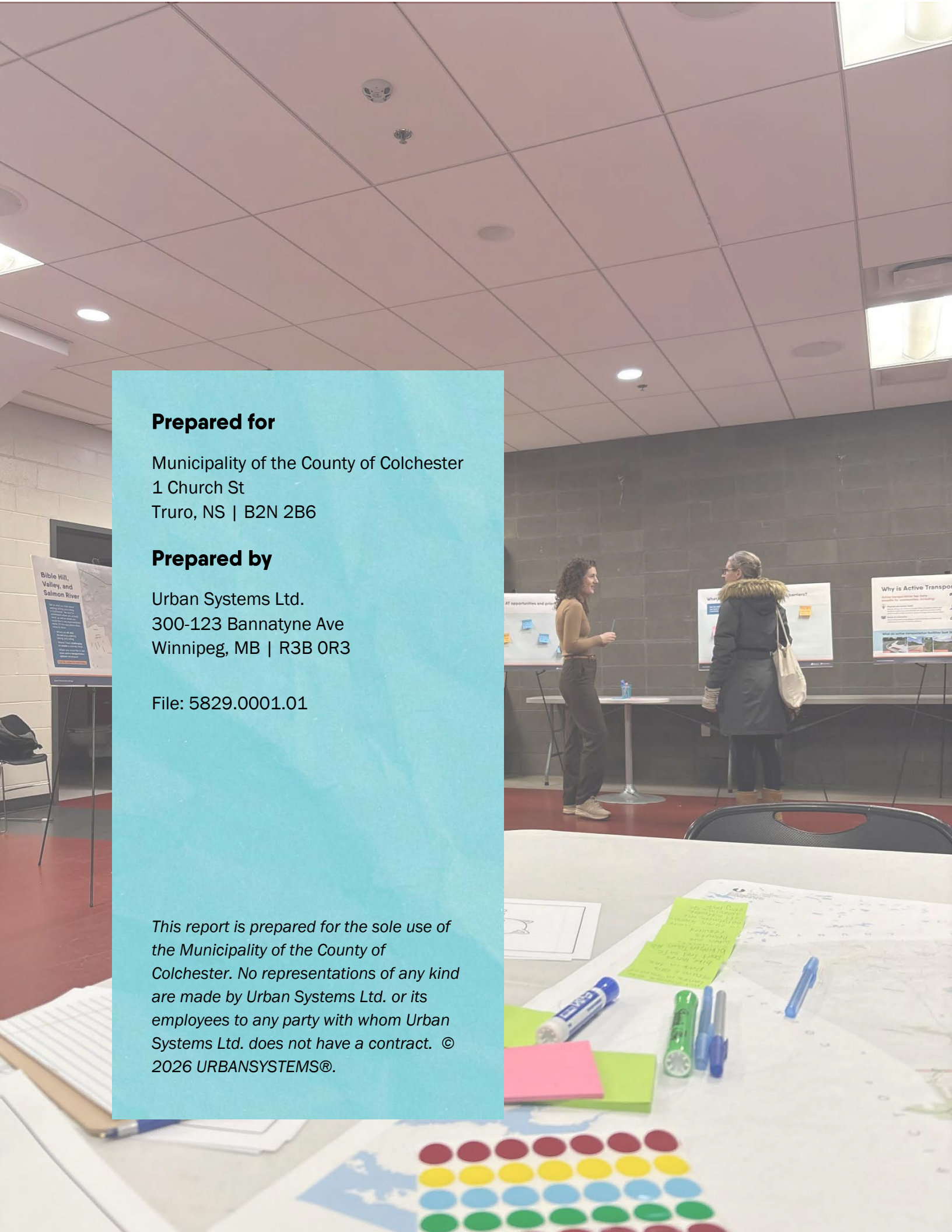
Engagement Summary



January 2026

BIBLE HILL
Plant Your Roots

Colchester



Prepared for

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Introduction

The primary objectives of this round of engagement were to inform community members of the Active Transportation Strategy, consult with Colchester residents, key stakeholders, and equity deserving groups (including youth, seniors, people with disabilities, newcomers and more) to understand issues, opportunities, and priorities of the active transportation network.

The following activities were completed as part of the first round of engagement.

Survey

A survey was shared to community members of the Municipality of Colchester. 265 people responded to the survey sharing their opinions on existing and potential opportunities for active transportation in Colchester. The survey asked about walking/rolling and cycling use, and potential outcomes for the Active Transportation Strategy. A full breakdown of survey responses and demographics can be found in Appendix A.

Open Houses

A total of four open houses were held over three days in Debert, Truro Heights, and Bible Hill. Open houses included informational boards, with opportunities to provide comments on current barriers and opportunities for active transportation in the Municipality, as well as maps and conversational areas to discuss more specific challenges and locations in detail.

Interest Holder Sessions

Interest holder sessions were held over three events, inviting participants from community organizations and agencies that serve residents with lived and living experience and/or have high interest or interaction with active transportation. Discussions focused on the importance of active transportation, current barriers and opportunities, and how the strategy should prioritize efforts to improve active transportation.

A full summary of key messaging and recorded comments heard in both Open Houses and Interest Holder Sessions can be found in Appendix B and Appendix C.

Walk Audits

Community walk audits were completed in 10 of Colchester's 11 electoral districts to observe and discuss local active transportation challenges. These sessions were led by Municipal staff throughout October 2025 and resulted in 60 completed walk audits.

Participation Summary

Approximately 391 participants were engaged across all events in Round 1 of engagement for the Colchester Active Transportation Strategy. Engagement events included 60 walk audits completed with residents and Colchester Staff throughout the Municipality, an online survey and mapping tool, four open houses throughout the community, a pop-up event at the Nova Scotia Community College (NSCC) Truro Campus, three interest holder workshops, and interviews with Colchester Councillors, Bible Hill Village Commissioners, and the Living Earth Council. The Mayor and Councillors from Districts 1, 2, 4, 5, 8, 9, 10, and 11 participated in engagement events or Council interviews.

A breakdown of participation is included below:



60
Walk Audit Participants



265
Survey Participants



48
Open Houses and Pop-Up Event Attendees



18
Interest Holder Participants

Engagement Limitations

Engagement in Round 1 attempted to meet as many demographic groups as possible to garner a broad range of experiences and opinions. However, after engagement was completed, the following groups were noted to have less turnout than anticipated:

- **Youth (children under 18) and Seniors (above 75):** while efforts were made to reach out to senior- and youth-specific organizations, demographics from the survey indicated a low participation from these groups highlighting a missing target demographic from the engagement analysis.
- **Lower incomes:** Survey participants did share household income, with a majority being of a higher household income, however household size was not asked in the survey and therefore a more detailed analysis of income was not able to be provided.
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Engagement Themes

A summary of key themes from the first round of engagement are highlighted in this section, along with any barriers, opportunities, or priorities that will be carried forward as the Active Transportation Strategy is developed. In some cases, these themes overlap and connect, emphasizing active transportation's broad meaning to people across Colchester.

Safety, Comfort, and Access to Amenities



Across all sessions, participants consistently identified safety and comfort while using active transportation networks as the most significant concern, citing Colchester's rural nature contributing to many challenges and opportunities for improvement from more separated AT infrastructure to increased amenities.

Barriers	• High vehicle speeds and heavy truck traffic on rural roads • Narrow shoulders • Debris or steep drop offs on shoulders • Roads and trails are dark at night • Lack of sidewalks throughout community • Unsafe crossings with low visibility
Opportunities	• Increasing lighting both on streets and trails • Adding amenities to AT networks including benches, washrooms, shade, rest areas, bike racks, lockers, and charging stations • Ensuring crosswalks are in visible areas and have rectangular rapid flashing beacons (RRFBs) • Comfort/Use cycle (increasing safety - increasing use - increasing comfort) • Separating user groups, including vehicles from bikes and bikes from pedestrians

Connectivity and Growing the Network

Participants noted the lack of a continuous active transportation network, noting disconnected routes and challenge with accessing major destinations or other jurisdictions.

Barriers	• Lack of sidewalk network • Disconnected AT and trail network • Limited trails/networks that connect rural to urban areas (e.g. having to drive to use trails, or being unable to commute) • Having to bike or walk on roads/shoulders • Deteriorating infrastructure (e.g. cracks in pavement) • Inconsistent snow clearing • Rural areas getting less attention for AT development and infrastructure
Opportunities	• Connecting existing trail network • Widening and/or paving shoulders where possible • Increasing the sidewalk network • Establishing stronger snow clearing policies • Grooming off-road trails in winter • Integrating Active Transportation routes with school bus pick up and drop off locations • Tourism and increased use • Increasing access to amenities

Education, Etiquette, and Cultural Change

Participants emphasized the need for better education, etiquette, and cultural change to support safer and more respectful interactions among all users of active transportation networks and better understanding of the rules of the road.

Barriers	• Inattentive drivers and pedestrians • AT users and drivers not following rules, laws, or responsibilities of the road • High-speed vehicles (e-bikes/e-scooters, ATVs, snowmobiles) on multi-use trails • Cyclists on sidewalks
Opportunities	• Shifting away from car-centric thinking and encouraging active transportation • Increasing signage and wayfinding along AT networks • Lower speeds and traffic calming measures

	• Public awareness and engagement campaigns about AT network and available routes • Collaborative and community-building initiatives such as group rides, bike school buses, and social AT programs. • Reducing carbon footprint
Priorities	• Reducing the stigma associated with AT

Equity, Accessibility, and Inclusion



Participants shared that active transportation is vital for many residents without access to a vehicle and highlighted the need for more inclusive, accessible, and universally designed infrastructure to support safe and equitable mobility for all.

Barriers	• Lack of a connected Active Transportation network to key destinations • Poorly maintained pathways • Unsafe paths (e.g. located in areas that are low population or lack visibility) • Lack of rentals or access to AT options (such as bikes) • Not knowing AT culture or the rules of the road • Wayfinding and signage lacking alternative languages or pictures to support broader interpretation
Opportunities	• Wider sidewalks and multi-use paths • Education and awareness campaigns highlighted through lived-experience storytelling • More frequent crossings on roads • Bike rental facilities • E-bike trial services or events • Providing information about accessibility, difficulty, length of trails on trailheads/online. • Consider technologies to mitigate slip and fall risks • Tracking slip and fall/accident data • Increasing the universal accessibility and language options available on wayfinding signage
Priorities	• Universal design of all infrastructure • Community-municipal collaboration

Transit Integration and End-to-End Mobility



Participants stressed the importance of integrating public buses with active transportation to create safe, accessible, and seamless end-to-end mobility options.

Barriers	• Lack of a public bus network to be able to support walking, rolling, and cycling
Opportunities	• Linking active transportation routes to regional destinations • Adding bike parking to all future bus stops • Integrating bike rental or e-scooter options throughout Colchester

Planning, Policy, and Long-Term Commitment



Many emphasized the need for consistent, long-term planning and clear prioritization to ensure active transportation infrastructure is integrated for the short- and long-term, is well-monitored, and supported by municipal leadership.

Barriers	• Municipal plans often sit on a shelf instead of being actioned • Lack of funding to integrate strategies or policies
Opportunities	• Integrating AT into road renewal policies • Adding AT requirements to development agreements • Adding AT infrastructure into land use by-laws • Right-sizing/creating collection of area rates for future plans
Priorities	• Alignment with neighbouring Municipal plans

Appendix A: Survey Summary

As part of Round 1 Engagement, a survey was shared to community members of the Municipality of Colchester. A total of 265 people responded to the survey.

Common Themes

Increased and well-maintained AT infrastructure

Respondents frequently shared that there is a need for increase separated cycling and walking facilities including paved shoulders, dedicated bike lanes, and a broader sidewalk network. Additionally, many shared that existing infrastructure is poorly maintained (surface cracks) or requires more winter upkeep to stay useable year-round.

Education and changing attitudes

Many respondents shared that both drivers and pedestrians can be inattentive in high-risk environments where they co-exist. Some asked for lower speeds and/or traffic calming, increased enforcement of both vehicular and cycling misdemeanors, and proper signaling at crosswalks. It was noted that there are challenges with multi-use facilities, particularly conflicts between higher-speed vehicles (such as e-bikes/scooters, ATVs, and snowmobiles) with pedestrians.

Safety and access to amenities

Respondents shared that adding more lighting options would support more feelings of safety and more frequent use of existing AT paths and trails. Additionally, adding amenities such as secure bike parking and benches would increase use.

Participant Demographics

Most respondents (74%) indicated that they live in the Municipality (Figure 1**Error! Reference source not found.**), with 26.5% noting that they live in a neighbouring community.

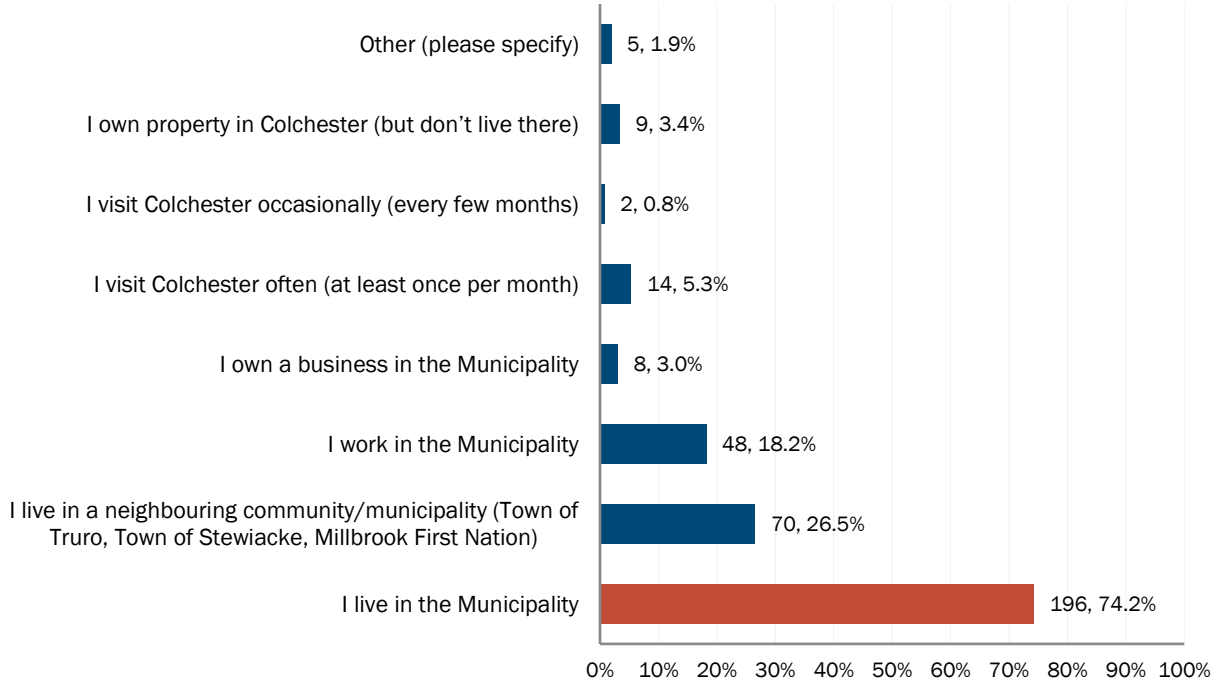


Figure 1. Responses to the question, "What is your connection to the Municipality of Colchester?" (n=264)

Respondents were also asked to share their postal codes, where most frequent respondent rates are mapped below. Results show that most respondents lived in or near the Town of Truro, with fewer respondents from Colchester's rural areas. Note that postal codes apply to general areas and will not show exact locations of residence.

Active Transportation Strategy: Survey Results Postal Codes Heat Map

- Municipal Boundary
- Village
- Indigenous Community
- Park
- Highway
- Road
- Railways

Survey Responses

- Fewer Responses
- More Responses

CUMBERLAND
TATAMAGOUCHE
COLCHESTER
PICTOU
BIBLE HILL
TRURO
STEWIACKE
HANTS
HALIFAX
KINGS
Cobequid Bay
Bay of Fundy
Minas Basin
St. Lawrence

10
Kilometers

BIBLE HILL
Colchester
be centred here.

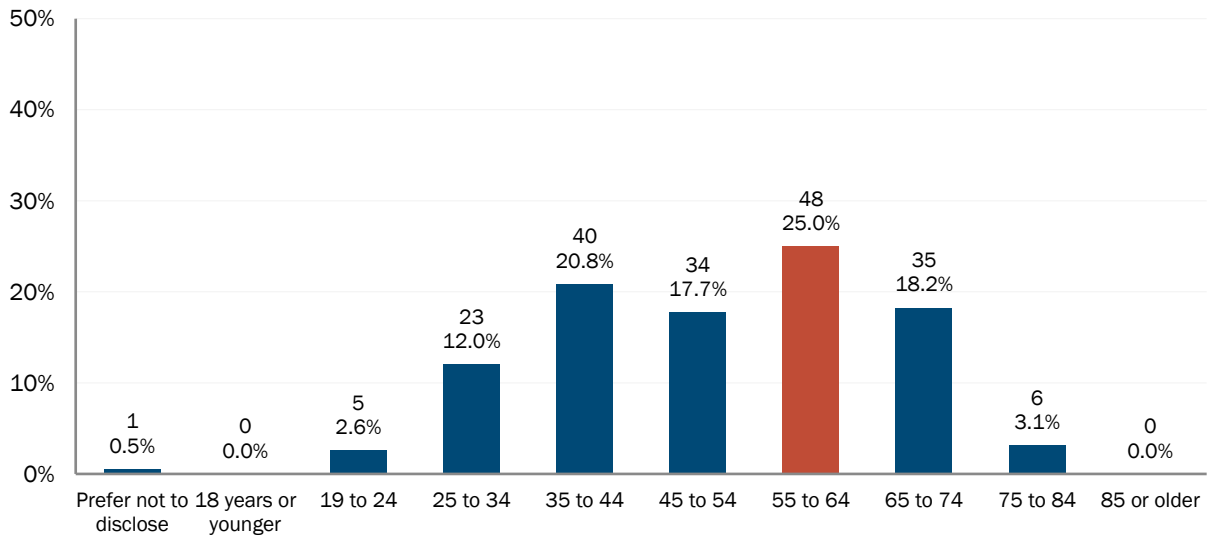


Figure 2. Responses to the question, "What is your age?" (n=192)

The predominant age group for respondents (Figure 2**Error! Reference source not found.**) was between 55 to 64 (25%, 48) with the second-most respondents being between ages 35 and 44 (20.8%, 40), The majority of respondents identified as women (64.6%, 124) or men (30.7%, 59) (Figure 3**Error! Reference source not found.**).

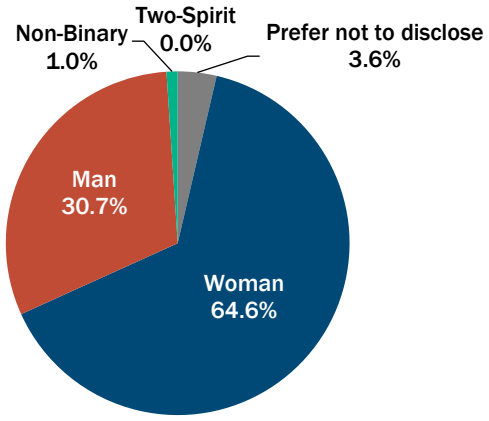


Figure 3. Responses to the question, "What is your gender?" (n=192)

The majority of respondents indicated that they did not identify as having a disability (66%, 123) (Figure 4**Error! Reference source not found.**). Of those who noted that they have a disability, the majority noted that they either have a mobility disability (9.7%, 18) or are neurodiverse (9.1%, 17). Those who indicated “other” (3.2%) shared that they have minor or fluctuating disabilities or are support persons for family members with disabilities.

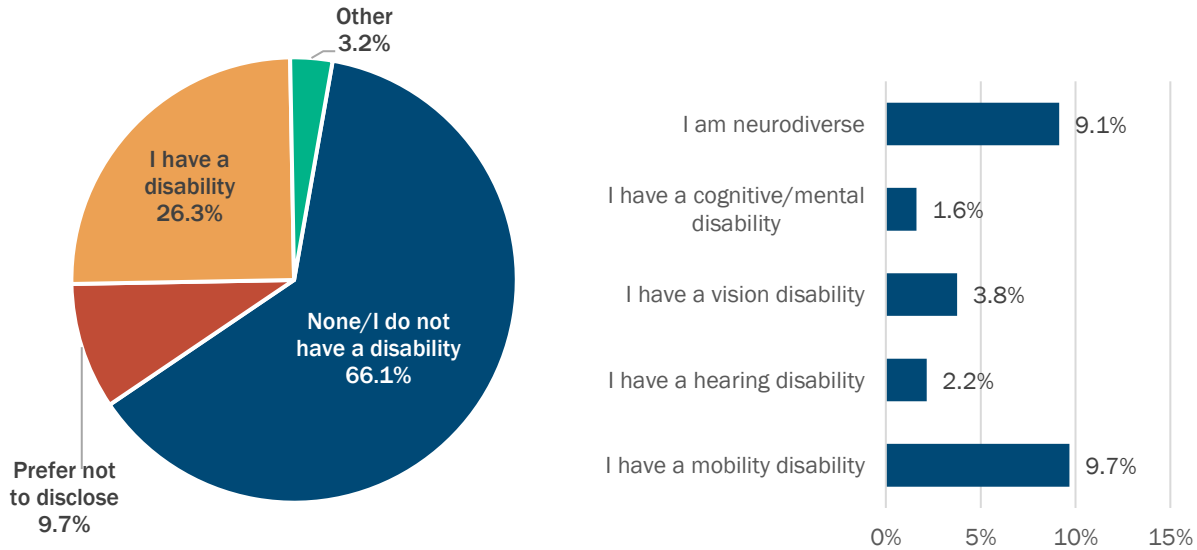


Figure 4. Responses to the question, "Do you identify as a person with a disability?" where more than one option could be selected (n=164)

The majority of respondents indicated that their household income is between $100,000 and $149,999 (18.2%, 35) (Figure 5**Error! Reference source not found.**). Over 31% (60) of respondents have a household income of over $100,000 where 17.7% (34) indicated they make less than $50,000.

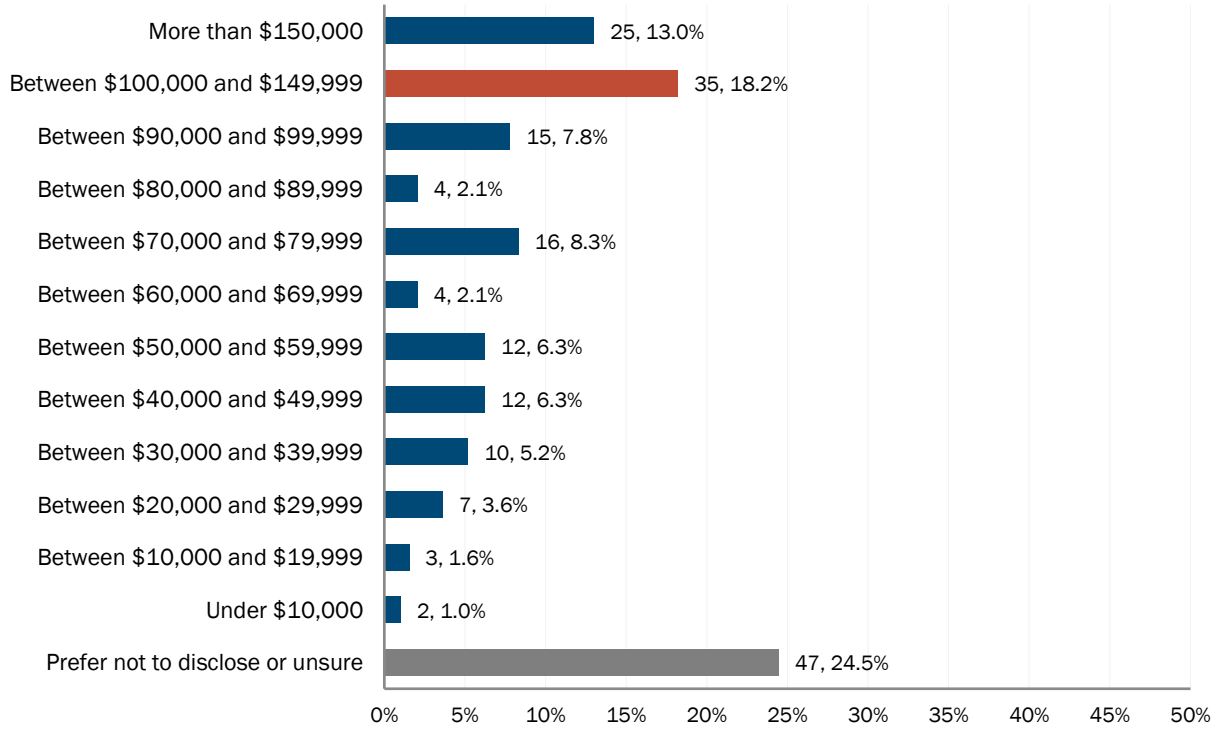


Figure 5. Responses to the question, "What is your annual household income (before tax)?" (n=192)

Using Active Transportation in Colchester

Commuting

Most respondents (55.6%, 130) indicated that for work or school, they travel within the Municipality of Colchester, however 24% (56) indicated that they do not travel for either work or school (Figure 6). Those who indicated “other” shared that they travel to variable destinations throughout the province, work from home, or stay within the Town of Truro.

