



Active Steps

An **Active Transportation Plan** for the
Municipality of Pictou County
and the Town of Pictou

UPLAND

FINAL PLAN



FINAL Active Transportation Plan

This report was prepared by UPLAND Planning + Design
for the Municipality of Pictou County and the Town of Pictou

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UPLAND

 town of
Pictou
Birthplace of New Scotland



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Introduction

About This Plan

This document is the official Active Steps Active Transportation Plan for the Municipality of Pictou County and the Town of Pictou, in Nova Scotia. This plan aims to increase and enhance active transportation as a part of everyday life for all residents.

This Active Steps project arises at an important time. The Municipality of Pictou County and the Town of Pictou are on the verge of growth. Over the past five years, the region has experienced population growth, increased development activity and a burgeoning tourism industry. Recently, the Town of Pictou completed a Waterfront Development Plan, and the Municipality of Pictou County has embarked on developing its first-ever Municipal Planning Strategy and Land Use By-law. Recognizing the momentum that is underway, the Municipality and Town are looking to join forces to develop a new Active Transportation Plan for their combined region.

This initiative aims not only to enhance physical connectivity but also to foster social cohesion among the diverse communities within the region. By prioritizing well-being and quality of life for residents and visitors alike, the plan seeks to promote healthier and more sustainable modes of transportation.

The focus of this plan is on improving active transportation conditions and networks over the next ten years. Specifically, this plan hopes to:

- » Identify specific areas requiring upgrades to facilitate increased active transportation.
- » Explore new opportunities for developing active transportation infrastructure.
- » Expand active transportation options around schools, community spaces, and business hubs.
- » Establish connections with the Provincial Blue Route cycling initiative.
- » Develop an implementation strategy outlining priorities, behavioural change best practices, and decision-making processes.
- » Develop a comprehensive network plan.
- » Develop strategic recommendations around amenities, resources, education, and programming to support active transportation, with consideration for accessibility, equity, and all ages and abilities.
- » Promote active transportation and its benefits, and inspire increased active transportation and mobility.

What is Active Transportation

Active transportation is a broad term that refers to all modes of human-powered transportation, including walking and wheeling (referring to the use of assistive devices, cycling, roller blading and skateboarding, seasonal activities such as kayaking, canoeing, skiing and snowshoeing, and some motorized forms of transportation like e-bikes and electric wheelchairs.

Some people depend on active transportation to get where they need to go due to lack of alternative transportation, while others choose to use active transportation as a preferred form of commute, exercise, recreation, or leisure. Active transportation is typically used for two purposes:

- » **Utilitarian active transportation** includes trips where active transportation is used to get to a destination, such as work, school, the store, or appointments.
- » **Recreational active transportation** includes leisure, recreational pursuits, and fitness (e.g. hiking, paddling, etc.) and often takes place in off-road locations.

In some cases, both utilitarian and recreational active transportation can occur at the same time. Understanding the various modes of active transportation is essential for developing plans and infrastructure that accommodate the diverse motivations and needs of individuals utilizing these modes.

Active transportation infrastructure refers to the physical elements and environments designed to support various modes of active transportation. Effective infrastructure forms a well integrated network that enables users to navigate their communities safely, seamlessly, and enjoyably! A thoughtfully designed network connects main streets, key destinations, and residential neighbourhoods, creating a system that inspires residents and visitors of all ages and abilities to engage in active movement within their community.

Benefits of Active Transportation

The development, promotion, and increased accessibility of active transportation facilities and programming can provide numerous benefits to individuals and communities. While developing active transportation in rural communities faces challenges due to environmental, political, and social factors, a successful plan will champion and normalize active transportation, set clear and strategic priorities, and ensure that the benefits of active transportation are accessible to as diverse a range of community members as possible.

Notably, active transportation benefits the health, wellness, and overall quality of life of individuals, but it also supports community wellness through various environmental, economic, and social advantages. These individual and community benefits are interrelated and provide a compelling reason to invest in an active transportation plan, especially one that is integrated with other regional goals and strategies related to accessibility, sustainability, physical activity, and community cohesion.

Supporting increased active transportation has numerous benefits:



Health & Wellness: Safe and accessible active transportation facilities help improve the mental and physical health of users. Engaging in physical activity can reduce the risk of chronic diseases, sharpen cognitive health, improve emotional wellness, and support a connection to community and the environment.



Community Liveability & Cohesion: Active transportation facilities create safer and more enjoyable communities for all ages. Active modes of transportation support community connection, as residents who are out in the streets are more likely to know their neighbours and engage in community activities.



Climate & Environment: By reducing travel by car, active transportation helps to lower carbon emissions and overall environmental impacts. It can also foster a connection to and appreciation for nature.



Local Economy: Good active transportation opportunities have been shown to attract visitors. They also support local businesses through increased foot traffic. Physical activity broadly contributes to a healthier workforce, reducing healthcare expenses and enhancing cognitive health.



Equity & Accessibility: Not all people can or choose to drive a car, including youth, some seniors, and low-income residents. Active transportation facilities improve equity by providing opportunities for affordable, independent, and inclusive mobility in the community. Ensuring proper active transportation facilities is a key component of creating an accessible community for all.

Challenges to Active Transportation

Improving active transportation options is not always easy, and given the predominantly rural nature of this project's area, there are unique challenges to address. It is important to understand these challenges to create a strategic, inspiring, and feasible plan.

Misconceptions

Rural areas often face the misconception that investments in walking, biking, rolling, and other forms of active transportation are only desired in urban areas. Yet, as we have determined, there is a robust foundation of programs, infrastructure, and investments supporting physical activity across Pictou County, and there is a strong desire among residents for further active transportation opportunities. In this area, active transportation not only supports the health and well-being of local communities but is also an important asset for tourism.

Limited Resources

The Municipality of Pictou County and the Town of Pictou's rural landscape present financial challenges due to their smaller population and tax base compared to municipalities with larger, higher-density urban areas. Therefore, it is important that active transportation initiatives are intentional, cost-effective, and sustainable in the long term. Prioritizing projects with high impact and relatively low maintenance costs will be necessary to maximize the use of available resources.

Furthermore, the MOPC only owns and controls 13 roads throughout the Municipality, which limits its ability to directly improve conditions for its residents, and must rely on collaborating with the province to improve conditions.

Lower Density

When it comes to active transportation, closer is generally better. How far people will travel depends on their physical ability as well as the safety, comfort, and interest provided by their route. Oftentimes, even the most committed active transportation user will seek other methods of transportation if the distance between their origin and destination is simply too far. A significant barrier to active transportation in this region is the geographic distance between areas. Therefore, promoting key connections between populated areas while charting the development of a larger regional network will be the focus of this work.

Climate Conditions

Climate directly influences the feasibility, safety, and comfort of active transportation options. The Municipality of Pictou County and the Town of Pictou experience a maritime climate influenced by their proximity to the Atlantic Ocean. Typically, the region enjoys relatively mild summers and cool, wet winters. Average temperatures range from approximately -8°C in January to 22°C in July, providing favourable conditions for outdoor activities, including active transportation, as long as trails and routes are cleared of ice, slush, and snow in the winter.

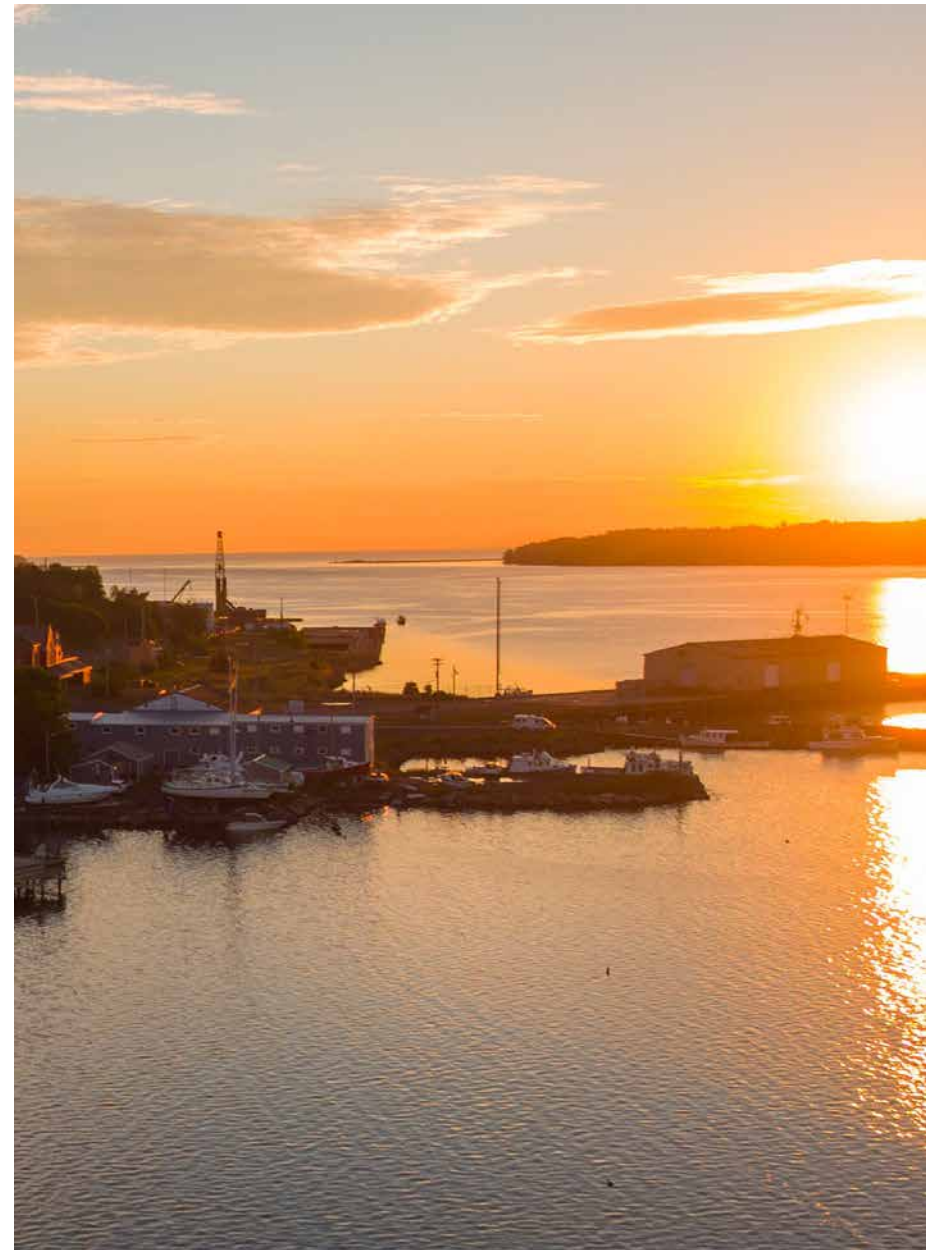
The coastal areas within the study area are susceptible to fog, salt spray, and high winds, especially during storm seasons. Annual precipitation in the study area averages around 1,300–1,500 mm, with the highest levels typically occurring during the winter and early spring months. Wet weather conditions can impact the usability of pathways and bike lanes, highlighting the importance of proper maintenance to ensure safe travel for pedestrians and cyclists year-round. These climatic conditions must also be considered when planning for amenities to ensure facilities can be maintained and that appropriate features and programming are included (e.g., sheltered bike parking, winter recreation events, etc.).

Community Profiles & Regional Overview

The Municipality of Pictou County and the Town of Pictou form the area of interest for this Active Transportation Plan, as shown in the maps on the adjacent page. It is important to recognize that although this project is being undertaken by the Municipality of Pictou County and the Town of Pictou, the study area is inextricably linked with the Towns of Pictou, Trenton, New Glasgow, Stellarton, and Westville, as well as with Pictou Landing First Nation. Therefore, understanding regional needs, prioritizing connectivity across the region, and engaging with each community will be vital throughout the process and into the implementation of the final plan.

The region is comprised of a wide range of natural landscapes, with 500 km of coastline characterized by sheltered harbours, windswept headlands, and islands. Inland, the region features rolling hills and elevated plateaus covered in shady forests. The terrain includes declines in elevation leading towards the coastline and the main rivers in the area: the West River of Pictou, the Middle River of Pictou, and the East River of Pictou.

Population density is concentrated around Pictou Harbour and the East River of Pictou, including in and around the Towns of Pictou, Trenton, New Glasgow, Stellarton, and Westville. These areas provide access to services such as healthcare, education, and business. Other areas with higher population densities include coastal areas along the Northumberland Strait and serviced communities such as Scotsburn, Thorburn, Westville Road, Plymouth, Abercrombie, and Riverton.





Northumberland Strait

**TOWN OF
PICTOU**

**TOWN OF
TRENTON**

**TOWN OF NEW
GLASGOW**

**TOWN OF
WESTVILLE**

**TOWN OF
STELLARTON**

**MUNICIPALITY OF
PICTOU COUNTY**

UPLAND



**TOWN OF
PICTOU**



The Municipality of Pictou County

The Municipality of Pictou County is the largest of the six municipal governments located in Pictou County, the others being the Town of Pictou, the Town of New Glasgow, the Town of Stellarton, the Town of Westville, and the Town of Trenton. Pictou Landing First Nation is the other governing entity in the region, with land at Pictou Landing, Fisher's Grant, and Merigomish Harbour.

The Municipality of Pictou County is situated on the northern coast of mainland Nova Scotia, adjacent to the Northumberland Strait. Covering roughly 2,795 square kilometres, it is bordered by the Municipality of the County of Antigonish to the east, the Municipality of Colchester to the west, and the Municipality of the District of St. Mary's to the south. In 2021, the region had a population density of 7.4 individuals per square kilometre, totalling just over 20,000 residents. Notably, the Municipality of Pictou County has an aging population. The median age is 52.6, and 27.5% of residents are over 65.

Given the geographic size of the region and low population density, the significance of active transportation can sometimes be overshadowed or overlooked in discussions. However, this region is rich in opportunities and possibilities. With numerous scenic trails, stunning beaches, well-maintained parks and green spaces, as well as programs such as the Go Play Equipment Loan Program and Funding Program, there is a strong foundation to support active transportation promotion and year-round physical activity.

The region sees notable tourism during the summer months, especially along the warm waters and beaches of the Northumberland Coast. Supporting active transportation for both residents and visitors is a key consideration in this work.



The Town of Pictou

The Town of Pictou is located along the shores of Pictou Harbour, which opens into the Northumberland Strait. It is one of five urban units within Pictou County, with a population of approximately 3,200 residents. The town is positioned approximately 170 km, or a 1.5-hour drive, northwest of the provincial capital, Halifax, and is accessible via Highway 106 and the Trans-Canada Highway.

As noted, the Town of Pictou is situated on the northern side of Pictou Harbour, at the convergence of the West River, Middle River, and East River of Pictou. Pictou's access to water is a central part of its heritage and ongoing identity, making this region home to diverse settlements. The original peoples of the area are the Mi'kmaq, and the Scots arrived in 1773, giving Pictou its designation as the Birthplace of New Scotland. The town has earned its reputation as one of Nova Scotia's most sought-after tourist destinations, thanks to the Pictou Waterfront and the historic Ship Hector, which draw visitors from far and wide.

In addition to its rich history and attractions, Pictou offers many physical activity amenities that cater to residents and tourists alike, such as green spaces and park areas, walking trails, an indoor swimming pool, an ice hockey rink, and the Go Play Equipment Loan Program, to name a few. Making these amenities easily accessible and available to all residents

and visitors is a top priority for the town, reflecting its dedication to promoting a healthy and active lifestyle for everyone in the community.

The population of the Town of Pictou is aging, with fewer young families and an increasing senior population. The median age in the town is 53.2, and 30% of the population is 65 years of age or older, according to 2021 Census data. Ensuring transportation options for older demographics is an important consideration in this region.

The desire to bolster Pictou's coastal identity and marine opportunities, centred around the town's greatest asset, Pictou Harbour, has been identified in various strategies and reports, including the Waterfront Plan (2022) and the Integrated Community Sustainability Plan (2023). There is an opportunity for further water-based recreation and active transportation. Moreover, ensuring that this active transportation plan aligns with waterfront development and opportunities for recreation both by and on the water is essential.

Existing Conditions

Road Network

The road network in the region reflects its rural character, consisting of both paved and gravel roads. The region includes local, collector, and arterial roads, major highways, and the Trans-Canada Highway. The area serves as a link between Halifax, Prince Edward Island, and Cape Breton. Road ownership and maintenance are divided among the Province, the Municipality, the Town of Pictou, and private entities.

The Municipality of Pictou County only owns thirteen roads, with the rest owned by the Department of Public Works. According to a 2024 assessment, the Town of Pictou's streets are, on average, in fair pavement condition; however, 47% are in poor or failed condition, requiring resurfacing and reconstruction. Anecdotally, many highways and roads throughout the county are reported to be in fair or poor condition.






Active Transportation Use

There is limited data on overall active transportation usage, including for commuting to work, school, and amenities, as well as for leisure and recreation. However, Census data from Statistics Canada (2021) indicates that very few residents of the region use active transportation to commute to work. While commuting to work is only one form of active transportation, it is nonetheless a valuable indicator.

Moreover, 87% of residents in the Town of Pictou and 75% in the Municipality have commutes under 30 minutes, indicating that there may be opportunities for increased active transportation to work.

Mode of Commuting to Work, by Percentage of the Population

Source: Statistics Canada, Census of Population 2021

Mode	Town of Pictou	Municipality of Pictou County
 Drive	81.5%	89.3%
 Carpool	9.5%	6%
 Bus	0%	<1%
 Walk	7.9%	1.9%
 Cycle	0%	0%

Existing Active Transportation Infrastructure



Existing Sidewalks

The Municipality maintains 5.7 km of sidewalks in various communities throughout the county. These communities include Scotsburn, Abercrombie, Alma, East River Road, Hopewell, Lyons Brook, Priestville, River John, Riverton, and Westville Road. In the Town of Pictou, there are several streets lined with sidewalks on both sides of the road or on one side. Generally, these streets are in close proximity to the waterfront. Sidewalks are less prevalent on streets outside of the waterfront area.



Existing Cycling Routes

As part of Nova Scotia's Provincial Cycling Network, known as the Blue Route, there is a 56 km marked bike route that connects the Town of Pictou to East Mountain in Bible Hill at the municipal boundary. This segment predominantly follows provincial roads, including Trunk 4 and Route 376, with a brief section on the Jitney Trail. There are three additional roads within the Municipality that are to be incorporated into the Blue Route network, including sections of Trunk 6, Trunk 4, and Route 245. The Blue Route is a network of designated cycling routes that offer safer and more scenic options for cyclists.

Trails

There are over 200 km of formal and informal trails in the Municipality of Pictou County that vary in uses including walking, hiking, cycling, skiing, and snowshoeing. The most significant trail asset that is located in both the Municipality of Pictou County and the Town of Pictou is the **Jitney Trail**. It is a designated section of the **Trans Canada Trail** that extends 42 km across the Municipality from River John into the Town of Pictou. The section of trail that extends across the Municipality is packed gravel and it is open to motorized vehicles. The 3 km section that is within the town is a mix of gravel and paved surface. Motorized trail users are permitted to use this section between the bridge and Browns Point Road. Beyond this point, the trail is carried on as a non-motorized trail into the Pictou Waterfront.

There are numerous coastal trails at various provincial parks within the Municipality that are maintained by the N.S. Department of Natural Resources and Renewables (NSDNRR). These parks include Rushtons Beach, Waterside Beach, Caribou-Munroe Island, Powells Point, and Melmerby Beach. The trails at these parks range in distance and are composed of mixed surfaces including boardwalk and gravel. In addition to the parks, there are three other coastal trails in Ponds at Camp Geddie, the Lismore Loop, and the Culloden Cairn Trail in Knoydart. There are many other trails spread out throughout the Municipality and the Town, that generally have an associated trail association group. However, there are a few informal trails throughout the area, some of which are mapped, and some which have informal caretaker management. Engagement revealed further insights into these trails and opportunities for better integration of them into a trail network, and maintenance plan, for the region.



The **Fitzpatrick Mountain Bike Trails** (above) spans a network of 12 km. This trail system is a destination for both beginner and intermediate mountain bikers. Located in Scotsburn, the trailhead is conveniently situated near the Trans Canada Trail. These trails cross over private lands but can be used by the public with access granted by the landowners. Volunteers from SPOKE NS and IMBA Canada maintain the trails in partnership with Stonehame Chalets.

Water Trails

There are various coastal launch sites for kayaking throughout the region, and Canoe Kayak Nova Scotia maintains a map of these locations and their accessibility. There are no formally marked or promoted water trails in the region, however, kayaking and other boating are very popular in **Pictou Harbour** and along the Northumberland coast. Canoeing, kayaking and paddleboarding are also feasible and enjoyed along various lakes and rivers in the region, including the East River, Middle River, and West River.

AT Facilities

- Trails
- Blue Route
- Trans Canada Trail
- OHV trail



Key Destinations

Knowing key community destinations is necessary for prioritizing active transportation connections. The following lists, and the adjacent map, contain some community amenities, landmarks, and parks that are important destinations and should be linked together by the active transportation network.

Parks and Recreation

Parks and recreational areas often serve as central hubs within an area, providing accessible locations for people to gather and engage in various activities. The Municipality of Pictou County and the Town of Pictou together offer a variety of parks and recreational opportunities for residents and visitors to enjoy. There is a network of community parks and provincial parks that are spread out throughout the Municipality and Town. These parks provide opportunities for outdoor recreation with features including trails, playgrounds, sports fields, and beaches.

The Pictou County Wellness Centre is a very popular recreational facility that features an aquatic centre, indoor track, fitness centre, and an arena. During winter months, residents often walk or run laps outside of the facility. The Little Harbour Community Centre is home to three outdoor pickleball courts. The Ivor MacDonald Memorial Arena in Thornburn and the Hector Arena in the Town of Pictou are important destinations that attract residents and visitors for various activities such as sporting events and recreational programming.

There are two youth camps that operate during the summer months in the Municipality including Camp Geddie and Big Cove YMCA Camp. These programs provide opportunities for youth to participate in outdoor activities like swimming, hiking, and paddling.

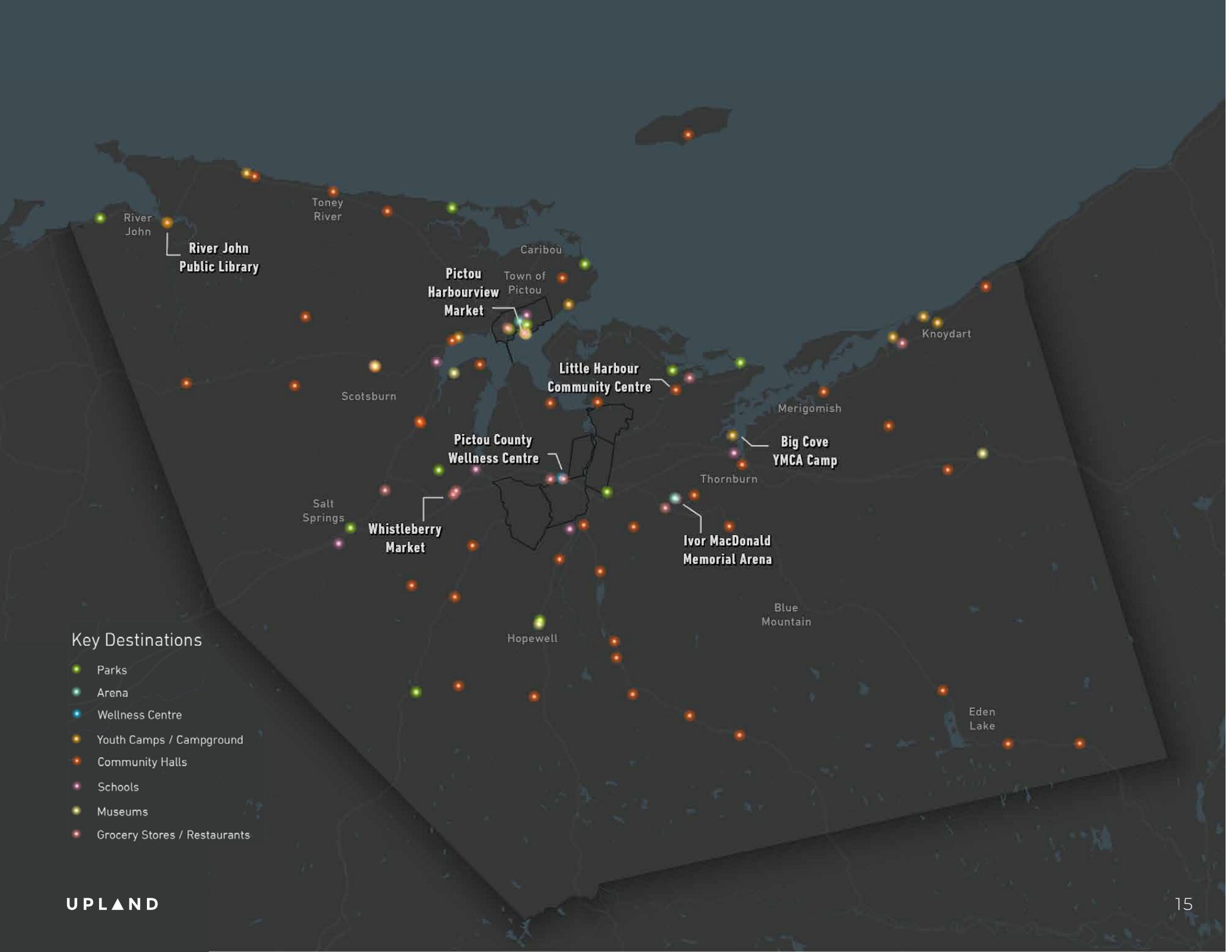
Community & Culture

The Municipality of Pictou County and Town of Pictou have a wide range of close-knit communities. In relation, there are 40 community halls spread throughout the Municipality that serve as gathering places for activities and events. In the context of active transportation, these community and cultural sites provide a basis for future infrastructure development such as sidewalks, bike lanes, and multi-use pathways.

There are seven schools in the Municipality and two in the Town of Pictou. Public schools in the Municipality of Pictou County are part of the Chignecto-Central Regional School Board (CCRSB) which serves approximately 20,000 students. The River John Public Library is the only library in the Municipality of Pictou County. On Water Street in the Town of Pictou there is the Pictou Public Library and Innovation Centre.

There are several museums located in the Municipality and the Town of Pictou. These include The Lochbroom Log Church, a Walk Through Time Museum, and Barney's River Schoolhouse Museum in the Municipality. Along the waterfront in the Town of Pictou, there is the Hector Quay Museum and the Northumberland Fisheries Museum.

In the Municipality of Pictou County, there are smaller markets dispersed around the Municipality including Whistleberry Market, Crossroads Country Market, Green Thumb Farmer's Market, and Mike's Harbour Beach Market. Within the Town, there is a Sobeys that serves a larger population and the Pictou Harbourview Market that is open on weekends in July and August. In relation, some popular restaurants in the Municipality include Appleseed Modern Diner and Sparkles Family Entertainment across from the Wellness Centre, The Pork Shop - Specialty Market and Deli on Route 289, John's Country Canteen in Salt Springs, and LBR Gas Bar NSLC & Variety in Merigomish. In the Town of Pictou, most of the restaurants are clustered near the waterfront.



River John
Public Library

Pictou
Harbourview
Market

Little Harbour
Community Centre

Pictou County
Wellness Centre

Big Cove
YMCA Camp

Whistleberry
Market

Ivor MacDonald
Memorial Arena

Key Destinations

- Parks
- Arena
- Wellness Centre
- Youth Camps / Campground
- Community Halls
- Schools
- Museums
- Grocery Stores / Restaurants

Taking an Integrated Approach

This Active Transportation Plan does not exist in isolation. There are various strategies, plans, and frameworks that provide a foundation for this new work, as listed below. Indeed, aligning goals and visions is a priority of this Plan to best support community wellness given the resources available.

Provincial Plans and Strategies

- [Let's Get Moving Nova Scotia \(2021\)](#)
- [Shared Strategy for Advancing Recreation in Nova Scotia \(2019\)](#)
- [Shared Strategy for Trails in Nova Scotia](#)
- [Nova Scotia's Active Transportation Future Mapping \(produced by the Ecology Action Centre\)](#)

Municipal Plans and Strategies

- [MOPC Accessibility Plan \(2023-2025\)](#)
- [Town of Pictou Accessibility Plan \(2023-2030\)](#)
- [Making a Move: Strategic Recreation Plan for Pictou County \(2019-2024\)](#)
- [Integrated Community Sustainability Plan. Town of Pictou \(2023\)](#)
- [Pictou Waterfront Master Plan \(2022\)](#)
- [Pictou County Age Friendly Community Plan \(2023\)](#)

- » A key areas of focus for these strategies is improving physical accessibility, supporting recreation and physical activity in all communities, supporting senior mobility, enhancing active transportation and recreation by and along the water, and promoting active transportation for sustainability and climate action.

02

Community Vision

Initial Community Engagement

Input from community members is essential to understanding local active transportation experiences and needs. The aim of the initial phase of engagement was to gain an overview of active transportation desires, challenges, opportunities and experiences to help inform key focus areas and priorities for the draft plan. Engagement was informed by the following questions:

- » What is currently working well regarding active transportation in Municipality of Pictou County and the Town of Pictou?
- » Where is existing active transportation infrastructure falling short or not meeting needs?
- » Is there anywhere that you would like to use active transportation to travel, but are unable to? What are the barriers?
- » How can the Municipality of Pictou County and the Town of Pictou make active transportation more welcoming, inclusive, and accessible?
- » What excites you the most about this project?

Initial public engagement on the project occurred from April through June 2024. Community members were invited to share their thoughts in a variety of ways.

Geographic and local contexts are required to understand active transportation needs, barriers, and opportunities. Therefore, we employed an **online mapping tool**, Social Pinpoint, to enable community

members to annotate things they like, do not like, and would like to see changed about the active transportation network in the region, and to provide space for ideas and comments to be placed on the map. The online map was accompanied by an **online survey** focused on desires, barriers, and residents' main interests in active transportation.

The in-person component of engagement involved three **public information centres** in Eureka, Little Harbour, and Scotsburn. These sessions served to provide an overview of the project, and allowed for questions and discussion with community members.

Stakeholder interviews were held with three community members: one involved in recreation and trail development advocacy, one involved with supporting youth and youth-at-risk, and one involved with community development and partnerships. These interviews, conducted online in May 2024, provided insights on community needs, social considerations, and existing initiatives.

Active transportation has particular importance to youth as a means of independence, as a means to get to school, and as a source of recreation and leisure. Recognizing this, a **youth workshop** was held with students at Pictou Academy to capture responses to the question: “what is your vision for active transportation in your community?” These responses help us consider active transportation needs and desires from the perspective of different age groups.



What We Heard

Phase 1 engagement provided foundational insights that helped set priorities in the draft plan, and shape the guiding principles for this project. There were some broad themes that emerged, as well as precise needs, desires, and recommendations for network development, maintenance, amenities, and programming and resources.

The key barriers to active transportation, according to engagement findings, are safety, the lack of wide or paved shoulders and/or sidewalks on roads, the traffic speed, the patchiness of infrastructure, the lack of connectivity in and in between key areas, & the distance between locations.

Key Themes & Overall Findings

- » Safety is the main barrier to walking, biking, rolling, or getting around in other active ways in the region. It was voiced by almost all engagement participants as a challenge and hence a key priority.
- » There is limited active transportation infrastructure in many communities, especially a lack of sidewalks in towns and paved shoulders along busy roads and highways.
- » People want to be able to get easily to key areas, like the Towns in the region, the Pictou County Wellness Centre, shopping areas, health services, and schools.
- » The aging population has particular needs for safe and accessible active transportation routes. Children and youth require safe routes to get to school and other recreation.
- » Walking, hiking, and biking are the most popular forms of active transportation, but there is a desire for kayaking, skateboarding, snowshoeing, canoeing, horseback-riding, and other forms of recreation and transportation.
- » There is a desire for a region that supports movement and recreation in all seasons.

Network & Infrastructure

During engagement, we received comments on areas across the region, with desires for more walking trails, sidewalks, crosswalks, safer routes for school-children, paved shoulders on highways, and more. Maintenance of existing routes, including paved shoulders and trails, also came up. There were a few priority areas identified, based on quantity of feedback, as well as these sites' value in offering connections to other communities, services, or recreation opportunities.

While a lot of the engagement focused on walking and cycling, and especially the safety of roads, highways, and towns, the trail system through the region was said to be an asset and one worth further developing, including further trails near schools and loops for recreation. Participants enjoy the hiking and multi-sport trail systems and think they are a very important part of the network. There is a desire for better linkage between the trail & active transportation network. Also, bus routes to trailheads was suggested.

While network expansion and new facilities are required, participants also spoke about the need for maintenance of existing facilities, and to ensure this is considered in planning work. Key areas of attention include winter maintenance of trails and sidewalks

Priority Areas & Community Desires

1. Town of Pictou & Area

- » Key areas of attention involve expanding the Jitney Trail, and increasing pedestrian and active transportation infrastructure downtown and out to the Pictou Rotary.
- » Improve access points and connections to the Jitney Trail and other trails.
- » Providing safer walking or cycling routes for children to get to school.
- » Developing safe active transportation access across the Harbour along the causeway.

2. Westville Road (Trunk 4)

- » Improvements to the underpass under Highway 104 (Exit 23) that prioritize pedestrians and cyclists.
- » Access to the Pictou County Wellness Centre and safer routes through this busy and amenity-rich area.

3. East River Road (Route 348)

- » Sidewalk and active transportation facilities are needed at the Highway 104 underpass (at Exit 25).

4. Trunk 6/River John area

- » Traffic calming and sidewalks through the community.
- » Paved shoulders along Trunk 6.
- » Surface improvements to R Grant Rd.

5. Route 376

- » Desire for paved shoulders along the length of the Blue Route-designated route.
- » Improved maintenance of trails and sidewalks.
- » Surface improvements to the shoulders and road conditions near Durham.

6. Little Harbour/Little Egypt Road

- » Paved shoulders are desired to develop a nice cycling route to connect to popular destinations for recreation and nature in the area.
- » Improvements to Egypt Road.

Amenities

Along with increasing the network of infrastructure, engagement participants spoke about amenities to enhance trails and active transportation facilities to make them accessible, attractive, fun, and welcoming.

Priority Areas & Community Desires

Signage: Increased signage and wayfinding at trailheads and along trails; interpretive signage (on history, flora, fauna, etc) along the Jitney Trail.

Racks: Bike racks on buses; pennyboard racks at schools.

Art: Enhancing walking trails with public art installations.

Supportive Amenities: Adding rest stops, shelters, and good lighting along trails for seniors and young children; ensuring public washrooms at trailheads.

Education & Programming

Throughout engagement, a main desire was to normalize active transportation and inspire more mobility through dedicated resources, programming and community supports.

Priority Areas & Community Desires

Integrated & Comprehensive Trail Resources: Residents desire a dedicated website that is maintained and updated with detailed information for all trails in the region.

Enhanced Equipment Loan Programs: The success of existing loan programs is an asset in the region. Youth would enjoy more loan programs, for equipment like skateboards, scooters, and paddleboards, that they can readily access.

Community Walking and Biking Groups: Community groups may help inspire confidence in active transportation and make it more accessible, especially for seniors.

All Seasons Programming: Diverse recreation programming, including through the winter, is desired to inspire active transportation and support increased participation.

Business Partnerships: This could include incentives for using active transportation, like a discount on coffee for example.

Draft Plan Engagement

Following the Formative Engagement Phase, the drafting of the Active Steps Active Transportation Plan began, incorporating community ideas and insights, including the comprehensive findings from the formative engagement phase.

Once the Draft Plan was developed, further engagement with the public, community partners, and stakeholders took place in-person and online during January and February 2025. This engagement aimed to refine the Plan and ensure it aligns with community desires, strategic planning, and regional needs.

To gather feedback, the project team used a variety of methods. An **online mapping tool** hosted on the project website displayed the Draft Active Transportation Network and allowed community members to identify areas they liked, disliked, or wished to see improved. Participants could also leave comments and suggestions directly on the map, resulting in 54 unique contributions that provided valuable location-specific insights. These contributions are summarized in the final pages of this document.

A **virtual public information session** was held on Tuesday, February 25 for those who preferred to engage remotely. The session was recorded and posted on the project website, where it received 21 views. In-person engagement included **five public information sessions** held throughout the Municipality and in the Town. These sessions provided opportunities for community members to learn more about the project, ask questions, and share their thoughts directly with the project team. Two of the sessions were standalone events, while the others were

coordinated alongside high-traffic community events to maximize participation. In addition to the scheduled sessions, the project team also offered drop-in office hours, allowing individuals to stop by and speak with the team at their convenience. Feedback was also welcomed via **email and phone** throughout the engagement period.

This phase of engagement helped shape the final direction of the Plan by ensuring that it reflects a wide range of perspectives and responds to the lived experiences and aspirations of the community.



What We Heard

This section provides a summary of input received during the Draft Plan Engagement Phase. Some comments responded directly to elements in the Draft Plan, while others reflected broader community visions for active transportation in the Town of Pictou and Municipality of Pictou County.

A consistent theme across all feedback was appreciation for the Town and Municipality's efforts to improve active transportation, along with excitement about seeing the project move forward. We also heard a lot of positive feedback about the overall design, layout, and contents of the Draft Plan.

To learn more about the engagement activities and key findings from the Draft Plan Engagement phase, please [click here](#) to read full the What We Heard Report.

Programming, Education and Resources

- » Utilize trail branding, including the existing Sunrise Trail, as an opportunity for promotion and engagement.
- » Develop programs to support trail maintenance groups.
- » Explore potential partnerships with businesses, to fund maintenance and new projects.
- » Provide resources for trail and active transportation club/society websites.
- » Acknowledge the success of the all-season mobility equipment loan program.
- » Establish concrete plans for obtaining funding to maintain, fix, and improve trails.
- » Establish a person, group, or committee responsible for plan accountability and implementation.
- » Increase participation from men, particularly older men, in hiking and active transportation programs.

Network and Design Guidelines

- » Implement active transportation infrastructure along the recently renovated route from Pictou to Caribou.
- » Explore the potential for converting the unfinished rail line toward Guysborough into a trail.
- » Consider school bus routes and pick-up locations.
- » Ensure that children and youth can safely bike to school using trails or active transportation infrastructure.
- » Address safety concerns regarding provincially owned roads that lack paved shoulders.
- » Assess the feasibility of rumble strips in conjunction with paved shoulder/bike lane separation. Mitigate traffic safety concerns at the entrance to River John, which experiences high traffic volumes.
- » Address hazardous road conditions, such as poor visibility on Division Road.
- » Enhance pedestrian accessibility in the area where the Hector is being built.
- » Construct a set of stairs to improve accessibility on the hill at Atlantic Street.
- » Ensure safe crossing options near schools. For example, address the Scotsburn Elementary muster point for emergencies, as it currently requires crossing the street without a safe crossing available.
- » Improve signage and mapping to ensure users can easily navigate the trails and access amenities.
- » Standardize active transportation amenities, including types and brands of lighting, garbage cans, and other necessary amenities.
- » Incorporate public washrooms and shelters into the plan.
- » Update trail signs to reflect current permitted uses.

Document Design and Layout

- » Ensure that the language in the active transportation plan aligns with other relevant documents and programs
- » Develop a trail policy to complement the active transportation plan.
- » Create a document that separates plan sections for the Town of Pictou
- » Include both imperial and metric measurements in the plan for accessibility.
- » Use plain language and clear font sizes to enhance accessibility and comprehension.
- » Improve map readability by avoiding color schemes with similar shades that are difficult to differentiate.

Shared Use, Off-Highway Vehicles, and Trails

- » Prohibit off-highway vehicles on trails and pathways while considering allowances for them on roads within the Town.
- » Develop alternative routes into town to separate motorized vehicles from cyclists.
- » Strengthen relationships with trail and off-highway vehicle (OHV) groups.
- » Evaluate potential congestion issues at the waterfront staging area due to parked vehicles.
- » Improve access to locked bridges and gates on off-road vehicle trails.
- » Recognize that ATV and snowmobile groups fund and maintain most rural trails.
- » Improve road access in Thorburn for ATVs as a potential starting point for broader connectivity.
- » Ensure that staging areas and parking lots do not negatively impact tourism in towns and villages.
- » Prioritize trail rehabilitation near schools.
- » Account for the frequent use of trails by the Scotsburn school.
- » Ensure that the Cape to Cape trail is clearly marked on all maps.
- » Recognize the Jitney Trail as both a recreational and transportation route.
- » Emphasize accessibility by considering access to personal vehicles and the ability to reach trails.
- » Maintain non-motorized access on the Jitney Trail's "Walking Trail" section to preserve one of the only pedestrian-only paths in Pictou.
- » Address the lack of volunteers for maintaining the Thorburn Spur Trail on East River Road.
- » Explore the feasibility of implementing a trail levy.

Additional Comments

- » Leverage active transportation as a strategy to attract younger people to the Town and County.
- » Consider the financial burden of removing infrastructure (e.g., light poles) when constructing new trails.
- » Clearly outline the roles of both staff and the public in the implementation of the plan.
- » Consider hiring a dedicated staff member to oversee plan implementation within the County and Town.
- » Utilize the Department of Natural Resources (DNR) manual for redeveloping decommissioned rail lines.
- » Leverage the closure and remediation of the mill to highlight the region's natural beauty.
- » Align goals and wording with existing bylaws/documents.
- » Address the increasing prevalence of e-bikes within the County and integrate them into the plan.
- » Recognize the support of the River John Pickleball Club for active transportation infrastructure.
- » Analyze traffic data for routes in and out of River John.
- » Develop regulations and designated routes for mobility aids, such as golf carts and scooters.
- » Recognize Sylvester's boat launch as a valuable asset.
- » Continue upgrading the Pictou waterfront
- » Recognize the long-standing use of Trans Canada Highway shoulders for cycling due to lack of dedicated infrastructure.
- » Celebrate the Active Steps project as a promising initiative
- » Encourage future participation from Stellarton, New Glasgow, Westville, and Trenton in similar active transportation studies.
- » Ensure continued awareness among municipal councilors about ongoing planning initiatives and studies related to active transportation.

Community Vision

The vision sets the long-term goals for active transportation in the Municipality of Pictou County and the Town of Pictou. Shaped by community desires, it sets the course of action and seeks to inspire integrated and creative planning.

In the Municipality of Pictou County and the Town of Pictou, active transportation is a safe, convenient, and fun part of everyday life for residents and visitors of all ages and abilities. Active transportation support wellness and fosters a meaningful connection to the community and its lands and waters.

Guiding Principles

The following guiding principles flow from the existing conditions analysis in this report, as well as site visits and community engagement. The following concepts will guide the active transportation strategy and proposed network designs. The goal throughout these principles is design that allows active transportation to be accessible, safe, and also playful and inviting for all users.

1

Safety is the Key

Safety was the most prominent topic of discussion and feedback during engagement. Residents of the Municipality of Pictou County and the Town of Pictou that we heard from largely do not feel safe walking, biking, rolling, or getting around in other active ways. Focusing on safety ensures an active transportation network that is also accessible and enjoyable!

2

Address Key Infrastructure Gaps

There are notable active transportation infrastructure gaps in the project area. The most desired infrastructure to support safer active transportation, especially cycling, are paved shoulders or wider shoulders along many main roads. The other most desired infrastructure are more sidewalks in the Town of Pictou, along highway underpasses, and in other communities.

3

Plan for Connectivity

An effective network depends on connectivity. Community members desire safe active transportation connectivity between municipalities and at key junctions. Safe access to trails and between communities is desired. Connections to high-density areas are also important. Being able to walk, bike, or otherwise access key amenities, like work, school, shopping areas, and health services, will help make active movement a part of everyday life.

6

Diversify Active Transportation

While walking and cycling are the most referenced forms of active transportation, active transportation facilities should support and consider diverse forms of movement including kayaking, skateboarding, horesback-riding, scootering, snowshoeing, canoeing, paddleboarding, and using active transportation to get to other forms of recreation (e.g. sporting events). Planning for diverse active transportation engages more people, supports other recreational goals, and is fun!

4

Ensure Access for All Ages & Abilities

Specific demographics require particular attention, particularly the senior population and school-aged children and youth. Maintaining mobility in older ages is desired for health and socialization. A top priority is ensuring kids and youth can get to school safely and have active recreation opportunities. Designing for all ages and abilities ensure a more accessible and exciting plan.

7

Take an Inspiring & Integrated Approach

The need to take a holistic, integrated approach that aligns this Active Transportation Plan with existing recreation and wellness aims is paramount. The Municipality of Pictou County and the Town of Pictou have a solid foundation of plans and frameworks that support accessible living, recreation, and related aspects of community wellness. Stacking goals and ensuring multiple targets are met at once is a foundation of strategic planning. In doing so, this work aims to be strategic but also bold and inspiring to make the region a leader in active transportation that is accessible, inclusive, and justice-oriented.

5

Normalize Active Transportation & Support All-season Mobility

There is a need to normalize active transportation in the region and to make it more accessible and everyday. Building facilities and supports to promote daily mobility in all seasons and to encourage movement and recreation is a foundational goal of this plan.

03

Design Guidelines

Active Transportation Design Guidelines

A successful active transportation network consists of many components, including a catalog of different types of routes (or facilities), amenities, and other design solutions (such as intersection design, crosswalks, etc). Together, these various tools form to make up a safe, direct, comfortable, and logical active transportation network that is enticing for residents and visitors of all ages and abilities.

This chapter outlines design guidelines for facility types, amenities and other design solutions, including useful details such as design cross-sections, applications, and general cost estimates. While the active transportation network outlined later in this Plan does not include all of the facility types described in this chapter, these guidelines can be referenced or adopted in the development of other active transportation facilities.

Design of all active transportation facilities should prioritize the safety and inclusion of all users and refer to the most recent CSA-B651 accessibility guidelines and the Transportation Association of Canada (TAC) standards, where applicable.

Cost estimates are preliminary, and represent an opinion of probable costs based on the current high-level conceptual design; the estimates are based on a standard cost per facility and may not include the costs of additional site-specific work that may be required for implementation. These costs are therefore for initial budgetary discussions only.

Facility Types

An Active Transportation Network is made up of many existing and proposed route types - each with different roles and characteristics. These include on-road and off-road facility types, which are outlined in detail on the following pages. These facility types include:

ON-ROAD FACILITIES

SR

SHARED ROUTE

PS

PAVED SHOULDERS

BL+S

BICYCLE LANE + SIDEWALK(S)

SMUP

SEPARATED MULTI-USE PATHWAY

OFF-ROAD FACILITIES

SUP

SHARED-USE PATHWAY

MUP

MULTI-USE PATHWAY

RT

RECREATIONAL TRAIL

WT

WATER TRAIL

On Road Facilities

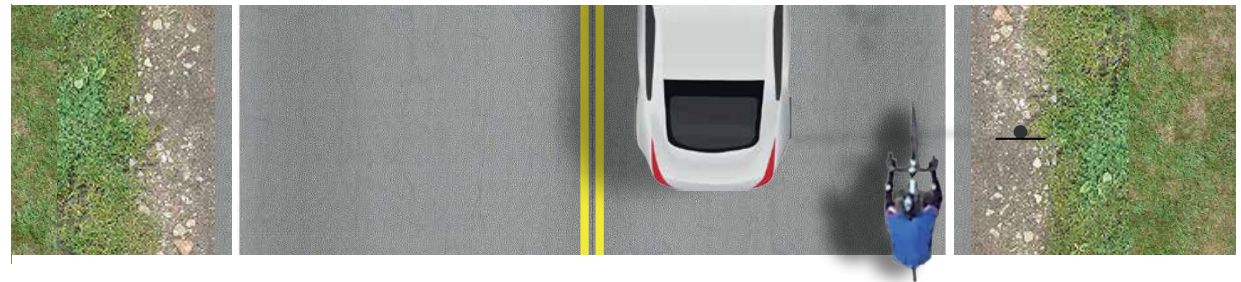
SR

SHARED ROUTE

Shared routes are designated on-road 'shared use lanes', and are to be shared by motorists and cyclists. Shared routes are suitable on lower volume / lower speed roads or in locations where it is important to maintain continuity of a bicycle facility through an area where it is too narrow to fit other active transportation route types.

These types of routes should feature signage that indicates bicycle usage, or directional signage that acknowledges that the road is a bike route. "Share the Road" signs can also be placed at the beginning of a shared route to indicate to road users that a change in condition has occurred that they should be aware of.