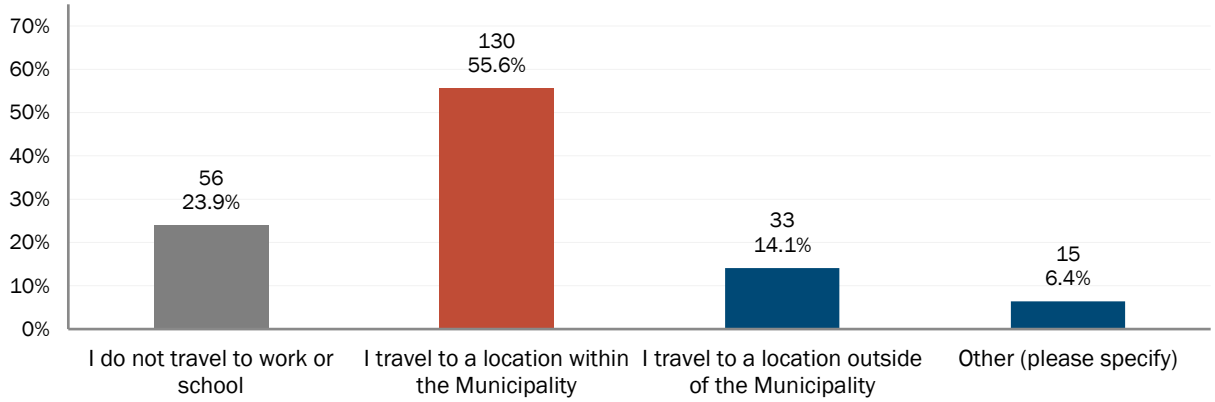


Figure 6. Responses to the question, "When you travel for work or school, where is your typical destination?" (n=234)

Most respondents indicated that they drive alone to their work or school destinations (64.5%, 151) (Figure 7). Overall, 70.5% (165) of respondents drive to their destination, 3.5% (8) cycle or use e-devices, and 4.3% (10) walk or roll. Those who indicated “other” shared that they use ride shares or taxi services, commute with family, or change their method of transportation frequently.

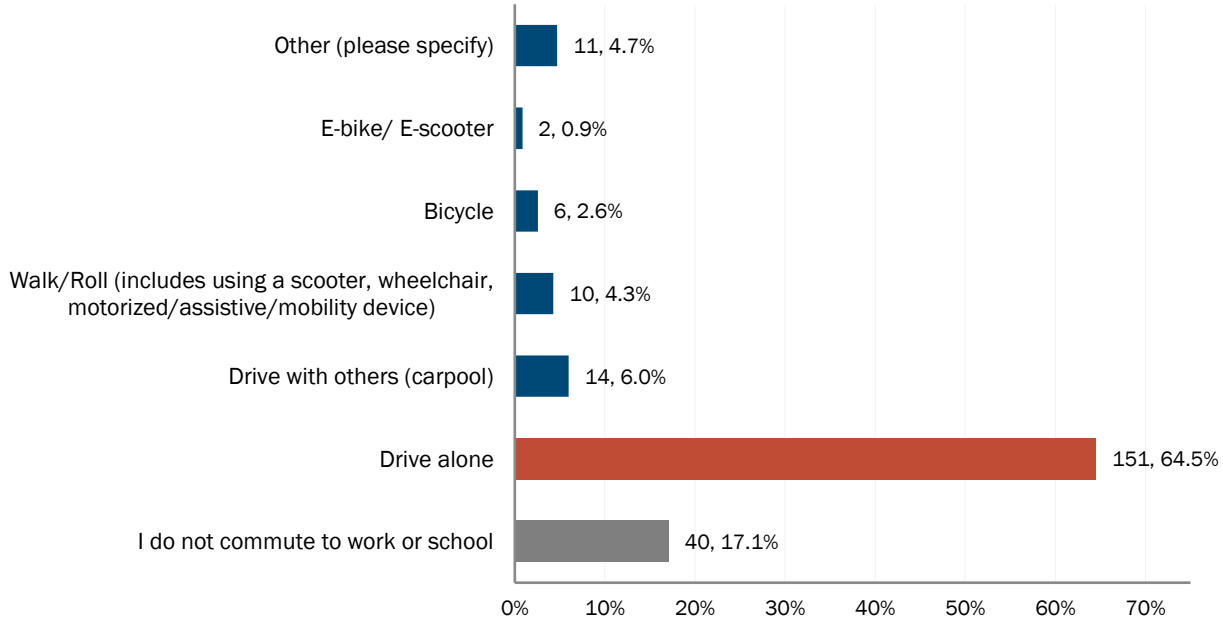


Figure 7. Responses to the question, "On a typical day, what is your usual mode of transportation for commuting purposes (e.g., travelling to work or school)" (n=234)

Most respondents who indicated they have children who attend school in the Municipality shared that their children commute by school bus (19.1%, 41) or drive alone/ are driven by their family (17.7%, 38) (Figure 8).

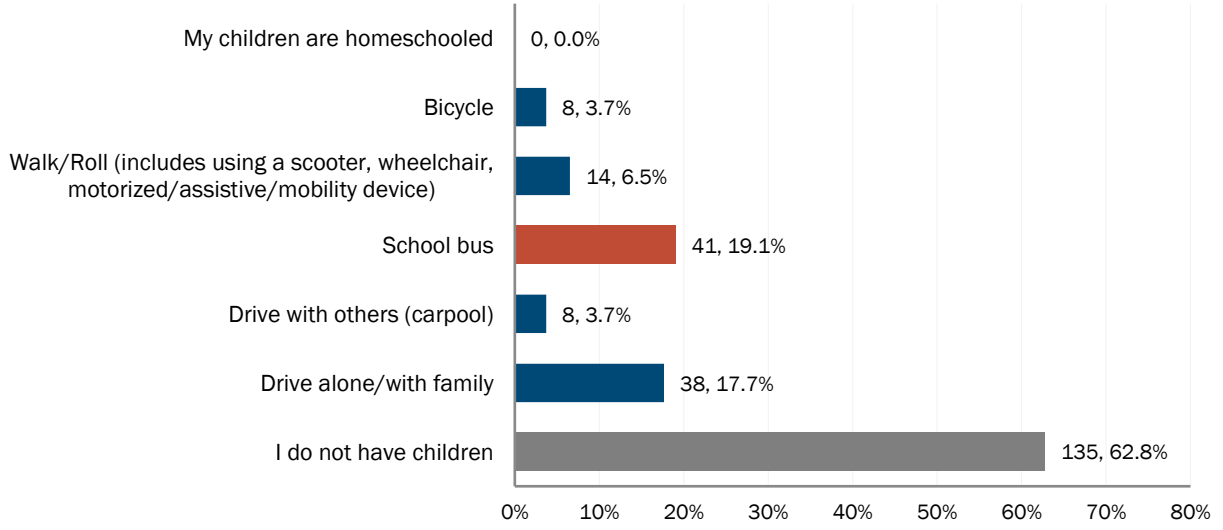


Figure 8. Responses to the question, "If you have children that attend school in Colchester, how do they typically travel to and from school? Select all that apply." (n=215)

Using the Existing Active Transportation Network

The majority of respondents (74.6%, 173) indicated that they use the current active transportation network to walk/roll or hike (Figure 9). The next most common responses included accessing parks (57%) or enjoying nature (54%). Cycling was the fifth most frequently indicate use active transportation at 39%. Those who chose “other” to this question shared that they use AT infrastructure to run errands, maintain a healthy lifestyle, or travel outside of their community.

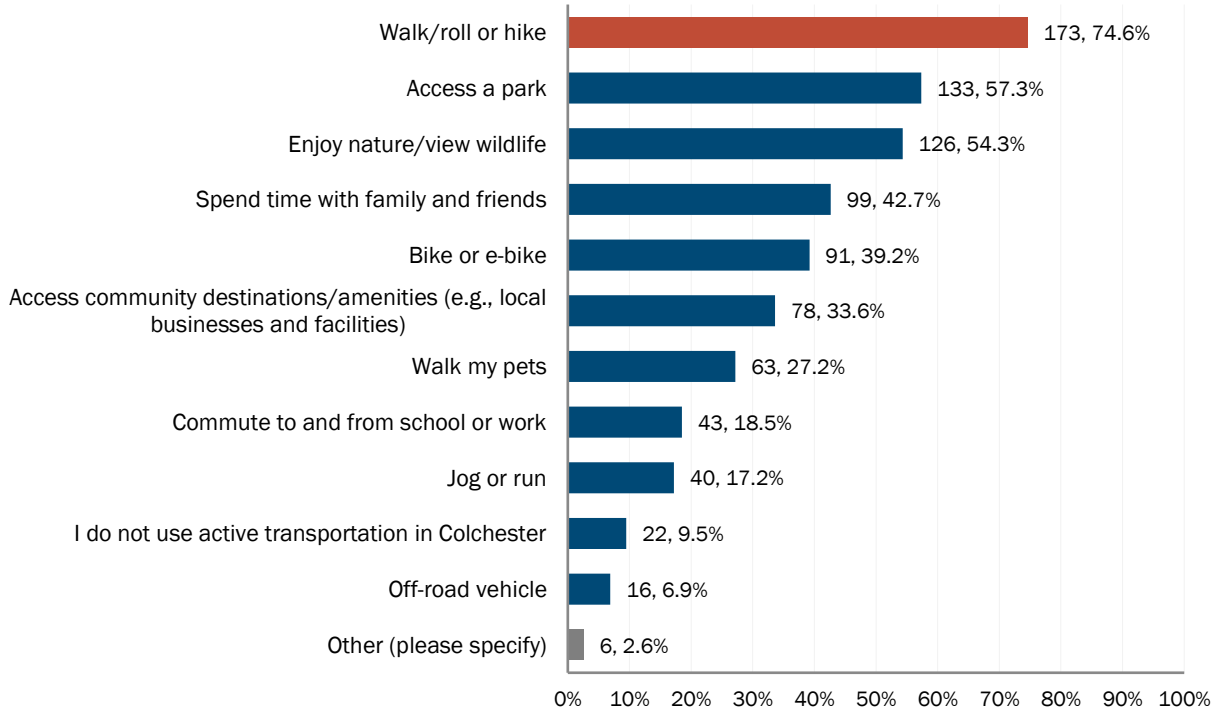


Figure 9. Responses to the question, "How do you use Colchester's existing active transportation network, including sidewalks, trails, walking paths, and bike routes? Select all that apply" (n=232)

Overall, residents of Colchester primarily use the active transportation network for recreational purposes (Figure 10), most frequently for 1-3 days a week (26.5%, 61). The majority of respondents indicated that they do not use active transportation to commute or complete errands (33.6%, 72).

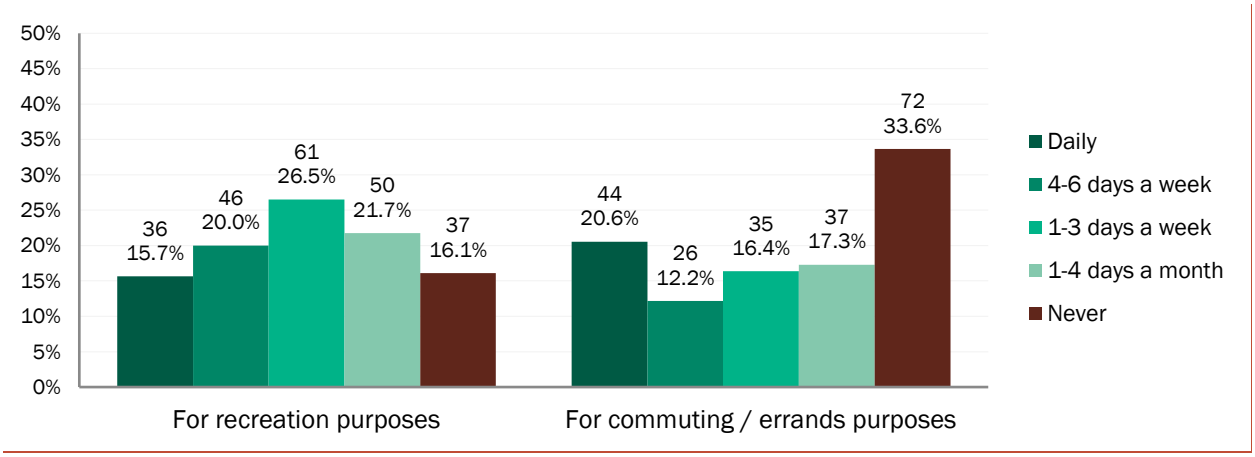


Figure 10. Responses to the question, "How often do you use the active transportation network in Colchester for recreation and commuting?" (n=233)

Walking and/or Rolling

Similarly to respondent feedback indicated above, the majority of those who walk/roll in Colchester (Figure 11) noted that they do so to enjoy nature, parks, or trails (74.5%, 155) or to exercise (70.2%, 146). Only six respondents (2.9%) indicated that they *do not* walk or roll, which reflects a high percentage of community members who actively seek walking options in Colchester. Those who noted "other" in their response (2.4%, 5) included comments regarding exercise, hiking, or to travel to their personal vehicles.

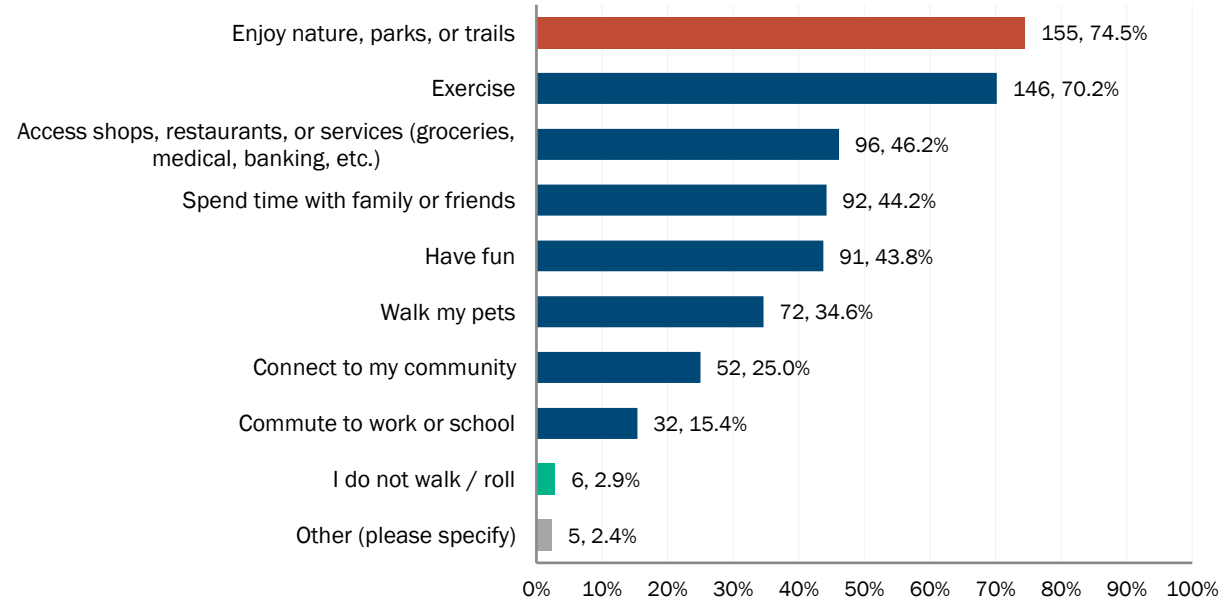


Figure 11. Responses to the question, "When I walk or roll, it is to: (Select all that apply)" (n=208)

Respondents noted that they most frequently walk/roll approximately 1-3 days per week in both spring/summer/fall (31.6%, 65) and in the winter (34.7%, 69) (Figure 12). Less people never walk in winter (12.1%, 24) than in the warmer months (3.4%, 7).

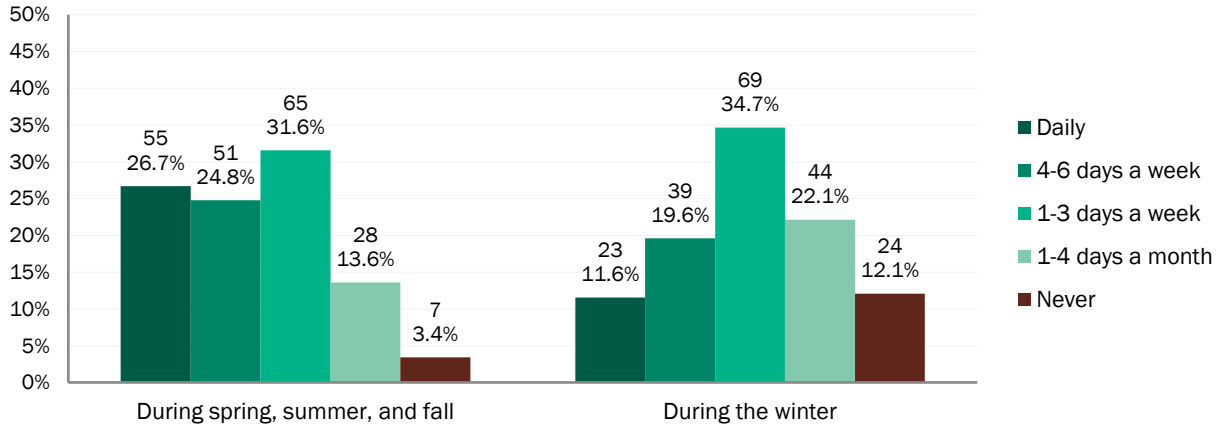


Figure 12. Responses to the question, "How often do you walk/roll?" (n=208)

When asked how safe people feel walking/rolling in Colchester (Figure 13), the majority indicated they feel “mostly safe” (64.7%, 134) with only 6.3% (13) indicating they feel very unsafe.

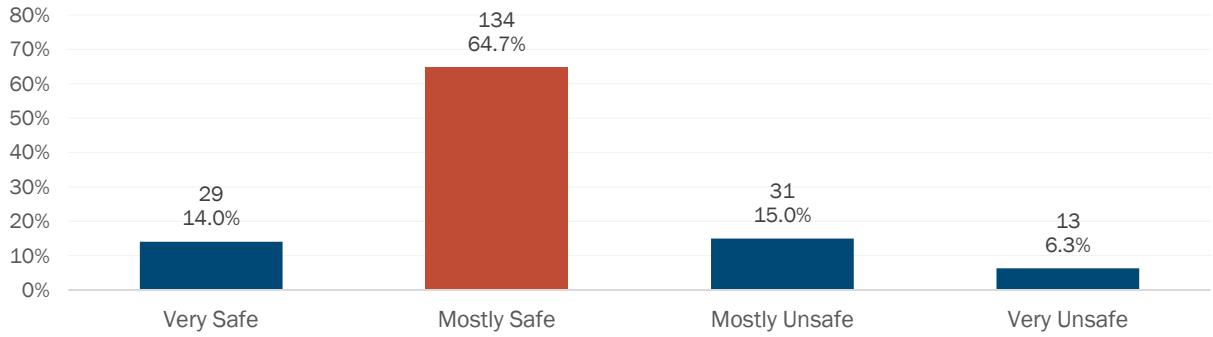


Figure 13. Responses to the question, "How safe do you feel walking/rolling in Colchester?" (n=207)

When asked what the most important safety concerns are for walking/rolling (Figure 14), the most frequent response was vehicle proximity, speed, and volume (62.9%, 129) with weather being the second most chosen response (32.2%, 66).

> *“Unsafe terrain or no sidewalks, gravel roads not suitable for wheelchair”*

Respondents who indicated “other” (20%, 41) mentioned that there is a lack of walking infrastructure, particularly sidewalks, and that there is a need for increasing the condition and regular maintenance of pathways. Others noted that there are challenges with

inattentive drivers, cyclists on sidewalks, and the high speeds of e-bikes and e-scooters. Lastly, residents shared that concerns for safety were particularly due to poor lighting conditions and potential interactions with unhoused populations.

> *"Driver attention when walking even at lit and flashing cross walks. I see violations every time I walk. I have to use extreme cause at cross walks." – survey respondent*

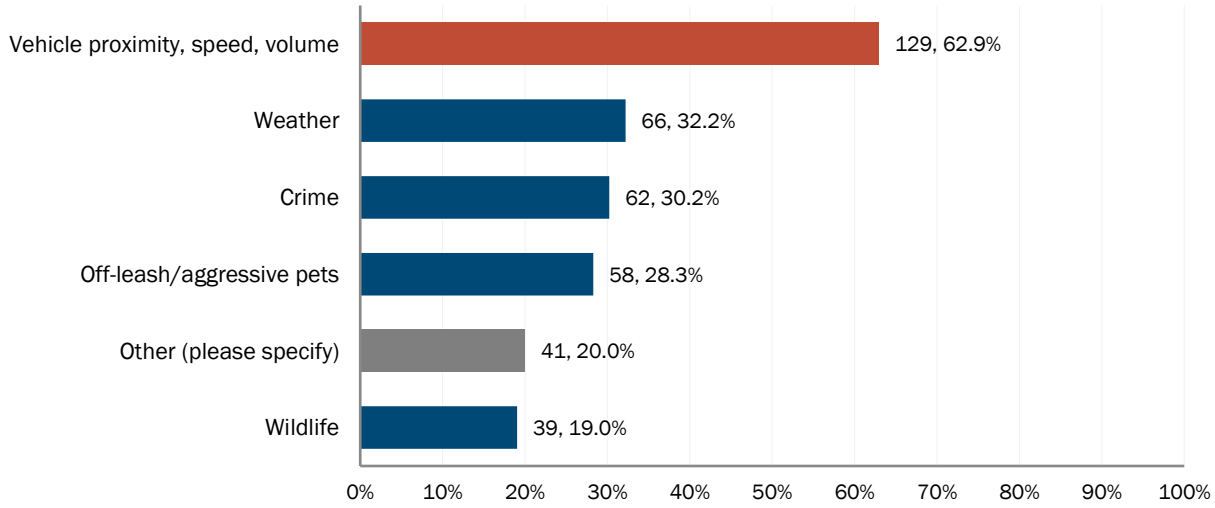


Figure 14. Responses to the question, "What are your most important safety concerns when walking/rolling? Select all that apply" (n=205)

When asked what issues most prevent walking/rolling in Colchester (Figure 15), the majority of responses indicated that lack of sidewalks/paths were the primary issue (41.5%, 88) as well as speed/volume/noise of vehicles (37.7%, 90) and poor lighting (32.6%, 69). Only 9% (19) indicated that they have no issues/fully positive experiences with walking/rolling.

> *"re: "lack of winter maintenance", certain sections of sidewalk that can be (quite regularly) icy"*

Respondents who noted "other" (9%, 19) shared that common issues include a lack of protected bike lanes or barriers between pedestrians and personal vehicles, travel time or distances to locations, and safety challenges in interacting with other residents.

"When raining walking on sidewalks you get drenched when cars pass by on road because of puddles."

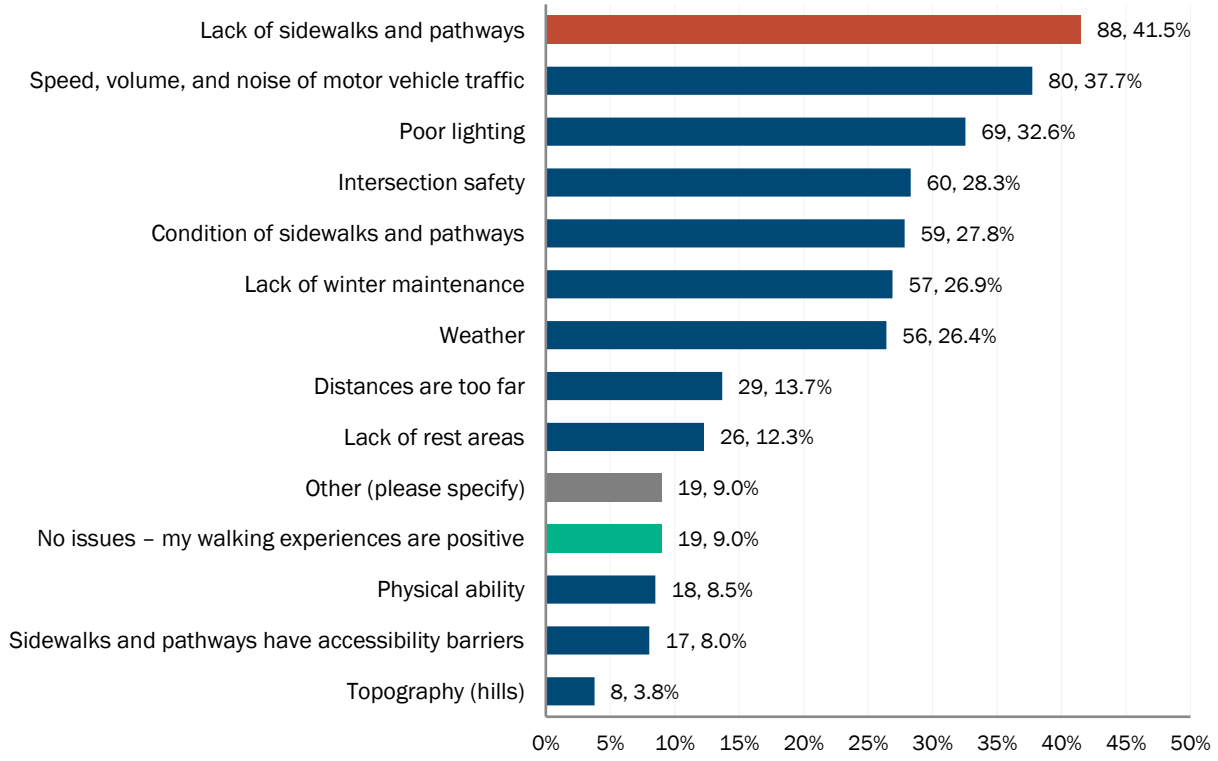


Figure 15. Responses to the question, "What are the issues preventing you from walking/rolling more often than you do in Colchester? Select up to 5." (n=212)

Cycling

Respondents were asked to share the primary reasons they cycle in Colchester (Figure 16) and the majority indicated they cycle to exercise (50.5%, 99) or to enjoy nature, parks, or trails (47.5% 93). A larger percentage of respondents noted that they do not use this form of active transportation (40.3%, 79). Respondents who indicated "other" (2.6%, 5) shared they no longer cycle due to far distances, construction zones, or safety concerns.