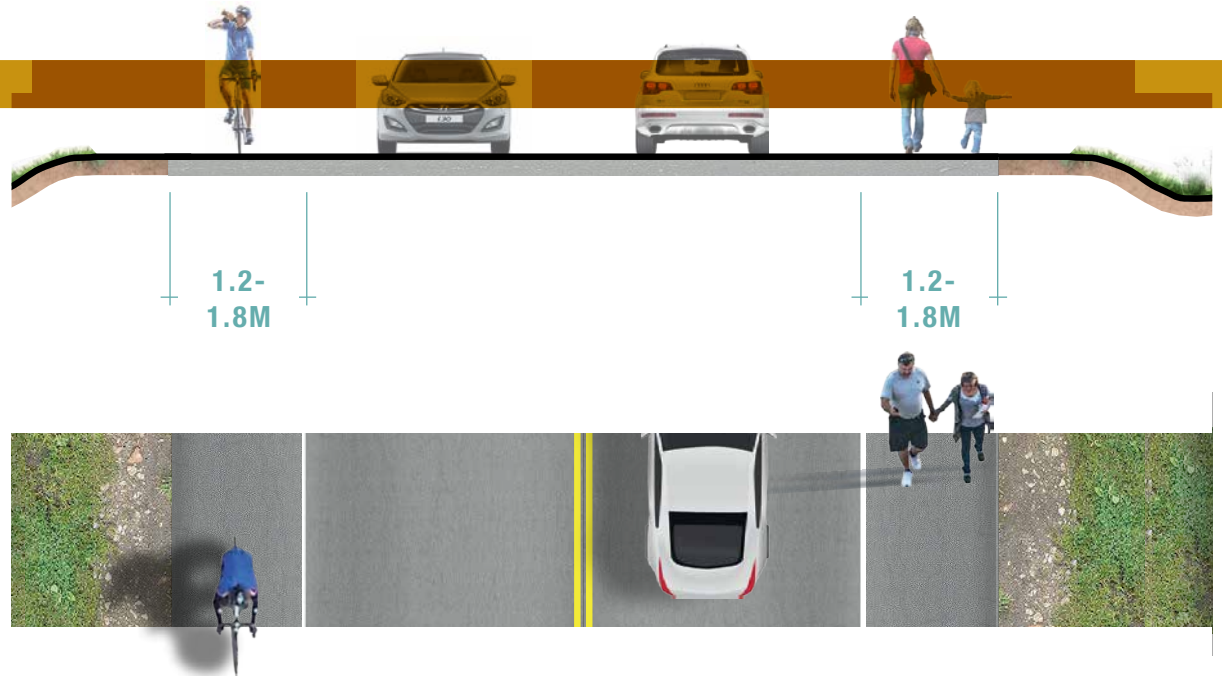
Shared routes improve the level of comfort for cyclists, but still require a reasonable level of experience and confidence. Novice or beginner riders may not be comfortable riding in a shared use lane.



PS PAVED SHOULDERS

There are a handful of on-road active transportation routes within the network that feature higher traffic volumes (greater than 1,000 vehicles per day) and are key regional corridors. These routes should feature paved shoulders to allow for cyclists to use both sides of the road in a safer, more comfortable manner. Paved shoulders can also improve pedestrian activity, but this type of infrastructure is targeted more for cyclists. It is important that these paved shoulders stay obstacle-free and are kept clean of litter and debris.

Paved shoulders should be between 1.2 to 1.8 metres wide, depending on traffic volume and traffic speeds. The costs of paved shoulder projects can vary greatly depending on the amount of space available and grades. When paved shoulders meet the Department of Public Works' policy criteria, the costs of installing paved shoulders may be covered by the province, when approved.



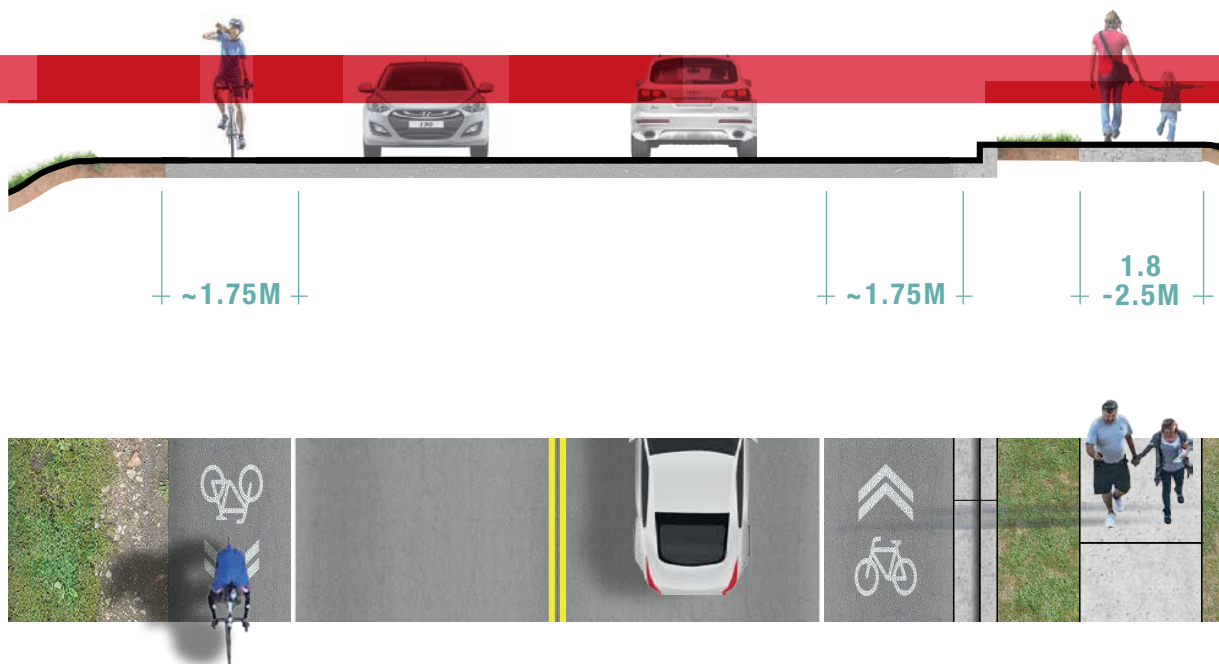
BL/S

BICYCLE LANE (+ SIDEWALK)

Bicycle lanes provide dedicated space for cyclists alongside vehicular travel lanes. They improve the level of comfort for cyclists over shared use lanes because they delineate a dedicated space for cyclists. They should be 1.75 metres wide (but must be at least one metre wide) and demarcated with a bicycle stencil placed in the center of the lane. Bike lanes provide a reasonably safe and comfortable cycling facility, particularly on roads with high traffic volumes and speeds.

Legally, bicycle lanes must stay obstacle-free (ie, they must not be used for parking and/or loading, etc) and it is important that they are kept clean of snow and debris.

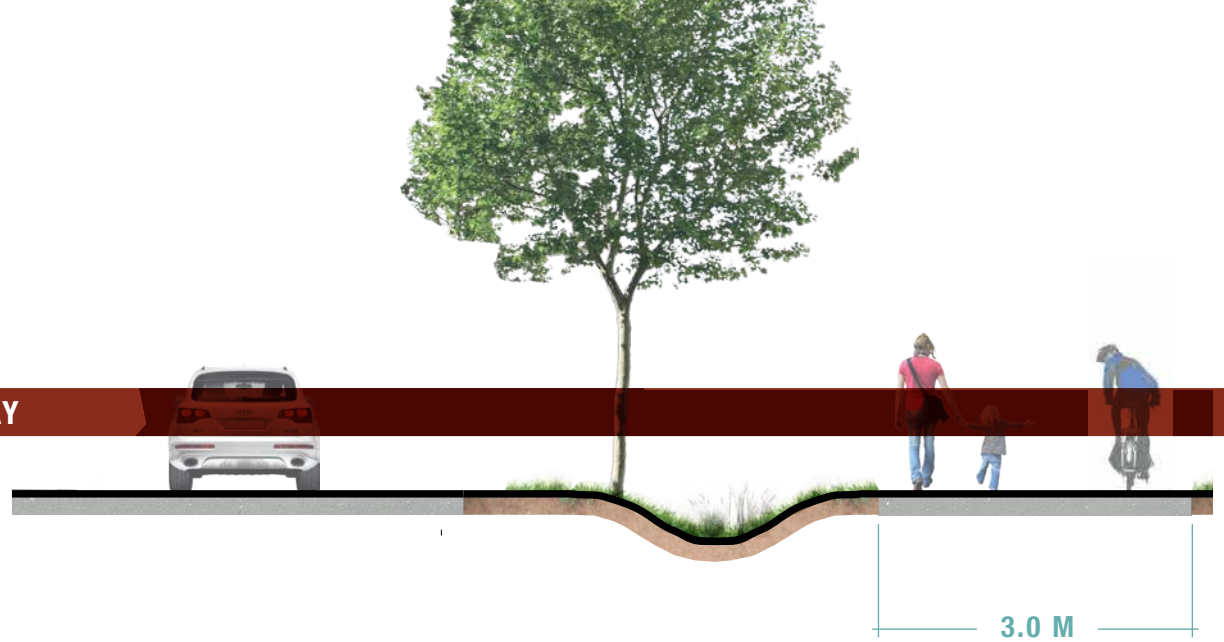
Where bicycle lanes are provided, a sidewalk on one or both sides of the road can also be provided if pedestrian activity is desired. Sidewalks should be a minimum of 1.8 metres wide, but can be wider when pedestrian volume is high.



SMUP**SEPARATED MULTI-USE PATHWAY**

Separated multi-use pathways are located within a road right-of-way and can be used in lieu of a sidewalk and bike lane combination. A separated multi-use pathway is essentially a three metre wide route that runs along one side of the road, but is protected by a vegetative or grassy buffer. They are increasingly popular active transportation facilities in areas where the road right-of-way is wide as they accommodate a variety of active transportation users, including pedestrians and cyclists in the summer, and even cross country skiers, and snowshoers in the winter.

Cyclists and pedestrians can usually share these pathways without conflict, however, if the number of users grow, the pathway width should be increased up to 5.0 m so that dedicated travel lanes can be provided for pedestrians and cyclists.

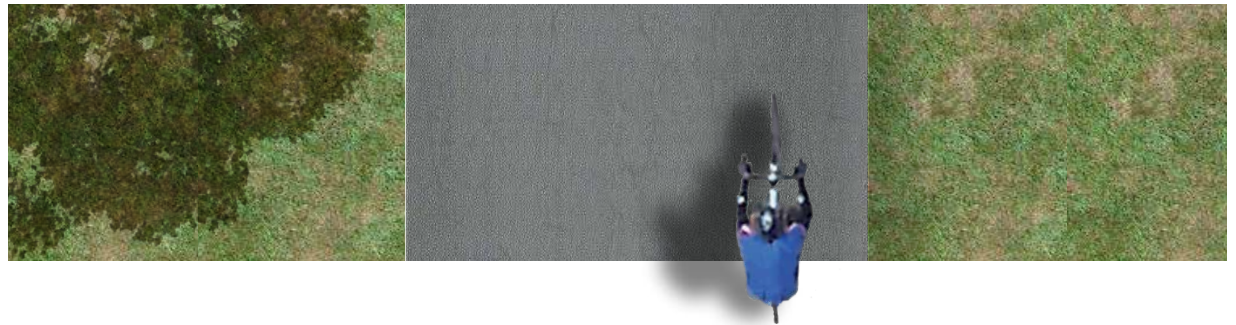


Off-road Facilities

SUP

SHARED-USE PATHWAY

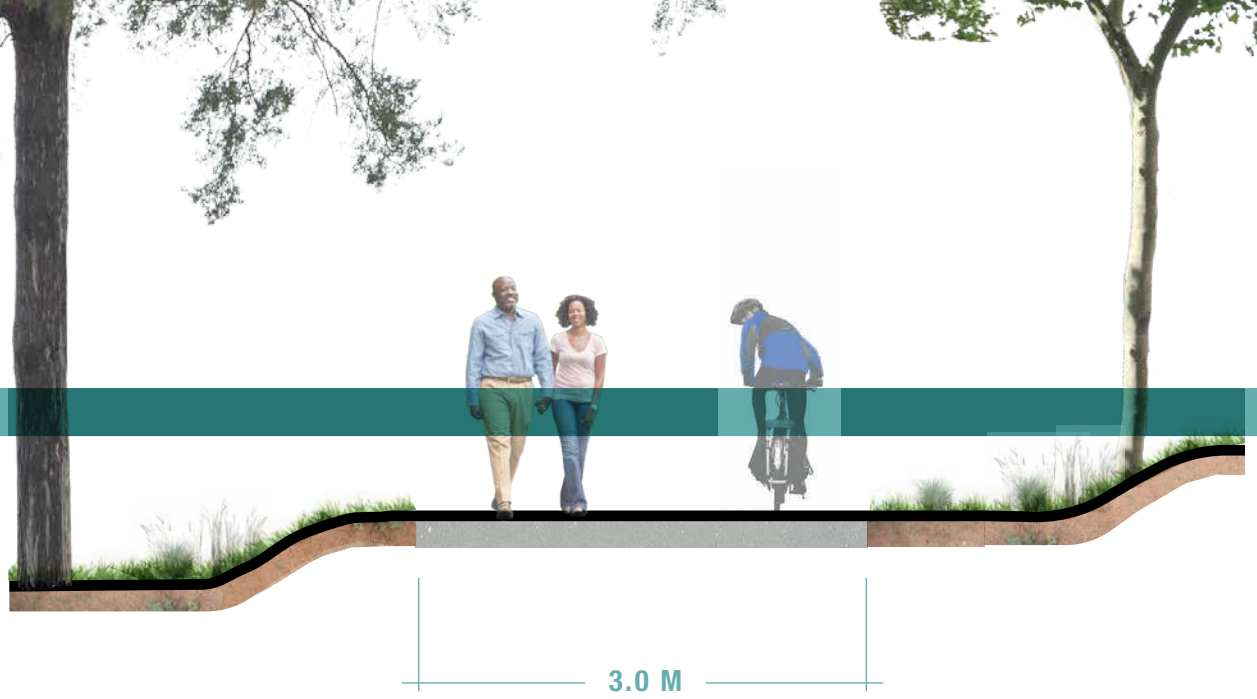
Shared-use pathways are similar to multi-use pathways, but are shared with motorized users, such as All Terrain Vehicles (ATVs), snowmobiles, etc. The routes should be a minimum of 3.0 metres wide to ensure that all users feel safe and comfortable. Shared-use pathways should be surfaced with crusher dust or other specialized surface materials. Gravel surfaces can also be used, but would not be a suitable material for active transportation users that use assistive mobility devices, such as wheelchair users.



MUP

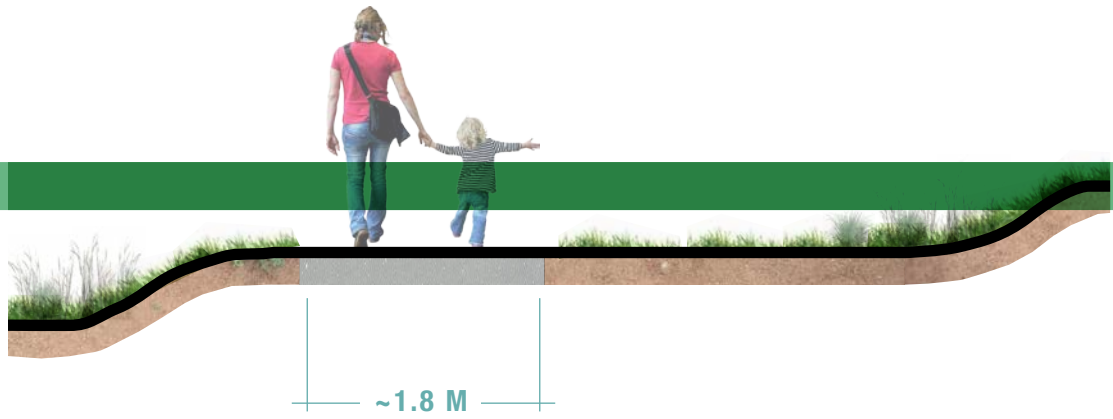
MULTI-USE PATHWAY

Multi-use pathways are shared by a variety of non-motorized active transportation users. These types of routes are typically 3.0 metres wide and surfaced with asphalt, crusher dust, or other specialized surface materials. Paved multi-use pathways may be accessible for the use of most assistive devices, while rough gravel pathways are not. Asphalt surfaces should be considered in high-traffic or more urban locations.



RT**RECREATION TRAIL**

Recreation trails are basic trails that are narrower than multi-use pathways and accommodate a lower traffic volume. They can be used by pedestrians, cross country skiers, or snowshoers. Trail treads must be a minimum of 1.8m wide, and both sides of the trail should be kept clear of branches and brush for a minimum of 0.6 m. Depending on the grades, these trails (or at least section of these trails) can be wheelchair accessible.



WT WATER TRAIL

Water trails are marked routes on navigable waterways, such as rivers, streams, lakes and coastlines, typically used recreationally with non-motorized boats such as canoes or kayaks.

A well developed water trail system will include suitable access points and take-outs, as well as other amenities such as maintained portage routes, signage and potentially campgrounds.

Water trails may require portage routes, which are land-based trails where paddlers carry their vessel(s) and cargo between sections of navigable waters. This typically occurs when there is an interruption in a waterway. Portage routes are unique trail types, that require specific design criteria due to the distinct type of travel that occurs on them. For example, most trail users will be carrying large canoes, kayaks and/or heavy cargo, so trail should be designed to avoid steep slopes and wet areas, and should be free of tripping hazards that could cause safety issues.



Active Transportation Amenities

A well-connected network of active transportation routes is crucial for achieving the objectives outlined in this Active Transportation Plan. However, to enhance safety, accessibility, and overall enjoyment, it's imperative to complement these routes with public amenities. These amenities not only improve the infrastructure but also contribute to creating comfortable and inviting public spaces throughout the Municipality and Town. They can be strategically placed along trails and streets, as well as in parks, schools, community centers, and other key destinations.

This section presents a range of recommended amenities that could be provided either by the Town, Municipality or in collaboration with partners such as businesses, trail groups, or other community organizations. It's essential that these amenities cater to the diverse needs of all users, while also adhering to Universal and Inclusive Design principles, thus addressing various social and cultural requirements. Moreover, all projects should adhere to the most recent CSA/ASC B651 accessibility guidelines, as well as comply with the Nova Scotia Accessibility Act.



Bike racks allow cyclists to use their bikes for everyday trips. Priority locations for bike racks are based on common destinations and key junctions in the active transportation network. Secure bike parking facilities like racks and lockers offer cyclists a safe place to store their bikes for everyday activities, including commutes, errands, and leisure activities. The provision of bike parking not only facilitates easier access to common destinations but also encourages the adoption of cycling as a mode of transportation. Locations where bike parking could be installed or improved include entrances to parks, community spaces, schools, and local businesses or public service buildings.

PRIORITY	COST	RESPONSIBILITY
HIGH	\$500-1,000 per bike rack	Town of Pictou, Municipality of Pictou County, Pictou County Trails Association

A2**SHELTERED BICYCLE PARKING**

Large sheltered bicycle parking should be provided at major employment centres, schools, and in downtown areas. This will improve cycling conditions through all seasons, allowing cyclists to travel without worry of weather changes and minimize maintenance costs. Not only does this implementation cut costs for cyclists but residents will be more willing to cycle and more comfortable cycling if they have appropriate accommodations. These facilities can be built outside in simple shelters or incorporated into parking areas, and should include wayfinding signage so cyclists can locate parking.

PRIORITY	COST	RESPONSIBILITY
HIGH	\$14,000 each	Town of Pictou, Municipality of Pictou County

A3**BENCHES / SEATING**

Seating enhances accessibility and comfort for all individuals, offering designated areas for relaxation and rest. Seating is advised to be placed strategically across the active transportation network, particularly in areas with significant slopes, extended segments between intersections, at key destinations like parks or viewpoints, and along routes designed to be fully accessible. Benches should be placed along trails and at key viewpoints. In busy areas, seating should be spaced approximately every 500 meters to ensure accessibility and encourage breaks for users. It's crucial that benches do not obstruct the pathway, allowing for unimpeded movement. The orientation of benches should face towards human activity to foster a sense of security and community engagement.

PRIORITY	COST	RESPONSIBILITY
HIGH	\$1,000-4,000 each	Town of Pictou, Municipality of Pictou County, Pictou County Trails Association,

A4**BIKE REPAIR STATIONS**

Bicycle repair stations, equipped with tools for basic bike repair and maintenance, serve as valuable amenities contributing to the accessibility and safety for those who choose to cycle throughout the Pictou area. Strategically placed repair stations not only reduce the financial burden of bike maintenance but also enhance safety and overall enjoyment for the user by ensuring they can address repairs and tune-ups anywhere within the Town and Municipality. Tools should be attached to the stand with stainless steel cables and tamper-proof fasteners. Stations should include hex keys, screwdrivers, wrenches, tire levers, and an air pump compatible with both Schrader and Presta valve types.

PRIORITY	COST	RESPONSIBILITY
HIGH	\$2,000 - 4,000 ea	Town of Pictou, Municipality of Pictou County, Pictou County Trails Association

A5**WATER STATIONS**

Water and hydration is a necessary component of any physical activity, and active transportation is no exception. Water fountains and bottle filling stations to active transportation users are the equivalent to gas stations for cars. This is especially true along long distance active transportation routes, and popular destinations like downtowns, waterfronts, and provincial parks. Some options offer a pet station, while others offer two heights of water fountain. Water stations require municipal water and a sanitary drain or dry well hookup.

PRIORITY	COST	RESPONSIBILITY
HIGH	\$3,000-6,000 each	Town of Pictou, Municipality of Pictou County, Pictou County Trails Association

A6

PEDESTRIAN ORIENTED LIGHTING



Lighting along active transportation routes improve safety and comfort, and encourages use outside of daylight hours, particularly in more urban settings where obstacles are more likely and traffic is higher. Most on-road routes in urban settings are provided by overhead light standards fastened to utility poles that flood the street with light and are oriented for motorists. Pedestrian-oriented lamp posts are shorter and provide a full spectrum light at lower wattages for a warmer and fuller light that is safer and more aesthetically pleasing. The street lamps can include arms on them that accommodate hanging baskets or banners that advertise upcoming events or attractions, and help with beautification and placemaking.

PRIORITY	COST	RESPONSIBILITY
HIGH	\$12,000 each	Town of Pictou, Municipality of Pictou County, Dept of Public Works

A7

WASTE STATIONS / PET WASTE STATION



Waste stations and dog waste bags serve as essential tools in curbing littering along active transportation routes, ultimately enhancing the overall user experience. Not only do they promote cleanliness and tidiness, but they also play a vital role in environmental conservation and wildlife protection. Waste stations and dog waste bags should be placed at regular intervals along the routes, particularly in high-traffic areas and at key access points such as trailheads. Additionally, ensure visibility and accessibility by placing them in well-lit and easily accessible locations.

PRIORITY	COST	RESPONSIBILITY
HIGH	\$500-4,000 each	Town of Pictou, Municipality of Pictou County, Pictou County Trails Association

A8

CHARGING STATIONS



Charging stations allow people to charge equipment like phones, electric scooters or wheelchairs, and e-bikes. Charging stations could be as simple as a weather-proof electrical outlet attached to the outside surface of an outbuilding or community centre. Alternatively, more expensive products could be purchased which provide charging outlets for both e-bikes and electric vehicles and offer additional features like auto-shutoff.

PRIORITY	COST	RESPONSIBILITY
HIGH	\$14,000 each	Town of Pictou, Municipality of Pictou County, Dept of Public Works

A9

WAYFINDING SIGNAGE



Wayfinding signage systems are valuable tools that assist active transportation users in navigating through the network seamlessly. Signage should be clear and accessible, presented in high contrast and at accessible heights. Wayfinding signs should include distance and directional information for key destinations in the region that are accessible by active transportation users. Bicycle Nova Scotia recently published a [Bicycle Wayfinding Guide](#), which includes easy-to-use templates for developing a wayfinding system. This system was also adopted into the [Nova Scotia Trail Signage Manual](#) for more general usage on trails. Concepts for trail signage have already been developed for the Jitney Trail, including trailhead signs, directional signs, distance markers and off-site directional signs.

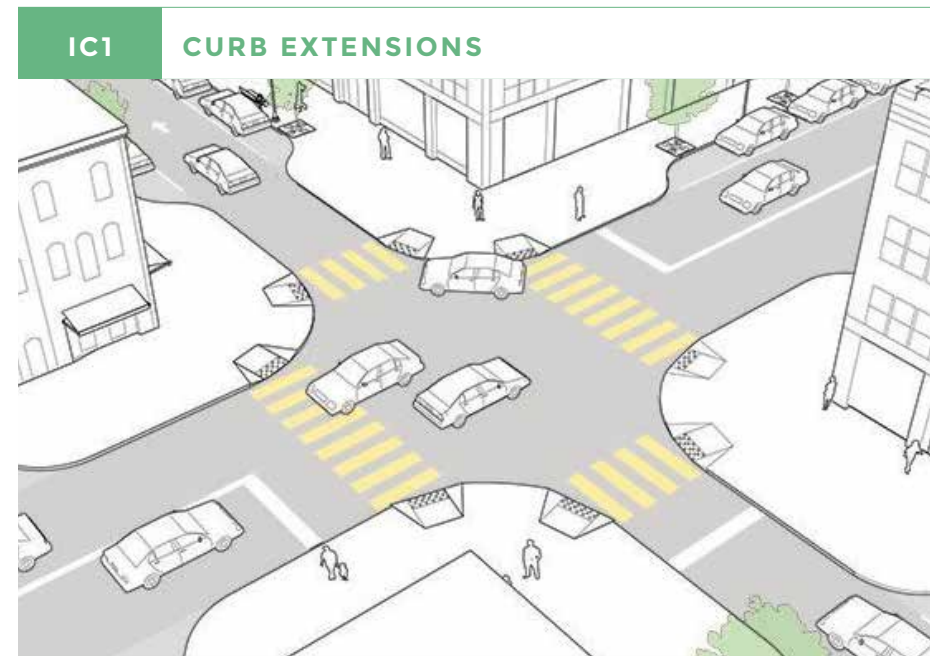
PRIORITY	COST	RESPONSIBILITY
HIGH	\$500-4,000 each	Town of Pictou, Municipality of Pictou County, Pictou County Trails Association

Intersection Treatments

Designing intersections with pedestrian and bicycle facilities should aim to minimize conflicts between bicyclists, pedestrians, and vehicles by improving visibility, clearly defining right-of-way, and enhancing awareness between different road users. Effective intersection treatments help manage how active transportation users navigate through an intersection space.

To ensure a safe intersection for active transportation, design elements might include color coding, signage, medians, signal detection, and pavement markings. The design should consider the movements of bicyclists, pedestrians, and drivers, both current and anticipated. The goal is to either separate or integrate active transportation users from motor vehicles in a way that reduces crash risks and increases comfort. The level of design needed will depend on the type of bicycle facility, how it intersects with other facilities, and the function and use of the adjacent streets.

This section presents a range of potential intersection designs and treatments that could be used to improve intersections throughout the Town or Municipality.



Curb extensions (also known as sneckdowns or bump-outs) are used to extend the sidewalk into these residual spaces, which reduces crossing distance and adds to pedestrian space on the sidewalks. Curb extensions also decrease the overall width of the roadway and can serve as a visual cue to drivers that they are entering an urban district. Curb extensions at crosswalks also allows pedestrians and motorists to see each other better, when vehicles parked in a parking lane would otherwise block visibility.

IC2**ACCESSIBLE PEDESTRIAN SIGNALS**

Pedestrians with low vision rely on audible and tactile cues to travel. Cues in the environment include the sound of traffic, presence of curb ramps, audible tones in pedestrian signals, and detectable warnings. Accessible Pedestrian Signals (APS) are devices that communicate information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats to pedestrians who are blind or who have low vision. Audible beaconing is the use of an audible signal in such a way that blind pedestrians can hone in on the signal coming from the target corner as they cross the street. Crosswalk buttons must be placed directly at crosswalks within reach of all heights (including wheelchair users), and able to be effectively cleared of snow and ice.

IC3**TACTILE WALKING SURFACE INDICATORS**

Tactile walking surface indicators are standardized surfaces placed at crosswalks, consisting of a grid of built-in truncated domes to indicate crossing areas to people who are blind or who have low vision. They are detectable underfoot when walking or by a long white cane and alert people with low or no vision of potential hazards, such as moving vehicular traffic. Indicators should have a high tonal contrast with the surrounding surface, such as yellow or cast iron.

IC4**LEADING PEDESTRIAN INTERVALS**

A leading pedestrian interval is a special cross-walk signal that gives pedestrians the opportunity to enter a crosswalk intersection five seconds before vehicles are given a green signal indication. This advance green signal for pedestrians gives them a better chance to establish their presence in the crosswalk before vehicles begin their movement, thus reducing the chance of accidents. These types of interval signals are recommended for busy intersections and especially where safety incidents have been recorded.

IC5**CROSS-RIDES**

Cross-rides are distinct surface crossing markings that safely guide cyclists through intersections, as well as over driveways and ramps. They provide a clear boundary between the paths of through cyclists and either through or crossing motor vehicles in the adjacent lane. They should be demarcated with a high-contrast colour and dashed white line. Bright green surface paint is a commonly recommended colour, and is being used for cross-rides in Halifax.

04

Active Transportation Network

Approach

The most obvious way to encourage active transportation is by simply providing safe and convenient routes to do so. Active transportation routes should be safe, direct, comfortable and logical.

Safe

Our roads are designed using standards to make it as safe as possible to drive a vehicle. Stopping distances and corner sight lines are two things traffic engineers consider when designing our roads. The same approach to safety should be taken with active transportation so that users are not anxious, stressed, or feeling unsafe while traveling.

Direct

Everyone loves shortcuts. Like our roads, active transportation routes should provide options for short and direct routes between origins and destinations.

Comfortable

Roads full of potholes are enough to drive someone crazy. Indeed, no one enjoys a bumpy ride. For active transportation users, an even surface with a decent amount of space is essential to making the facilities usable.

Logical

While driving, particularly in new places, we rely on a system of road-side wayfinding signs to help us arrive at our intended destination. The active transportation network should also make sense to a visitor - signage should be available to help active transportation users easily plan their trip and navigate the network.

The Proposed Active Transportation Network is made up of many existing and proposed route types - each with different roles and characteristics.

Hierarchy

A clear network hierarchy helps establish a logical structure to the active transportation network. Just as neighbourhood streets, collector streets, and highways work together to form an effective street network, the different types of active transportation routes work together to form an effective active transportation network.

Regional routes are the “spine” of the Active Transportation Network. These are longer, uninterrupted routes that may also provide connections to neighbouring municipalities. These routes typically enable efficient travel over long distances.

Local routes enable shorter distance active transportation trips within a neighbourhood or district. They connect common origin and destination points to allow active transportation to be better used for utilitarian purposes.

Regional Network

Regional routes are the “spine” of the Active Transportation Network. These are longer, uninterrupted routes that may also provide connections to neighbouring municipalities. These routes typically enable efficient travel over long distances. The map on the following page identifies the proposed regional active transportation routes. The

following pages provide more specific information on each route, as well as more detailed maps and segment information.

Regional routes may also be designated as a Blue Route, the Trans Canada Trail, or the Sunrise Trail, which are described below.



The Blue Route

The Blue Route is a province-wide cycling network made up of shared lanes, paved shoulders, local bikeways, and trails. Developed through a partnership between the Province and Bicycle Nova Scotia, Blue Route has its own set of design criteria and signage. Both the regional and local networks include some recommendations which follow planned Blue Routes, budgeted by the Department of Public Works.



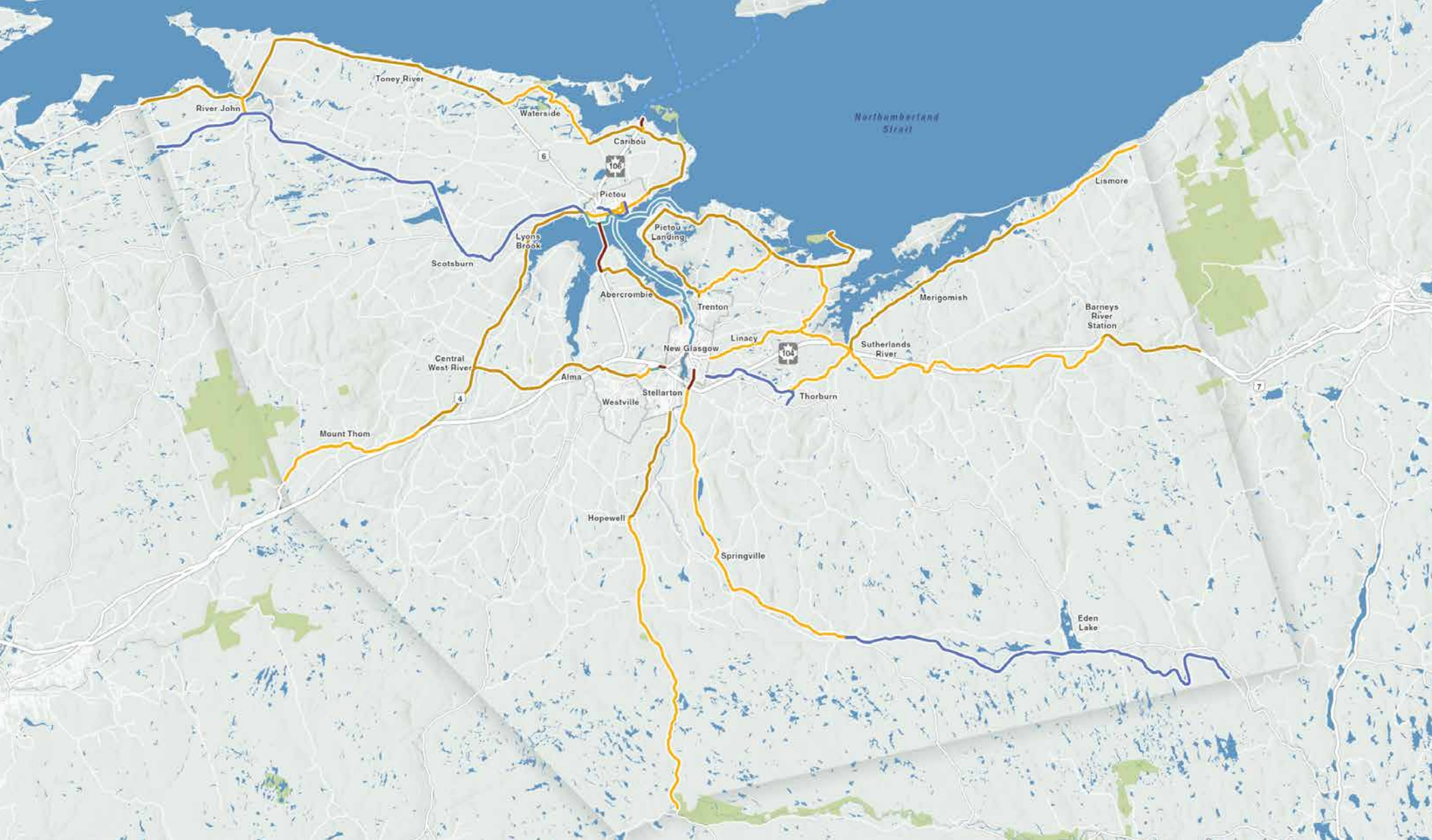
The Trans-Canada Trail

The Trans Canada Trail is a nationally recognized trail that stretches 28,000 km from coast to coast to coast. The trail system offers a wide range of activities through a variety of landscapes – urban, rural and wilderness; along greenways, waterways and roadways.



The Sunrise Trail

The Sunrise Trail is an east-west scenic route that follows the Northumberland Strait from Tidnish to Aulds Cove, linking many communities, beaches and popular destinations within the study area along a series of highways. It is part of scenic route network in Nova Scotia targeted mostly toward motorists, however, the route also offers similar qualities for a long distance cycling route as well. This regional active transportation route identifies an active transportation version of the Sunrise Trail.



REGIONAL ACTIVE TRANSPORTATION NETWORK

ON-ROAD ROUTE TYPES

SHARED ROUTE



BICYCLE LANE + SIDEWALK(S)



PAVED SHOULDERS



SEPARATED MULTI-USE PATHWAY



OFF-ROAD ROUTE TYPES

SHARED-USE PATHWAY



RECREATIONAL TRAIL



MULTI-USE PATHWAY



WATER TRAIL





This segment of the Sunrise Trail connects the Town of Pictou to Brule, and many coastal communities with the MOPC. From the Town of Pictou, this section of route connects with Town of Pictou local network where Beeches Road changes into Three Brooks Road. This section is owned and maintained by the province and is in good condition and continues to Central Caribou, via the Caribou Ferry Terminal. Traffic volume is in the range of 1,000 vehicles per day, so **paved shoulders** **PS** should be added when future road works occur.

A connection to the Caribou Ferry Terminal is proposed along Ferry Road and Fisherman Road. Along Ferry Road, a **shared route** **SR** is proposed. Along Fisherman Road, a more detailed solution will need to be explored along the ferry queue area, in collaboration with Northumberland Ferries. A **separated multi-use pathway** **SMUP** along Fisherman Road could be a potential solution.

At Central Caribou, the route will turn onto Shore Road for six kilometres toward Waterside Beach Provincial Park, and then onto R Grant Road for approximately three kilometres before connecting to Trunk 6. These sections should be designated as a **signed bicycle route** **SBR**. R Grant Road is in poor shape and requires improvements to the road surface.

From R Grant Road, the route will travel approximately 30 kilometres along Trunk 6 westbound toward Brule, connecting many coastal communities such as Toney River, Seafoam, River John and more. Traffic volumes and traffic speeds along this route (particularly along Trunk 6) are high - exceeding 1,000 vehicles per day. Many sections of this route already feature paved shoulders, however, there are still a few sections that haven't been upgraded, such as approximately 18 kilometres between Toney River and River John. When future road works occur on this section, **paved shoulders** **PS** should be added.

While outside of the study area, upgrades to the section of highway between Tatamagouche and MOPC countyline will also require upgrades, such as **paved shoulders** **PS**. Once these have occurred, this section should be officially designated and opened as part of the Blue Route and the Sunrise Trail.

R1 SUNRISE TRAIL (PICTOU ↔ BRULE)



~53 KM



#	SEGMENT NAME	START	FINISH	LENGTH (M)	SPEED (KM/H)	VOLUME (AADT)	ROUTE TYPE		OWNER
							EXISTING	PROPOSED	
R1.1	Three Brooks Rd	Bayview Rd	Shore Rd (Central Caribou)	12,200	80	950	None	PS	NS Department of Public Works
R1.2	Ferry Rd/ Fisherman Rd	Three Brooks Rd	Caribou Ferry Terminal	1,000	N/A	N/A	None	SR SMUP	NS Department of Public Works, Northumberland Ferries Limited
R1.3	Shore Rd	Three Brooks Rd (Central Caribou)	R Grant Rd (Waterside)	6,000	80	400	None	SR	NS Department of Public Works
R1.4	R Grant Rd	Shore Rd (Waterside)	Trunk 6 (Caribou River)	3,000	80	N/A	None	SR	
R1.5	Trunk 6	R Grant Rd (Caribou River)	Meadowville Station Rd (Toney River)	6,200	80	~1,500	PS	PS	
R1.6	Trunk 6	Meadowville Station Rd (Toney River)	Louisville Rd (Rvier John)	15,500	80	~1,300	None	PS	
R1.7	Trunk 6	Louisville Rd (Rvier John)	Summer Pl (Countyline)	7,700	80	~1,200	PS	PS	



Another east-west regional active transportation route is the Jitney Trail, which is an off-road shared-use pathway and multi-use pathway that connects the Town of Pictou to the Denmark area (and beyond via the Shore Line Railroad Trail in Colchester County), linking several inland communities within the MOPC.

Within the Town of Pictou, the Jitney Trail connects the Pictou Waterfront to Haliburton, and flanks the Pictou Harbour for approximately two kilometres. This section of trail, owned and maintained by the Town of Pictou is an asphalt **multi-use pathway** MUP, and is an official section of both the Blue Route and Trans Canada Trail.

In Browns Point (beyond Browns Point Road), the Jitney Trail continues as a **shared-use pathway** SUP and crosses over Route 376, continuing on to Scotsburn, Meadowville, Fitzpatrick, and Denmark. These sections are managed/maintained by the Pictou County Trail Association via a letter of authority from the NS Department of Natural Resources and Renewables.

Toward the western end of the Jitney Trail, the trail crosses River John Station Road. A short route along the road would connect the pathway to the community of River John. As such, a **shared route** SR is proposed along River John Road to make this connection.

R2 JITNEY TRAIL (PICTOU ↔ DENMARK)



~41 KM



#	SEGMENT NAME	START	FINISH	LENGTH (M)	SPEED (KM/H)	VOLUME (AADT)	ROUTE TYPE		OWNER
							EXISTING	PROPOSED	
R2.1	Jitney Trail	Pictou Waterfront	Browns Point Road (Browns Point)	1,800	N/A	N/A	MUP	MUP	Town of Pictou
R2.2	Jitney Trail	Browns Point Road (Browns Point)	Gut Bridge	1,200	N/A	N/A	SUP	SUP	Town of Pictou
R2.3	Jitney Trail	Gut Bridge	Condon Rd (Scotsburn)	7,700	N/A	N/A	SUP	SUP	NS Department of Natural Resources and Renewables (Managed and maintained by the Pictou County Trail Association)
R2.4	Jitney Trail	Condon Rd (Scotsburn)	Meadowville Station Rd	7,800	N/A	N/A	SUP	SUP	
R2.5	Jitney Trail	Meadowville Station Rd	River John Station Rd	13,300	N/A	N/A	SUP	SUP	
R2.6	Jitney Trail	River John Station Rd	Joudrey Rd	6,600	N/A	N/A	SUP	SUP	
R2.7	River John Station Road	Jitney Trail	Trunk 6 (River John)	1,200	N/A	N/A	None	SR	NS Department of Public Works



A northeast-southwest route connecting the Town of Pictou (at the Jitney Trail trailhead) to Mt. Thom (and beyond to Bible Hill in Colchester County) is an important part of the regional active transportation network. This on-road route runs along Route 376 and Trunk 4, and is already a designated section of the Blue Route. No immediate improvements are needed to this regional route.

The first section of this route runs along Route 376 between Pictou and Lyons Brook, and features high traffic volume and poor road conditions with **paved shoulders** PS that been recently added.

Between Lyons Brook and Central West River, traffic volumes are still high but the road surface is in relatively good condition and also features **paved shoulders** PS along this 11.5 km section.

The sections along Trunk 4 between Central West River and Mt. Thom have been recently repaved, with **paved shoulders** PS already added between Central West River and Salt Springs, where traffic volumes are quite high. Between Salt Springs and Mt. Thom, traffic volumes are quite low and can operate as a **shared route** SR. No upgrades are needed along the sections on Trunk 4.

R3 PICTOU ↔ MT. THOM

 ~34 KM



#	SEGMENT NAME	START	FINISH	LENGTH (M)	SPEED (KM/H)	VOLUME (AADT)	ROUTE TYPE		OWNER
							EXISTING	PROPOSED	
R3.1	Jitney Trail	Harris Rd (Pictou)	Route 256 (Lyons Brook)	3,700	80	4,700	PS	PS	NS Department of Public Works
R3.2	Jitney Trail	Route 256 (Lyons Brook)	Trunk 4 (Central West River)	11,500	80	1,840	PS	PS	
R3.3	Jitney Trail	Route 256 (Central West River)	West River Station Rd (Salt Springs)	5,200	80	1,500	PS	PS	
R3.4	Jitney Trail	West River Station Rd (Salt Springs)	Mt. Thom	12,400	80	500	SR	SR	

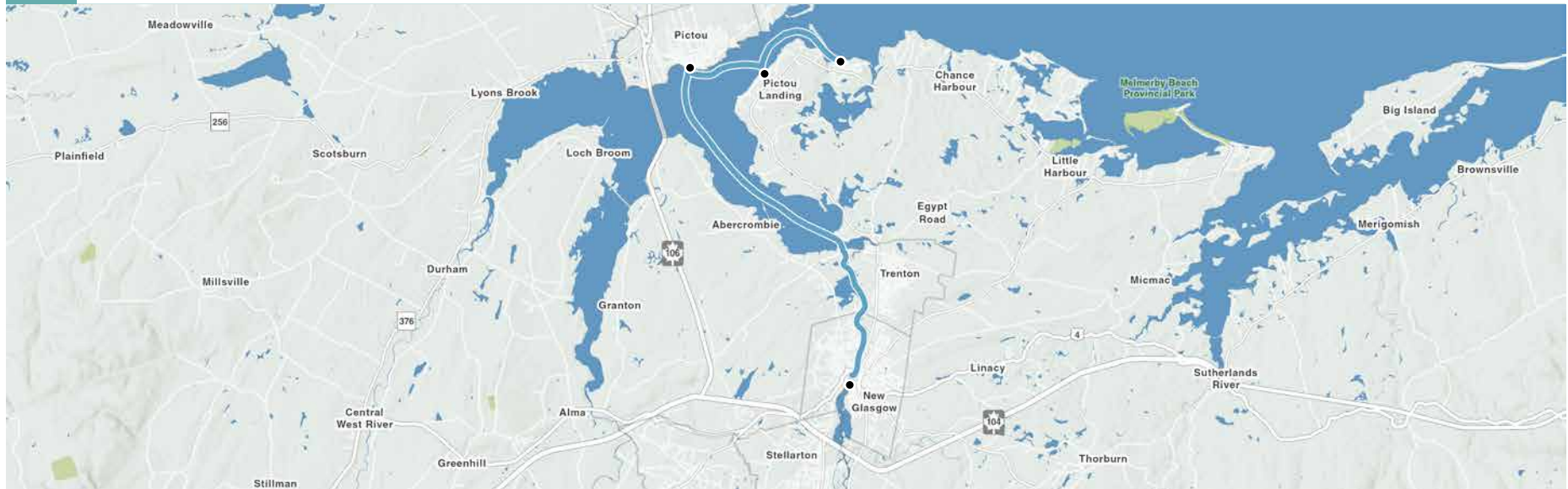


A **water trail** **WT** is proposed that connects Pictou Landing First Nation (at Moodie Cove) to the Town of New Glasgow (at Rotary Park). The proposed route utilizes existing facilities to establish a cohesive 18 km trail with launches catering to paddlers of all skill levels. A 12 km section of this trail is already part of the existing Trans Canada Trail. The development of this water trail will require collaboration between the Municipality of Pictou County, the Town of Pictou, Pictou Landing First Nation, and the Town of New Glasgow.

Launch sites are proposed to be implemented and maintained at key locations in the Pictou Harbour and East River of Pictou. These locations include Moodie Cove in Pictou Landing First Nation, Station Rd in Pictou Landing, Pictou Wharf in the Town of Pictou, and Rotary Park in the Town of New Glasgow. The selected launch sites enter at the Pictou Harbour and sheltered coves, providing opportunities for safe entry and exit. All sites are accessible by road and offer designated parking for vehicles.

While the existing launch sites are in good condition, they will require upgraded amenities if the water trail route is designated. These upgrades include accessible launch ramps, such as sloped ramps or docks with non-slip surfaces and handrails. Clear signage indicating the location of the launch site, parking, and safety rules/regulations is necessary. Additional amenities that could enhance the sites include public restrooms with changing areas, picnic areas with seating, potable water access and cleaning stations, and temporary storage facilities.

Partnering with local non-profits such as Canoe Kayak Nova Scotia (CKNS) and Adaptive Paddling Solutions is recommended to ensure the launch sites meet specific accessibility standards.