"More accountability for vehicular/cycling infractions"

"Bike lanes or simply a solid painted line indicating where cars should not drive"

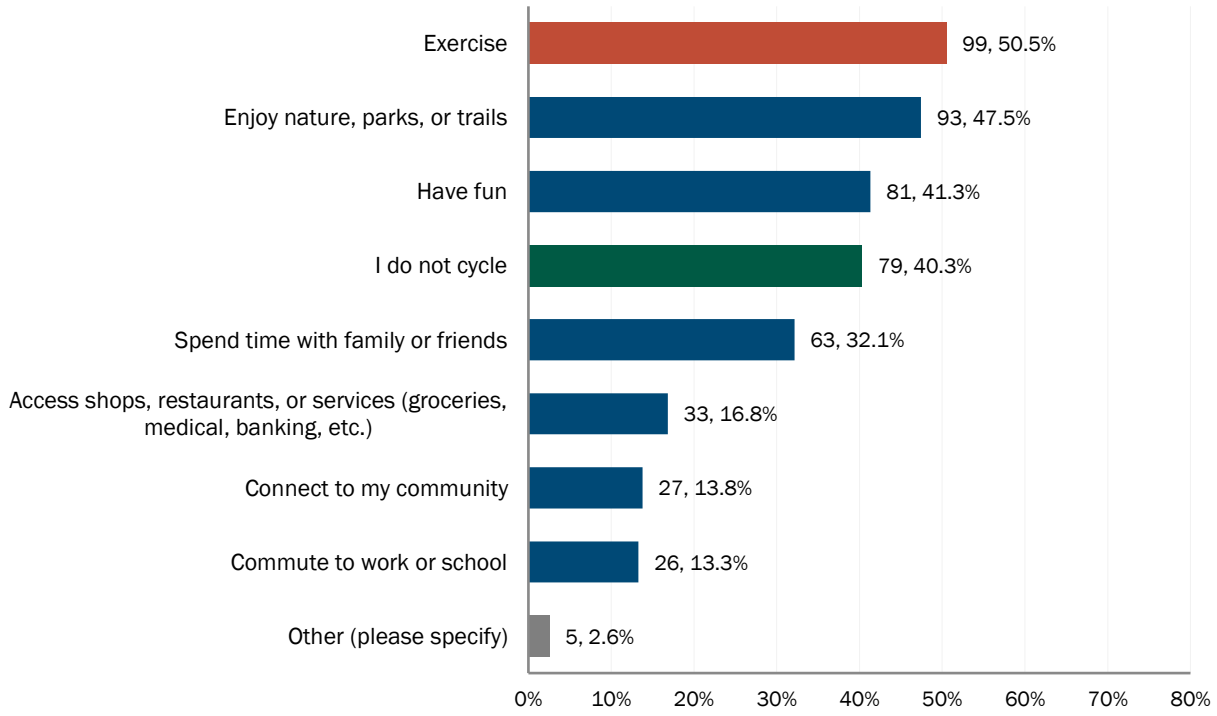


Figure 16. Responses to question, "When I cycle, it is to: Select all that apply." (n=196)

When asked how frequently residents of Colchester cycle, the majority noted that they never cycle, both in spring/summer/fall (41.1%) and more so in winter (80.4%, 148). Those who do cycle, most frequently do so 1-4 days a month in the warmer seasons (22.1%, 42).

"I live in the country so other destinations are too far and not safe to cycle to."

"I don't cycle anymore but when I did, I agree the paved shoulder could be a bit wider"

"Rarely cycle any more for fear of safety on the road"

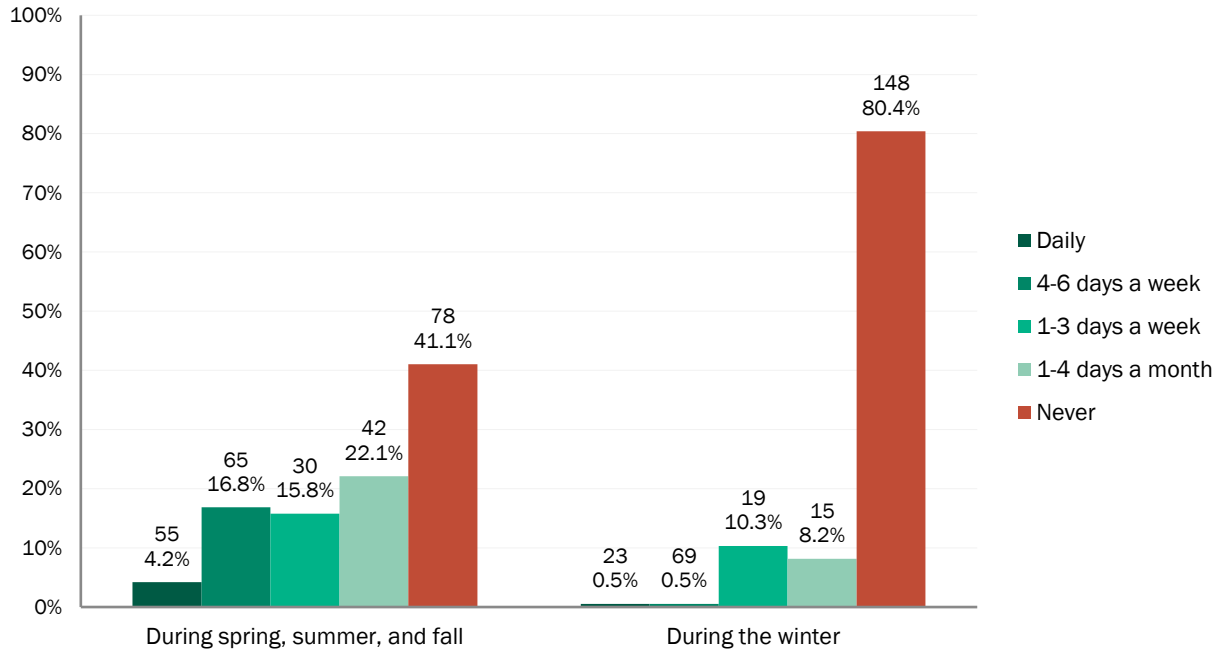


Figure 17. Responses to the question, "How often do you ride a bike?" (n=191)

Less people in Colchester cycle than walk, and those who do cycle predominately feel either “mostly unsafe” (33.8%, 52) or “mostly safe” (31.2%, 48) when on their bikes (Figure 18).

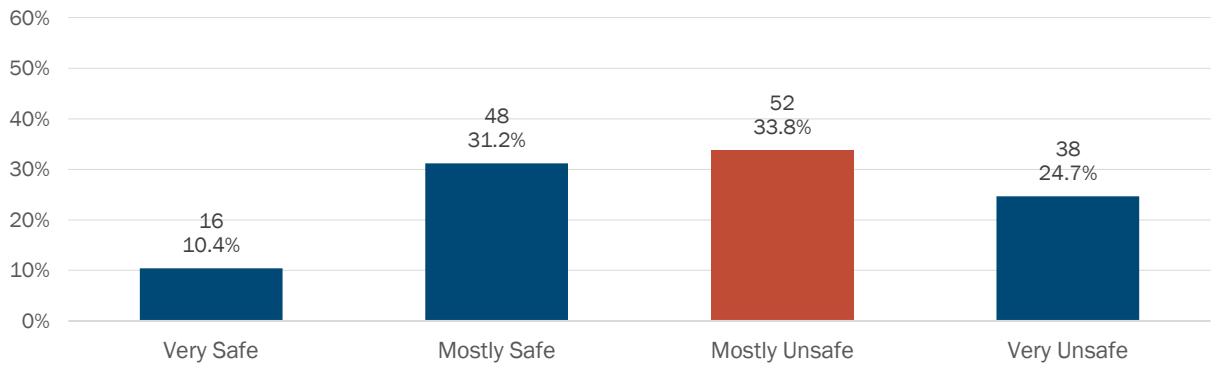


Figure 18. Responses to the question, "How safe do you feel cycling in Colchester?" (n=154)

The primary contributor to feeling unsafe while cycling was shared as being vehicle proximity, speed, and volume (71.7%, 109). Respondents who indicated “other” (21.1%, 33) shared that there is a need for protected bike lanes and increasing the conditions of existing infrastructure while providing more regular maintenance. Others also noted that traffic and inattentive drivers are a primary concern, as well as overall safety.

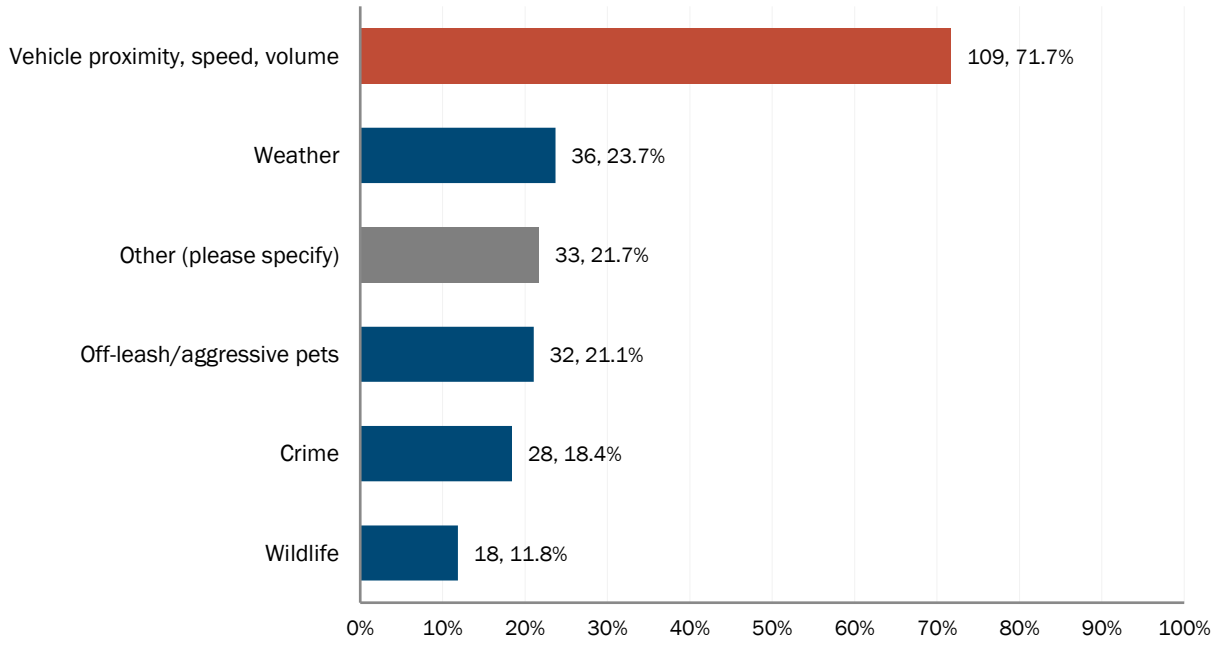


Figure 19. Responses to the question, "What are your most important safety concerns when cycling? Select all that apply." (n=152)

The primary challenges noted for cycling were shared as being a lack on dedicated on-street bicycle lanes (55.3%, 110), speed/volume/noise of vehicles (47.2%, 94) and lack of lanes separated completely from traffic (44.7%, 89). The majority of respondents who indicated "other" (11.1%, 22) shared that they do not cycle.

"When necessary to ride on roads, potholes, dirt, sewer covers, curbs make it difficult to navigate a safe distance from vehicles"

"The cycling paths do not connect. Not conducive for cycling outside recreation, verses for running errands."

"Cyclists are a danger. They have no insurance and obey no rules"

"I do not feel safe using the roads for biking. There are no proper bike lanes. Motorists are not bike friendly"

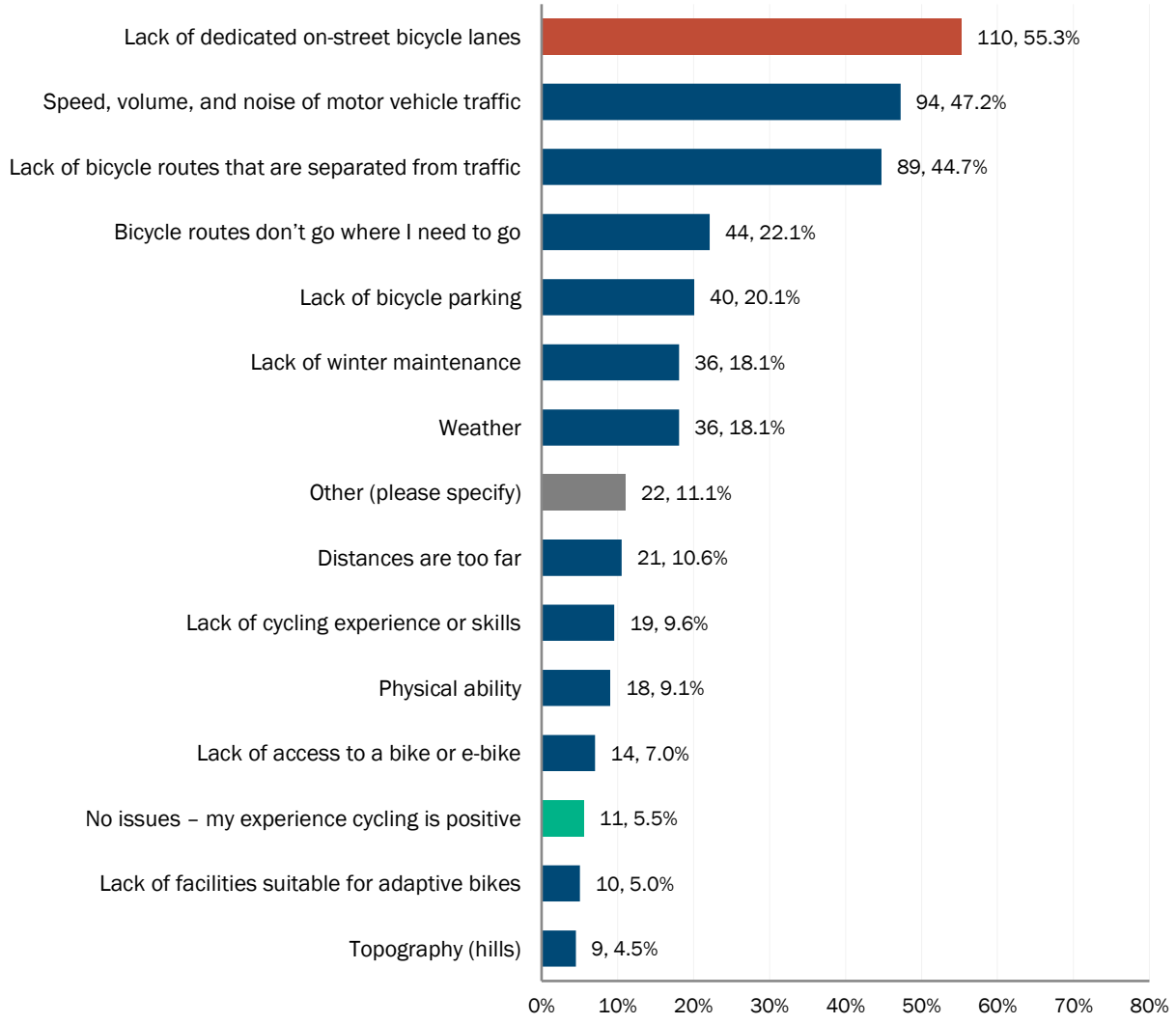


Figure 20. Responses to question, "What are the main issues or challenges for cycling in Colchester? Select up to 5." (n=199)

Outcomes of the Active Transportation Strategy

Survey respondents were invited to share opinions on how the Active Transportation Strategy can be prioritized, what specific types of infrastructure are most needed, and where they should be located.

To help incentivize walking/rolling (Figure 21), the majority of respondents noted that paved multi-use pathways would be a primary support (56.5%, 118), followed by sidewalks (55%, 115). Similar proportions of respondents noted that increased lighting (52.2%) and crosswalk improvements (51.7%) would support more movement. Those who indicated other (11%, 23) shared that adding protected bike lanes, lighting, and increase connectivity would be the most helpful.

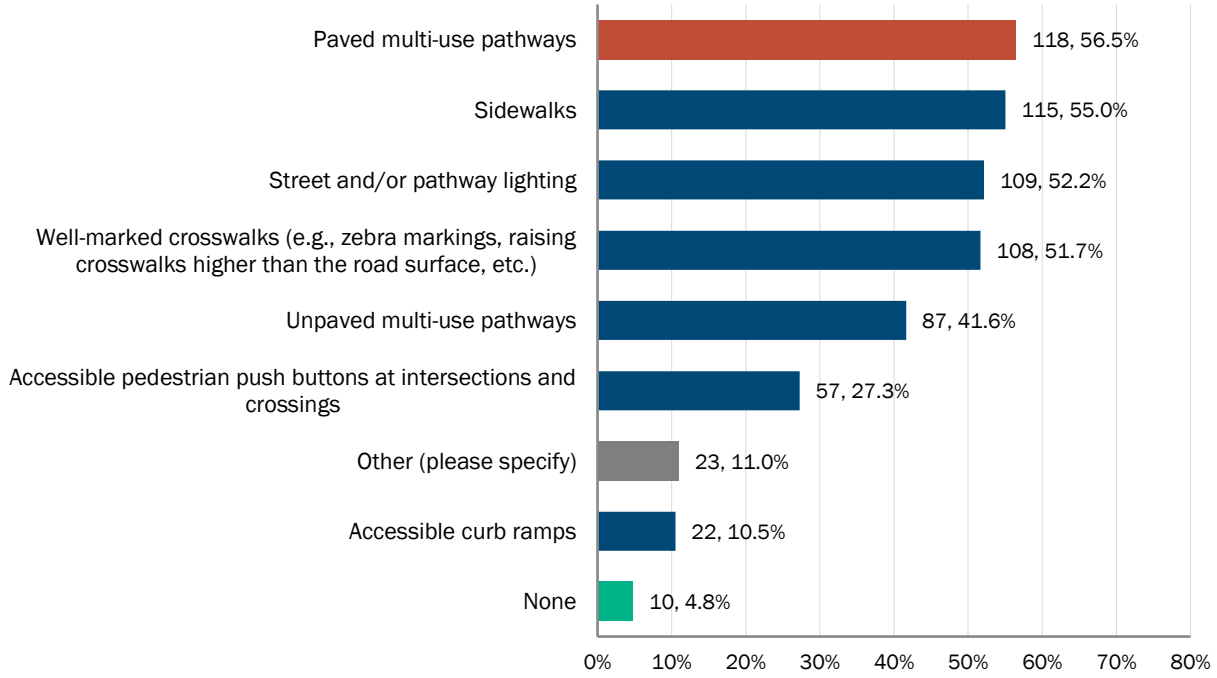


Figure 21. Responses to question, "What types of walking infrastructure (including using mobility devices) would encourage you to move more in Colchester? Select all that apply." (n=209)

For considering new sidewalks in Colchester, the majority of respondents indicated that their top priorities (Figure 22) would be adding them along roads that have high vehicle volumes and/or speeds (62.3%, 119) followed by closing gaps in the current network (58.6%, 112). Respondents who indicated “other” (4.7%, 9) shared that ensuring crosswalks are considered alongside sidewalk development, as well as worries about already narrow roads that may not be able to accommodate more space for pedestrians.

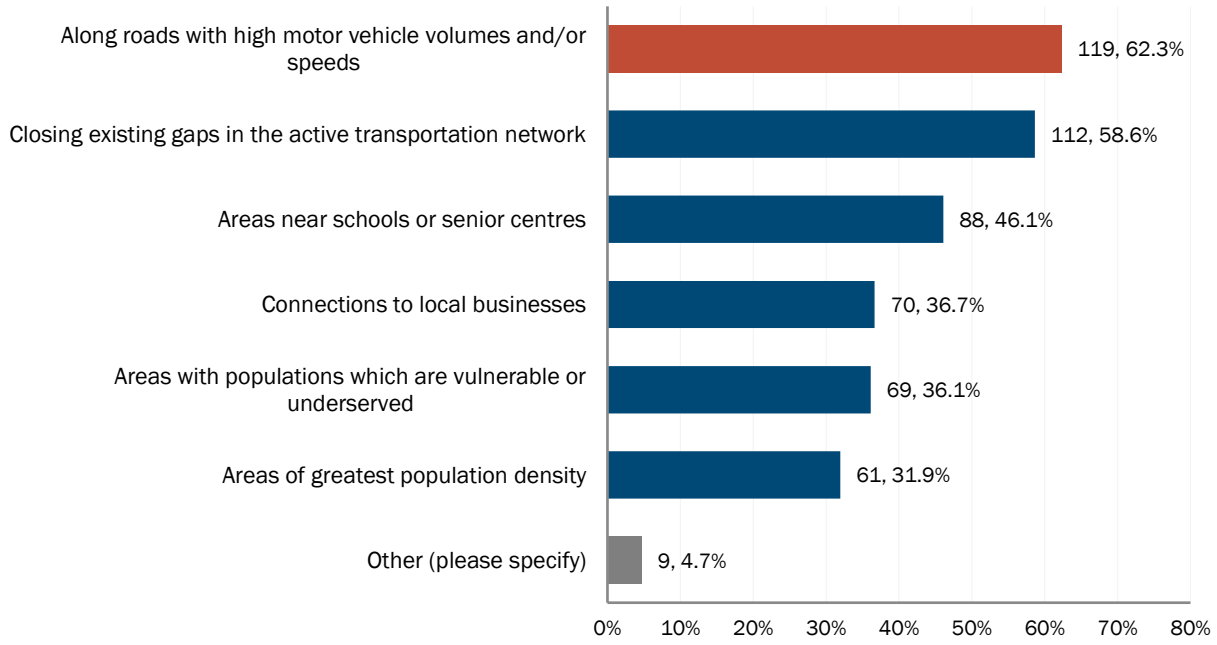


Figure 22. Responses to question, "When considering new sidewalks and pathways in Colchester, what are your top priorities? Select all that apply." (n=191)

To encourage more cycling, respondents indicated that separated bicycle lanes (56.1%, 96), paved shoulders (54.4%, 93) and paved multi-use paths (52.1%, 89) would be most supportive.

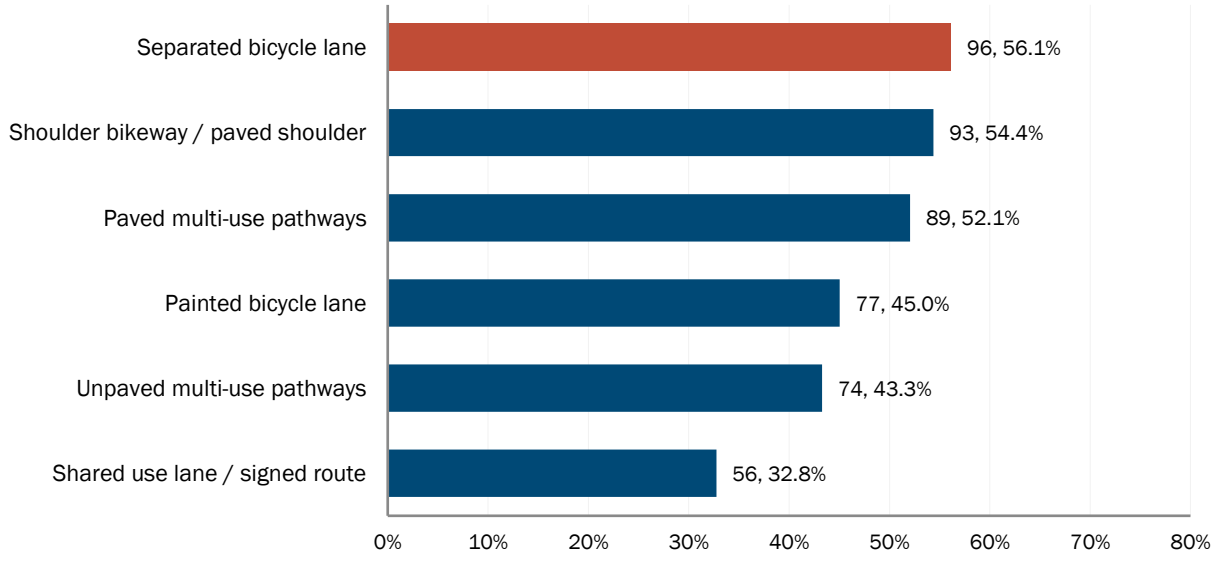


Figure 23. Responses to question, "What facility type(s) would encourage you to cycle more in Colchester? Select all that apply." (n=171)

When respondents were asked where bike parking is most needed in Colchester, the following responses occurred most frequently (n=89):

- Businesses, malls, shopping areas, and grocery stores (46)
- Downtown Truro (25)
- Parks (8)
- Schools (7)
- Hospitals and Medical Facilities (5)

Some respondents specifically mentioned streets or communities to consider for bike parking including:

- Robie St.
- Victoria Park
- Bible Hill
- Esplanade
- Inglis St.
- Prince St.
- Downtown Tatamagouche
- Willow St.

The Town of Truro is not included in this Strategy's study area but ensuring that rural-to-urban end-to-end infrastructure (e.g. bicycle parking) is accounted for was a common theme throughout the survey.