#	SEGMENT NAME	START	FINISH	LENGTH (M)	SPEED (KM/H)	VOLUME (AADT)	ROUTE TYPE		OWNER
							EXISTING	PROPOSED	
R4.1	Pictou Harbour Water Trail	Pictou Landing First Nation	Pictou Landing Harbour	3,300	N/A	N/A	None	WT	Pictou Landing First Nation / Dept of Fisheries and Oceans (Federal)
R4.2	Pictou Harbour Water Trail	Pictou Landing Harbour	Pictou Waterfront	2,500	N/A	N/A	None	WT	Municipality of Pictou County, Town of Pictou + Dept of Fisheries and Oceans
R4.3	Pictou Harbour Water Trail	Pictou Waterfront	New Glasgow (Rotary Park)	12,500	N/A	N/A	None	WT	Town of Pictou, Town of New Glasgow, + Dept of Fisheries and Oceans

R5 CAUSEWAY CONNECTOR (PICTOU ↔ NEW GLASGOW)

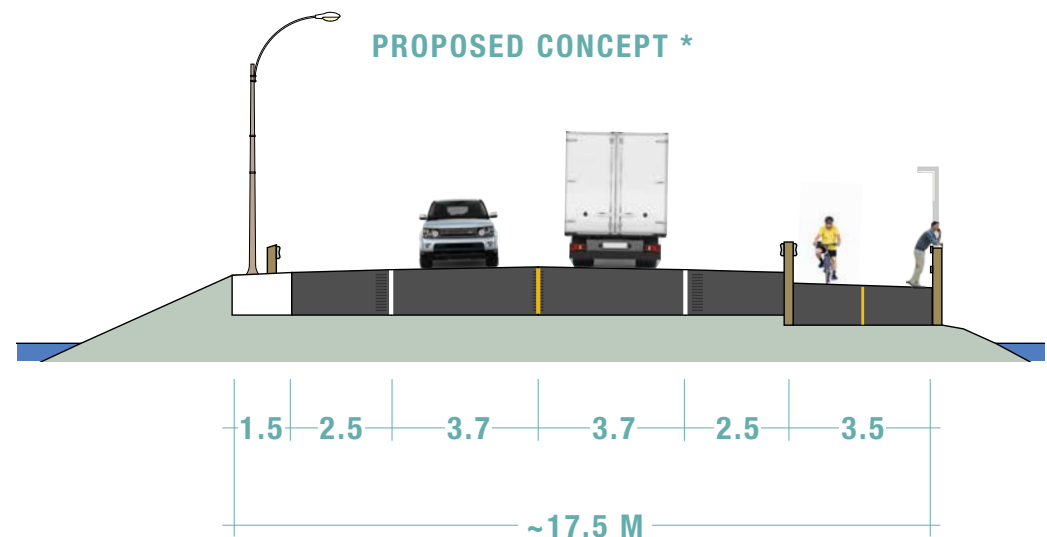
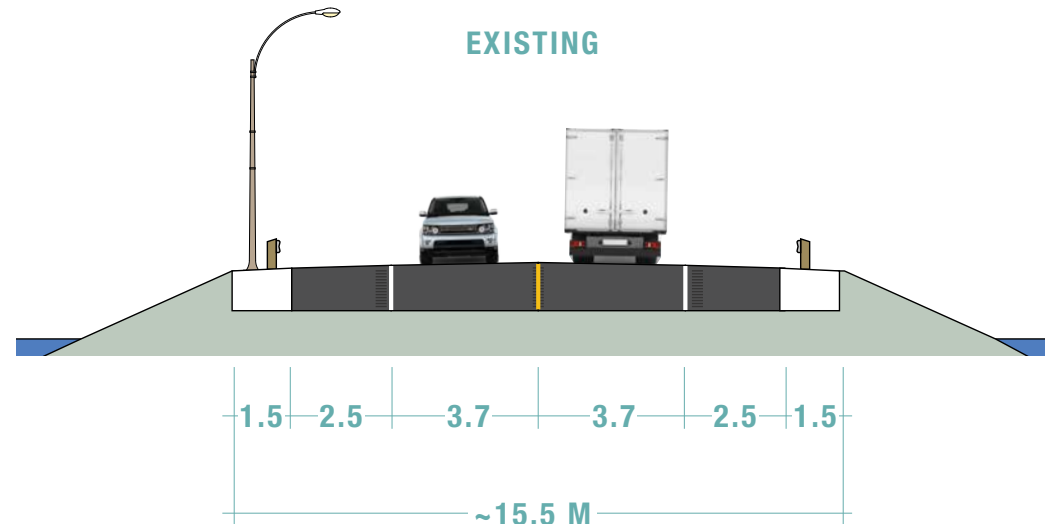


Currently, the only direct route between the Town of Pictou and the Towns of Westville, Stellarton, New Glasgow and Trenton, is over the Harvey Veinot Causeway and the Pictou Harbour, which is a 100-series highway with no dedicated active transportation infrastructure. The only other option is a hefty 15 km detour around the Pictou Harbour via Central West River.

An 11.5 km north-south regional active transportation route is proposed along the causeway and Granton Abercrombie Road, directly connecting the Town of Pictou to the Town of Trenton (and beyond to New Glasgow, Stellarton and Westville), which will significantly reduce travel times for active transportation users. When built, this could be promoted as part of the Blue Route and the Sunrise Trail.

The most crucial segment of this route is, of course, the causeway itself which has limited space available within the narrow strip of land. The best route type for this situation is likely a **separated multi-use pathway** **SMUP**, which can be added on the east side of the highway by either extending the causeway through additional infill, or by adding a retaining wall or cantilevered/boardwalk structure to accommodate a 3.5 metre wide multi-use pathway. This proposed concept will be an expensive undertaking and require additional engineering studies to determine its feasibility and costs. However, if completed, this route would not only be a practical way to get from point 'A' to 'B', but it can also serve as a placemaking/gateway feature to the Town of Pictou. For example, the multi-use pathway can feature attractive landscaping, a handful of look-outs and ornamental streetlamps to improve the sense of arrival for all visitors and residents traveling over the causeway.

The other segments of the proposed route would include developing **paved shoulders** **PS** along Granton Abercrombie Road, which features high traffic volume. A potential shortcut through the Northern Pulp lands may also be possible depending on future plans for the area.



* THIS IS A HIGH-LEVEL CONCEPT ONLY. FURTHER STUDY REQUIRED TO DETERMINE FEASIBILITY

R5 CAUSEWAY CONNECTOR (PICTOU ↔ NEW GLASGOW)




~11.5 KM




#	SEGMENT NAME	START	FINISH	LENGTH (M)	SPEED (KM/H)	VOLUME (AADT)	ROUTE TYPE		OWNER
							EXISTING	PROPOSED	
R5.1	Highway 106	Jitney Trail	Granton Abercrombie Rd	3,600	100	11,300	None	SMUP	NS Department of Public Works
R5.2	Granton Abercrombie Rd	Highway 106	Trenton Connector	5,400	80	1,600	None	PS	
R5.3	Granton Abercrombie Rd	Trenton Connector	Smith Lane	1,800	80	1,600	None	PS	





An east-west route is proposed that connects Central West River to the Town of New Glasgow municipal border, near the Exit 23 underpass. This on-road route runs along Trunk 4 and Old Halifax Road, and is a candidate section of the Blue Route.


The route starts in Central West River at the junction of Trunk 4 and Route 276. Travelling east, it passes through the communities of Greehill and Alma before crossing over Highway 104, just north of the Town of Westville. This ten kilometre stretch of road is in great condition and already features paved shoulders throughout. As such, this section can be designated as **paved shoulders**  without any significant infrastructure upgrades needed (other than signage).

The second half of the route, however, does require some attention and upgrades. Along Trunk 4 (Truro Road), there is high traffic speeds and volume, and poor road conditions, with no paved shoulders. When future road works occur along this section, **paved shoulders**  should be added.

Trunk 4 (Westville Road) features high traffic speeds and even higher volumes, as well as numerous commercial/industrial businesses that features driveways and access point that are poorly defined, which can make cycling and walking overwhelming. Adding an active transportation route along this section of Westville Road will take a considerable amount of effort and time, including a complete overhaul of the road (such as road realignments, new stormwater infrastructure, relocating utility poles, and significantly improving access control for the businesses). These comprehensive road improvements are still worth pursuing in the long term, as they will improve the flow and function of the street, while also beautifying and enhancing the streetscape and community, but it will require significant time, financial resources and further additional planning and design work - putting a solution outside the 7-10 year timespan of this project.

A more cost-effective and immediate solution would be to use Old Halifax Road, which runs more or less parallel to Westville Road, but with significantly lower traffic volume, traffic speeds, and obstacles. This route is only 200 metres longer than traveling along Westville Road, and connects more directly to key recreation destinations in the region, such as the Pictou County Wellness Centre, the Pioneer Coal Athletic Field. This section can be promoted as a **shared route**  for 1,300 metres until Old Halifax Road reaches the parcel consisting of the Pictou County Wellness Centre.

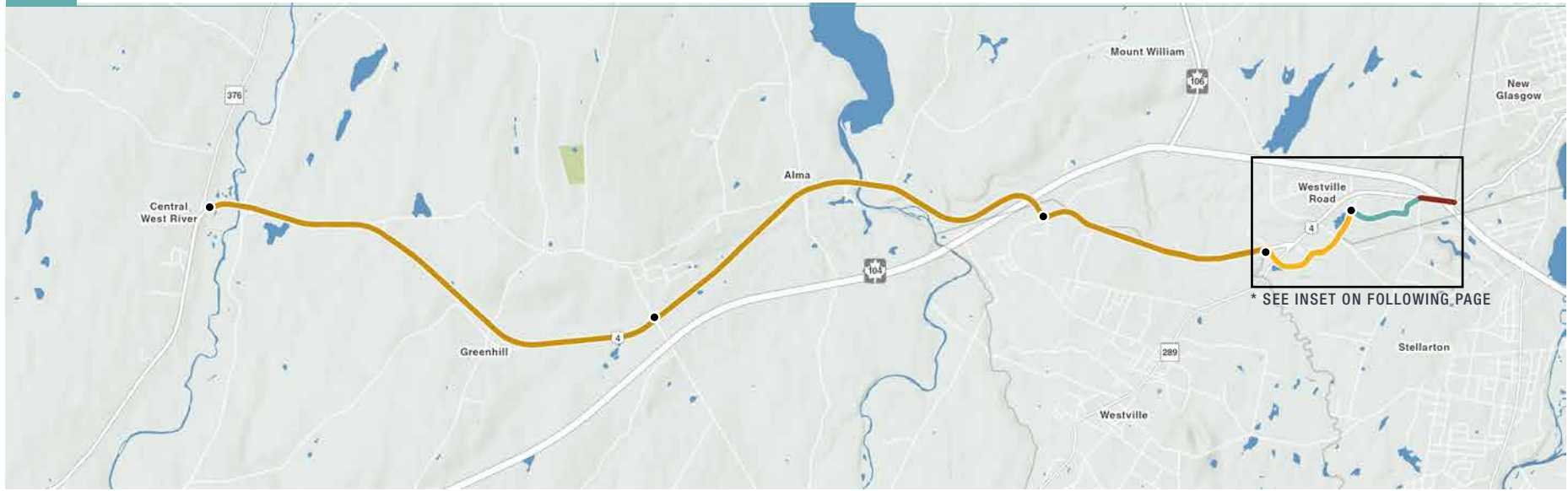
From here, a 500 metre **multi-use pathway**  is proposed that cuts through the land and links directly into the Pictou County Wellness Centre and the Old Foster Trail via crown land managed by the NS Department of Natural Resources and Renewables (see next page for conceptual trail alignment).

This multi-use pathway will connect back into Trunk 4 (Westville Road) at the intersection of MacGregor Avenue, and continue on for another 500 metres on the south side of the road toward the Exit 23 underpass as a **separated multi-use pathway** . The underpass will require some realignments and width reductions of travel lanes (that still meet provincial standards), that can be made possible by relocating the eastbound onramp access point a little bit further west along Westville Road - a concept that proposed in a 2015 engineering study. This would allow for a three metre wide bi-directional multi-use pathway on one side of the underpass. This section would be further enhanced with human-oriented street lighting (to improve visibility in the dark underpass) and placemaking elements such as street art on the sides of the underpass walls.

The separated multi-use pathway could continue on within the Town of New Glasgow, all the way to the George Street Bridge and the proposed signed bicycle route on Abercrombie Granton Road (see R5). It will be important to coordinate these inter-jurisdictional connections with the Town of New Glasgow to make sure routes flow seamlessly from one community to another.

R6 CENTRAL WEST RIVER ↔ NEW GLASGOW

 ~15 KM



#	SEGMENT NAME	START	FINISH	LENGTH (M)	SPEED (KM/H)	VOLUME (AADT)	ROUTE TYPE		OWNER
							EXISTING	PROPOSED	
R6.1	Trunk 4	Route 276 (Central West River)	Pleasant Valley Rd	5,300	90	1,570	PS	PS	NS Department of Public Works
R6.2	Trunk 4	Pleasant Valley Rd	Trunk 4 (Truro Rd)	5,100	90	1,570	PS	PS	
R6.3	Trunk 4 (Truro Rd)	Trunk 4	Old Halifax Road	2,600	90	1,570	None	PS	
R6.4	Old Halifax Road	Trunk 4 (Truro Rd)	Pictou County Wellness Centre	1,300	N/A	80	None	SR	
R6.5	Pictou County Wellness Centre	Old Halifax Road	Trunk 4 (Westville Road)	500	N/A	N/A	None	MUP	Pictou County Wellness Centre, Natural Resources & Renewables
R6.6	Trunk 4 (Westville Rd)	Pictou County Wellness Centre	Exit 23 Underpass (New Glasgow boundary)	500	90	4,790	Sidewalk	SMUP	NS Department of Public Works

PICTOU COUNTY WELLNESS CENTRE MULTI-USE PATHWAY



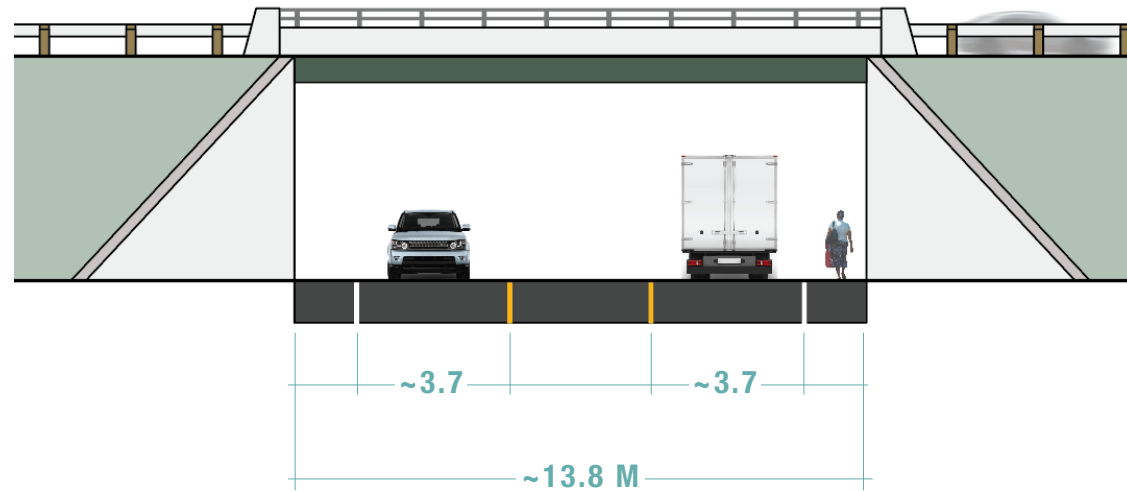
EXIT 23 UNDERPASS • SEPARATED MULTI-USE PATHWAY

Currently, the Exit 23 underpass is a hostile environment for active transportation users. There are no formal facilities, such as sidewalks or pathways, and traffic lanes are wide - leaving only a narrow shoulder to walk alongside high-speed traffic. Furthermore, the underpass is loud, dark and uninviting.

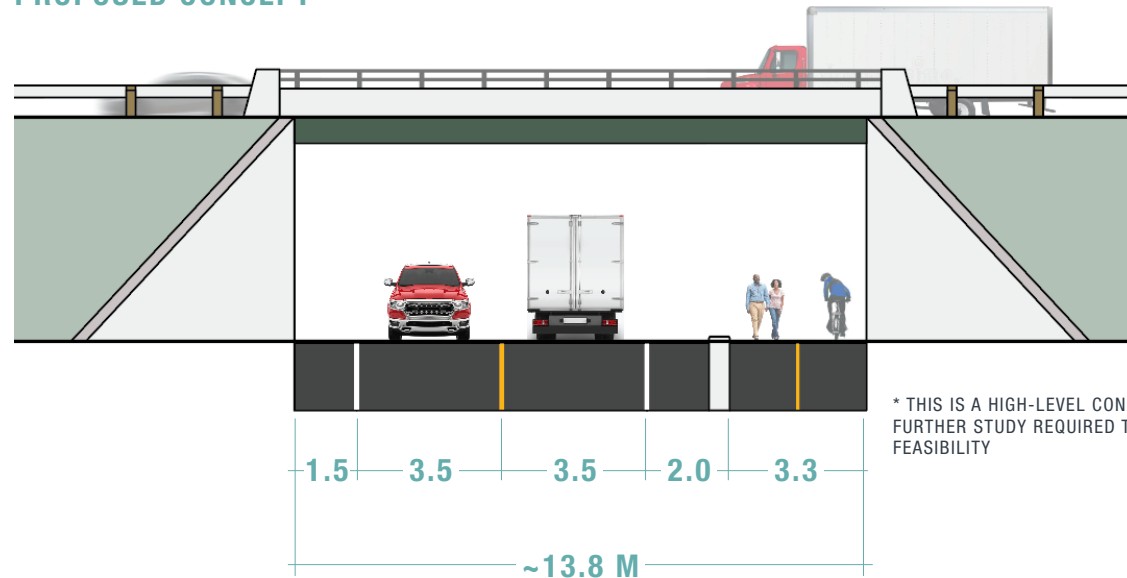
By narrowing traffic lanes and shoulder slightly, and removing the central turning lane, a 3.3 metre wide, separated multi-use pathway can be added to the south side of the underpass, offering protection for active transportation users. The pathway will be further protected by a removeable concrete curb. This new facility, along with pedestrian-oriented street lighting, will make the underpass a much more inviting route for active transportation users.

Similar to the recommendations for the Causeway (see R5), this proposed concept requires additional study from a transportation engineer to determine its feasibility. In particular, a detailed traffic analysis is required to determine the impacts of removing the turning lane including level of service, delays, 95th percentile and maximum queue data, as well as Synchro and SimTraffic reports).

EXISTING



PROPOSED CONCEPT *



* THIS IS A HIGH-LEVEL CONCEPT ONLY. FURTHER STUDY REQUIRED TO DETERMINE FEASIBILITY

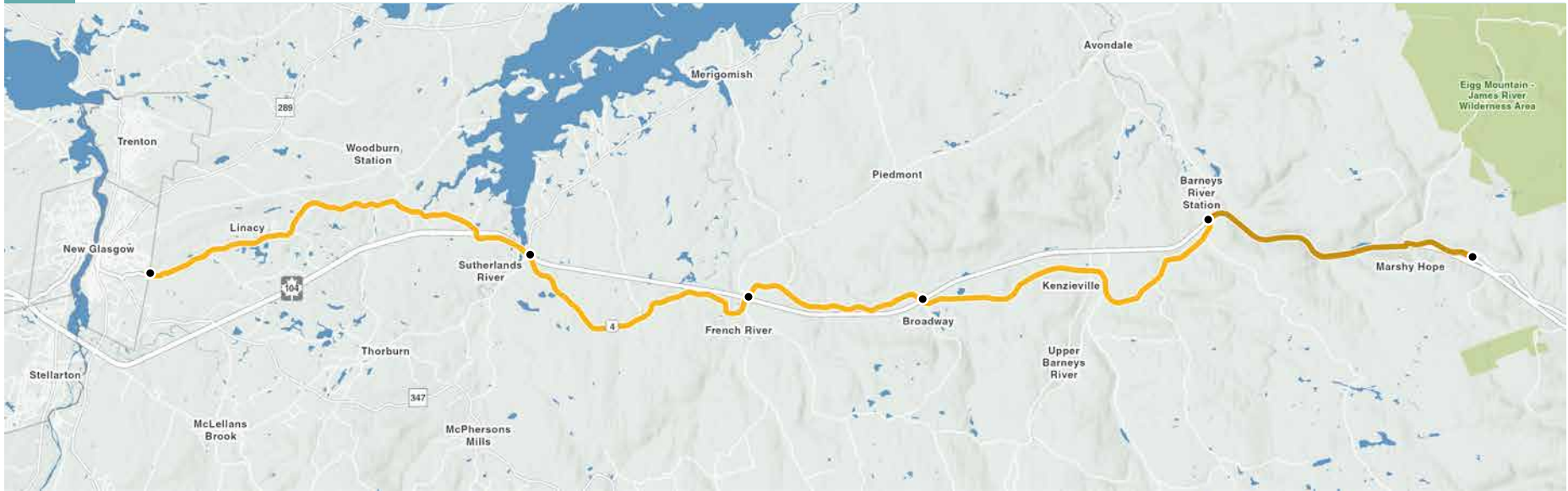


An east-west route connecting the Town of New Glasgow (at the county line) to Glen Bar (and beyond to Antigonish County) is also an important part of the regional active transportation network, providing connections to the communities of French River, Broadway, Barneys River, and more. This on-road route runs along Trunk 4, and is a section of the Blue Route.

This first four sections of road features low traffic volume and can operate as a **shared route** **SR**. No upgrades are needed along the sections on Trunk 4, other than signage. The section between Barneys River and Glen Bard also feature low traffic volumes, but because this section of road was once part of Highway 104, the road section features wide **paved shoulders** **PS** and protective rumble strips.

R7 NEW GLASGOW ↔ GLEN BARD

 ~42.5 KM



#	SEGMENT NAME	START	FINISH	LENGTH (M)	SPEED (KM/H)	VOLUME (AADT)	ROUTE TYPE		OWNER
							EXISTING	PROPOSED	
R7.1	Trunk 4	Lorne St (New Glasgow)	Hwy 104 Exit 27 (Sutherlands River)	10,000	80	980	None	SR	NS Department of Public Works
R7.2	Trunk 4	Hwy 104 Exit 27 (Sutherlands River)	Hwy 104 Underpass (French River)	9,000	80	500	None	SR	
R7.3	Trunk 4	Hwy 104 Underpass (French River)	Hwy 104 Underpass (Broadway)	5,500	80	500	None	SR	
R7.4	Trunk 4	Hwy 104 Underpass (Broadway)	Hwy 104 - Exit 29 (Barneys River)	7,900	80	470	None	SR	
R7.5	Trunk 4	Hwy 104 - Exit 29 (Barneys River)	Glen Bard	9,900	80	130	PS	PS	



A regional scenic active transportation route around the Pictou Landing / Little Harbour area is proposed to connect the Towns of New Glasgow and Trenton to the communities of Pictou Landing, Pictou Landing First Nation, Chance Harbour and Little Harbour. This scenic route will also provide connections to well known beaches and provincial parks, such as Sinclairs Island Beach, Powell's Point Provincial Park, Melmerby Beach Provincial Park, and more.

The route will start at the Town of Trenton municipal boundary at Egypt Road and head northwest along Pictou Landing Road (Route 358), connecting all the way to Melmerby Beach Provincial Park. Along these sections on the secondary highway, traffic volumes are quite high, so **paved shoulders** PS are recommended when future road works occur.

Two additional connections are proposed to both close this loop, and also provide convenient shortcuts to other regional routes.

First, a **shared route** SR is proposed along Egypt Road that connects back to the Town of Trenton. This rural local road features low traffic volumes (need to confirm this), but is in rough condition. Improvements to the road surface would be enough to make this a safe active transportation route without the need for paved shoulders.

Second, a connection between the Pictou Landing Loop and Trunk 4 is proposed along Woodburn Road. Similar to Egypt Road, traffic volumes are low enough to be a **shared route** SR, however, improved surface conditions would improve safety for cyclists.

R8 PICTOU LANDING / LITTLE HARBOUR LOOP

~? KM



#	SEGMENT NAME	START	FINISH	LENGTH (M)	SPEED (KM/H)	VOLUME (AADT)	ROUTE TYPE		OWNER
							EXISTING	PROPOSED	
L5.1	Pictou Landing Rd (Route 358)	Egypt Road (Town of Trenton boundary)	Route 289 (Little Harbour Rd)	19,300	80	1,080 - 2,050	None	PS	NS Department of Public Works
L5.2	Little Harbour Rd	Route 348 (Pictou Landing Rd)	Melmerby Beach Provincial Park	7,400	80	1,280	None	PS	
L5.3	Egypt Road	Route 348 (Pictou Landing Rd)	Pictou Landing Rd (Route 358)	6,500	80	N/A	None	SR	
L5.4	Woodburn Rd	Little Harbour Road	Trunk 4	5,900	N/A	N/A	None	SR	



An southwest-northeast regional route is proposed to connect the communities of Sutherlands River to Lismore (and beyond to Cape George and Antigonish County). As part of the Sunrise Trail, this route will provide connections to the communities of Merigomish, Lower Barneys River, Pond, Big Island Beach, and more. This on-road route runs along Route 245, and is also a candidate section of the Blue Route.

Traffic volumes along this section are high along the 16 kilometre section between Sutherlands River and Lower Barneys River (especially between Sutherlands River and Merigomish). Here, **paved shoulders** **PS** are recommended to be added when future road works occur. This latter section of road features low traffic volume and can operate as a **shared route** **SR**. No upgrades are needed here, other than signage.

R9 SUNRISE TRAIL (SUTHERLANDS RIVER ↔ LISMORE)



~26 KM

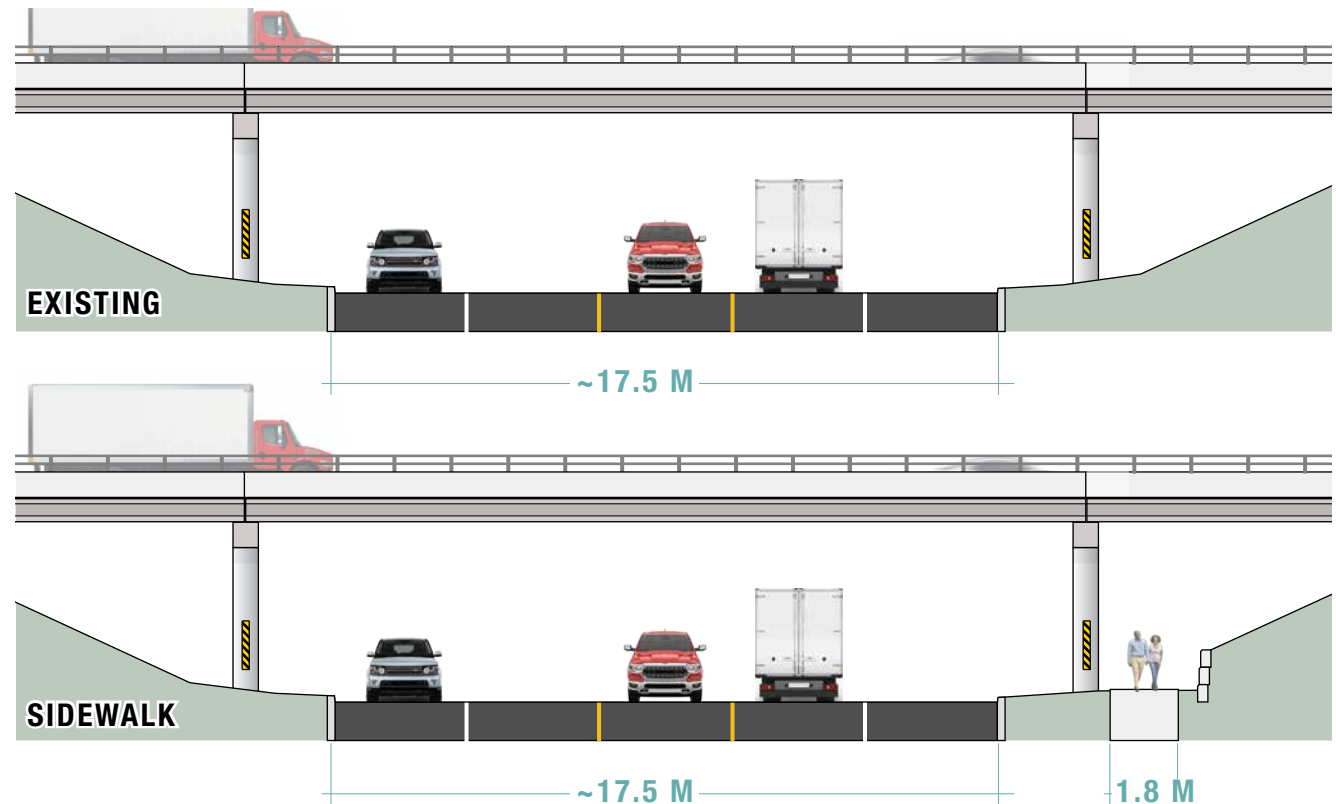


#	SEGMENT NAME	START	FINISH	LENGTH (M)	SPEED (KM/H)	VOLUME (AADT)	ROUTE TYPE		OWNER
							EXISTING	PROPOSED	
R8.1	Route 245	Trunk 4 (Sutherlands River)	Forbers Mill Rd (Merigomish)	7,300	80	1,860	None	PS	NS Department of Public Works
R8.2	Route 245	Forbers Mill Rd (Merigomish)	Barneys River Rd (L Barneys River)	8,800	80	1,240	None	PS	
R8.3	Route 245	Barneys River Rd (L Barneys River)	Arbuckle Rd (Pond)	4,500	80	590	None	SR	
R8.4	Route 245	Arbuckle Rd (Pond)	Macgee Rd (Lismore)	5,400	80	590	None	SR	

A northwest-southeast regional route is proposed connecting the Town of New Glasgow to the northern boundary of the Municipality of Saint Mary's. The route begins near the Pioneer Trail junction on River Road heading southbound. This busy section of road features many businesses and high traffic volume.

Currently, the County is in the process of building a 1.8 metre wide sidewalk on the east side of the road (see middle-right). This new sidewalk will improve pedestrian connectivity but does not allow for bicycle movements.

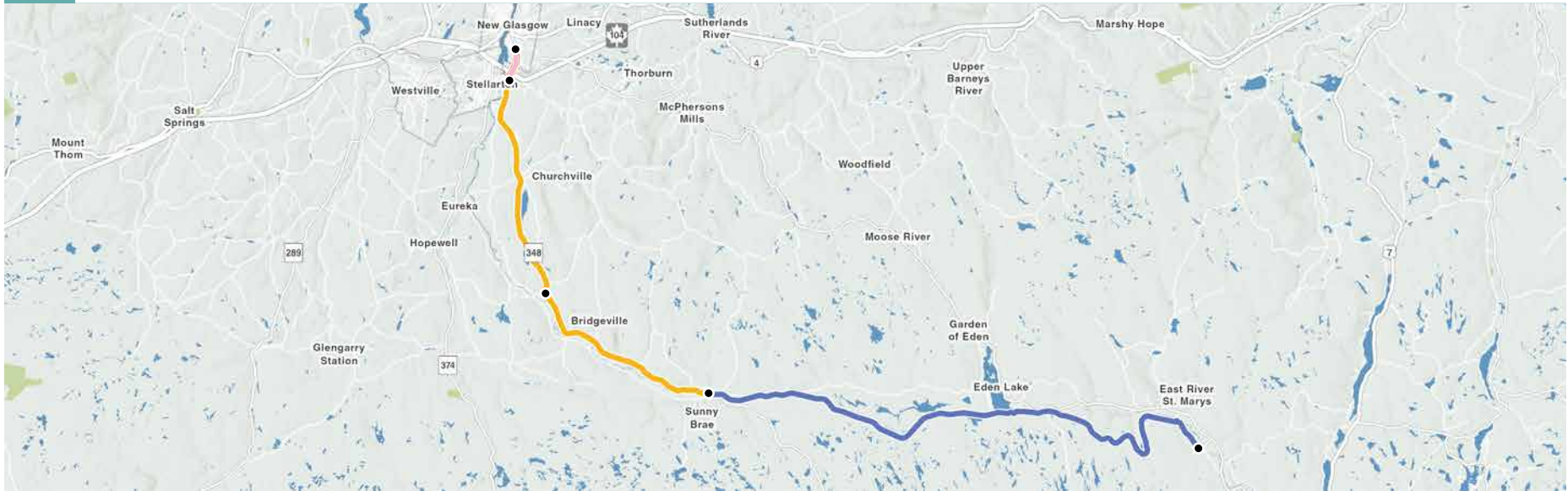
From here, the route continues southeast as a **shared route** **SR** for 25 kilometres, where traffic volumes are low. In Sunny Brae, the route transfers onto the Guysborough Rail Trail, which is a **shared-use pathway** **SUP** that is part of the Trans-Canada Trail network. This trail continues for about 33 kilometres within the Municipality of Pictou County. Beyond the municipal boundary, this trail continues well into the Municipality of Saint Mary's although upgrades and improvements will be required to make it useable for cyclists and other active modes of transportation.



R10 EAST RIVER EAST SIDE ROAD (STELLARTON ↔ EAST RIVER)



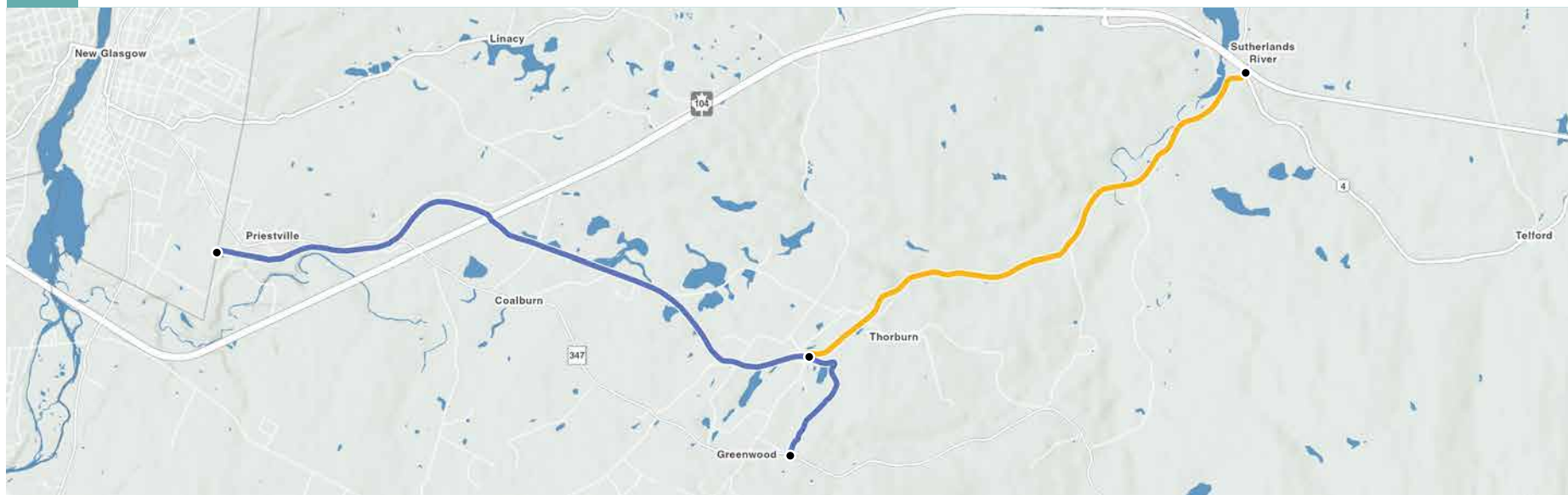
~60 KM



#	SEGMENT NAME	START	FINISH	LENGTH (M)	SPEED (KM/H)	VOLUME (AADT)	ROUTE TYPE		OWNER
							EXISTING	PROPOSED	
R10.1	Route 348 (East River Rd)	Pioneer Trail + East River Rd junction	Route 348 (East River East Side Rd)	1,400	80	N/A	None	S	NS Department of Public Works
R10.2	Route 348 (East River East Side Rd_	Route 348 (East River Rd)	Springville Rd (Springville)	13,000	80	850	None	SR	
R10.3	Route 348 (East River East Side Rd_	Springville Rd (Springville)	Guysborough Rail Trail (Sunny Brae)	12,000	80	220	None	SR	
R10.4	Guysborough Rail Trail	Route 348 (Sunny Brae)	East River St. Marys	33,300	80	N/A	SUP	SUP	

R11 THORBURN SPUR LINE TRAIL (NEW GLASGOW ↔ SUTHERLANDS RIVER)

~? KM



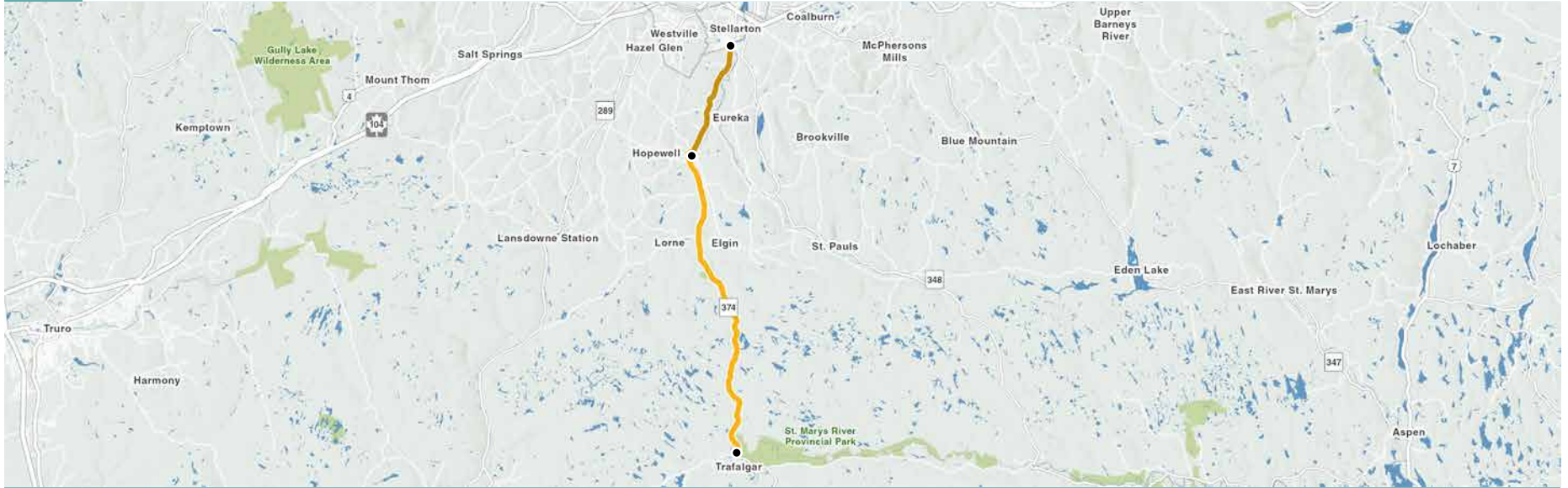
The Town of New Glasgow owns and maintains the Pioneer Trail and Johnny Miles Memorial Trail, which runs along a former rail spur line. Within the Municipality of Pictou County, this rail line continues all the way to Thorburn and Greenwood as a **shared-use pathway** **SUP**. This pathway is a valuable active transportation route that provides a convenient off-road connection from the Thorburn/Greenwood area into the Town of New Glasgow (and beyond).

It is unclear on whether there is a community group working on maintaining this trail, however, maintaining this route as a shared-use pathway that can safely accommodate bicycles and pedestrians would offer recreational and utilitarian benefits for locals and visitors. The route also provides access to Thorburn Consolidated School. Beyond Thorburn, the off-road route jumps back onto the road network via Thorburn Road. From here the route continues about six kilometres east as a **shared route** **SR**, connecting to Sutherlands River and the Sunrise Trail (R8).

#	SEGMENT NAME	START	FINISH	LENGTH (M)	SPEED (KM/H)	VOLUME (AADT)	ROUTE TYPE		OWNER
							EXISTING	PROPOSED	
R11.1	Thorburn Spur Line Trail	Johnny Miles Memorial Trail (New Glasgow)	Thorburn Rd (Thorburn)	6,700	N/A	N/A	SUP	SUP	NS Department of Natural Resources and Renewables, Municipality of Pictou County, Pictou County Trails Association
R11.2	Thorburn Rd	Greenwood St (Thorburn)	Trunk 4 (Sutherlands River)	5,700	N/A	N/A	None	SR	NS Department of Public Works

R12 STELLARTON TRAFALGAR ROAD

 ~31 KM



A 30 kilometre north-south route is proposed connecting the Town of Stellarton to Trafalgar (via Eureka, Hopewell and Lorne). The first section of this route features high traffic volume, exceeding 2,000 vehicles per day. As such, **paved shoulders** **PS** are recommended up until Marshdale Road in Hopewell (when future road works occur).

Beyond Hopedale, traffic volumes drop considerably. From here to Trafalgar, the route could continue as a **shared route** **SR** .



#	SEGMENT NAME	START	FINISH	LENGTH (M)	SPEED (KM/H)	VOLUME (AADT)	ROUTE TYPE		OWNER
							EXISTING	PROPOSED	
R9.1	Route 347	Town of Stellarton Boundary	Marshdale Rd (Hopewell)	8,500	80	2,020	None	PS	NS Department of Public Works
R9.2	Route 347	Marshdale Rd (Hopewell)	Dean Settlement Rd (Trafalgar)	23,300	80	540	None	SR	

Local Networks

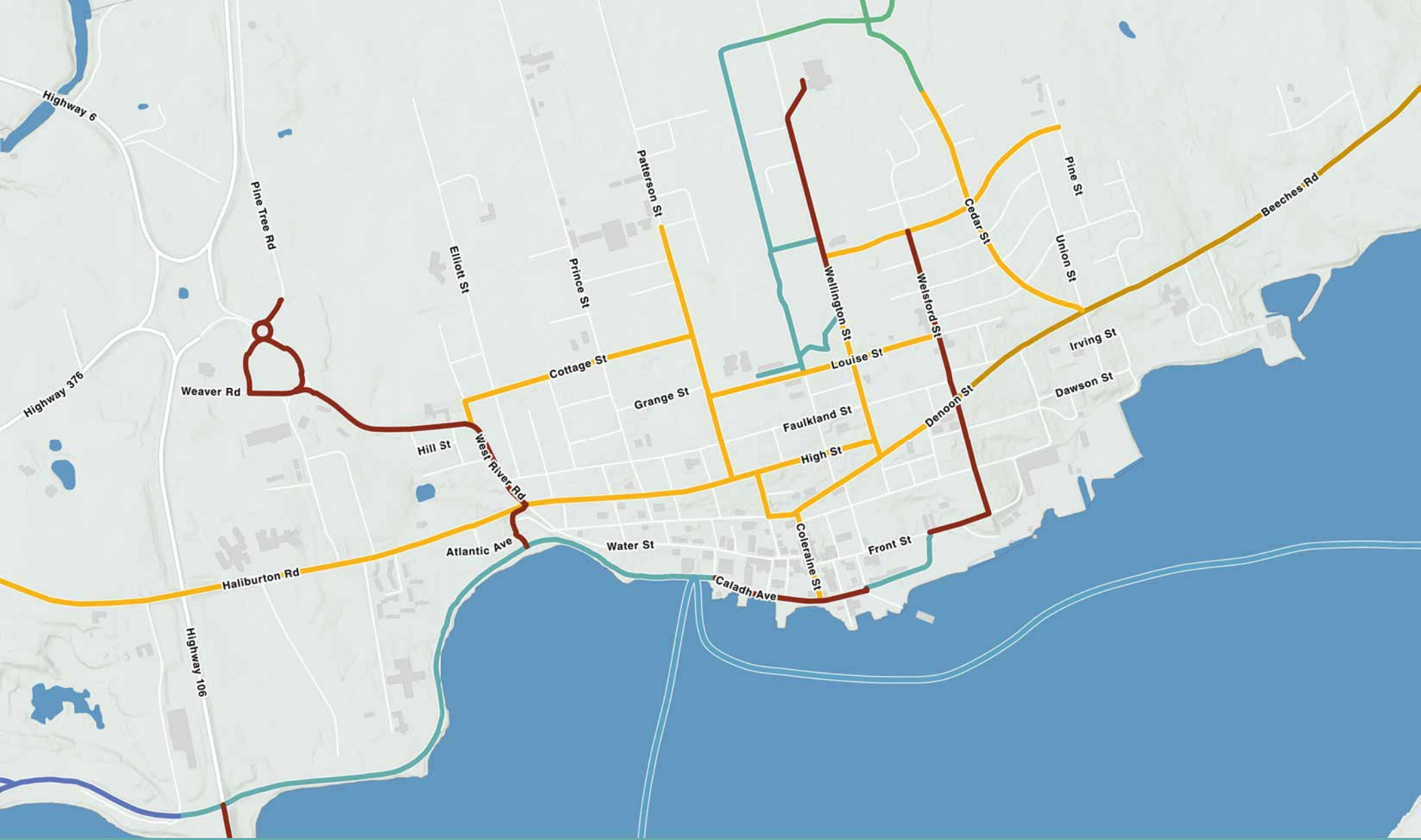
Where regional routes act as the "spine" of the network, local network provide more fine-grained connections into neighbourhoods, communities and districts - allowing for more trips to be completed by active transportation.

For this project, this is exemplified by population centres like the Town of Pictou, as well as more rural communities like Scotsburn, River John and Little Harbour.

Town of Pictou Active Transportation Network

The Town of Pictou is a key population centres in the region and requires more local connections to provide safe routes to shopping districts, schools, the waterfront, and tie into the regional network. These local routes include a handful of **separated multi-use pathways**  and **shared routes** .

As the local active transportation network is developed, and as growth and development expands toward the periphery of the Town, this proposed network will need to be reviewed and updated accordingly. For example, it is possible that active transportation infrastructure around the Highway 106 rotary may be needed. However, within the ten-year time frame of this plan, the local improvements described on the following pages should be prioritized.



TOWN OF PICTOU ACTIVE TRANSPORTATION NETWORK

ON-ROAD ROUTE TYPES

- SHARED ROUTE SR
- PAVED SHOULDERS PS
- SEPARATED MULTI-USE PATHWAY SMUP

OFF-ROAD ROUTE TYPES

- SHARED-USE PATHWAY SUP
- MULTI-USE PATHWAY MUP
- RECREATIONAL TRAIL RT
- WATER TRAIL WT

P1 CALADH AVENUE MULTI-USE PATHWAY

700 M



The Jitney Trail is a highly-used and loved trail in the Town and region, used by walkers, joggers, cyclists, and more. However, the trail currently ends at the Pictou Waterfront near the deCoste Centre. Continuing the trail through the Pictou Waterfront has long been desired by community members, and was identified as a key recommendation of the Pictou Waterfront Plan (2022). This recommendation suggested extending the Jitney Trail along Caladah Avenue as a **separated multi-use pathway** **SMUP** to create a promenade feature along the waterfront. The Caladah Avenue Multi-Use Pathway would continue along Caladh Avenue to the CN Train Station and provide a safe, logical, and accessible route through Pictou for trail users, while also helping to connect both ends of the waterfront.

The separated multi-use pathway can be achieved by turning Caladh Avenue into a one-way street with on-street parking on the north side of Caladh Avenue. The separated multi-use pathway will be located on the south side of Caladh Avenue. Past the CN Train Station, the pathway will convert into an off-road **multi-use pathway** **MUP** that wraps around the back of the property and connects onto Front Street. From here, the multi-use pathway will connect into the Welsford Street Multi-Use Pathway (see P4).

#	SEGMENT NAME	START	FINISH	LENGTH (M)	SPEED (KM/H)	VOLUME (AADT)	ROUTE TYPE		OWNER
							EXISTING	PROPOSED	
P1.1	Jitney Trail/ Caladh Avenue	Market Street (deCoste Centre)	CN Train Station	500	N/A	N/A	Sidewalks	SMUP	Town of Pictou
P1.2	Jitney Trail/ Caladh Avenue	CN Train Station	Front Street	200	N/A	N/A	None	MUP	Town of Pictou

CALADH AVENUE MULTI-USE PATHWAY





West River Road is a key gateway for the Town of Pictou and provides a vital connection between the Pictou Waterfront/downtown area to the commercial/shopping district by the highway. Currently, the road features a sidewalk on the southwest side of the street, but there are currently no routes for cyclists. Here, it is recommended to replace the sidewalk with a **separated multi-use pathway** **SMUP** and connect into the existing multi-use pathway system by the roundabout. In some cases, utility poles may need to be relocated to make room for the wider multi-use pathway, which may be costly. Ideally, utilities can be moved to the northeast side of the road, to allow room for the pathway, as well as pedestrian oriented street lighting.

Toward the south, the route would divert off of West River Road at the intersection with Haliburton Road, where the pathway will ramp down onto Atlantic Avenue and connect into the Jitney Trail. This connection would require a graded ramp to negotiate the slope between Haliburton Road and Atlantic Avenue, but is a more feasible route than staying on West River Road. This recommendation will require more detailed study to determine its feasibility. However, opportunities to improve active transportation in the Town, while also offering beautification and placemaking opportunities along West River Road (a key gateway route into the Town of Pictou), may justify the costs.