The theme noted as most important for the Active Transportation Strategy is improving road safety for all users (64.3%, 124) followed by providing more AT choices (37.3%, 72). Respondents who chose "other" (3.1%, 6) shared that having paved roads and protected bike lanes would be their priorities, as well as increase public transportation in the area.

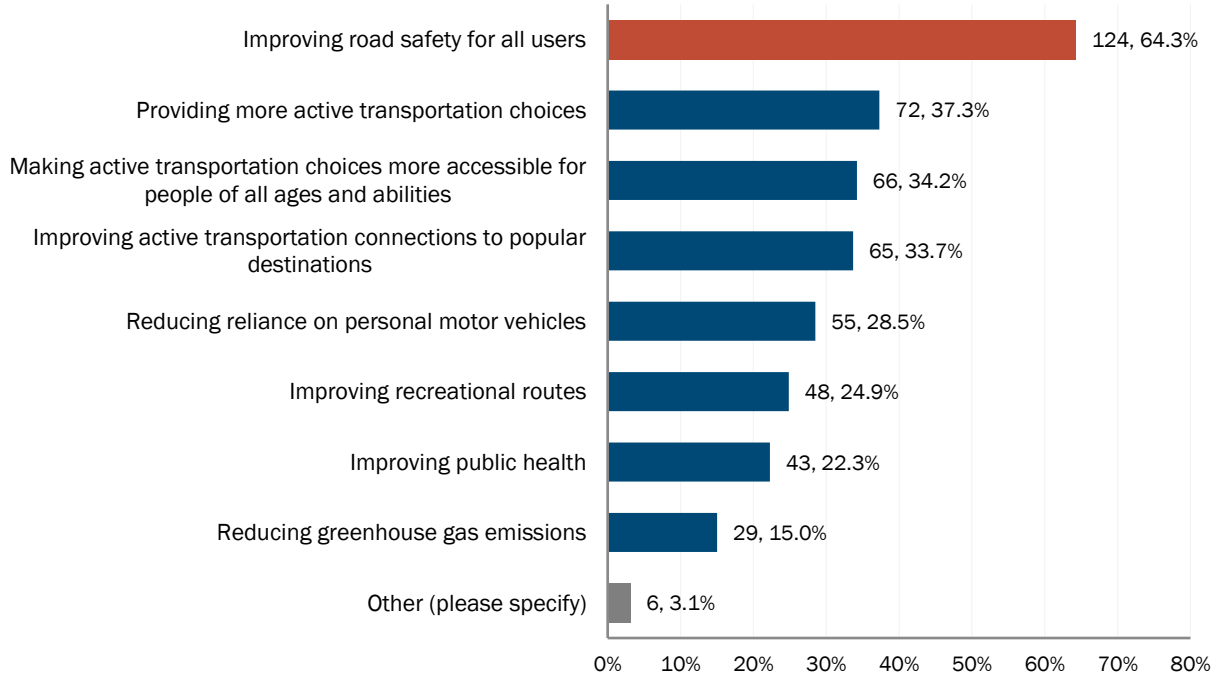


Figure 24. Responses to question, "Which outcomes of the Active Transportation Strategy are most important to you? Select up to 3." (n=193)

Appendix B: Open House and Interest Holder Discussion Summary

Key Themes

Safety Concerns

Across all sessions, participants consistently identified safety as the most significant concern, citing high vehicle speeds and heavy truck traffic, particularly on rural roads. They also noted that in many cases, pedestrians are forced to use dangerous or narrow shoulders for active transportation as there is frequently an absence of sidewalks. They noted that there are many unsafe crossings throughout the community, many without signals or high visibility. Conflicts between cyclists, pedestrians, and motorized trail users were commonly shared. Many highlighted dark or poorly lit areas making residents feel unsafe at night, including crosswalks, trails, roundabouts, and sections of the Cobequid Trail at night.

Connectivity and Growing the Network

Participants emphasized the lack of a continuous active transportation network, noting disconnected sidewalks, trails, and bike routes, along with difficult transitions between jurisdictions. They highlighted missing links to major destinations and the reliance on rural roads where no active transportation alternatives exist. Many stressed the need for extending current trails and AT infrastructure as well as upgrading existing connections through paved shoulders and year-round maintenance, including snow clearing or grooming for OHV trails.

Equity, Accessibility, and Inclusion

The discussions highlighted that active transportation is essential for people who may not have access to a vehicle, including students, low-income residents, newcomers, seniors, and people with disabilities. Participants highlighted the importance of active transportation in supporting community participation, mental health, and social inclusion. Conversations among services providers stressed the need to humanize the benefits of active transportation through storytelling and collaboration among community groups and municipal partners. They called for infrastructure that works for everyone, including wider and paved pathways, more frequent crossings, and design that supports users of all ages and abilities. Overall, universal design was viewed as essential and beneficial to all users. Many current routes were described as inaccessible, citing examples such as poorly maintained pathways or paths in unpopulated areas. Concerns were raised about residents

not having access to necessary equipment to participate in active transportation options, or the ability to try or rent different options.

Education, Etiquette, and Cultural Change

The importance of the human side of active transportation was discussed, highlighting the need for improved education and etiquette for all including pedestrians, cyclists, e-bike/e-scooter users, and drivers of both personal vehicles and ATVs. Participants stressed that drivers should be more aware of laws and responsibilities around sharing the road, while cyclists need to also know and follow rules, signals, and trail etiquette. Some called for a cultural shift away from car-centric thinking and encouragement of active transportation, which could be supported by better signage and wayfinding, and increased engagement and public information about available routes. They noted that community-building initiatives including group rides, bike school buses, and social programs could help normalize active transportation and encourage safer, more confident use.

Lighting, Amenities, and Comfort

It was noted that infrastructure needs for active transportation go beyond the network, emphasizing the importance of improved lighting on trails to support safety and comfort, as well as the value of amenities such as benches, washrooms, shade, rest areas, bike racks, lockers, and charging stations.

Transit Integration and End-to-end Mobility

Participants shared that transit and active transportation should work together, noting the need for safe, accessible connections to bus stops and improvements that make it easier to travel the first and last mile, such as bike rentals, e-scooters, and integrating mobility hubs. They also highlighted the importance of linking active transportation routes with major regional destinations to support seamless, end-to-end travel.

Planning, Policy, and Long-Term Commitment

Many noted that there is a need for consistent, long-term planning for active transportation that is actionable. They noted that active transportation infrastructure should be planned with clear prioritization and be integrated from the start including through road renewals or capital development opportunities. Strong municipal leadership and collaboration across departments was seen as essential, along with consistent maintenance standards and enforcement.

Appendix C: Recorded Comments from In-Person Engagement

Open Houses

November 17th, 6pm-8pm – Debert

Attendance

Residents: 7

Council: 2

Staff: 4

What are Colchester's AT concerns and barriers?

- Traffic speed/volume (3)
- Lighting on rural roads (1)
- Speed limit too high in base area (2)
- Safe crossings on Plains Rd. (1)
- Lack of sidewalks or adequate shoulder space (1)
- No crosswalks
- Need the bridge over Salmon River
- Loop pathways so can make a circular route
- Cleaning debris from shoulders
- Connecting to transit service
- Access to transportation options

What are Colchester's AT opportunities and priorities?

- Pedestrian improvements on Masstown Rd.
- Paved shoulder on Middle Rd.
- Driver etiquette / education
- Cyclist education and personal protective equipment (helmets)
- Trail on the north side of Salmon River
- Paved MUP on Plains Rd.
- Paved shoulders ped/bike
- More speed reader boards

Map of Debert

- Need access to transit – Plains and Masstown – need to navigate safely with wheelchair for example
- Middle Rd paved recently w/ paved shoulder
- Bad condition Masstown Rd. can't use a bike on shoulders
- Lights along trails (solar?)
- No shade at Base Park
- Hudson St. – Downtown Debert popular walking route – Used by School run club
- Possible cross-country trail to Hearts Haven in this area
- Large trucks hitting shoulders causing ruts in shoulder – unsafe for walkers and drivers
- Busy/large trucks at intersections with Lancaster Cres (especially around 3 PM)
- Some people walk around Dakota Road, recent increase in truck traffic.
- Speed complaints on East Folly Mountain Road
- CTCL only serves weekdays (local transit co-op)
- Priority 1 – base to school, Priority 2 – base to McElmons, Priority 3 – Base to Hearts Haven
- School bus drops teens at Mc Elmonds /Plains to walk to Tim's for work
- Trails to be paved to accommodate scooters/ motorized chairs
- Kids bike to town (skate park) along high access Rd.
- Unsafe to bike to Masstown Market from Base
- Drive to Dakota to walk dog on paved road *weekends
- Safe trail from base to school /store & base to hearts haven kids already walk from base to school/store 50km zone
- Connect hearts haven to Mi'kmaq trail?
- Safe walking trail in the base around the football field for example. C. Benoit/ Community
- Teens bike to market (Masstown)
- Need to link people to transit via disability friendly AT
- Blue route paved shoulder is an improvement
- Masstown Rd going up Plains should be considered main transit path
- Son with disability had no transit – had to leave job in town
- Park maintenance – trail, mowing, lots of ticks
- Business park to be looked at separately
- Debert is a bit different because it is a business park so shouldn't be looked at only community
- Public transit to town for medical, work, social, to get out of Debert
- More speed radar signs

- Crossings to the Mi'kmaq Interpretive Centre
- Requested crosswalk at Dresden Way (daycare operator)

Map of Colchester

- Paved shoulders needed around Debert
- Drive from Debert to Bible Hill to use trails
- FDS active transportation bridge will be a key connector
- Roads in Onslow not safe for walking – paved shoulder required at minimum to improve safety (Highway 102 to Farnham Rd)

November 18th, 1pm-3pm – RECC, Truro Heights

Attendance

Residents: 14

Council: 3

Staff: 4

What are Colchester's AT concerns and barriers?

- Unsafe roads for biking. Not only broken pavement but unsafe drop offs on the side (1)
- On rail trails active transportation "compete" with motorized users
- Barrier – rural communities are connected primarily by roads. Unsafe for active transportation and by ATV trails (also unsafe)
- Concerns: decentralization of AT. There is a concern that the rural areas are always neglected when planning for AT
- Cycling on sidewalks
- Enforcement – cyclist safety – riding on sidewalks

What are Colchester's AT opportunities and priorities?

- Showing immediate progress
- Bicycle friendly program (Cycling NS)
- Food retail outlets (grocery stores, farm markets, farm stand) – Food access
- Equitable distribution across County (1)
- Opportunities: AT will enhance the active living of folks with disabilities
- Quick build solutions
- Try an e-bike event (1)
- Paving shoulders
- Creating an AT culture (1)
- Shoulders are very poor condition on several connections

- Traffic calming where possible
- Extend Farnham Brook Trail to Vimy Rd.

Truro Heights, Lower Truro, and Onslow Maps

- Speed limits on rural roads/ education for drivers around 1 metre buffer
- Willow St. intersection to get into RECC and hospital
- Central Onslow – No shoulder, no connection to Blue Route
- Bible Hill/Universities/Colchester pedestrian bridge on Main St, Bible Hill tunnel, Stanfield development
- Cobequid style trail by the dyke, alternative to highway out to great village
- Truro park entrance – Bible Hill for work – Salmon River/College Rd/ University for recreation rides
- Cobequid ride/ highway recreation ride
- Robie St services problem on a bike
- University students safe place to ride / walk into downtown / get access to the river
- Willow St roundabout: post 30 km/h
- Paved shoulders on certain routes
- Motorist education is necessary (e.g. 1m law)
- Salmon River – route along river or road to connect neighbourhoods to Truro downtown

Colchester Map Notes

- Extend Cobequid Trail to Fundy Discovery Site?
- Travel from Truro to Old Barns, via Cobequid Trail
    - Would like extension from Old Barn more along the coast, into Clifton
- Truro to Bible Hill bridge is awful. Getting to that bridge is challenging. Park St. bridge is wider – build connecting trails. Park St. to Vimy, avoiding Main St.
    - Currently bike that route, would be nice to turn right and connect to other trails
    - Marshland to Park? Vimy Loop. Upper Onslow Loop.
- Nice trails in Perennia area, badly connected through town to Vimy/Bible Hill
- Don't like riding on paved shoulders. Big trucks and bad drivers. People don't end up using it, would rather more dyke trails.
- Biking to get close to nature.
- Salmon River or East Prince as AT options
    - Often go there as it's quiet
- If you repave a road – add more space as cars now go faster
- Pictou Rd. is getting busier
- Connect to Upper loop

- Connect to existing quieter roads instead of on Main St.
- Increase signage of these routes
- Where can you get bike rentals? Want to try options to get more active. Example of a try-an-e-bike event.
- Biking seems to be mainly recreational and not in town. Changing culture from car-centric to being more accepting of other options.
- Not currently a "network"
- Feel unsafe with unhoused and folks facing mental health challenges in town
- Been almost hit on Willow St. while in the crosswalk. Cars don't slow down. Need lights at the roundabout
- Could use a bike lane on Robie St (both sides).
- Took away 2/3 of the bike parking at the mall.

November 18th, 6pm-8pm – RECC, Truro Heights

Attendance

Residents: 9

Council: 0

Staff: 5

What are Colchester's AT opportunities and priorities?

- AT bridge from Bible Hill to Truro
- Continuous trail to Masstown Market
- Shoulders on Highway 2 east of 102
- Grooming trails in winter
- Multi-use connected paths (1)

What are Colchester's AT concerns and barriers?

- Lighting
- Drivers are not aware of cyclists
- Car traffic and lack of connected infrastructure. Increased risk to cyclists. Barriers, financial
- User safety – e-scooters and pedestrians
- Lack of connected trails

Truro Heights, Lower Truro, and Onslow Maps

- Groom trails for winter
- Potential trails on dyke
- Intersection improvement at Lower Truro / Wade Rd

- Sewage right of way with high AT potential
- Viewing platform near Old Rd. S access on CT
- Wade Rd improvements – access to RECC / hospital
- Cobequid trail – Wade Rd. connection
- Using sewer easements as trails/access roads
- Connect FDS to Marshland Dr.
- Trail through Holy Well Park
- Concerns: bike shelter or bike locker – keep safe from weather and theft
- Irwin Lake Rd sidewalk/MUP
- Crosswalk on Highway 2 at Irwin Lake Road
- Paved shoulders on Truro Rd – Young to Hilden
- Not sufficient bike parking at RECC and hospital
- Add a bike route on Robie. Separate. Only crossing at McDonalds. Not sufficient MUPs!
- Upper Onslow major missing link for AT. Blue Route ends at 102
- Extend Cobequid trail
- Extend median by Giant Tiger
- Consider multi-use path along Wade Rd with connection to Cobequid Trail. Sidewalk included in capital budget for 2027/28 in this location.
- Improved connection from Fundy Discovery Site to Cobequid Trail
- Connection along sewer easement from Fundy Discovery Site to Marshland Rd

Bible Hill, Valley, and Salmon River Map

- Cyclists feel pretty good on Pictou
- Cyclists come for Blue Route
- Riverbed trail
- Salmon River Rd bad shoulder but preferable route to College Rd because of catch basins.

Colchester Map / General Notes

- Have to jay walk twice to get to trails (Truro Heights Rd & 236). 70 km/h (with people going even faster) on Tideview Dr. – it should be 50 km/h.
    - What is the solution? Truro Heights Rd. is a corner, have to put on 236? Reducing speed limit would really help.
    - Almost was hit coming out of yard on Tideview. More traffic, and faster moving.
- Infrastructure not keeping up with growth (need sidewalks for the amount of people)
- Trees are not cut back so vehicles hit them, or residents go further into streets to avoid trees.

- Use trail to pick herbs/medicines
- Love the trails, but so difficult to access them.
- Cobequid Trail – bikes are going so fast, being used for commuting not just rec – difficult for non-cyclists (dog walkers, walkers) – e-bikes and scooters on trails are too fast
- Put etiquette signs up on crosswalks to dismount, slow down – car risk
- Cyclist etiquette training
- Paved shoulders should be looked at differently than in-town bike lanes as the longer paved shoulder rides attract the long-distance intense bikers who are more comfortable with a narrow lane. In town bike lanes should offer more space/better level of comfort
- Not great options to bike from County into town for commute- example East Prince/Prince St not bike friendly
- Casual/rec bikers prefer to use gravel – speeds are slower and you can hear vehicles coming better
- Try to identify and use existing gravel paths, roads, informal paths and adapt them as formal/county maintained AT trails. Example to Masstown/Debert/Onslow
- Level of education around rules of the road when biking needs to be improved. Drivers have become more aggressive since COVID. Group bikes on paved shoulders can be scary as some people who attend don't know the rules and etiquette
- Cities like Calgary design all new subdivisions to make connections to existing trail networks – we should adopt the same approach
- Riding bike on gravel is more enjoyable than paved shoulders as you can enjoy and take in surroundings rather than always be on alert when on paved shoulder or on a road.

November 19th, 6pm-8pm, Bible Hill

Attendance

Residents: 10

Council: 2

Commission: 1

Staff: 6

Bible Hill/Valley Maps

- Multi-use path on Park St
- Bike improvements on Park St
- Connecting the Blue Route across Truro
- College Rd MUP (or sidewalks)
- Reduce posted speed on College Rd
- College Road -> College St
- Crosswalk at College Rd (Bridge Way Academy)
- Village Line / Forest Hill Dr crosswalk
- Crosswalk at Pictou / Village Line Rd
- Audible indicators on RRFBs when lights are flashing
- Crosswalk at school bus stop on Vimy, add RRFB (1)
- Clear paths of travel at curb cuts
- Connections to service centre at Hwy 4 / Valley Rd
- Connecting trail from McCallum Dr to Teviot Pl?
- Explore trails on sewer lines
- Flooding issues on Park St
- Consider improved lighting and widening of rail underpass on Main St

What are Colchester's AT concerns and barriers?

- Driver education
- Inconsiderate drivers
- Road/shoulder widths
- I would bike more except for these two reasons
- Trail on sewer line?

Notes from Conversations/Mapping Table

- Salmon River Rd is very dangerous. It is narrow and has bends. Cars are going too fast and not prepared for cyclists. Quieter on the western side (where the bridge is currently closed)
- Prefer Pictou to get into town (via bike) as it has a white line and is a more gradual slope.
- Manholes and storm catch basins are too deep for biking on the sides of College Rd.
- Stopped commuting to work in Truro (from Bible Hill) via bike because it's become so dangerous and stressful. An untethered dog would chase them.
- Drivers curse at cyclists (e.g. of women's group getting yelled at by a male driver). Drivers aren't taught to shoulder check for pedestrians and cyclists at every stop. Often cyclists aren't taught the rules of the road or safety either.
- Love the trail system, wish it was more connected. Cobequid Trail that ends at Foodland should be connected out further.
- Scared to let children bike, that they might get hit. Gets dark early in shoulder seasons and sidewalks don't continue or they have to cross streets, etc.
- Speeds near CCA. It's a school zone and don't feel like speeds are controlled or enforced. Drivers don't let people cross.
- Kids walk to school in the CCA area.
- No infrastructure through Upper Onslow, not even shoulders (Park St to the 102). Park St. is doable. Cars do not stop. Neighbours moved out of this area because there are no places to walk. Lots of truck traffic here as well. Would love to bike to Scotia Pool, but too unsafe.
- Great trails at Gully Lake. Need volunteers.
- Main St. underpass "subway" is unsafe.
- Winter maintenance on Cobequid Trail.
- Sunrise Court area has boomed (from 2 people to 45) but doesn't have the infrastructure – bad traffic going by makes it hard to leave the area.

Interest Holder Sessions

November 19th

Attendance

Interest Holder Representatives
NS Health
YMCA YREACH Settlement Staff
YMCA YREACH
LEC AT Committee
Ecology Action Centre
FutureWorx
African Nova Scotia Affairs

Meaning/Purpose of AT

- Proactive vs Reactive
- Accommodating growth and avoiding retrofits
- AT and greenspaces BEFORE development
- Low cost and accessible
- Cycling and walking is important to the humanity of a community
- Feeling comfortable and trusting the infrastructure
- Active Transportation vs Active Recreation – the issue is more than leisure accessibility
- Recreation AND everyday living
- Walking
- Access to a wider network, not “confined” to one community
- Infrastructure between municipal boundaries
- Safety
- Year-round movement
- Moving without fear
- Being excited to move through and use the community
- Cultural shift towards AT needed for implementation
- Changing culture
- Longevity and sticking to the plan – long-term thinking
- Moving for a purpose vs just to move
- Knowing what is out there
- Do you bike? VS Would you bike?
- Learning from lived experience
- Accessibility and inclusivity

- Universal design is even good for AT

Barriers

- AT users vs drivers (tension)
- Road rage and egos
- Newcomers learning about AT culture
- Where to go and how to use infrastructure
- Even having access to these things (a bike, helmet, lock, etc.)
- Winter forces pedestrians into (or further into) the roads
- Plow sidewalks before streets (and ensure curb cuts cleared, etc.)
- Enforcement of maintenance and snow removal – and parking restrictions
- Poorly maintained infrastructure (bumps/cracks in sidewalks)
- Lack of parking enforcement
- Gravel shoulders/paths are challenging for things on wheels (e.g. strollers, mobility devices)
- Motorized scooter barriers
- Parking still often means needed access to AT (walking to destination)
- Not knowing what the rules are on a bike (hand signals, turns, etc.)

Opportunities

- Education will increase users. Trying different modes.
- RRFBs at every crossing
- More lighting, especially on roundabouts (at pedestrian scale)
- Trip-end facilities (bike racks, bike storage, showers, etc.)
- 30km/h speed limits on secondary streets
- Adding cycling infrastructure in land use by-laws
- Crowd-sourced mapping tool to track injuries or challenge areas
- Defining routes to remove barriers and ease use
- Group rides and programs (bike school bus, walking school bus, social groups)
- Public awareness of what's available and the benefits
- Signage and wayfinding and public information on where to go
- Signage including distances or information about level of effort
- 1-metre and safety campaign (drive slow when sun is low)
- Bring this engagement to language classes or existing group/service providers (meet people where they are at)
- Bike lanes and multi-use paths (on routes that take you where you need to go (amenities and destinations))
- High visibility on paths/routes that are good access points (e.g. NSCC path)
- Cost of heated sidewalks vs healthcare and social supports of injuries work stoppage

- Snow clearing with a purpose
- Gender-based snow clearing (Stockholm)
- Tracking slip and fall data
- Dalhousie Bike Centre model (add back to Ag Campus and to NSCC)
- Ensuring infrastructure transitions between municipalities and connects
- More frequent crosswalks and RRFBs
    - Schools, areas with low visibility, near stores)
- Slower speeds near crossing areas to ensure stopping
- Wayfinding is advertising for walking!
- Routes that take you the whole way to your destination
- Resources in multiple languages (most common: Farsi, Hindi, Punjabi, Tagalog)

Priorities

- Strong commitment from Municipality
- Infrastructure (wide shoulders, white lines, lighting)
- Community groups encouraging AT
- People want to cycle, we just need more education
- High-visibility bike parking
- Step-free rolling access
- Seems most important that the AT plan serves the portion of the population who don't have cars (students, disabled)
- Universal design – accessibility and inclusion
- Predictable places to rest and find washrooms
- Safety and education
- Community collaboration and skills-based learning – what can we all contribute to succeed?
- Crossings – more crossings within a distance so that no one jaywalks

November 20th

Attendance:

Interest Holders
Autism Nova Scotia
ISANS
YMCA North Shore Local Immigration Partnership
Alzheimer Society of Nova Scotia
United Way Maritimes
Women's Centre

Meaning/Purpose of AT

- Affordability and equity in the community
- Saving money by not needing other means of transport. Having options
- Education of why this is important/helpful for everyone.
- Mutual understanding of how to use AT and transportation systems
- People feel welcome to regularly use AT amenities
- Being able to access cultural and social spaces (tourism too)
- More people = more safety
- Feeling included in the community and safe
- Not having to require a vehicle for day-to-day
- Having access to service hubs (e.g. Truro)
- Allowing rural folks to have same access to amenities and services as town residents
- Consistent and understandable and universally accessible.
- Signage and wayfinding (words and images)
- Increase use = inspiring use
- Modeling AT behaviour with use of services
- Having access to the devices you need (from bikes to mobility devices)
    - Being able to maintain and fix them (+ education and awareness)

Barriers

- Consistency of rules and following of rules
- Unsafe for women to walk at night in Town
- Not an accessible community (old buildings and infrastructure)
- Too cold to access amenities if using AT
- Sidewalks are in poor condition or not maintained so people use the streets
- Rec amenities are too difficult to access (RECC is outside of Town)
- The County is very large – hard to even travel to access available services

Opportunities

- Supporting service providers in knowing what is possible and all working together
- Reducing stigma of integration of AT with needing a service or being low income or at risk
- Grants for not-for-profits – sharing messaging to increase uptake and become champions (not just relying on Muni)
- Partnerships! Collaboration!
- Social integration into bike/AT use (e.g. Fat Boys Biking, women's bike group, walking groups)
- Community support exists!
- Breaking down barriers for everyday use and increasing level of comfort
- Allow not-for-profits to help with education and roll out, why it's needed
- Everyone participating in messaging to build trust and buy-in
- Bringing things to people instead of making them come to you
- Consistency in service provision (not just pilot projects)
- Added advantages of AT (e.g. shortcuts/easier routes for AT users)
- Storytelling to humanize (lived experience in messaging – not just statistics)
- What is the missed opportunity cost? Vs upfront cost
- Using road renewal/reconstruction as opportunity to add AT infrastructure
- Creating goals to aspire to and built to when infrastructure needs to change
- Integrating community service providers with the implementation of the AT strategy
- Tricycles for seniors – would need a wider path (3m)
- Transit services integrated into AT offerings (e.g. bikes available at major bus stops)
    - First and last mile
    - Mobility hubs
- Central place for information about what is out there (Hub!)
- Pictou County has free e-scooter rentals?
- Traffic calming to narrow roadways and reduce speeds (and add community – public art, planters, etc)
- Design for highest needs first and then trickle down (universal design)
- Pilot projects – e.g. scooters to food banks
- Government funded personal grants for rental options for AT devices
- Education of how to use and about the new infrastructure (what is allowed)
- Colchester Loop? (bus) that goes around County

Priorities

- Collaboration with businesses, not-for-profits, all levels of government for buy in
- Community voices and collaboration

- Capturing the narrative and storytelling
- Building relationships and collaboration
- How do we do this while also being environmentally friendly?
- The comfort/use cycle



-
- Storytelling
- Innovative ideas of building infrastructure
- More colour/art/murals – beauty integrated into planning/infrastructure
- Importance of buy-in from partners
- What active transportation really is
- Different types of transportation
- Incorporating the social connection of active transportation into the education on how to use the options
- Bike racks on buses and taxis to incorporate active and other forms of transportation
- Creating safe and accessible communities where we can all thrive
- Accessibility for all!