#	SEGMENT NAME	START	FINISH	LENGTH (M)	SPEED (KM/H)	VOLUME (AADT)	ROUTE TYPE		OWNER
							EXISTING	PROPOSED	
P2.1	Atlantic Avenue	Jitney Trail	West River Road	125	N/A	N/A	None	SMUP	Town of Pictou
P2.1	West River Road	Water Street	Weaver Rd	700	N/A	N/A	Sidewalk	SMUP	Town of Pictou
P2.2	Weaver Rd	West River Road	Sunset Rd	175	N/A	N/A	Sidewalk	SMUP	Town of Pictou





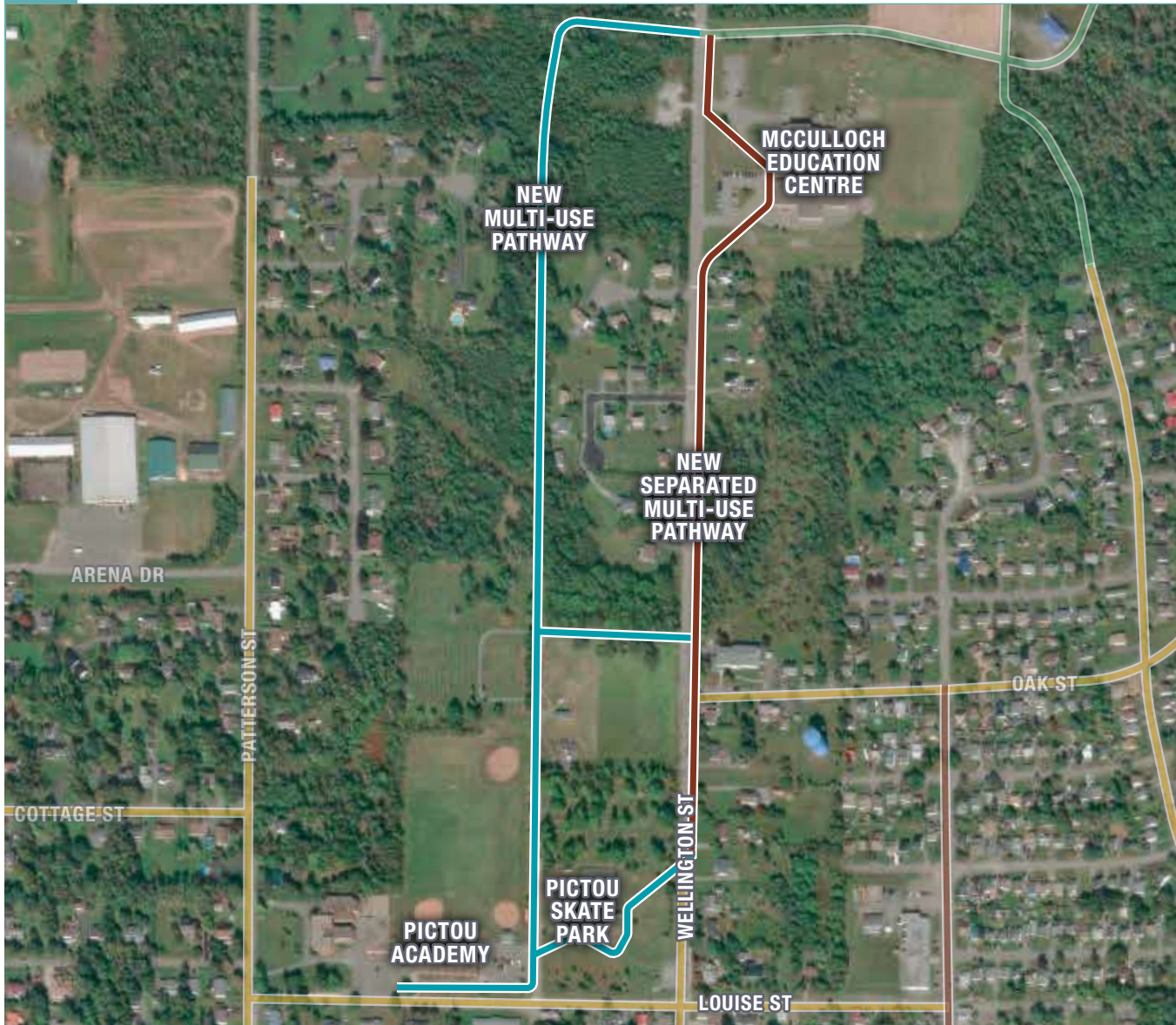
Active transportation use is typically highest around schools and institutional districts, and this is also the case in the Town of Pictou. A high concentration of walking and cycling activities occur around the Pictou Academy, arena/exhibition grounds and the McCulloch Education Centre. Recognizing this, a dedicated active transportation route is proposed to connect Pictou Academy and the McCulloch Education Centre. This multi-use pathway will begin near the entrance to Pictou Academy and will run between Louise Street and parking areas on the school property. The multi-use pathway will then turn north onto Palmerston Street traveling between the ball fields and Pictou skate park.

A separated multi-use pathway is proposed on the east side of Wellington Street to replace the existing sidewalk up to the McCulloch Education Centre. A proposed local street bikeway is also proposed along Patterson Street to provide a connection to the arena and exhibition grounds (see P5). In the future, a more direct connection between the elementary school and the arena/exhibition grounds would also be desired, however, property acquisition will be required in to make this possible.

This project would be an excellent candidate for the [Safe and Active School Routes](#) funding program.

#	SEGMENT NAME	START	FINISH	LENGTH (M)	SPEED (KM/H)	VOLUME (AADT)	ROUTE TYPE		OWNER
							EXISTING	PROPOSED	
P3.1	Pictou Academy	Pictou Academy	Palmerston St	125	N/A	N/A	None	MUP	Town of Pictou
P3.2	Palmerston Street	Louise Street	Wellington St	1,000	N/A	N/A	None	MUP	Town of Pictou
P3.3	Wellington Street	Palmerston Street	McCulloch Education Centre	625	N/A	N/A	Sidewalk	SMUP	Town of Pictou

P3 PICTOU ACADEMY + PALMERSTON MULTI-USE PATHWAY



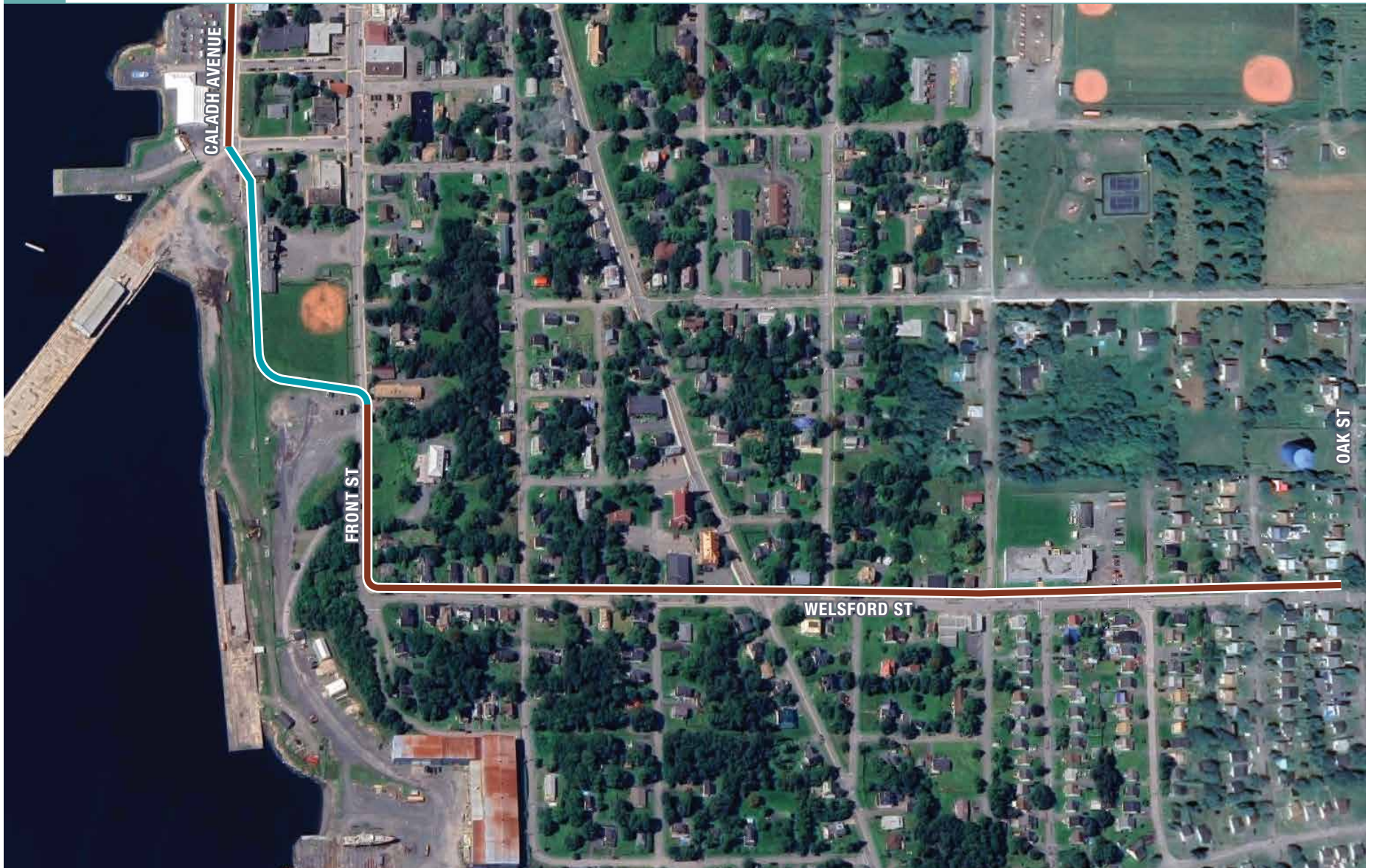


Welsford is an important connector street on the east side of the Town of Pictou. It is an important connection between the Pictou Waterfront/ downtown area to the residential communities in the east Pictou. Currently, the road features an asphalt sidewalk on the west side of the street.


Similar to the West River Road Multi-Use Pathway, a handful of utility poles may need to be relocated to make room for the wider multi-use pathway. However in this case, there is a lot more room to work and shouldn't be a significant cost.

Here, a **separated multi-use pathway** **SMUP** on Front Street and Welsford Street which will act as a key active transportation route on the east side of town. The pathway will replace the sidewalk on the west wide of the street, and end at Oak Street.

#	SEGMENT NAME	START	FINISH	LENGTH (M)	SPEED (KM/H)	VOLUME (AADT)	ROUTE TYPE		OWNER
							EXISTING	PROPOSED	
P2.1	Front St	Caldah Avenue Multi-Use Pathway	Welsford St	150	N/A	N/A	Sidewalk	SMUP	Town of Pictou
P2.2	Welsford St	Front St	Oak St	800	N/A	N/A	Sidewalk	SMUP	Town of Pictou





A local street bikeway, also known as a bicycle boulevard or neighborhood greenway, is a low-speed street optimized for bicycle traffic. These routes are similar to **shared routes** , but offer additional features to encourage active transportation in more urban-style neighbourhoods. Local street bikeways are designed to prioritize cyclists by implementing various measures to enhance safety and comfort, making them suitable for riders of all ages and abilities. Key features include:

Traffic Calming Measures: Implementing speed humps, curb extensions, and traffic circles to reduce vehicle speeds.

Traffic Diversion: Using barriers or diverters to limit through traffic by motor vehicles, allowing only local access, which reduces traffic volumes.

Signage and Pavement Markings: Installing clear signs and road markings to guide cyclists and alert motorists to the presence of a bikeway.

Safe Crossings: Providing enhanced crossing treatments at major intersections to facilitate safe and convenient passage for cyclists.

These bikeways are established on quieter streets and include various design and regulatory changes to improve safety and comfort for cyclists. They are meant to augment and support a strong regional network to provide more local connections into neighbourhoods and communities.

Haliburton + High LSB: An east-west connection linking West Pictou to central Pictou

Coleraine + Patterston Street LSB: A north-south connection linking waterfront, downtown, Pictou Academy, and the Pictou Arena)

Cottage + Louise LSB: An east-west connection linking the roundabout area to the Pictou Academy

Wellington LSB: A neighbourhood connection between East Pictou community to the schools and central Pictou

Denoon Street LSB: A local route connecting central Pictou to the Sunrise Trail (via Beeches Road - see R1)

Cedar + Oak LSB: A local route connecting the east side of Pictou

P5 PICTOU LOCAL STREET BIKEWAYS

950 M



#	SEGMENT NAME	START	FINISH	LENGTH (M)	SPEED (KM/H)	VOLUME (AADT)	ROUTE TYPE		OWNER
							EXISTING	PROPOSED	
P4.1	Haliburton + High LSB	Jitney Trail + Haliburton St	High St + Wellington St	2,800	N/A	N/A	None	SR	Town of Pictou
P4.2	Cottage + Louise LSB	Albert St + West River Rd	Louise St + Wellington St	1,300	N/A	N/A	None	SR	
P4.3	Coleraine + Patterson LSB	Coleraine St + Caladh Ave	Patterson St (by Pictou Arena)	1,200	N/A	N/A	Sidewalk	SR	
P4.4	Wellington LSB	Wellington St + Oak St	Wellington St + Denoon St	600	N/A	N/A	Sidewalk	SR	
P4.5	Denoon St LSB	Denoon St + Coleraine St	Beeches Rd + Welsford St	500	N/A	N/A	Sidewalk	SR	
P4.6	Cedar St LSB	Wellington + Oak St	Oak + Pine St	750	N/A	N/A	None	SR	
P4.7	Oak St LSB	Cedar + Denoon	Cedar + Summit	750	N/A	N/A	None	SR	

S1 SCOTSBURN ROAD MULTI-USE PATHWAY

100 M



The Jitney Trail Shared-Use Pathway runs through the community of Scotsburn, running parallel to Scotsburn Road to the north. On the other side of the road is Scotsburn Elementary School, Scotsburn Park, and a key access point to the Fitzpatrick Mountain Bike Trail network. Developing a formal connection between these two areas would improve connectivity for locals, while also encouraging cycling tourists to venture off the Jitney Trail and spend some time in Scotsburn. The community is currently in talks to develop the empty lot across from the elementary school into a parking lot, and trail connection

Here a short **multi-use pathway** **MUP** is proposed to flank the southeast side of the new parking lot, between the Jitney Trail and Scotsburn Road. A cross-walk will be required at Scotsburn Road, which will connect into a short multi-use pathway on the southwest side of the street, linking the school and Scotsburn Park. These upgrades, in combination with traffic calming measures on Scotsburn Road, will help beautify the community and improve safety conditions. A short spur route could be provided through Scotsburn Park that takes trail users to the Fitzpatrick Mountain Bike access point.

#	SEGMENT NAME	START	FINISH	LENGTH (M)	SPEED (KM/H)	VOLUME (AADT)	ROUTE TYPE		OWNERS
							EXISTING	PROPOSED	
S1.1	Scotsburn Road MUP	Jitney Trail	Scotsburn Rd	100	50	N/A	None	MUP	NS Dept of Public Works, Municipality of Pictou County, Pictou County Trails



05

Education & Programming

General Events & Programs

The Municipality of Pictou County and the Town of Pictou already have numerous recreation offerings and supportive resources, including the Active Pictou County partnership to support increased physical activity, and the diverse offerings of the Go Play Equipment Loan Program. Building upon this foundation with strategic programming, resources, and activities will help to promote active transportation for both leisure and transportation, and build confidence in accessing existing and future active transportation facilities.

The Municipality of Pictou County and the Town of Pictou have well-established recreation programming. There are also many community groups including trail associations, mountain biking and trail building groups, and seniors recreation groups. Collaborations between municipal staff, community leaders and organizations will help increase capacity and align diverse community and wellness goals. The following recommendations for events and programs seek to enhance existing assets and successes, and prioritize a few new key opportunities to help shift commuting habits, and make active transportation more inclusive, well-known, and feasible in the region. Regular active events and programs can highlight the benefits of physical activity and bring people together.

EPI

EXPAND GEAR LOAN PROGRAMMING

The "Go Play" Equipment Loan Program is a wonderful community asset for active transportation promotion. The expansion of this program is proposed in a few key ways:

- » Increase loan locations for weekend access, especially for youth (e.g. libraries)
- » Continue to expand the adaptive offerings of the loan program to allow users of diverse abilities to engage in active transportation (this is also an identified top priority within the Municipality of Pictou County's Accessibility Plan, 2023-2025)
- » Local youth expressed a desire for increased gear loan programs. Specific desires include more bikes, skateboards, and paddleboards. A partnership between the "Go Play" program and local schools may help ensure students can comfortably access resources.



EP2

CONTINUE & EXPAND ALL-SEASONS RECREATION EVENTS

Community recreational programming is extremely valuable as a way to support physical activity, provide a space for social connection, and make new activities accessible (e.g. through instruction, equipment loan, safety, etc.). Increasing active transportation involves encouraging and normalizing year-round outdoor movement, especially in the winter months. The Municipality of Pictou County and the Town of Pictou should continue to host recreation events including winter snowshoeing and hiking, and promote community events including cycling rides with local groups, and offer occasional large playful community events (e.g. "open street" day in the Town of Pictou where the street is open to pedestrians, cyclists, skateboarders, scooters, vendors, performers and more, as a way to celebrate active transportation in public spaces). Securing funding to increase staff capacity for the Active Pictou County partnership may be necessary.

EP3

EXPAND COMMUNITY WALKING & CYCLING GROUPS

Walking and cycling groups can encourage residents to get active, introduce people to active transportation routes, address social isolation, and create a safe space for people who feel unsafe or anxious on the roads or trails on their own. Engagement participants highlighted the value in such groups, and desired more walking and cycling groups to inspire more physical activity. Such groups are desired for the following demographics in particular:

- » Seniors: More seniors walking groups, including neighbourhood groups that pick up participants along the route. Existing groups to collaborate with include the Pictou Community New Horison's 50+ Club and the Scotsburn 55+ Recreation Club.
- » Newcomers: Social walks and rides for newcomers, or to connect newcomers with locals, are desired. Suggestions include walking groups and a Bike Buddy program, to pair experienced cyclists with new cyclists to help them learn where to bike in the area and gain confidence in doing so.



EP4

HOST "TRY IT" OR "LEARN TO" EVENTS

Active transportation related events and programs can help shift habits, teach new skills, introduce new possibilities, and improve the accessibility of active transportation.

The Town and Municipality should consider offering "Try It" events to introduce fun physical activities and forms of active transportation to community members in a casual way (e.g. paddleboarding, hiking, snowshoeing) and "Learn To" events to teach specific skills (e.g. bicycle maintenance and repair, bicycle commuting 101). A series of events can help bolster awareness and education of active transportation's benefits, inspire more interest in active transportation planning, and compliment new network expansion. Consideration should be given to age-inclusivity. For longer workshops, offering childcare or providing family-friendly options where appropriate will improve attendance.

EP5

DEVELOP A PICTOU WATERFRONT & WATER TRAIL EXPERIENCE

The Town of Pictou has identified the Pictou Waterfront and Harbour as the town's main assets, in terms of their rich history, natural assets, beauty, and opportunities for community and visitor connections and experiences (see for example, the Waterfront Plan and the Integrated Community Sustainability Plan). The need to increase engagement with the Harbour aligns with the goals of increasing active transportation, including by and on the water.

The Town of Pictou should work to promote a waterfront experience, including by promoting a water trail through the Harbour and East River, promoting boat launch sites, hosting paddling events on the water, promoting walking or cycling tours along the water, and expanding watersport equipment loans. Collaboration with Pictou Landing First Nations to align active transportation and recreation with a connection to the water, ecology, and history of the region is recommended.



Events & Programs for Schools & Youth

Fostering active transportation culture among young generations will build a strong foundation for lifelong use, and can improve awareness and respect amongst all modal users. Working with schools to provide a variety of related programming will expose students to the benefits of active transportation, and help build their comfort level.

Some adult engagement participants spoke of the challenges for youth to participate in active transportation in the region, especially because of a lack of safe routes to school. Youth participants seemed eager to be more active, and specific programming can support physical activity along with facilities and infrastructure expansion.

EP6

ACTIVE SCHOOL BUS / "BIKE BUS"

An identified challenge is safe routes for school-aged children to get to school by active means. In partnership with the schools and parents, the establishment of "active" school buses may support some increased active commuting to school. An active bus is where students walk to school together or bike in a large group together along a predetermined route, with adult marshals guiding the group. Students are "picked up" along the route to school. While such programming may be less feasible for certain schools given catchment size, the promotion of such a program at schools in or near Pictou, for example McCulloch Education Centre and Pictou West Consolidated, would be a simple start to improving youth active transportation given that children and youth have to get to school and can join the regular safety of a group.



EP7

INTEGRATION WITH CURRICULUM

Many schools in the region are situated near trail networks or opportunities for physical activity. As part of a broader strategy to encourage more movement, as outlined in the Physical Activity Strategy, active transportation can be further incorporated into school curriculum, including:

- » Encouraging outdoor movement: Working with physical education departments to incorporate active transportation into the curriculum and bringing classes outdoors as much as possible, throughout all seasons.
- » Encouraging outdoor learning and extracurricular programming: Outdoor classrooms can be incorporated into regular programming or as voluntary extracurriculars, including nature walks or cycling trips.

EP8

YOUTH-SPECIFIC ACTIVE TRANSPORTATION EVENTS

Youth are seeking more recreational events and this is a great way to promote active transportation in the region and ensure the routes and trails are accessible for diverse ages. In partnership with schools and local youth organizations, events to consider include group hiking events, cycling courses to learn basic safety and riding skills, and canoeing or watersport outings.

Also, there should be increased promotions (through schools and online) about existing recreation events that youth are welcome to join.

Events & Programs for Businesses

Improvements in active transportation infrastructure can help support local businesses and services through increased spending from residents and tourists. Encouraging the business community to take advantage of opportunities to expand their reach will make local shops more accessible to pedestrians and cyclists while offering the potential to improve their marketing and profits. Providing incentives for those residents and visitors who use active means to arrive at a business helps value active transportation.



EP9

BIKE-FRIENDLY BUSINESS PROGRAM

Local businesses can help promote active transportation by providing bike racks, accessible entrances, or even offer discounts on certain days for those who use active transportation (for example, during HRM Bike Week, local businesses offer discounts to those who arrive with a helmet). The Municipality of Pictou County and the Town of Pictou may consider hosting an active transportation week, with events, resources, and benefits at participating businesses, for example.

Cycle Nova Scotia has a Bike-Friendly Certification program which businesses and employers can seek to apply for. Municipalities may also wish to offer a subsidies program for installing bike friendly infrastructure like bike racks.

Marketing & Awareness

The Pictou region offers natural and cultural experiences for residents and visitors alike. Working to better promote active transportation and recreation opportunities and networks in the area will support locals and the tourism industry. Indeed, the distribution of resources on active transportation, both online and in print form, provides a useful means to encourage not only physical activity, but visitation to the many parks, natural spaces, small towns, historical sites, and local shops that exist in the area. It will be important for the Town and the Municipality to distribute clear information about available infrastructure and events in order to make the most use of its offerings.



EP10 ONLINE WEBSITE & MAP

While various resources exist regarding trails and cycling routes, a consolidated and maintained online website that provides full details on active transportation and recreation routes (e.g. access points, accessibility, length, grade, terrain, etc) would be an extremely valuable resource to promote active transportation in the region. Site visits of all trails may be required to audit for accessibility features and measure necessary criteria. As part of this website, a map of all trails, cycling routes, and multi-use paths would support residents and tourists seeking to travel and explore the region. Key destination could also be included, along with bike-friendly businesses.

This website should be dependable, regularly updated, and could also include information on upcoming events (e.g. "try it" events), social activities, and campaigns. Ensuring that a feedback and evaluation system is integrated into the website is also important, to allow for streamline feedback on maintenance issues, hazards, and conditions.



EP11 PRINT RESOURCES & POCKET MAPS

The dissemination of information on active transportation routes, events, and opportunities should not solely online, to ensure the information reaches a broader range of people. Indeed, consideration should be given to reaching the senior population in the Pictou region. Examples include community bulletins, brochures promoting events and activities (e.g. walking groups), and pocket maps displaying all the trails and active transportation routes in the region. These maps should be available at visitor information centres and bike-friendly local businesses.

EP12 SOCIAL MEDIA CAMPAIGNS & PROMOTION

To compliment the development of new facilities, there is the need to expand and enhance the dissemination of active transportation opportunities and resources. Social media provides a useful means to communicate the benefits of physical activity and to highlight opportunities for individual participation in self-directed and organized activities. Active Pictou County is already a great hub for information, and this platform can be used for the following purposes:

- » Provide guidance on safe walking, cycling, paddling, and active transportation routes and other opportunities
- » Develop a marketing and promotion strategy for new recreation events, including new waterfront experiences
- » Engage in a social media campaign highlighting local residents who use active transportation, thus helping to normalize active transportation in the region
- » Promote local trails and routes, and link to the online map and website

Planning & Policies

It is important that the objectives of this Active Transportation Plan align with other important planning documents such as the Municipal Planning Strategies and Land Use By-Laws of both the Municipality of Pictou County and the Town of Pictou. This will ensure consistency in decision making process for both Councils, as well as ensuring that all planning documents support one another.

As the Municipality of Pictou County has recently approved its new Municipal Planning Strategy and Land Use Bylaw, the majority of recommendations apply to its Subdivision Bylaw and the Town of Pictou's planning documents. This section provides recommendations on additions or alterations to the existing policy documents that would support the implementation of this plan.

The Town's Municipal Planning Strategy includes many active transportation policies. However, specific policies on modes outside of walking and cycling could further bolster its approach. Moreover, ensuring policy is consistent across the Towns and the County is important, given that they will be following the same Active Transportation Plan. Altering the following policy is recommended:

» ***Policy P-4: Development Plan for a Recreation Trail***

Implementation of a regional recreation master plan The Pictou Active Transportation Plan shall be considered utilized to address construction, maintenance, ownership and sustainability of Recreational Trails.

Furthermore, adding the following policies would ensure that active transportation is considered in future planning decisions:

- » Providing active transportation infrastructure throughout the municipality shall be investigated.
- » Pedestrian connections to adjacent active transportation networks shall be required for developments approved via Site Plan Approval.
- » Sidewalks and/or multi-use pathways shall be required on new public roads through the Subdivision By-law.
- » The active transportation network identified within the Pictou Active Transportation Plan shall be regularly reviewed to ensure objectives are relevant and being met.
- » Trails shall be permitted as a land use in all zones through the Land Use By-law.
- » The condition of roads, curbs, trails, sidewalks, bike lanes, and gutters shall be monitored to determine upgrades as deemed necessary.