November 25th (Virtual)

Attendance:

Interest Holders
Lemonaid Stand Society
Regional Accessibility Advisory Committee
Carbon Free Colchester
Truro Housing Outreach Society

Meaning/Purpose of AT

- Getting from A to B (accessing amenities with a purpose)
- Social, to meet with people, to view your community safely
- Different experiences for different mobility types and uses
- Connectivity within a community without the requirement of a vehicle
- Every person has an equal and equitable experience
- Exercise
- The experiences you gain (every street, every space/environment feels unique)
- Independence (for all ages and abilities)
- Safety through the existence of sidewalks/trails.
- Collaborating with other systems (such as transit, car share, etc.) to create multi-mobility network
- Every transit trip starts/ends with AT
- Accessing jobs, food, etc.
- Reduces carbon footprint.
- Enhances community and community participation through using AT (talking to neighbours, seeing what is going on, etc.)
- Enhanced safety through more people on the street

Barriers

- crosswalks at night are so dark (need lights)
- Do not currently see the disability community using AT
- No sidewalks, dangerous to access community
- New developments have accessible units but aren't in accessible areas (lack of AT, topography)
- Cost
- Lack of care in the current services and options provided (and accountability)
- Maintenance of AT infrastructure (particularly for mobility devices) - snow, cracks, debris
- Lack of pedestrian scaled amenities (benches, lighting, washrooms)

- Lack of bike racks in community
- It's a long way between places in the County, with very few streets hosting sidewalks, etc.
- Municipality and Town (Truro) are operating separately and have disconnects
- Can't afford a vehicle or cabs - therefore AT sometimes the only option.
- No place to get to via AT options that currently exist
- Even fewer options for people with disabilities (and high demand)
- Not in control of your timing / means of travel / expenses
- Public education - people aren't aware enough of the existing barriers and challenges
- Cobequid Trail is a great resource, but dark/ unusable at night
- Cyclists on sidewalks
- Consultation with those who need it most is not always done.
- Harder to retrofit than it is to do proper planning in the first place
- Topography of community is challenging (hills/ site lines/ distances)
- Once you get to a location, how do you then get around?
- Biggest struggle is leaving the house and knowing what to expect
- Trail in Stewiacke Park is inaccessible (poorly maintained/more naturalized)
- Increased cyclist/pedestrian accidents and at crosswalks

Opportunities

- Ensuring the continuity of the network
- Ensuring accessibility of community included in accessibility of a development.
- Align with neighbouring Plans (Truro, Millbrook, etc.)
- Harnessing the collective effort of not-for-profits and community groups
    - Building a collective voice for change
- Sharing stories instead of just statistics
    - Building compassion
    - Education to see the whole picture
- Rental options! Bikes
- Dedicated space for cyclists, makes pedestrians spaces feel safer, and all get more used
- Ensure the plan gets done given restraints of cost/time - prioritizing this work (not letting it get lost) Emphasizing the IMPACT
- Prioritization will be very important for this work.
- Improving the mental health of residents through community, physical activity, connection.
- Doing it right the first time.
- Increasing amount of bike racks/storage options
- AT infrastructure is for all, not just the current "few"

- Increasing amenities will increase comfort and increase use
    - Increases diversity of use (mobility devices)
- Finding funding opportunities to support AT-related needs (charging stations, bike fixing stations, etc.)
- Holding folks accountable to what is stated/ proposed (e.g. the "tagline" of accessibility which isn't always true)
- Bike lanes!
- Lights at all pedestrian crosswalks/ increasing crossing safety
- Giving people options instead of forcing into a single choice (e.g. Montreal transit, rentals, street amenities, low costs)
- Often things considered accessibility features benefit everyone (lighting, benches, charging stations, etc.)

Priorities

- This is a big challenge and will be a collective effort
- Community and Safety. Doing it right the first time.
- The overlap of communities and how they can benefit each other
- Inclusion of more people in these conversations
- Awareness campaign to education on AT challenges and opportunities
- Awareness of council proceedings is important. Engage with your elected officials!
- Being intentional with connectivity - ensuring the accessible routes are always linked
- Not getting lost in perfection.
- How important this work is and how many people it impacts significantly (and how it can affect quality of life and participation in community)
- How I can implement AT personally and change my own perspectives
- Sharing awareness of what and where accessibility features are

Appendix D

Round 2 Engagement Summary



Active Transportation Strategy

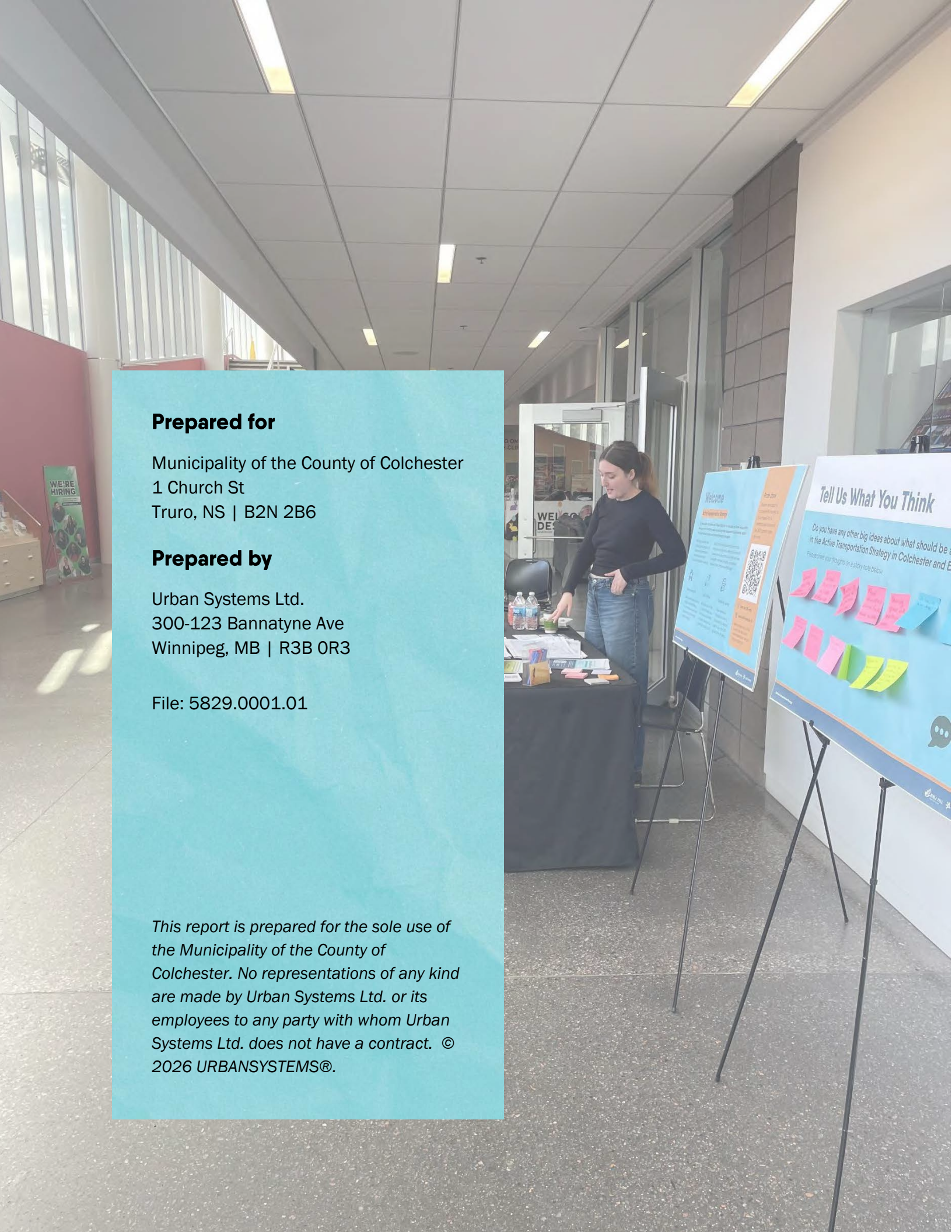
Engagement Summary – Round 2



May 2026

BIBLE HILL
Plant Your Roots

Colchester



Prepared for

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Introduction

The primary objectives of the second round of engagement on the draft Active Transportation Strategy were to share and seek feedback on the proposed vision, guiding principles, and potential active transportation network to improve walking, biking, and rolling in Colchester and Bible Hill. We sought to better understand how we can improve these components in the Strategy through consultation with Colchester residents, key interest holders, and equity deserving groups (including youth, seniors, people with disabilities, newcomers and more) to understand issues, opportunities, and priorities.

The following activities were completed as part of the second round of engagement.

Survey

A survey was shared to community members of the Municipality of Colchester. 237 people responded to the survey, sharing their opinions on the proposed vision, guiding principles, and active transportation network routes. A full breakdown of survey responses and demographics can be found in Appendix A.

Open Houses

A total of three open houses were held over three days in locations across Colchester, including Debert, Truro Heights, and Bible Hill. Open houses included informational boards and maps, with opportunities to provide comments directly to project team members on the proposed network, vision, and guiding principles.

Public Information Session

An in-person and virtual information session was held in Colchester Council Chambers to share information on proposed strategy directions and answer questions. A total of 17 people attended the session in-person and via Zoom. A recording of the presentation is available on the Municipality's YouTube channel and has received approximately 100 views.

Interest Holder Sessions

Interest holder sessions were held over three events, inviting participants from community organizations and agencies that serve residents with lived and living experience and/or have high interest or interaction with active transportation. Discussions focused on the proposed network, potential amenities, and opportunities to increase education and promotion of the Strategy.

A full summary of key messaging and recorded comments received in both Open Houses and Interest Holder Sessions can be found in Appendix B and Appendix C.

Participation Summary

Approximately 391 participants were engaged across all events in Round 2 of engagement for the Colchester Active Transportation Strategy. Engagement events included an online survey, three open house or pop-up events throughout the community, a public information session, and three interest holder workshops.

A breakdown of participation is included below:



237
Survey Participants



33
Open House, Pop-Up Event, and Information Session Attendees



11
Interest Holder Participants

Engagement Limitations

Engagement in Round 2 attempted to meet as many demographic groups as possible to garner a broad range of experiences and opinions. However, after engagement was completed, the following groups were noted to have less turnout than anticipated:

- **Youth (people under 24) and Seniors (above 75):** while efforts were made to reach out to senior- and youth-specific organizations, demographics from the survey indicated a low participation from these groups highlighting a missing target demographic from the engagement analysis.
- **Incomes:** Survey participants did share household income, with a majority being of a higher household income, however household size was not asked in the survey and therefore a more detailed analysis of income was not able to be provided. Additionally, as the question was optional, 28.5% of the 192 who responded opted not to share, and 45 people skipped the question.
- **Rural residents and Millbrook First Nation:** The majority of participants in both in-person engagements and in the survey indicated they live in the more urban areas of Colchester or in the Town of Truro, and therefore the specific insights of more rural residents, or those farther from Truro may be lacking in engagement analysis.

Engagement Themes

A summary of key themes from Round 2 of engagement are highlighted in this section to help direct and refine the final Active Transportation Strategy, including key components such the long-term active transportation network, supporting actions, and priority projects for implementation. In many cases, these themes overlap and connect, emphasizing active transportation's broad meaning to people across Colchester. Similarly, many of the themes echo input from Round 1 of engagement in late 2025.

Safety and Secure Infrastructure

Participants repeatedly emphasized the need for safe and comfortable infrastructure within the Strategy, including separated bike lanes, more sidewalks, wider paved shoulders, signalized crossings, lighting, traffic calming, and improved road maintenae, responsibilities which can be outside of municipal jurisdiction.

Connectivity

Participants wanted a more connected network that links neighbourhoods and rural communities to amenities such as schools, services, employment, recreation, trails, and nearby centres. It was frequently shared that there is a need and opportunity to improve coordination across municipal boundaries to reduce gaps in the network.

Inclusivity and Support

Having a strategy and network that is usable for people of different ages, abilities, incomes, and life circumstances is crucial. Most critically, the strategy should ensure it considers seniors, youth, newcomers, unhoused people, and people with disabilities, recognizing that it is often essential transportation rather than a recreational option as it may be for others.

Transit and Amenities

It was regularly highlighted that the Strategy should be supported, and coordinated with, a public transit service to support travel choice and increase rural connectivity. Amenities were also prioritized in engagement responses most frequently benches, washrooms, bike parking, repair stations, shade, and wayfinding were identified as important to a comfortable active transportation experience.

Responsive Implementation

Many residents reflected a need for practical and visible action. Ideas for this included a phased delivery approach that starts with lower-cost improvements. It was noted that more communication should be shared regarding the implementation of the Strategy, as well as clearly outlined metrics for how active transportation infrastructure and programs are actioned, including how they are maintained, coordinated, and funded.

Appendix A: Survey Summary

As part of Round 2 Engagement, a survey was shared to community members of the Municipality of Colchester. A total of 237 people responded to the survey.

Participant Demographics

Most respondents (78.9%) indicated that they live in the Municipality (**Figure 1**) with 21.1% noting that they live in a neighbouring community.

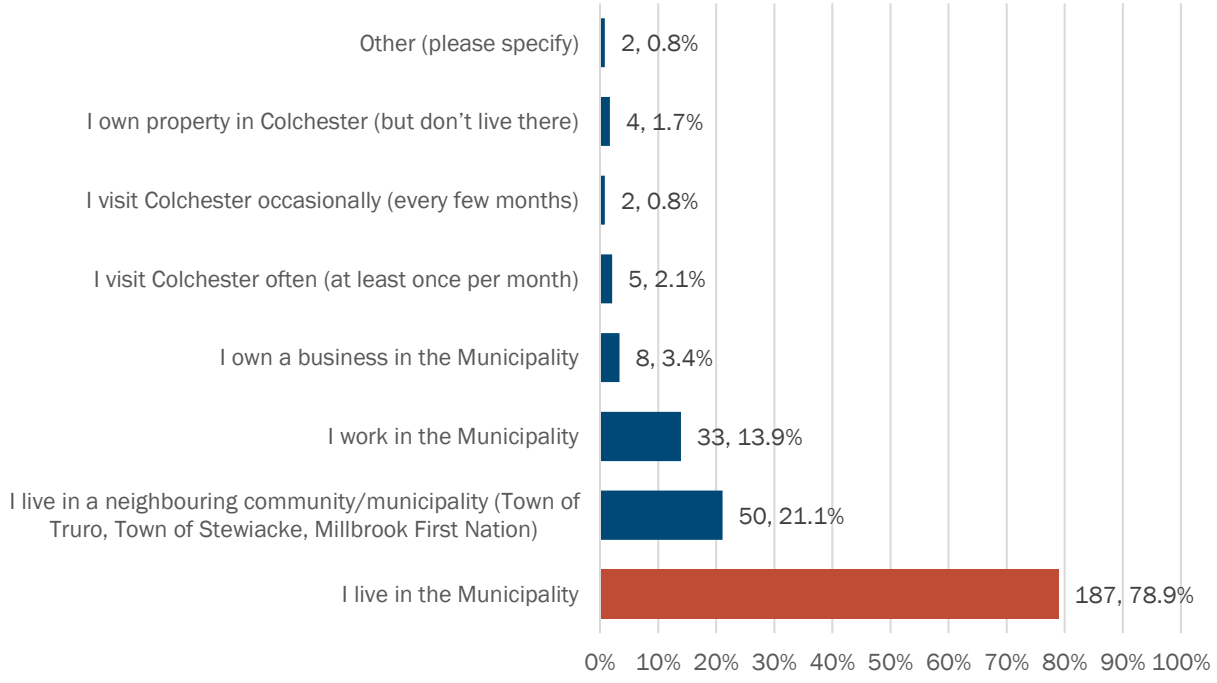


Figure 1. Responses to the question, "What is your connection to the Municipality of Colchester?" (n=237)

Respondents were also asked to share their postal codes, where most frequent respondent rates are mapped below. Results show that most respondents lived in or near the Town of Truro, with fewer respondents from Colchester's rural areas. Note that postal codes apply to general areas and will not show exact locations of residence.

Active Transportation Strategy: Survey Results Postal Codes Heat Map

- Municipal Boundary
- Village
- Indigenous Community
- Park
- Highway
- Road
- Railways

Survey Responses

- Fewer Responses
- More Responses

TATAMAGOUCHE
COLCHESTER
PICTOU
HANTS
STEWIACKE
TRURO
BIBLE HILL
HALIFAX
KINGS
Cobequid Bay
Bay of Fundy Minas Basin
D

10
Kilometers

BIBLE HILL
Colchester
be centred here.

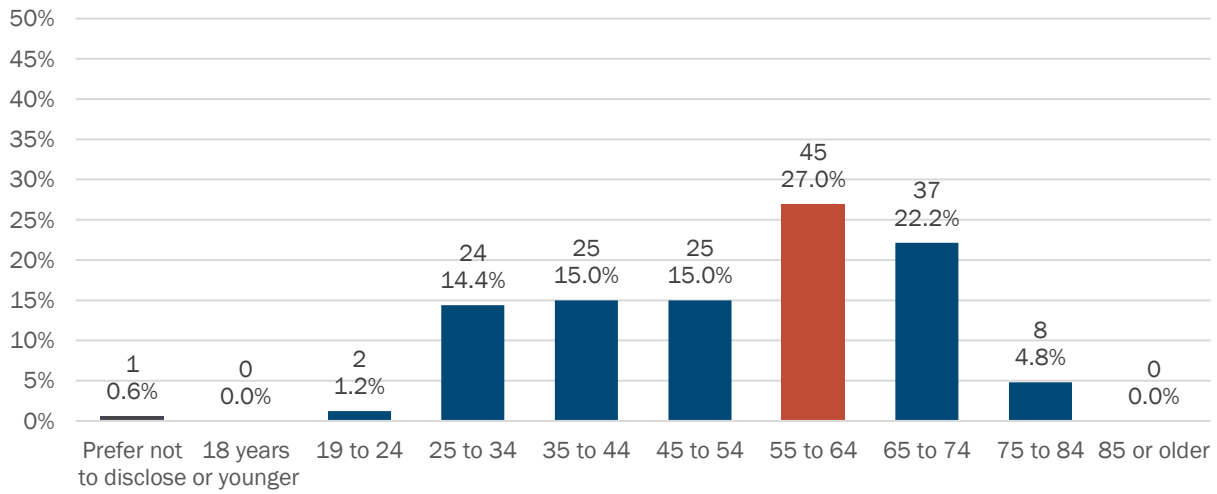


Figure 2. Responses to the question, "What is your age?" (n=167)

The predominant age group for respondents (**Figure 2**) was between 55 to 64 (27%, 45) with the second-most respondents being between ages 65 and 74 (22.2%, 37), The majority of respondents identified as women (66.7%, 110) or men (27.3%, 45) (**Figure 3**).

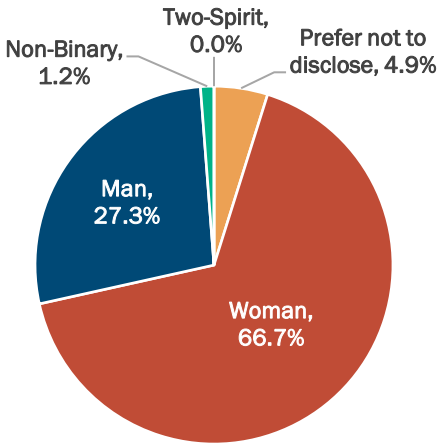


Figure 3. Responses to the question, "What is your gender?" (n=165)

Most respondents indicated that they *did not* identify as having a disability (59.6%, 93) (**Figure 4**). Of those who noted that they have a disability, the majority noted that they either have a mobility disability (16.7%, 26) or are neurodiverse (12.2%, 19). Those who indicated "other" (3.9%) shared that they are seniors, caregivers of people with disabilities, or unable to drive.

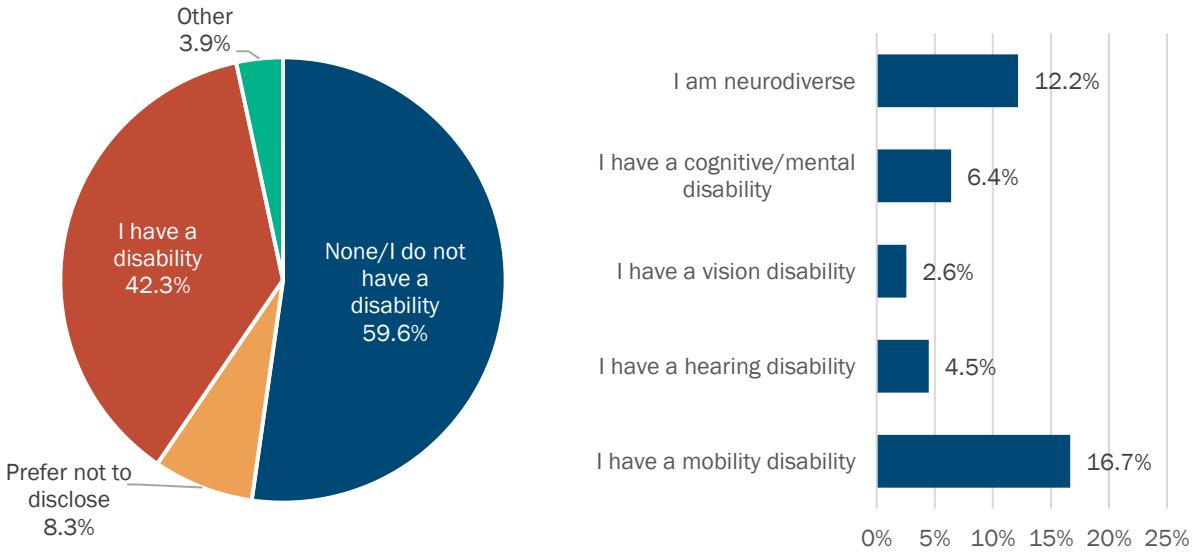


Figure 4. Responses to the question, "Do you identify as a person with a disability?" where more than one option could be selected (n=156)

The majority of respondents indicated that their household income is between $100,000 and $149,999 (10.9%, 18) (**Figure 5**). 20% (33) of respondents have a household income of over $100,000 where 20.6% (34) indicated they make less than $50,000.

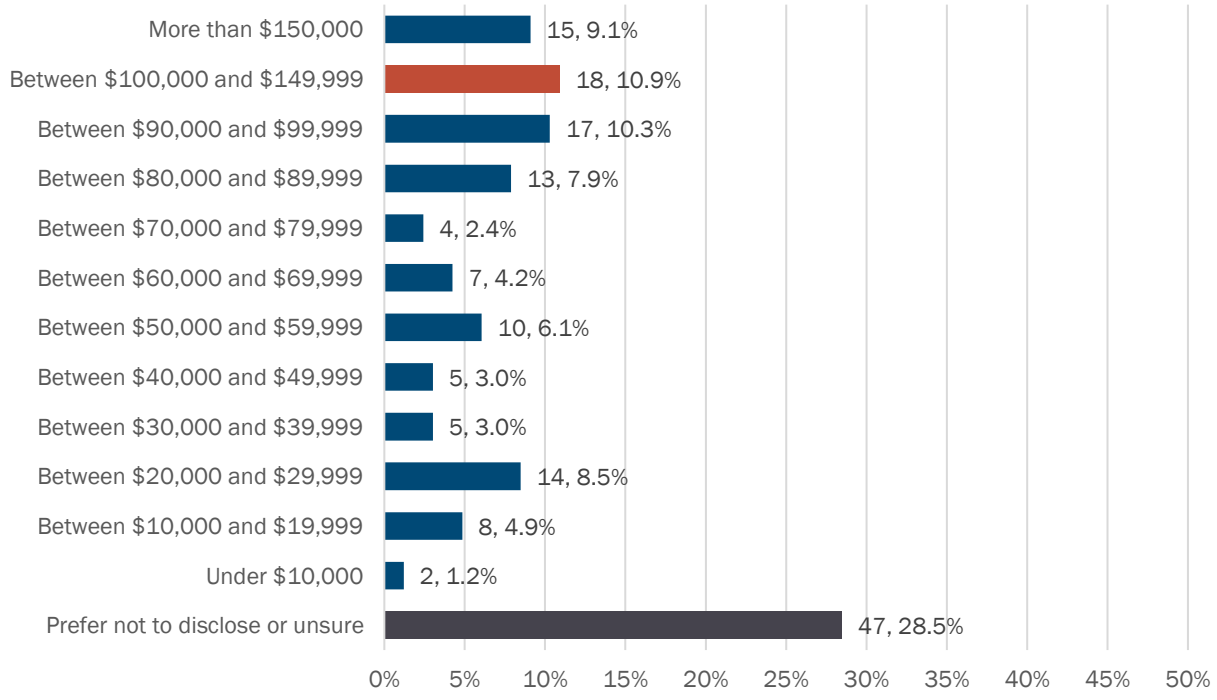


Figure 5. Responses to the question, "What is your annual household income (before tax)?" (n=192)

Vision and Guiding Principles

Vision Statement

Participants were introduced to the draft Vision Statement and asked to provide their feedback.

Draft Vision Statement:

Our active transportation network supports safe and inclusive walking, rolling, and cycling. By prioritizing connectivity and access to daily needs that include education, employment, and services, active transportation is an attractive option for as many people as possible in Colchester and Bible Hill, contributing to livable and welcoming communities.

Most respondents (54.5%, 128) indicated high support for the drafted Vision Statement (**Figure 6)** with a weighted average of 4.23. When asked to provide further comment on the draft Vision (n=140), the majority (25%, 35) expressed support, seeing it as beneficial for community health, connectivity, and reducing car dependence. About 11% (16) shared frustration in another survey and plan, that they felt the Vision lacked clarity and would benefit from more actionable details. Further comments regarding the Vision are summarized after the figure below.

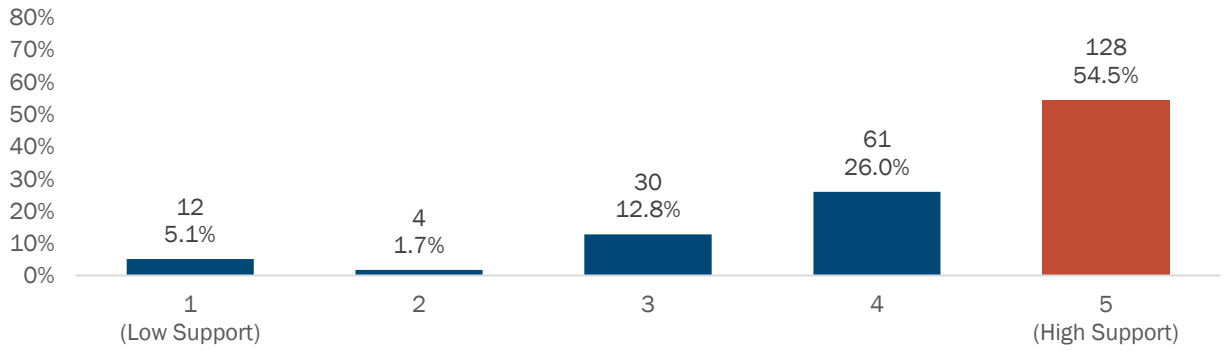


Figure 6. Responses to the question, "On a scale of 1 to 5, please indicate your support for the proposed Vision" (n=235)

Safety Concerns

A recurring theme (16%, 22) was the reminder for safer infrastructure for active transportation including separated cycling infrastructure, safer pedestrian crossings, wider sidewalks and road shoulders, and traffic calming.

Public Transit System

Several respondents (13%, 18) emphasized the need for public bus transportation as a critical component of this plan, particularly for seniors, students, people with disabilities, and low-income residents who cannot drive or afford other modes of transportation.

Road and Infrastructure Quality

Respondents expressed frustration (11%, 15) with current poor road conditions (potholes, narrow roads, no shoulders) and felt these issues should be addressed before or alongside active transportation improvements.

Connectivity and Rural Concerns

Respondents want better-connected trail systems (14%, 20) linking residential areas to schools, shops, recreational facilities, and downtown Truro. Disconnected trails force people onto unsafe roads. Rural residents feel the Vision does not apply to them or is unrealistic for low-population areas given car-dependent rural lifestyles.

Inclusivity and Accessibility

Support was shared (10%, 14) for making the active transportation network accessible to all ages and abilities, including seniors and people with disabilities.

Guiding Principles

Participants were also asked to provide their feedback on the proposed Guiding Principles. Most respondents (58.1%, 128) indicated high support for the drafted Guiding Principles (**Figure 7**) with a weighted average of 4.31. When asked to provide further comment on the draft Guiding Principles (n=118), the majority shared general positive support (27%, 32) where 10% (12) indicated that they disagreed with the principles, sharing they are too vague, and wish for more actionable language to inspire implementation. Other comments included similar sentiments to the Vision Statement including demand for a public transit system, improving safety concerns and accessibility, improving road maintenance, costs implications, and increasing the network connectivity.

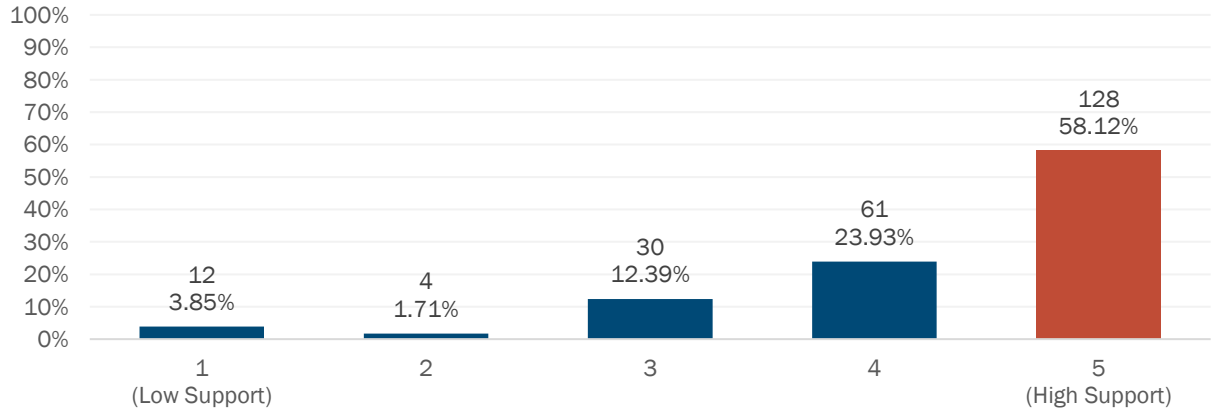


Figure 7. Responses to the question, "On a scale of 1 to 5, please indicate your support for the proposed Guiding Principles:" (n=234)

Draft Network Concepts

Respondents indicated overwhelmingly strong support for each of the proposed Network Levels (**Figure 8**), with the Core Network receiving the highest weighted average of 4.17, indicating support for Active Transportation in the Municipality.

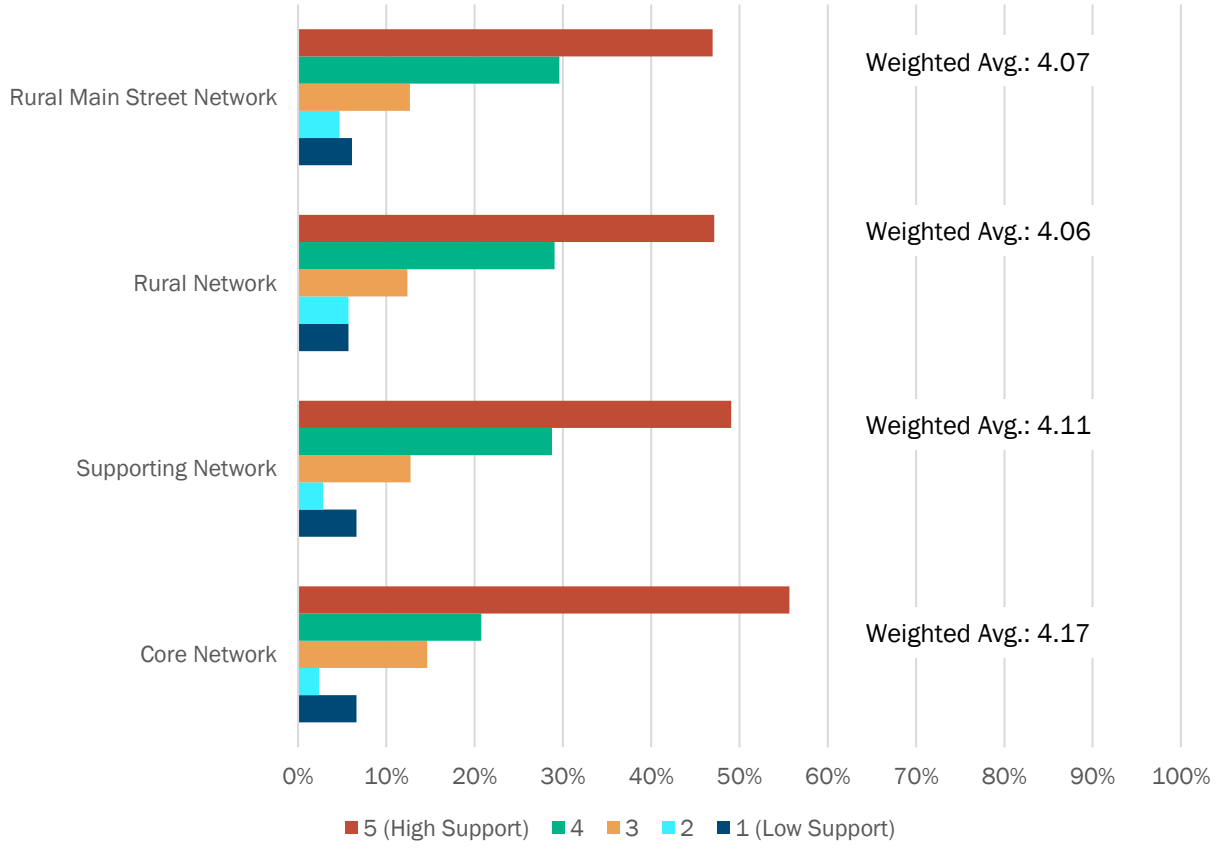


Figure 8. Responses to the question, " On a scale of 1 to 5, please indicate your support for each of the Network Levels." (n=213)

Draft Network Concept: Bible Hill

When asked which of the proposed routes in the Bible Hill Network were their top three priorities (**Figure 9**), the most top ranked included the Core Routes B4 - Pictou Road, B3 - College Road, and B2 - Main Street.

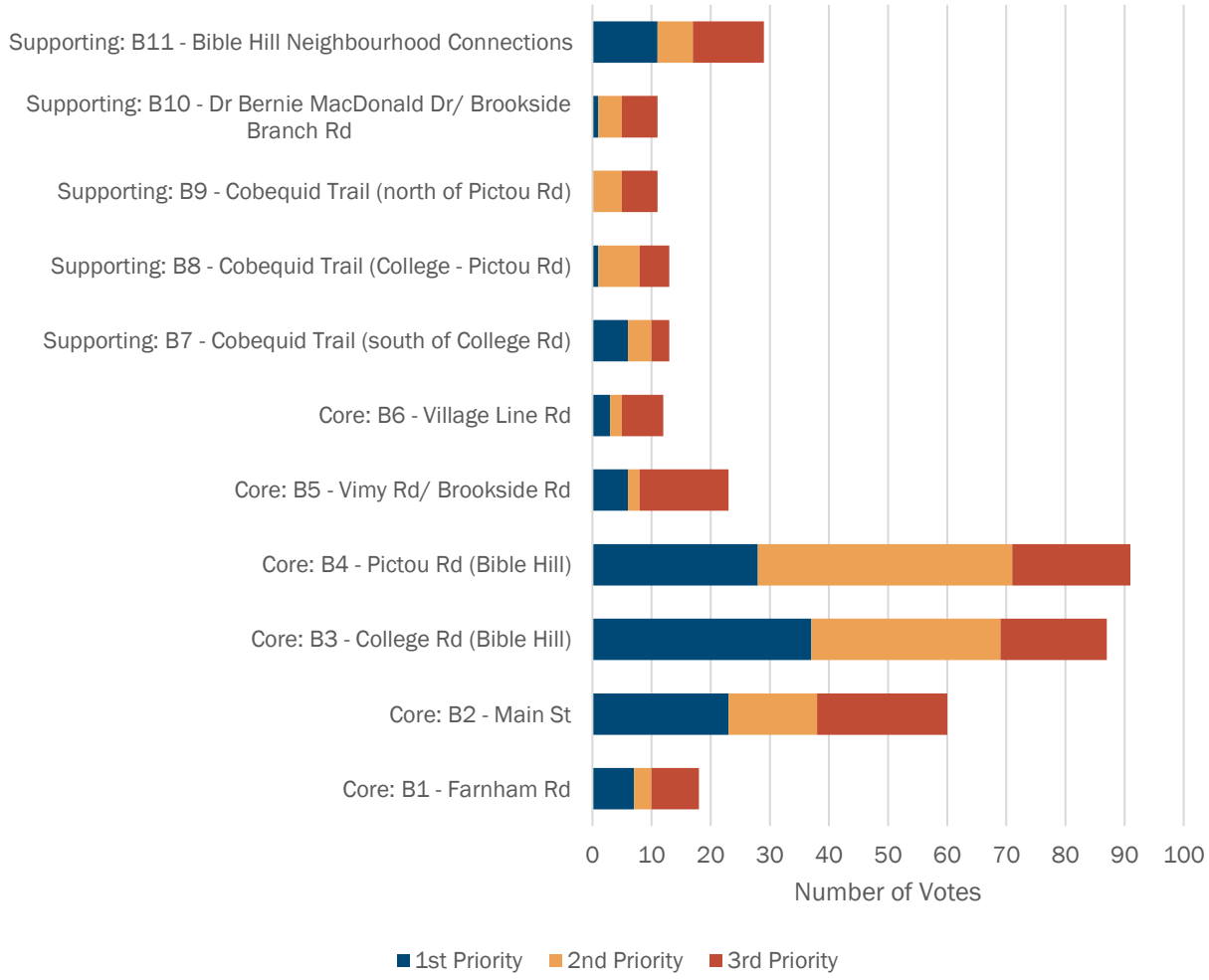


Figure 9. Responses to the question, "Of the proposed active transportation routes within Bible Hill, please number your top three (3) routes that would be highest priority to support walking, rolling, and cycling in the community." (n=126)

Respondents were asked to provide suggestions on how the proposed network and levels can be updated to better serve active transportation in this area (n=65). Most (33) shared that separated bike lanes, sidewalks, and wider paved shoulders would be the priority as well as additional multi-use paths. Few respondents (8) indicated that there should not be any added Active Transportation infrastructure. Other priorities included ensuring a well-connected network, adding public transit, and connecting AT infrastructure to local amenities.

Draft Network Concept: Valley/Brookside/North River

When asked which of the proposed routes in the Valley, Brookside, and North River Network were their top three priorities (**Figure 10**), the most top ranked included the Core Routes of V1 - College Road (east of Bible Hill), V2 - Pictou Road/Highway 4 (east of Bible Hill) and V3 - Salmon River Road (V3).

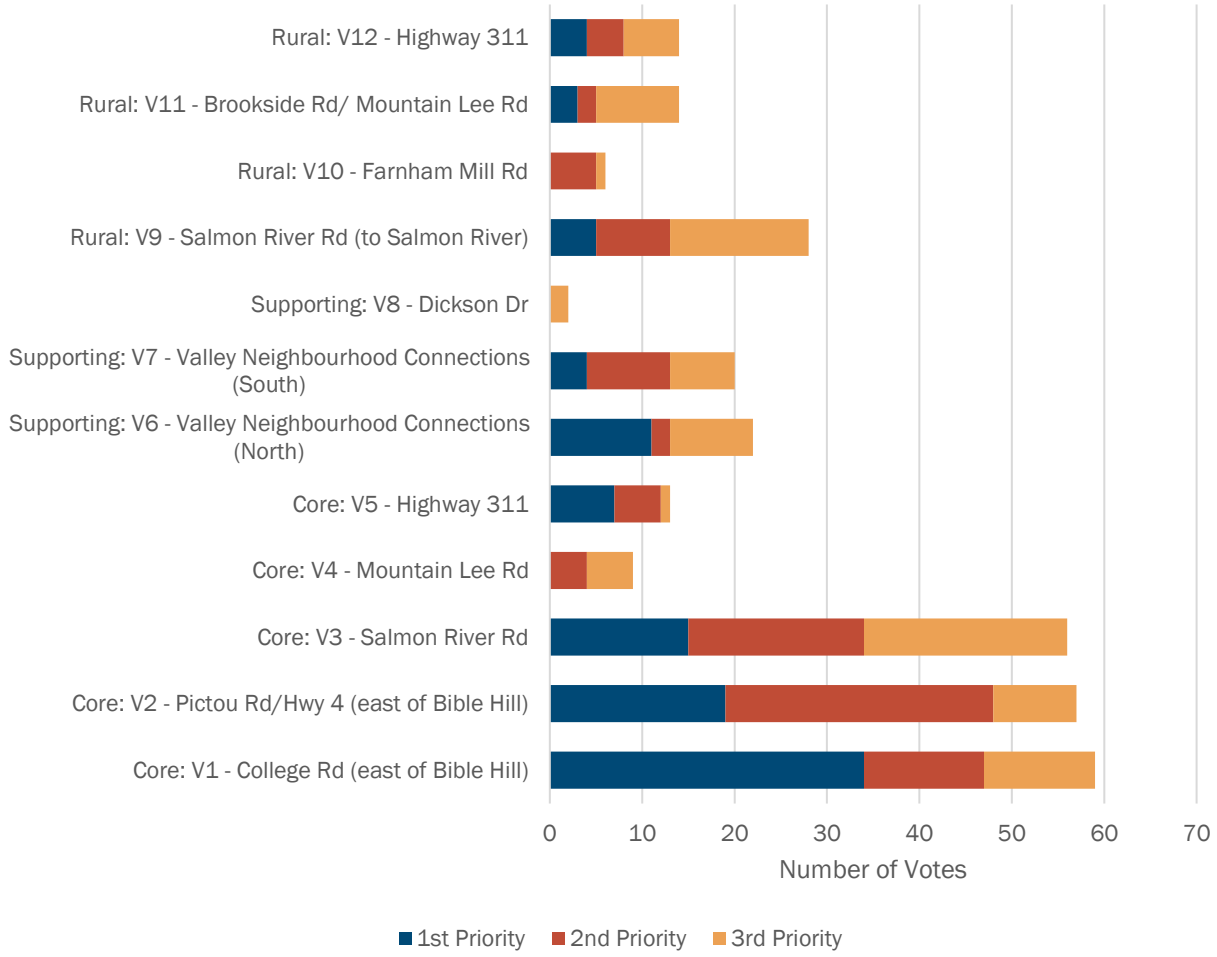


Figure 10. Responses to the question, "Of the proposed active transportation routes within Valley/ Brookside/ North River, please number your top three (3) routes that would be highest priority to support walking, rolling, and cycling in the community." (n=102)

Respondents were asked to provide suggestions on how the proposed network and levels can be updated to better serve active transportation in this area (n=40). The majority once again shared that ensuring there are separated bike lanes, sidewalks, and wider paved shoulders would be the priority paths (16). Other priorities included ensuring well-maintained roads, accessible features like curb cuts, traffic calming, and safe crossings.

Draft Network Concept: Salmon River

When asked which of the proposed routes in Salmon River were their top two priorities (**Figure 11**), the most top ranked included the Rural Route S4 - Salmon River Road (Salmon River to Town Boundary) and the Core Route S1 - East Prince Street.

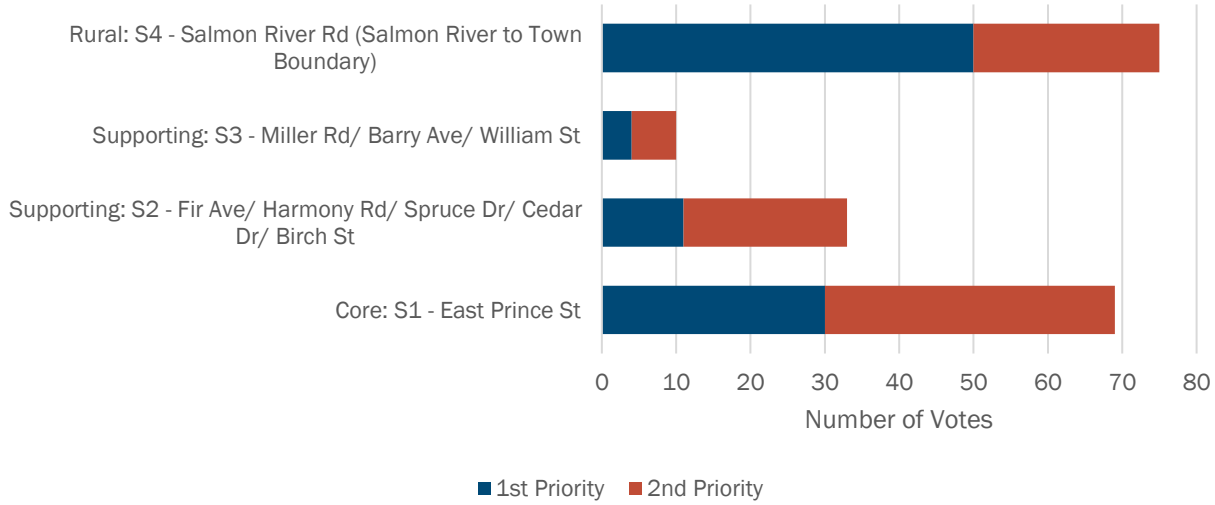


Figure 11. Responses to the question, "Of the proposed active transportation routes within Salmon River, please number your top two (2) routes that would be highest priority to support walking, rolling, and cycling in the community." (n=95)

Respondents were asked to provide suggestions on how the proposed network and levels can be updated to better serve active transportation in this area (n=36). The majority (9) shared that adding more sidewalks would be the priority. Other listed priorities included ensuring well-maintained roads, paving and widening shoulders, and ensuring good route connectivity in the area.

Draft Network Concept: Onslow

When asked which of the proposed routes in the Onslow Network was their top priority (**Figure 12**), the most top ranked was the Core Route O1 - Onslow Road.

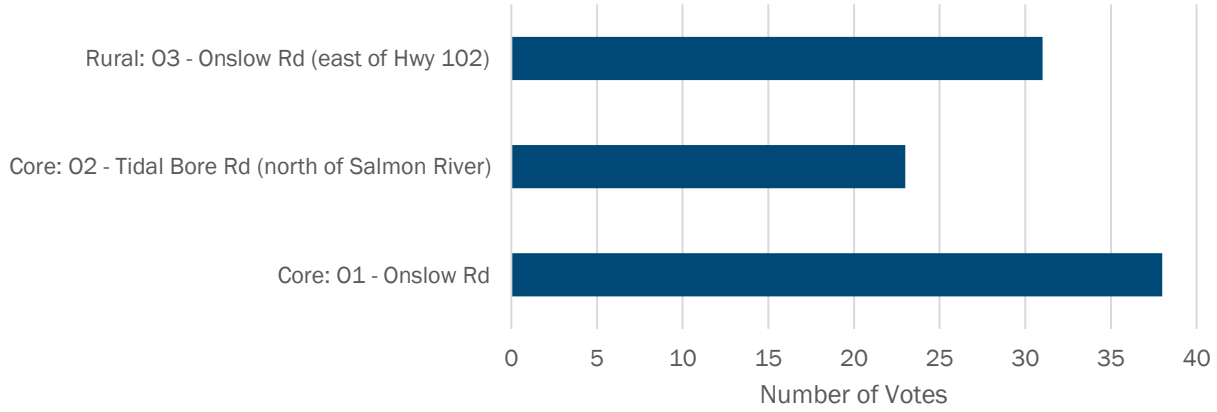


Figure 12. Responses to the question, "Of the proposed active transportation routes within Onslow, please number your top route that would be highest priority to support walking, rolling, and cycling in the community." (n=92)

Respondents were asked to provide suggestions on how the proposed network and levels can be updated to better serve active transportation in this area (n=32). The majority (4) shared that adding wider, paved shoulders would be the priority. Other more listed priorities included ensuring a connected network and sidewalks, prioritizing the Tidal Bore Bridge, a public transit system, and providing education on the rules of the road.

Draft Network Concept: Truro Heights/ Lower Truro

When asked which of the proposed routes in the Truro Heights/Truro Network were their top three priorities (**Figure 13**), the most top ranked was the Core Route T2 - Highway 2/Robie Street.

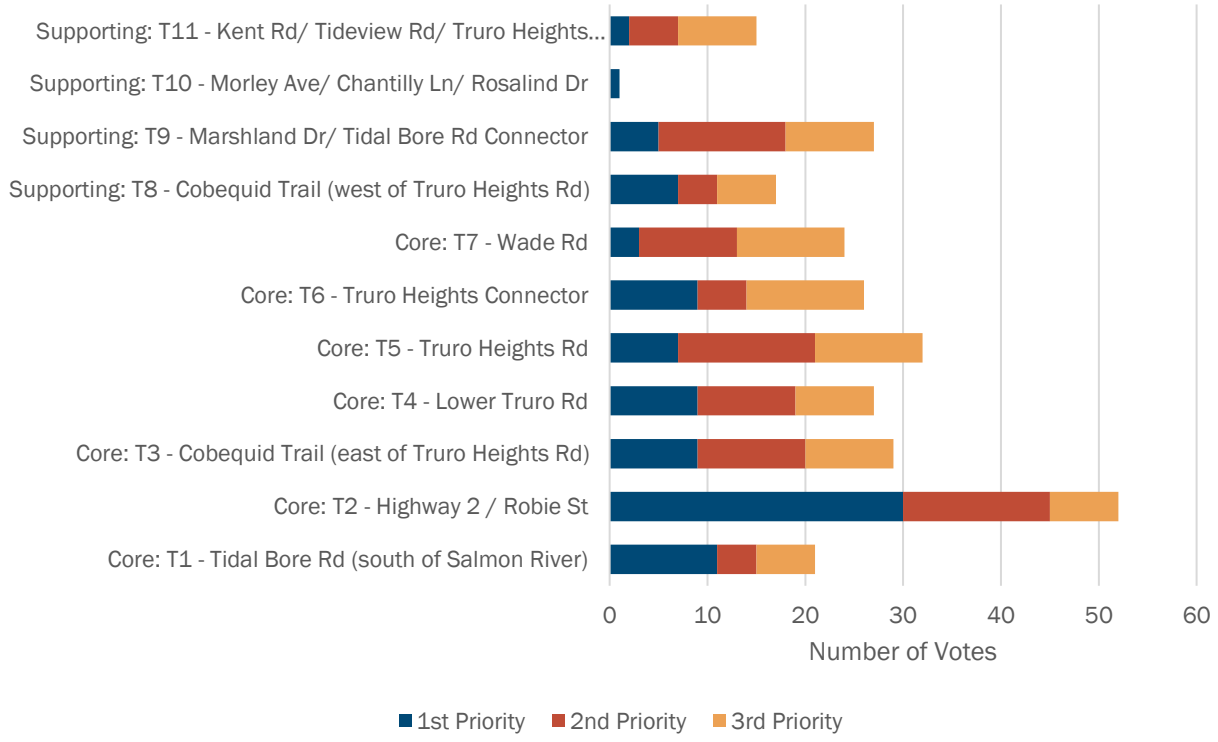


Figure 13. Responses to the question, "Of the proposed active transportation routes within Truro Heights/ Lower Truro, please number your top three (3) routes that would be highest priority to support walking, rolling, and cycling in the community." (n=93)

Respondents were asked to provide suggestions on how the proposed network and levels can be updated to better serve active transportation in this area (n=33). The majority (4) shared that Robie Street is currently dangerous, not very pedestrian friendly, and should be prioritized. Other more frequently shared priorities included increasing connectivity to the Cobequid Trail, and adding more sidewalks, bike lanes, and wider, paved shoulders.

Draft Network Concept: Debert

When asked which of the proposed routes in the Debert Network were their top two priorities (**Figure 14**), the most top ranked was the Core Route D2 - Plains Road.

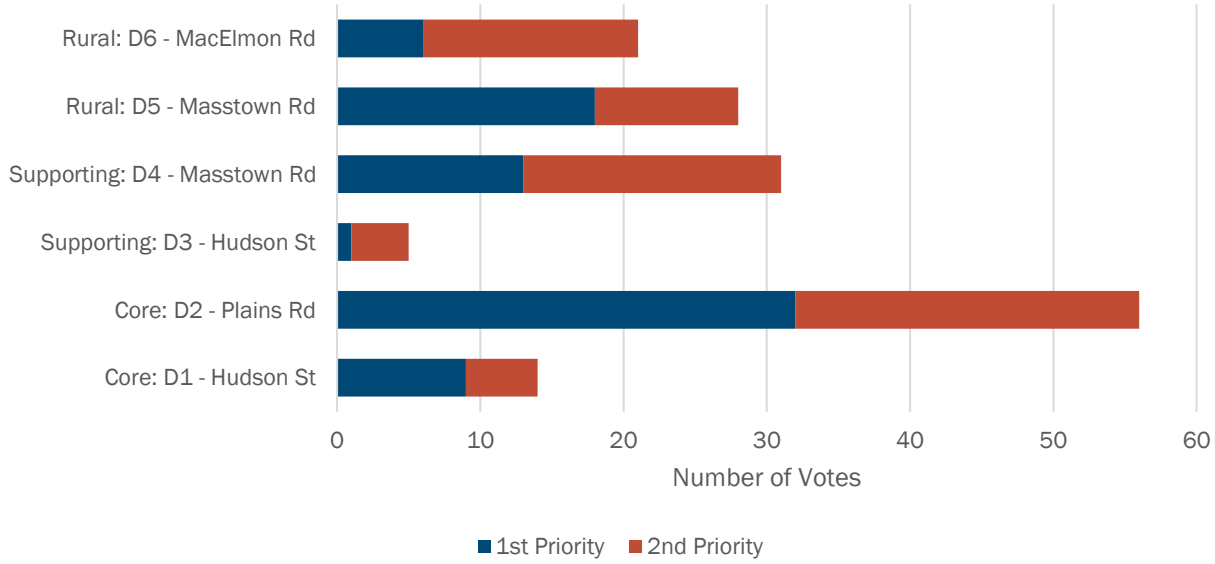


Figure 14. Responses to the question, "Of the proposed active transportation routes within Debert, please number your top two (2) routes that would be highest priority to support walking, rolling, and cycling in the community." (n=79)

Respondents were asked to provide suggestions on how the proposed network and levels can be updated to better serve active transportation in this area (n=24). The majority (5) shared that there should be wider, paved shoulders in this area. A few shared comments disagreeing with adding the AT network (2), and the need for a public transit system (2).

Draft Network Concept: Brookfield/Hilden

When asked which of the proposed routes in the Brookfield/Hilden Network were their top three priorities (**Figure 15**), the most top ranked was the Core Route H2 - Truro Road to the Town Boundary.

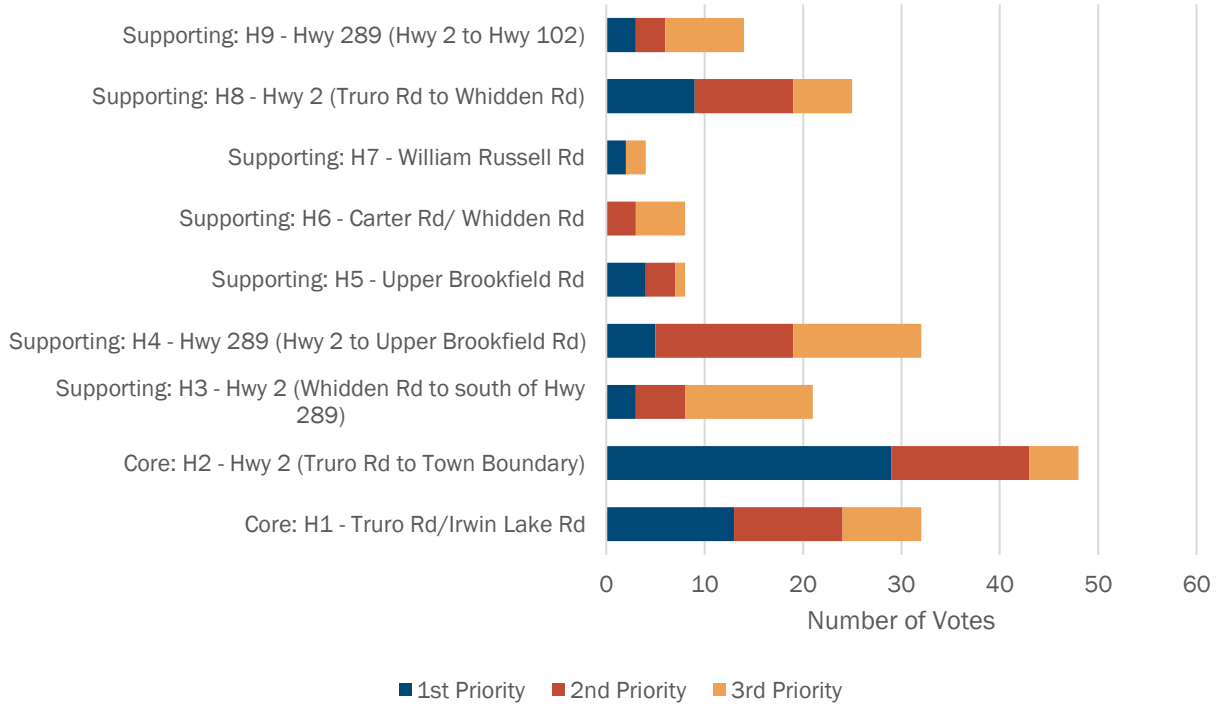


Figure 15. Responses to the question, "Of the proposed active transportation routes within Brookfield/Hilden, please number your top three (3) routes that would be highest priority to support walking, rolling, and cycling in the community." (n=68)

Respondents were asked to provide suggestions on how the proposed network and levels can be updated to better serve active transportation in this area (n=27). The majority (6) shared disagreement with the plan and survey. Priorities shared included that there should be wider, paved shoulders in this area, adding more sidewalks and multi-use paths, and the need for a public transit system.

Draft Network Concept: Rural Main Streets

When asked which of the proposed routes in the Rural Main Street Network were their top two priorities (**Figure 16**), the most top ranked routes were RM1-Great Village and RM5-Earltown.

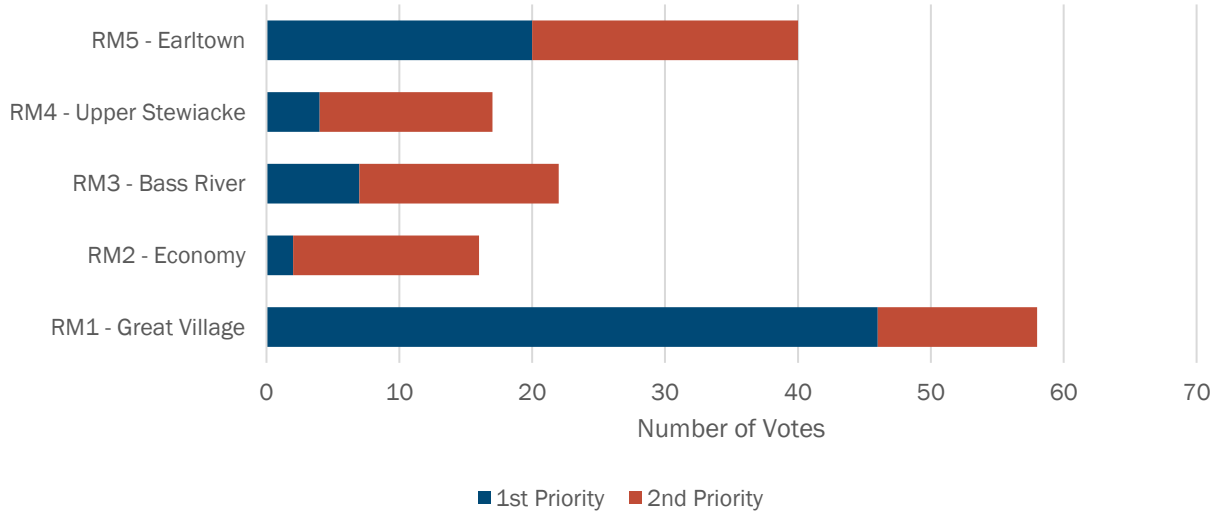


Figure 16. Responses to the question, "Of the proposed active transportation routes within Rural Main Streets Network, please number your top two (2) routes that would be highest priority to support walking, rolling, and cycling in the community." (n=79)

Respondents were asked to provide suggestions on how the proposed network and levels can be updated to better serve active transportation in this area (n=29). The majority (6) shared a need for wider, paved shoulders in this area. Others shared general agreement with the plan, where some shared that bike lanes would not be appropriate, suggesting multi-use paths instead.

Draft Network Concept: Rural Network

When asked which of the proposed routes in the Rural Network were their top three priorities (**Figure 17**), the most top ranked routes were RN2 - Highway 4 (Onslow to Cumberland boundary), RN1 - Highway 4 (Valley to Pictou boundary) and RN4 - Highway 2 (Masstown to Cumberland boundary).

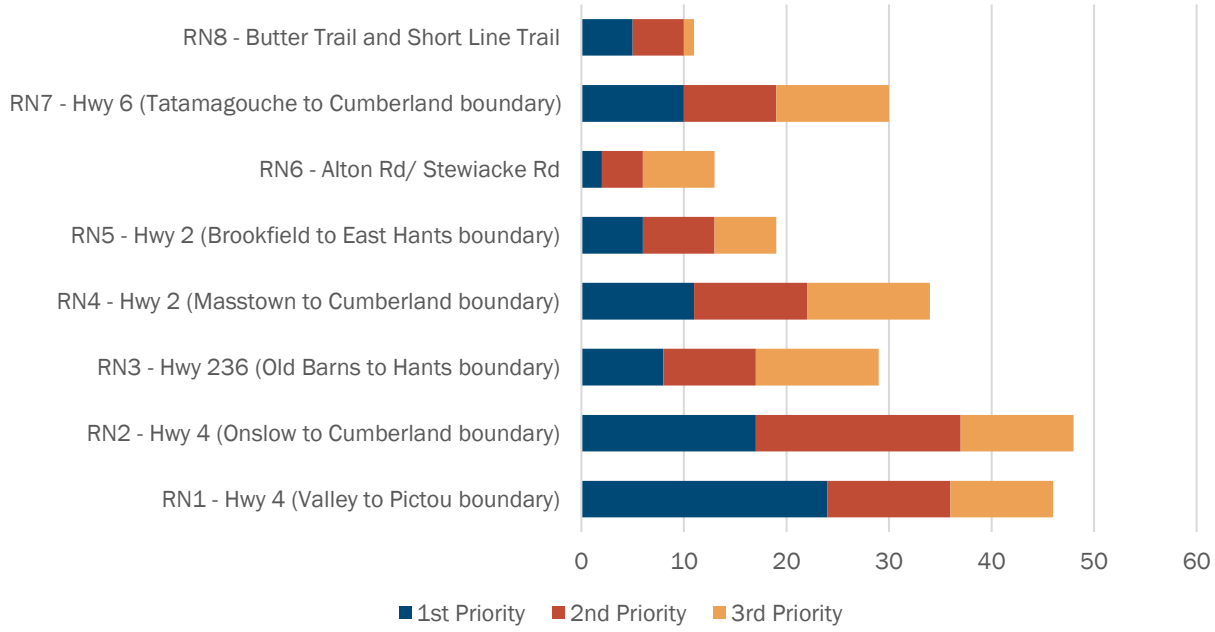


Figure 17. Responses to the question, "Of the proposed active transportation routes within Rural Network, please number your top three (3) routes that would be highest priority to support walking, rolling, and cycling in the community." (n=83)

Respondents were asked to provide suggestions on how the proposed network and levels can be updated to better serve active transportation in this area (n=25). Many shared a need for wider, paved shoulders in this area as well as increasing the width of trails and adding multi-use paths. Others shared that cyclist and pedestrian infrastructure should be primarily off roads.

Supporting Amenities and Programs

Active Transportation Amenities

Respondents were asked to rank a list of potential amenities that could support active transportation within the Strategy (**Figure 18**). Overall, the most prioritized amenities included improved crosswalks, lighting on AT routes, and improved signage and wayfinding.

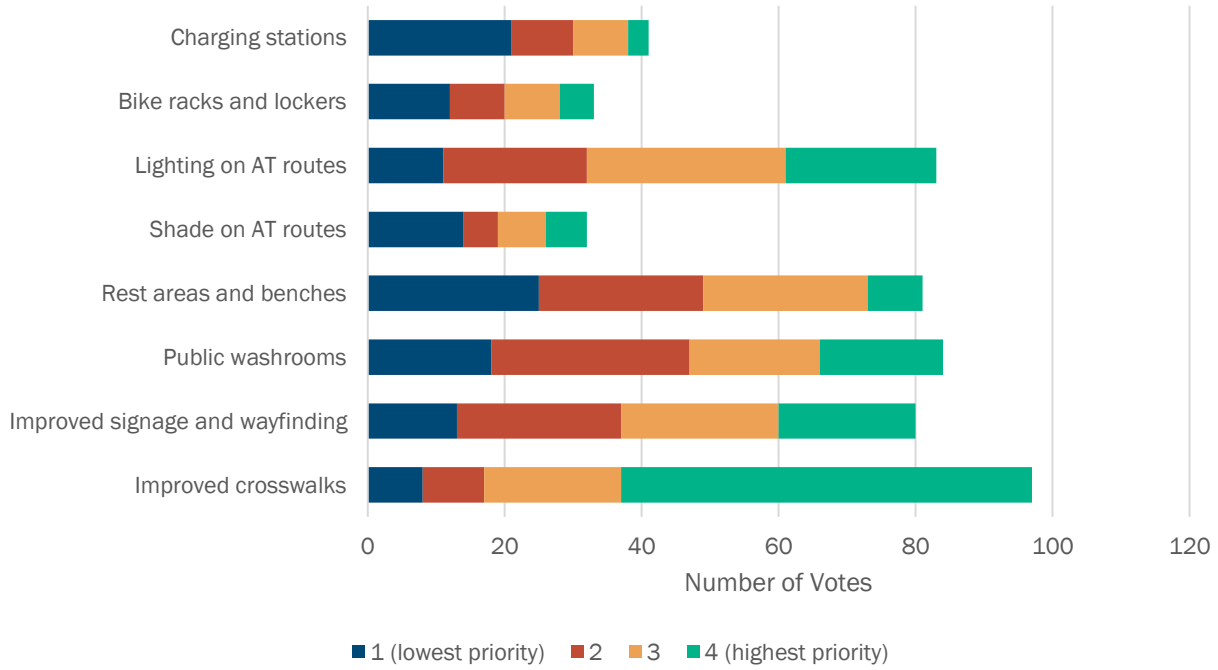


Figure 18. Responses to the question, "What amenities that support active transportation would you prioritize in the Active Transportation Strategy? (select your top 4)" (n=158)

Those who indicated “other” (20) shared road maintenance and drainage as a key priority and re-stressed the need for many of the amenities listed in the question.

Active Transportation Programming

Respondents were asked to rank a list of potential programs that could support active transportation within the Strategy (**Figure 19**). Overall, the most prioritized amenities included road safety awareness and education campaigns (weighted average of 2.9 out of 4), and bike and/or scooter rentals and sharing (2.7 out of 4).

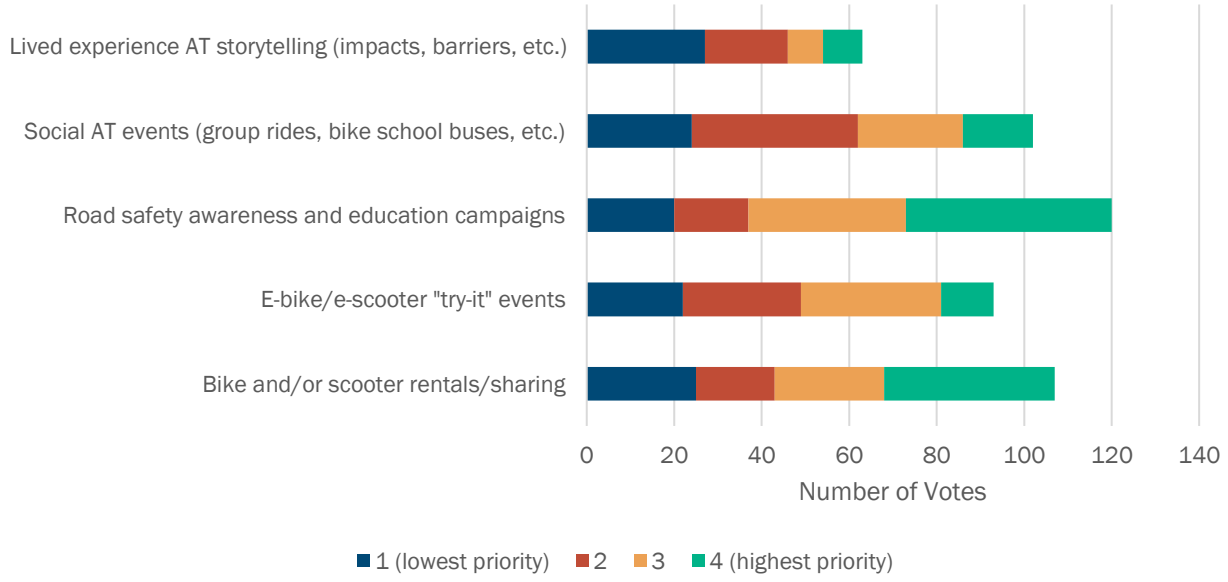


Figure 19. Responses to the question, " What programs that support active transportation would you prioritize in the Active Transportation Strategy? (select your top 4)" (n=148)

Those who indicated “other” (14) shared that mobility devices should be included in rental programming, education on navigating the system, lived experience storytelling, and a public transit system.

Additional Amenities

When asked “Do you have any suggestions for other amenities or programs to support active transportation?” (n=39) respondents most frequently indicated that the AT Strategy would be best supported by a public transit system (7). Other ideas included ensuring that all routes provide easier access to local amenities, should be well-connected, and be supported by strong mapping and applications (that also indicate key routes of note).

Final Thoughts

When given the opportunity to share any final comments on what should be addressed in the Active Transportation Strategy (n=55), many re-iterated the need for safe infrastructure including separated cycling lanes, wide and paved shoulders, more sidewalks, signalized intersections, and well-lit pathways. Respondents also frequently shared that there is a demand for a public transit/bus system, or shuttle services to connect rural and urban areas. Another key consideration shared was ensuring the accessibility of the network for people of all ages and abilities, and making sure all roads are fixed and maintained before adding AT features.

Appendix B: Open House and Interest Holder Discussion Summary

Key Themes

The Proposed Network

Appreciate safer active transportation infrastructure

Overall, there was strong support for adding paved shoulders, sidewalks, trail extensions, safer crossings, increased lighting, enforcing lower speeds, and more separation between vehicles and people walking or cycling.

Improved rural and regional connectivity

A major theme shared was ensuring that the network connects rural communities to amenities, services, employment, and destinations such as Truro, Debert. It was also stressed that the network should connect to other key corridors including rail trails, Cobequid Trail, rural main streets, and multi-use paths.

Maintenance and long-term usability

Participants noted that infrastructure must be fixed before adding more and needs to be maintained year-round, especially in winter.

Amenities and Programming

Amenities and user comfort

As participants were asked about amenities within the network, the most frequently shared were benches, washrooms, secure bike parking, bike hubs, repair stations, lighting, shade, and other supports that make walking, cycling, and rolling more practical and comfortable.

Education and awareness

There was a strong support for education programs that build confidence, skills, and respectful road-sharing behaviour. This was especially noted as important for youth and new residents with preference for education-led approaches over enforcement.

It was also frequently discussed that there are opportunities for expanding on local partnerships to implement the Strategy. This could include considerations for bike and tool

libraries, grants, donations, school-based supports, nonprofit partnerships, and municipal leadership to encourage uptake and coordinate action.

Wayfinding, mapping, and communication

People shared that there is a need for clearer signage, accessible wayfinding, and route mapping. There are opportunities for increased communication about safe or interesting routes, available AT programing, and the broader benefits of active transportation.

Implementation and Additional Considerations

Accessibility, inclusion, and equity

Participants emphasized making active transportation more accessible and inclusive for different users, including seniors, newcomers, unhoused people, and people with disabilities. It was stressed that the Strategy must recognize that active transportation is often essential, not necessarily optional or only recreational.

It was stressed that more awareness should be given to how active transportation is linked to health, independence, social connection, affordability, equity, and community resilience. There was shared interest in using lived experience storytelling and local data to build support.

Need for phased and practical implementation

There was shared support for realistic, context-sensitive solutions in implementing the Strategy. Participants recommended starting with lower-cost interventions and tailoring network types to different community contexts.

Appendix C: Recorded Comments from In-Person Engagement

Public Engagement

March 25th, 6pm-8pm – Colchester Council Chambers (Public Information Session)

Attendance

In-person attendees: 5

Online attendees: 12

YouTube Views: 98

Staff: 6

Council: 2

Comments

- Opportunity to use gravel roads to provide relatively direct access, while avoiding significant investments and/or busy corridors.
    - Requires improved wayfinding and mapping
- Support for creating a more accessible and inclusive community across Colchester.

March 26th, 6pm-8pm – Village Hall (Open House)

Attendance

Residents: 1 (Town of Truro Councillor)

Staff: 2

Comments

- None

March 28th, 10am-5:30pm – Rath Eastlink Community Centre (Info Table / Open House)

Attendance

Residents: 25-30

Staff: 1

Comments

- Local shuttle buses connected by AT
- Extend trails along existing / unused rail beds (priority)
- Reducing speed limits on primary corridors
- Paved shoulders or rural AT facilities need sufficient width
- Concerns over sharing trails with motorized users
- Bike library similar to the existing one in Wolfville
- More washrooms and benches
- Excited for new bridge at the Fundy Discovery site!
- Love the new pedestrian/cycling bridge at the Fundy Discovery Centre
- Support for paved shoulders
- Need sidewalks in Bass River
- More separation between vehicles and people walking/cycling
- Slip lanes are dangerous for people not in cars

March 31st, 6pm-8pm – Debert Lodge (Open House)

Attendance

Residents: 7

Council: N/A

Staff: 2

Comments

- East Folly Mountain Road – 1 km supporting network extension
- Paved and wider shoulders on Masstown Road – shoulders help all road users
- Potential off-road trail near Mi'kmawey Debert Cultural Centre
- Provide a crosswalk at Highway 2/4 at Tidal Bore Road
- Provide AT amenities, including waste disposal and lighting, on Tidal Bore Road at Fundy Discovery Site Bridge, north of the Salmon River.

- Consider Rural Main Street Network addition around Five Islands (approximately municipal boundary to East River)
- Extend Economy Rural Main Street segment (west to approximately Pleasant Street)
- Consider Rural Main Street Network in Belmont, including Belmont Road and Onslow Mountain Road.
- Potential trail connection from Belmont to Debert

Interest Holder Sessions

March 26th, 1pm-3pm – Village Hall

Attendance

Interest Holder Organizations
Truro Housing Outreach Society
AutismNS
Truro Pride
Living Earth Council

Locations

- Tidal Bore Road and Onslow Road are priority corridors, along with the future AT bridge at the Fundy Discovery Site for access to supportive housing.
    - People currently use Highway 102 to cross from Onslow to Truro, which is very dangerous.
- Lighting on Onslow Road (and elsewhere)
    - To support winter active transportation and increase safety for people reliant on active transportation
- Access to services in Truro (library, Souls' Harbour, methadone clinics)
- Access to employment in Truro and Debert will be crucial, and very challenging without a vehicle.
- Lack of paved shoulders in rural areas is a major barrier – contributes to the dependence on a car outside of growth centres.

Amenities

- Creating bike hubs- central locations for bike parking, laundry, showers
    - Locations like the Fundy Discovery Site could be used
    - Consider supplementing with opportunities to rent bikes or scooters
- Secure bike parking for different types of bikes and purposes (short + long-term)

Education

- Education over enforcement
    - Focus on educating young people to support lifelong active transportation use
        - Supporting independence in young people, along with the many other benefits of being active.
    - Teaching how road users can co-exist safely and respectfully together
    - Concern with police involvement in existing education programs (bike rodeos)
    - Drivers often feel unsafe around cyclists as well.
- E-bike facilitation and supporting awareness of different types of bikes

- Bicycle maintenance is a major limitation for people continuing to use active transportation.
    - E-bikes have been donated to Autism Nova Scotia, but some brought back as new owners unable to maintain due to cost.
- Creating an AT tool library or supporting bicycle maintenance through partnerships with local bike shops.
- Emphasizing that active transportation is not a “nice to have” for many people in the community.
    - Active transportation is the main form of mobility for the unhoused population.

Promotion

- Combining lived experience and data to support active transportation
    - Demonstrating the connection of active transportation investment to savings elsewhere, like in health care.
- Creating non-profit partnerships around active transportation
- Developing awareness of existing grants and events (LEC Care + Repair Markets)
- Creating new grants to support AT to support bike purchases, ongoing maintenance, or new bike parking.
- Seeking out donations of equipment to support active transportation.
    - Owning/operating a bike is a priority for unsheltered people. Accessories and safety equipment like lights, bells, and high-vis clothing would be helpful to provide for this population.
    - Some previous programs (United Way) provided opportunities for bike swaps or other opportunities to improve access.
    - Explore using the balefill facility in Kemptown as a collection site.

March 27th, 1pm-3pm– Village Hall

Attendance:

Interest Holder Organizations
NS Health – Community Health Board
YMCA North Shore Local Immigration Partnership
LEC AT Committee
FutureWorx

Locations

- Improving Robie Street with its density of businesses and services, but generally unsafe and uncomfortable conditions for active transportation.
- Connecting the network to the future Fundy Discovery Site Bridge
- Connections to employment in Debert
    - Opportunities are increasing around the business park, but employers are struggling to attract and retain employees in large part due to transportation challenges.
- Integrating active transportation routes with future transit stops to allow for
- Thinking about rural connections
- Starting to build out the network with paint first to create awareness and acceptance before more permanent infrastructure is built.

Education

- Combining education with enforcement
    - Using existing resources, like the bikes that schools have, to improve skills and comfort
- Providing AT skills learning opportunities for people with different needs.

Promotion

- Supporting access to AT through schools
- Building social connections through AT
- Create a program to explain what active transportation is, as well as how it integrates into daily life, its many benefits etc.
- Using GIS to collect data on barriers/opportunities and to share safe routes
- Promoting safe routes through mapping and group rides
- Developing clear messaging for interest holders to be able to connect to active transportation
    - Connecting AT to the meaning of the many community organizations in the region and explaining “what’s in it for them”
    - Collecting stories and lived experience from different perspectives

    - Connecting AT to support for population health
- Establishing the Municipality of Colchester as the nexus for collaboration
    - Connecting more municipal staff to community organizations

Takeaways

- "Social Engineering" (aka education with community) key to AT Plan success…put adequate resources into this!
- How do "e-bikes" change the game?
- Equity of access (key benefit)
- Independence and wellness (2)
- Travel to Onslow and Debert for employment
- The different types for network levels was new for me. Not one size fits all.
- Experience leading experience (using the lived experience of the current state to create a better experience in the future)
- Community supporting each other!
- Focus on community impact that leads to buy-in
- Action! Working together
- Colchester led collaboration with NGO's on AT
- Communication/collaboration channels with the public and partners

November 25th (Virtual)

Attendance:

Interest Holders
Alzheimer Society of Nova Scotia
Carbon Free Colchester
CCTH / Rec NS

Vision + Guiding Principles

- Connections to daily needs? What does it mean?
    - Consider adding a reference to multi-modal transportation
- Respectful as an additional comment - supporting respect in all aspects of the project process
- Knowledge sharing in the guiding principles - education
- Another category to mention is the financial aspect, could be useful to the community members and Council
    - Making it palatable and feasible for taxpayers and people living in different contexts in the community
    - Even paved shoulders can be expensive

Network

- Integrating shade trees and lighting along proposed routes to improve the overall experience, recognizing that some corridors might not be pleasant for AT
- Thinking about floodplains - creating a resilient network
- Identifying public parking lots for people to switch from their vehicle to active transportation and vice versa
    - Could be important in a future route map to orient people changing modes
- Thinking about what types of community destinations are included in decision-making and prioritization

Amenities + Programs

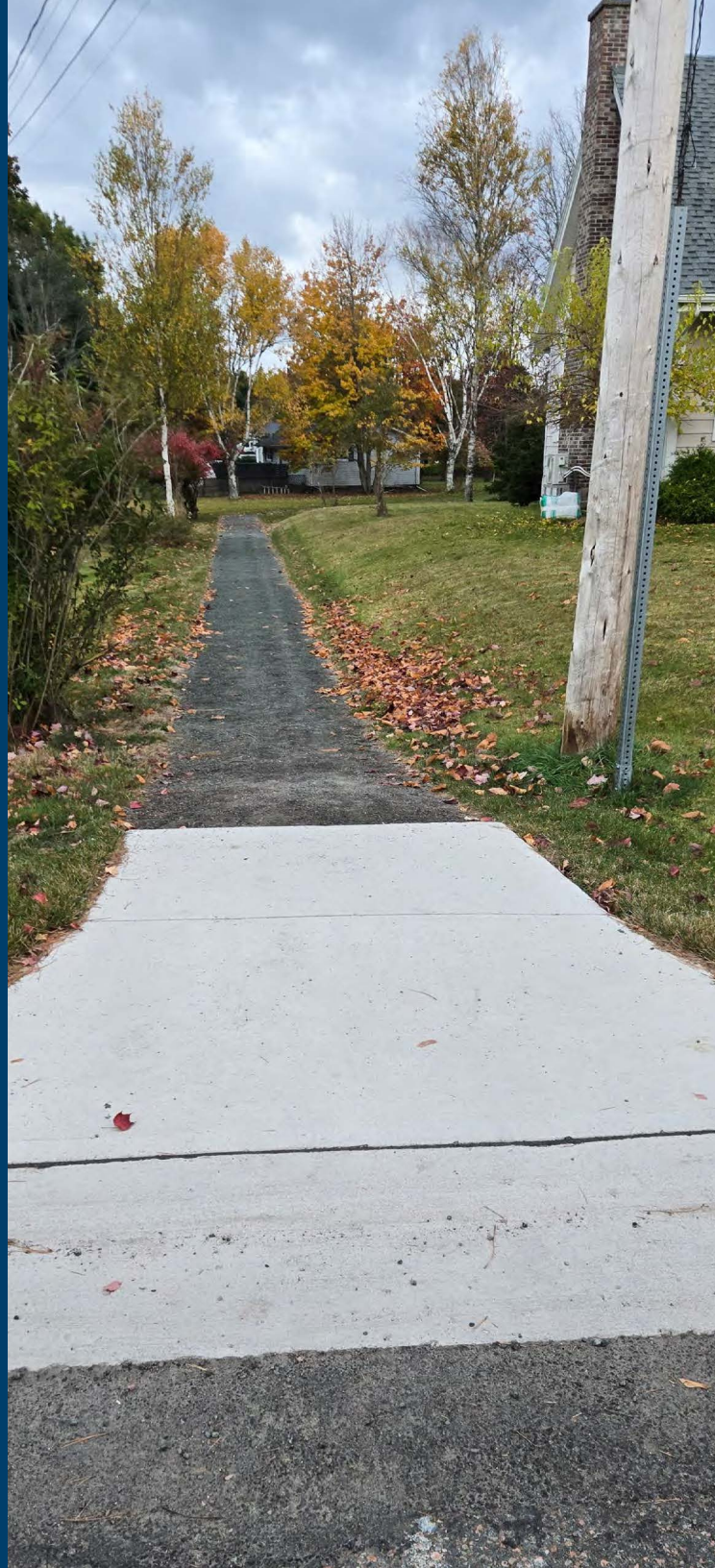
- Pedestrian and cyclist education programs
- Clear and accessible signage
- Public washrooms or bicycle racks - could they be built by businesses
- Bike repair stations for e-bikes - are there any differences?
    - Could bike repair stations be co-located with e-bike charging stations
- Universal design - avoiding dark places on the ground, for example, as people with dementia can perceive these as holes in a surface.
- Supporting community commercial activities at AT rest areas (e.g., pop-up shops in Westville)

- Wayfinding and signage
    - Limiting words and abstractions (writing to a Grade 5 level)
    - Are there options for fully blind people to navigate the city digitally?
- Providing adaptive bicycles for seniors
    - Either independently or with a partner
    - Like cycling without age
- Focusing on maintenance going forward - both in winter maintenance and regular upkeep
    - Sidewalks are not as prioritized as the roads and it takes longer for them to be cleared
- Education - think about the hop on programs (bike rodeos)
    - Newcomer bike awareness program
        - Cycle Nova Scotia (train the trainer)
    - Seniors education - have a walk and roll program for education
        - Some of the church groups might be an opportunity as well
        - Booths at the seniors' games
        - Aging your way (April 29th) at the NSCC in Truro
- Coordination + Partnership
    - Sharing resources on the website (from community partners or a community of practice)
        - Active transportation expos to bring together interested organizations and their clienteles
        - Walk like a penguin campaign for winter walking
    - Community health boards are existing networked organizations that will be interest in AT
    - Municipal Physical Activity Leaders (MPals)
        - Generally, focus on social supports over infrastructure which can complement some of the dedicated capital investments
        - These positions are cost shared with the province and municipalities and typically action 5-year physical activity strategies

Appendix E

Active Transportation Strategy Alignment with Municipal and Regional Plans and Strategies





Regional Accessibility Plan 2025

COMMITMENTS/ACTIONS	ATS STRATEGIES	RATIONALE
Prioritize accessibility when planning transportation projects.	Strategy P2 Strategy B1 Strategy E3	Ensures accessibility considered during planning, building/construction and engagement
Consult people with disabilities	Strategy E1	Prioritizes strengthening relationships with equity deserving groups and encouraging continued conversations
Source expertise and include accessibility knowledge and experience	Strategy E1 Strategy E2	Collaboration with community partners and interests holders
Leverage community programs	Strategy E2	Collaboration with community partners and interests holders
Work to improve sidewalk and safety access	Strategy B1 Strategy E3	Improved facilities and safety education
Explore opportunities for accessible recreational community programming,	Strategy E3	Investing in Accessible AT equipment
Include accessibility as part of our communications practices.	Strategy E1 Strategy E3	Creating an Accessible AT Communication Plan

Regional Equity and Anti Racism Strategy

COMMITMENTS/ACTIONS	ATS STRATEGIES	RATIONALE
1.1 Ongoing community engagement to build trust and open conversation.	Strategy E1	Continuing to strengthen relationships with equity deserving groups
3.1 Data collection across all municipalities.	Strategy E1	Voluntary self identification questions as part of engagement surveys
3.3 Increase collaboration between equity-focused committees.	Strategy E2	Collaborate with community partners and neighbouring communities
3.3 Improve outreach so opportunities reach diverse communities.	Strategy E3	Expanding engagement channels

Carbon Free Colchester Community Energy and Emissions Plan

COMMITMENTS/ACTIONS	ATS STRATEGIES	RATIONALE
2.2 Improve and expand walking and cycling infrastructure	Strategy B2	Building an expanded, connected and strategic AT Network
2.4 Develop an e-bike sharing program	Strategy E2	Considering partnerships to develop micro mobility sharing or rental programs

Municipality of Colchester - Strategic Pillars

COMMITMENTS/ACTIONS	ATS STRATEGIES	RATIONALE
Livability & Community Connectivity		
Transportation	All Strategies	The ATS addresses transportation issues by working to create a network that will make it safe, accessible and convenient to residents to walk, roll and cycle to reach key destinations without the use of a car.
Community Health	All Strategies	Participation in AT leads to increased daily physical activity, leading to better physical and mental health outcomes.
Community Resilience		
Community Safety	Strategy B1 Strategy E2	Improved safety for all road users through educational programs, enhanced facilities, and increased separation between road users.
Climate Adaptation	All Strategies	The ATS supports colchester in reaching its Net Zero energy and emissions target by 2050 by providing an transportation alternative to gas vehicles and supports a future public transit system.
Affordability	All Strategies	Improves affordability by providing a low-cost alternative to personal vehicle travel, helping reduce transportation expenses amid rising fuel costs.
Service Delivery & Organizational Excellence		
Recruitment and Retention	Strategy E3	Investing in AT end of trip facilities and incentives for staff to encourage participation and provide alternative transportation options.
Relationship building	Strategy E1 Strategy E2	The ATS prioritizes strengthening relationships and collaboration with interest holders, equity deserving communities, community partners and neighbouring communities
Strong internal Process	Strategy P1	Commitment to cross-departmental collaboration and consistent implementation by creating an internal working group

Municipality of Colchester - Strategic Pillars

COMMITMENTS/ACTIONS	ATS STRATEGIES	RATIONALE
Business Development & Growth		
Debert Business Park	Strategy B2	Identifies Debert as a key community for active transportation investment and identifies core and secondary network levels in the business park to support continued growth in business, industrial, residential and tourism related development.
Business Attraction & Retention	Strategy B1 Strategy E3 P3- subsidy	Provides increased transportation options to connect residents with employment opportunities and commits to working with businesses to promote AT and support bike rack installations
Tourism	Strategy B3 Strategy E2 Strategy E3	Addresses transportation goals identified in the Central Nova Scotia Strategic Tourism Explanation Plan - Active transportation infrastructure gaps - All year maintenance of AT facilities to better support winter tourism opportunities Work with the Central Nova Scotia Tourism Development Society to promote cycle tourism and AT use for tourists and seasonal employees.
Sustainable Community Infrastructure Planning		
Management and Longevity	Strategy P2 Strategy B2	Ensures the long-term success of the AT network through strategic asset renewal and increased maintenance.
Room for Growth	Strategy B2 Strategy B3	Supports long-term, cost-effective growth by investing in a connected AT network that serves growth centres and rural service centres in alignment with planning policy.
Fiscal Plan	Strategy P3 Strategy B2	Maximizes investment opportunities by coordinating projects, exploring diverse funding sources, and using low-cost pilot projects to test solutions before permanent implementation.

Appendix F

Crossing Control Decision Support Tool





Decision Support Tool – Treatment Selection Matrix [1]

Average Daily Traffic (ADT)	Speed Limit (km/h)[2]	Total Number of Lanes[1]				
		1 or 2 lanes	3 lanes (two-way)	3 lanes (one-way)	2 or 3 lanes/direction w/ raised refuge	2 lanes/direction w/o raised refuge
1,500 < ADT ≤ 4,500	≤ 50	GM	GM	GM	GM	GM+
	≤ 60	GM+	GM+	OF	RRFB or OF[3]	RRFB
	70	RRFB	RRFB	OF	OF	OF
4,500 < ADT ≤ 9,000	≤ 50	GM	GM	GM	GM	RRFB
	≤ 60	GM+	GM+	OF	RRFB or OF[3]	OF
	70	RRFB	OF	OF	OF	TS
9,000 < ADT ≤ 12,000	≤ 50	GM	RRFB	OF	RRFB or OF[3]	OF
	≤ 60	RRFB	RRFB	OF	RRFB or OF[3]	TS
	70	OF	OF	OF	TS	TS
12,000 < ADT ≤ 15,000	≤ 50	RRFB	RRFB	OF	RRFB or OF[3]	OF
	≤ 60	RRFB	OF	OF	RRFB or OF[3]	TS
	70	OF	TS	TS	TS	TS
ADT > 15,000	≤ 50	RRFB	OF	OF	RRFB or OF[3]	TS
	60	RRFB	TS	TS	TS	TS
	70	OF	TS	TS	TS	TS

[1] Montufar, J., Patmore, K., and Bahar, G. (2018) *Pedestrian Crossing Control Guide*, Third Edition. Ottawa, ON: Transportation Association of Canada.

Notes

[1] The total number of lanes is representative of pedestrian-exposed crossing distance. Travel lanes, two-way left-turn lanes, other turning lanes, and part-time parking lanes should each be considered as one lane. Full-time parking lanes on one or both sides of the roadway should be considered as one lane. Curb extensions may be constructed to reduce the total crossing distance and hence the number of lanes. Engineering judgement based on local conditions should be used to determine the lane equivalent associated with bicycle lanes.

[2] At roundabouts, the maximum design speed of entering or exiting vehicles is often lower than the approaching roadway speed and can be used in place of the roadway speed limit.

[3] If three lanes per direction, use OF.

Additional Notes

Treatment systems are hierarchical: GM → GM+ → RRFB → OF → TS. Higher order treatment systems may be substituted for lower order treatment systems.

The rationale for substituting higher order treatment systems should be consistent throughout the jurisdiction.

Remain consistent in application of desirable components of the GM+ system as best as possible.

Raised refuge may be a pedestrian refuge island or raised median.

Raised refuge should be a minimum of 2.4 metres wide to accommodate groups of pedestrians, bicycles, and mobility aids such as wheelchairs and scooters.

A TS treatment system should be selected for cross-sections with greater than six lanes where a raised refuge is present, for cross sections with greater than four lanes where no raised refuge is present, and for speeds greater than 70 km/h.

Always ensure adequate sight distance at the site as per the TAC Geometric Design Guide for Canadian Roads, and if it is insufficient, create it by applying available tools.

A crossing location with a very wide, 7 m or more, pedestrian refuge area between opposing directions of traffic may be considered to divide the crossing into two independent sections and may be treated as two separate crosswalks. This may occur at locations with a wide raised refuge or offset crosswalk.

Appendix G

Active Transportation Project Prioritization Criteria





ATS Project Evaluation Criteria

Last Updated: August 2026

To utilize this evaluation tool you must have selected a corridor for the project and a proposed facility type.
If a project or corridor has been assessed in the last 5-years is not eligible for reassessment.
If a project scores below 100pts it will not be considered for the future project list.

20%	60 pts	Current Safety of Proposed Corridor	Criteria Description				
3%	10	Collison History	Number of motor vehicle collisions reported to RCMP over the last five years within the proposed corridor. Include all collisions, regardless of pedestrian involvement. Each incident counts as a single occurrence regardless of number of vehicles involved.	10 + Collisions	3 - 9 Collisions	2 or less Collisions	
				10	5	0	
				☐	☐	☐	
3%	10	Road Classification	Road classification of proposed corridor provides an approximation for the AADT (Annual Average Daily Traffic)	Class C - F (Arterial/Collector)	Class G-I (Local)	Class J (Local Subdivision)	
				10	5	0	
				☐	☐	☐	
3%	10	Posted or AssumedSpeed Limit	Use the upper speed limit for the corridor under review	Greater than 65km/hr	65-50km/hr	Less than 50km/hr	
				10	5	0	
				☐	☐	☐	
7%	20	Operating Speed	Measure the motor vheicle operating speed along the proposed corridor at a location identified by the Municipal Engineer over a minimum 2-week period. Compare the 85th percentile speed to the posted or assumed speed limit.	P85 speed is 15km/hr + over posted limit	P85 speed is between 5 - 14 km/hr over posted speed limit	P85 speed is 4km/hr or less over posted limit	
				20	10	0	
				☐	☐	☐	
3%	10	Existing Infrastructure	If there is existing AT infrastructure compare it to the Corridor Network level in the ATS.	Corridor does not have any AT infrastructure	Corridor has existing AT infrastructure but it is not compatible with the ATS Network level	Corridor has existing AT infrastructure and it is compatible with the ATS network level	Corridor has existing AT infrastructure and it exceeds the recommendation of the ATS
				10	5	0	-5
				☐	☐	☐	☐

20%	60 pts	Equity + Accessibility of Proposed Corridor and Facility Type	Criteria Description							
10%	30	Positive Impact for Equity-Deserving Populations	Does the proposed corridor provide or improve active transportation connections for traditionally underserved or disadvantaged communities? Consider: access to entry level jobs, access to health centers, connections to underserved communities, gender equity, access to child care, access to diversity of housing options, etc.	Project has a very significant positive impact for equity-deserving group(s)	Project has a significant impact for equity-deserving group(s)	Project has moderately significant positive impact for equity-deserving group(s)	Project has a moderate positive impact for equity-deserving group(s)	Project has a limited moderate positive impact for equity-deserving group(s)	Project has a limited positive impact for equity-deserving group(s)	Project does not have a positive impact for equity-deserving group(s)
				30	25	20	15	10	5	0
				☐	☐	☐	☐	☐	☐	☐
10%	30	Accessibility of Project	Does the proposed corridor and facility type have the potential to be an accessible AT route, meeting the AAA standard and Nova Scotia Built Environment Accessibility Standard (BEAS)?	The Corridor and Facility meet accessibility standards	The Corridor and Facility meet surface requirements but supporting facilities are non existent or inaccessible	The proposed corridor and facility do not meet accessibility standards				
				30	15	0				
				☐	☐	☐				

30%	90 pts	Connectivity of Proposed Corridor and Facility Type	Criteria Description				
10%	30	Corridor is identified in the AT Strategy	Is the corridor identified in the Long-Term Active Transportation Network for Colchester and Bible Hill? and is the proposed infrastructure compatible with the Network level?	Corridor is included in the AT Strategy and Facilities are compatible with Network Level	Corridor is included in the AT Strategy Network but proposed facility is not compatible with Network Level	Corridor is not included in the AT Strategy Network	
				30	15	0	
				☐	☐	☐	
10%	30	Connecting Community Destinations	How many destinations would the proposed facility connect to via continuous AT network within 500m from the extents of the project area? Key community destinations include schools or grocery store (10pts each), health care, seniors/ supportive housing, recreation/ community facilities (5pts each), employment, services, and retail centers (1pt each).	High Density of Trip Generators (over 30pts)	Medium Density of Trip Generators (11 - 29pts)	Low Density of AT Trip Generators (1 - 10 pts)	No AT Trip Generators
				30	20	10	0
				☐	☐	☐	☐
7%	20	Infrastructure Connections	Does the proposed corridor connect to existing or proposed active transportation infrastructure (within the Municipality or belonging to an adjacent municipality/ community) or fill gaps within the existing network and is compatible with the future AT uses for that network level?	Fills a gap between existing AT facilities or Connects to several existing AT facilities	Connects to at least one existing or proposed AT facility	Does not connect to existing or proposed AT facility at any point along the corridor	
				20	10	0	
				☐	☐	☐	
3%	10	Transit Connections	Does the proposed corridor connect to an existing or proposed transit stop within the regional transit service? The connection must be a continuous AT facility within 500m of a stop.	Directly connects to one or more existing or proposed transit stops	Does not directly connect to a proposed transit stop		
				10	0		
				☐	☐		

30%	90 pts	Feasibility / Resource Demand of Proposed Project	Criteria Description			
10%	30	Alignment with External Funding Opportunities	Does the proposed project align with funding requirements and/or has external funding been secured?	Project has secured External Funding (min 50% of projected project costs)	High potential for funding or funding secured for under 50% of project costs (i.e. aligns with funder's stated goals)	Does not have strong external funding potential
				30	15	0
				☐	☐	☐
7%	20	Local Revenue	Is the proposed corridor located in an area with an active transportation or Urban area rate to fund improvements?	Area already has an Active Transportation or Urban Area Rate	Area does not have an Active Transportation or Urban Area Rate	
				20	0	
				☐	☐	

7%	20	Maintenance Capacity	How would the proposed corridor align with the Municipality of Colchester and Village of Bible Hill's maintenance capacity? Consider: the mobilization distance, the maintenance demand of the facility (year round vs seasonal), can maintenance be combined with other activities, can a volunteer group support the maintenance, etc.	Maintenance capacity can support this asset	A moderate amount of additional maintenance capacity is required to appropriately support this asset	Substantial additional maintenance capacity is required to appropriately support this asset.
				20	10	0
				☐	☐	☐
3%	10	Corridor Feasibility	To what extent can the proposed corridor accomm odate an active transportation facility without significant changes to existing infrastructure or adjacent properties? Changes includes property acquisition and easements.	Existing right-of-way can accommodate the proposed facility	Some changes are required to the corridor to appropriately accommodate the proposed facility	Significant changes are required to the corridor to appropriately accommodate the proposed facility
				10	5	0
				☐	☐	☐
3%	10	Alignment with Other Projects	Can implementation of the proposed corridor be coordinated with complementary projects such as local or provincial road renewals or utility upgrades? Or is the sequencing is complementary?	Aligns with another project in a local or provincial capital plan	Does not align with local or provincial capital plan	
				10	0	
				☐	☐	