The Land Use Bylaw should also include regulations and a definition to require bicycle parking to be provided for new developments.

EP14**ADJUST THE SUBDIVISION BYLAW**

Both municipalities could benefit from basic active transportation guidelines within their subdivision by-laws. Requiring sidewalks or multi-use trails on new streets longer than 30.5m (100ft) should be explored. Additionally, having explicit standards for sidewalk width, curbs, and material would take their approach a step further. As the Active Transportation Plan lays out, incorporating basic design principles would go a long way towards protecting and encouraging AT users. A study should be undertaken to establish standards for street design within the Municipality that indicate required characteristics according to street type (e.g. Major, Rural, Residential Collector) and include:

- » Traffic services and functions
- » Average daily volume
- » Average running speed
- » Design speed
- » Sidewalks (required on one side, both sides, or not required)
- » Paved shoulders (required or not required)
- » Parking (permitted on one or both sides)
- » Minimum and maximum grade
- » Minimum travel lane width
- » Right-of-way width
- » Maximum distance between intersections
- » Minimum centreline radius
- » Minimum centreline distance between intersections

EP15**ALIGN PLANNING DOCUMENTS WITH BUILT ENVIRONMENT ACCESSIBILITY STANDARDS**

Recently, the province adopted a set of regulations for [Built Environment Accessibility Standards](#). The Built Environment Accessibility Standard outlines requirements that organizations need to follow to prevent and remove barriers to accessibility in the built environment. The built environment includes the spaces where people live, work, learn and play across Nova Scotia, which would include active transportation infrastructure. The Built Environment Accessibility Standard Regulations are now law and enforcement of compliance starts in April 2026. The Town and Municipality must start aligning planning documents and design standards with the Built Environment Accessibility Standards to ensure compliance.

There are many possible funding opportunities to support the Town and Municipality in making improvements to accessibility in the built environment. Some of these are identified in Funding Opportunities section on page 110 and a full list of accessibility funding sources are included in the Appendix.

06

Implementation

Project Phasing

The recommendations in this document are intended to be implemented over the coming ten years or beyond, and the implementation plan should be reviewed annually. The facility recommendations provided in the Plan have been categorized into Short-Term, Long-Term, and Opportunity-Based projects provided based on their anticipated impact, cost, and feasibility and how well they accomplish the Guiding Principles of this Plan.

With the principle of equity in mind, priority is given to projects that provide the above improvements specifically where they are most needed. This would include projects that serve vulnerable residents or equity-seeking groups, projects that have a high impact due to high usage, or projects that mitigate significant safety concerns. The phasing described in this section of this report takes this into account, with the intention that the most impactful projects be undertaken first.

Near-Term Projects

Near-term projects are expected to be implemented within the first four years of the implementation period. These are high-impact interventions designed to deliver immediate benefits and set the foundation for future phases of the active transportation network. By focusing on early wins and strategic connections, these projects will help build momentum, demonstrate value to the community, and inform the development of longer-term initiatives. Their timely delivery is critical to fostering public support and achieving early success.

Capital Projects

#	FACILITY NAME	ESTIMATED COST
R2	Jitney Trail (Pictou to Denmark)	\$2,880
R7	New Glasgow to Glen Bard	\$77,760
R10	East River East Side Road Sidewalk	Started
P1	Pictou: Caladh Avenue Waterfront MUP	Started
P1	Pictou: Caladh Avenue CN Train Station MUP	\$186,000
P3	Pictou Academy + Palmerston Multi-Use Pathway	\$394,200
P5	Pictou: Local Street Bikeways	\$1,458,000
TOTAL		\$2,118,840

Studies

	STUDY NAME	ESTIMATED COST
R6	Westville Road Functional Plan	\$96,000.00
	Town of Pictou AT Functional Plan	\$96,000.00
S1	Scotsburn Road Functional Plan	\$72,000.00
TOTAL		\$264,000.00

* Cost estimates include 20% contingency and do not include HST

Long-Term Projects

Long-term projects are anticipated to be implemented in years five through ten of the implementation period. These projects build on early successes and begin to address broader gaps, supporting a more connected and resilient network. They play a critical role in extending access to underserved areas, improving network continuity, and reinforcing the Town and Municipality's commitment to a safe, inclusive, and accessible active transportation network. As the network grows, these projects will help maintain momentum and ensure that benefits are distributed more equitably across the region.

Some initiatives may be more complex, requiring greater coordination, resources, and investment. They represent the final phase of network development and are essential to achieving the Town and Municipality's long-term goals. Their successful delivery will help ensure that the full benefits of earlier investments are realized and sustained over time.

Capital Projects

#	FACILITY NAME	ESTIMATED COST
R4	Pictou Harbour Water Trail	\$168,000
R6	Central West River to New Glasgow	\$1,797,120
R11	Thorburn Spur Line Trail	\$499,680
P2	Pictou: West River Road Multi-Use Pathway	\$1,020,000
P4	Pictou: Front + Welsford Multi-Use Pathway	\$570,000
S1	Scotsburn: Scotsburn Road Multi-Use Pathway	\$108,000
TOTAL		\$4,162,800

Studies

#	STUDY NAME	ESTIMATED COST
R5	Causeway Connector Functional Plan	\$72,000.00
TOTAL		\$72,000.00

** Cost estimates include 20% contingency and do not include HST*

Opportunity-Term Projects

Opportunity-based projects are not tied to a specific timeline and are intended to be implemented whenever enabling circumstances arise, such as road work, development projects, or new funding. These flexible projects allow the community to capitalize on emerging opportunities to advance active transportation in an efficient and cost-effective way.

Capital Projects

#	FACILITY NAME	ESTIMATED COST
R1	Sunrise Trail (Pictou to Brule)	\$13,618,800
R5	Causeway Connector (Pictou to New Glasgow)	\$1,608,000 +
R8	Pictou Landing to Little Harbour Loop	\$12,845,760
R9	Sunrise Trail (Sutherlands River to Lismore)	\$7,751,760
R10	East River East Side Road (Stellarton to East River)	\$6,453,600
R12	Stellarton Trafalgar Road	\$4,135,920
TOTAL		\$44,805,840

* Cost estimates include 20% contingency and do not include HST

Cost Estimates

The preliminary opinion of probable costs is based on the current design of facility recommendations and is for initial budgetary discussions only. A contingency is included for each estimate to allow for unanticipated issues that may arise in construction or future design phases.

This opinion of probable costs is presented based on experience, qualifications, and best judgment. It has been prepared in accordance with accepted principles and practices. Market trend changes, non-competitive bidding situations, unforeseen labour and material adjustments, availability and the like are beyond control and are not warranted or guaranteed. Actual costs may vary from the opinion provided.

All values are provided in 2025 Canadian dollars and allowances should be made for inflation. Not included in this budget are unanticipated environmental remediation costs, archaeological surveys, site furniture, interpretive features or signage, or applicable taxes. These cost estimates are calculated based on the standard costs per metre of each facility type, which are summarized in the table to the right. These costs provide a ballpark figure only; costs will change over time with the varying costs of materials and services, and the conditions and particularities of each site will also impact the final costs of implementation.

Costs for additional design work and engineering studies have been indicated wherever possible.

Standard Facility Unit Costs

#	FACILITY TYPE	UNIT COST
SR	Shared Route Signage and pavement markings	\$2, per linear metre (LM)
LSB	Local Street Bikeway Signage, pavement markings, and traffic calming	\$150, per linear metre (LM)
PS	Paved Shoulder 2m wide, asphalt shoulder on each side	\$400, per linear metre (LM)
S1	Sidewalk with Curb 1.8m wide concrete sidewalk with curb	\$750, per linear metre (LM)
S2	Sidewalk without Curb 1.8m wide concrete sidewalk without curb	\$600, per linear metre (LM)
MUP1	Multi-use Pathway (Paved) 3.0m wide asphalt multi-use pathway	\$310, per linear metre (LM)
MUP1	Multi-use Pathway (Crusher Dust) 3.0m wide crusher dust multi-use pathway	\$160, per linear metre (LM)

R1 Sunrise Trail (Pictou ⇌ Brule)					
#	NAME	DESCRIPTION	QTY	COST	TOTAL
R1.1	Three Brooks Road Paved Shoulders	Install paved shoulders along Three Brooks Road	12,200	\$400 per LM	\$4,880,000
R1.2a	Ferry Road Shared Route	Implement shared route along Ferry Road	500	\$2 per LM	\$1,000
R1.2b	Fisherman Road MUP	Develop paved separated multi-use pathway along Fisherman Road, or explore other options	500	500 per LM	\$250,000
R1.3	Shore Road Shared Route	Develop shared route along Shore Road	6,000	\$2 per LM	\$12,000
R1.4	R Grant Road Shared Route	Develop shared route along R. Grant Road	3,000	\$2 per LM	\$6,000
R1.6	Trunk 6 Paved Shoulders	Install paved shoulders along Trunk 6 from Toney River to River John	15,500	\$400 per LM	\$6,200,000
Sub Total					\$11,349,000
Contingency (20%)					\$2,269,800
Total					\$13,618,800

R2 Jitney Trail (Pictou ⇌ Denmark)					
#	NAME	DESCRIPTION	QTY	COST	TOTAL
R2.6	River John Station Road Shared Route	Implement shared route along River John Station Road	1,200	\$2	\$2,400
Sub Total					\$2,400
Contingency (20%)					\$480
Total					\$2,880

R4 Pictou Harbour Water Trail (Pictou Landing First Nation ⇌ New Glasgow)					
#	NAME	DESCRIPTION	QTY	COST	TOTAL
-	Launch site planning and design	Site plan and detailed design for water trail launch sites to determine necessary improvements and cost	1	\$40,000 each	\$40,000.00
-	Launch site improvements	Implementation of launch site plans	4	\$25,000 each	\$100,000.00
Sub Total					\$140,000
Contingency (20%)					\$28,000
Total					\$168,000

R5 Causeway Connector (Pictou ⇌ New Glasgow)					
#	NAME	DESCRIPTION	QTY	COST	TOTAL
R5.1	Highway 106 MUP	Develop paved separated multi-use path along the causeway from Jitney Trail to Granton Abercrombie Road	11,300	Unknown per LM	Unknown
R5.2	Granton Aberbrombie Rd Paved Shoulders	Install paved shoulders from Highway 106 to Trenton Connector	1,600	\$400 per LM	\$640,000
R5.3	Granton Aberbrombie Rd Paved Shoulders	Install paved shoulders from Trenton Connector to Smith Lane	1,600	\$400 per LM	\$640,000
	Functional Plan	Transportation engineering design study for multi-use path to determine costs and feasibility	1	\$60,000 each	\$60,000.00
Sub Total					\$1,340,000
Contingency (20%)					\$268,000
Total					\$1,608,000

R6 Central West River ⇌ New Glasgow					
#	NAME	DESCRIPTION	QTY	COST	TOTAL
R6.3	Trunk 4 (Truro Road) Paved Shoulders	Install paved shoulders from Trunk 4 to Old Halifax Road	2,600	\$400 per LM	\$1,040,000
R6.4	Old Halifax Road Shared Route	Implement shared route from Trunk 4 (Truro Road) to Pictou County Wellness Centre	1,300	\$2 per LM	\$2,600
R6.5	Pictou County Wellness Centre MUP	Develop off-road unpaved multi-use path from Old Halifax Road to Trunk 4	500	\$160 per LM	\$80,000
R6.6	Trunk 4 (Westville Road) MUP	Develop paved separated multi-use path from Pictou County Wellness Centre to Exit 23 Underpass	500	\$750 per LM	\$375,000
-	Functional Plan	Transportation engineering design study for multi-use paths to determine costs and feasibility	1	\$80,000 each	\$80,000
Sub Total					\$1,577,600
Contingency (20%)					\$315,520
Total					\$1,893,120

R7 New Glasgow ⇌ Glen Bard					
#	NAME	DESCRIPTION	QTY	COST	TOTAL
R7.1	Trunk 4 Shared Route	Implement shared route from New Glasgow to Sutherlands River	10,000	\$2 per LM	\$20,000
R7.2	Trunk 4 Shared Route	Implement shared route from Sutherlands River to French River	9,000	\$2 per LM	\$18,000
R7.3	Trunk 4 Shared Route	Implement shared route from French River to Broadway	5,500	\$2 per LM	\$11,000
R7.4	Trunk 4 Shared Route	Implement shared route from Broadway to Barneys River	7,900	\$2 per LM	\$15,800
Sub Total					\$64,800
Contingency (20%)					\$12,960
Total					\$77,760

R8 Pictou Landing ⇌ Little Harbour Loop					
#	NAME	DESCRIPTION	QTY	COST	TOTAL
R8.1	Pictou Landing Road Paved Shoulders	Install paved shoulders from Egypt Road (Trenton) to Route 289 (Little Harbour Road)	19,300	\$400 per LM	\$7,720,000
R8.2	Little Harbour Road Paved Shoulders	Install paved shoulders from Route 384 (Pictou Landing Road) to Melmerby Beach Provincial Park	7,400	\$400 per LM	\$2,960,000
R8.3	Egypt Road Shared Route	Implement shared route from Route 384 (Pictou Landing Road) to Melmerby Beach Provincial Park	6,500	\$2 per LM	\$13,000
R8.4	Woodburn Road Shared Route	Implement shared route from Little Harbour Road to Trunk 4	5,900	\$2 per LM	\$11,800
Sub Total					\$10,704,800
Contingency (20%)					\$2,140,960
Total					\$12,845,760

R9 Sunrise Trail (Sutherlands River ⇌ Lismore)						
#	NAME	DESCRIPTION	QTY	COST	TOTAL	
R9.1	Route 245 Paved Shoulders	Install paved shoulders from Trunk 4 (Sutherlands River) to Forbers Mill Road (Merigomish)	7,300	\$400 per LM	\$2,920,000	
R9.2	Route 245 Paved Shoulders	Install paved shoulders from Forbers Mill Road (Merigomish) to Barneys River Road	8,800	\$400 per LM	\$3,520,000	
R9.3	Route 245 Shared Route	Install shared route from Barneys River Road to Arbuckle Road (Pond)	4,500	\$2 per LM	\$9,000	
R9.4	Route 245 Shared Route	Install shared route from Arbuckle Road (Pond) to Macgee Road (Lismore)	5,400	\$2 per LM	\$10,800	
Sub Total					\$6,459,800	
Contingency (20%)					\$1,291,960	
Total					\$7,751,760	

R10 East River East Side Road (Stellarton ⇌ East River)						
#	NAME	DESCRIPTION	QTY	COST	TOTAL	
R10.1	Route 348 (East River Rd) Sidewalk	Develop sidewalk from Pioneer Trail to East River East Side Road			Construction started	
R10.2	Route 348 (East River East Side Rd) Shared Route	Implement shared route from East River East Side Road to Springville Road	13,000	\$2 per LM	\$26,000	
R10.3	Route 348 (East River East Side Rd) Shared Route	Implement shared route from Springville Road to Guysborough Rail Trail (in Sunny Brae)	12,000	\$2 per LM	\$24,000	
R10.4	Guysborough Rail Trail	Upgrade existing unpaved shared use pathway from Sunny Brae to East River Saint Marys	33,300	\$160 per LM	\$5,328,000	
Sub Total					\$5,378,000	
Contingency (20%)					\$1,075,600	
Total					\$6,453,600	

R11 Thorburn Spur Line Trail (New Glasgow ⇌ Sutherlands River)						
#	NAME	DESCRIPTION	QTY	COST	TOTAL	
R11.1	Thorburn Spur Line Trail	Minor upgrades to shared use pathway	6,700	\$50 per LM	\$335,000	
R11.2	Thorburn Spur Line Trail	Minor upgrades to shared use pathway	1,400	\$50 per LM	\$70,000	
R11.3	Thorburn Road Shared Route	Implement shared route from Thorburn Spur Line Trail at Greenwood Street to Trunk 4	5,700	\$2 per LM	\$11,400	
Sub Total					\$416,400	
Contingency (20%)					\$83,280	
Total					\$499,680	

R12 Stellarton Trafalgar Road						
#	NAME	DESCRIPTION	QTY	COST	TOTAL	
R12.1	Route 347 Paved Shoulders	Install paved shoulders from Stellarton town boundary to Marshdale Road (Hopewell)	8,500	\$400 per LM	\$3,400,000	
R12.2	Route 348 Shared Route	Implement shared route from Marshdale Road (Hopewell) to Dean Settlement Road (Trafalgar)	23,300	\$2 per LM	\$46,600	
Sub Total					\$3,446,600	
Contingency (20%)					\$689,320	
Total					\$4,135,920	

P1 Pictou: Caladh Avenue Multi-Use Pathway					
#	NAME	DESCRIPTION	QTY	COST	TOTAL
P1.1	Caladh Avenue MUP	Upgrade existing sidewalk to paved separated multi-use pathway from Market Street to CN Train Station			Construction started
P1.2	Caladh Ave MUP	Develop paved multi-use pathway from CN Train Station to Front Street	500	\$310 per LM	\$155,000
Sub Total					\$155,000
Contingency (20%)					\$31,000
Total					\$186,000

P2 Pictou: West River Road Multi-Use Pathway					
#	NAME	DESCRIPTION	QTY	COST	TOTAL
P2.1	Atlantic Avenue MUP	Develop paved separated multi-use pathway from Jitney Trail to West River Road	125	\$500 per LM	\$62,500
P2.2	West River Road MUP	Upgrade existing sidewalk to paved separated multi-use pathway from Water Street to Weaver Road	700	\$900 per LM	\$630,000
P2.3	Weaver Road MUP	Upgrade existing sidewalk to paved separated multi-use pathway from Weaver Road to Sunset Road	175	\$900 per LM	\$157,500
Sub Total					\$850,000
Contingency (20%)					\$170,000
Total					\$1,020,000

P3 Pictou: Pictou Academy + Palmerston Multi-Use Pathway					
#	NAME	DESCRIPTION	QTY	COST	TOTAL
P3.1	Pictou Academy & Palmerston MUP	Develop unpaved multi-use pathway from Patterson Street to Palmerson Street	1,100	\$160 per LM	\$176,000
P3.2	Wellington Street MUP	Upgrade existing sidewalk to paved multi-use pathway from Pictou Skate Park to McCulloch Education Centre	750	\$500 per LM	\$375,000
Sub Total					\$551,000
Contingency (20%)					\$110,200
Total					\$661,200

P4 Pictou: Front + Welsford Multi-Use Pathway					
#	NAME	DESCRIPTION	QTY	COST	TOTAL
P4.1	Front Street MUP	Develop paved multi-use pathway from Caladh Avenue MUP to Welsford Street	150	\$500 per LM	\$75,000
P4.2	Welsford Street MUP	Develop paved multi-use pathway from Front Street to Oak Street	800	\$500 per LM	\$400,000
Sub Total					\$475,000
Contingency (20%)					\$95,000
Total					\$570,000

P5 Pictou: Local Street Bikeways					
#	NAME	DESCRIPTION	QTY	COST	TOTAL
P5.1	Haliburton Road and High Street LSB	Develop local street bikeway from Jitney Trail + Haliburton Street to High Street + Wellington Street	2,800	\$150 per LM	\$420,000
P5.2	Cottage Street and Louise Street LSB	Develop local street bikeway from Albert Street + West River Road to Louise Street + Wellington Street	1,300	\$150 per LM	\$195,000
P5.3	Coleraine Street and Patterson Street LSB	Develop local street bikeway from Coleraine Street + Caladh Ave to Paterson Street (by Pictou Arena)	1,200	\$150 per LM	\$180,000
P5.4	Wellington Street LSB	Develop local street bikeway from Denoon Street to the Pictou Skate Park	800	\$150 per LM	\$120,000
P5.5	Cedar + Oak LSB	Develop local street bikeway on Cedar and Oak St	1,500	\$150 per LM	\$225,000
P5.5	Denoon Street LSB	Develop local street bikeway from Denoon Street + Coleraine Street to Beeches Road and Welsford Street	500	\$150 per LM	\$75,000
Sub Total					\$1,215,000
Contingency (20%)					\$243,000
Total					\$1,458,000

S1 Scotsburn: Scotsburn Road Multi-Use Pathway					
#	NAME	DESCRIPTION	QTY	COST	TOTAL
S1.1	Scotsburn Road MUP	Develop unpaved multi-use path linking Jitney Trail to Scotsburn Road, Scotsburn Elementary School and Scotsburn	100	900 per LM	90000
-	Functional Plan	Transportation engineering design study for local street bikeways to determine costs and feasibility	1	\$60,000 each	\$60,000.00
Sub Total					150000
Contingency (20%)					30000
Total					\$180,000

Funding Opportunities

Below is a list of potential funding opportunities that the Municipality of Pictou County and the Town of Pictou can explore. This list is not exhaustive but highlights key funding streams that can support the implementation of active transportation initiatives. Municipal and Town staff should monitor funding cycles and application deadlines, and consider partnerships to strengthen proposals and leverage matching funds where required.

Federal Funding

- [Active Transportation Fund](#): Supports planning and capital projects that improve active transportation networks and encourage safe, accessible, and low-carbon mobility options.
- [Canada Community-Building Fund](#): Provides predictable, long-term funding for municipalities to support local infrastructure priorities, including active transportation.
- [Investing in Canada Infrastructure Program \(ICIP\)](#): A cost-shared program that funds infrastructure projects across key priority areas, including green infrastructure and community, culture, and recreation.
- [ParticipACTION Community Challenge](#): Offers funding and incentives for communities to promote physical activity and community participation in health and wellness initiatives.
- [Safe and Active School Routes](#): Offers funding up to \$125,000 for new or improved active transportation infrastructure along school routes in your community, including quick-build or permanent features such as pathways, sidewalks, bike lanes, crossings and safety enhancements—along with knowledge and capacity to implement these improvements effectively.

Provincial and Municipal Funding

- [Tourism Nova Scotia Revitalization of Icons Program](#): Provides funding for infrastructure that enhances tourism assets, including trail systems and outdoor recreation destinations.
- [Municipal Innovation Program](#): Supports innovative municipal projects, including those focused on sustainability and livability.
- [Community Health Board \(CHB\) Wellness Funds](#): Grants for initiatives that promote physical activity, healthy living, and overall community wellness.
- Nova Scotia Department of Natural Resources
 - » [OHV Infrastructure Fund - Trails](#): Provides funding for OHV (or shared use) trail development
 - » [Connect 2 Program](#): Supports projects that create and enhance active transportation connections between destinations.
- Nova Scotia Communities Culture and Heritage:
 - » [Active Communities Fund](#): Supports initiatives that increase physical activity through planning and implementation of active living strategies.
 - » [Trail Maintenance Program \(TMG\)](#): Provides funding for the maintenance and repair of existing trail infrastructure.
 - » [Trails Engineering Assistance Grant Program \(TEAG\)](#): Offers technical and engineering support for trail planning and development.
 - » [Recreational Trail Expansion Grant Program \(RTEG\)](#): Funds the development and expansion of new or existing recreational trail infrastructure.
 - » [Community ACCESS-Ability Program](#): Offers funding support for accessibility-related improvements

07

Appendix

Built Environment Accessibility Funding Opportunities

1. Department of Communities, Culture, Tourism & Heritage

[Find grants offered through the Department of Communities, Culture, Tourism and Heritage - Government of Nova Scotia](#)

- **Active Communities Fund**
[Apply for funding to help communities move more: Active Communities Fund - Government of Nova Scotia](#)
- **Business Access-Ability Program**
[Business ACCESS-Ability Grant Program | Communities, Culture, Tourism and Heritage](#)
- **Community Access-Ability Program**
[Community ACCESS-Ability Program | Communities, Culture, Tourism and Heritage](#)
- **Community Facilities Improvement Program**
[Community Facilities Improvement Program | Communities, Culture, Tourism and Heritage](#)
- **Community Recreation Capital Grant**
[Community Recreation Capital Grant | Communities, Culture, Tourism and Heritage](#)
- **Connect2**
[Connect2 Program - Government of Nova Scotia, Canada](#)
- **Planning Assistance Program**
[Planning Assistance Program | Communities, Culture, Tourism and Heritage](#)
- **Recreation Facility Development Grant**
[Recreation Facility Development Grant | Communities, Culture, Tourism and Heritage](#)

• Trails Funding

[Trail Funding Programs | Communities, Culture, Tourism and Heritage](#)

- Recreational Trail Expansion Grant program
- Community Trails Leadership Fund
- Engineering Assistance Grant Program
- Trail Maintenance Program

2. Department of Municipal Affairs

- **Growth and Renewal for Infrastructure Development (GRID) Program**
[Apply for funding to support municipal infrastructure projects: Growth and Renewal for Infrastructure Development Program - Government of Nova Scotia](#)
- **Municipal Innovation Program**
[Apply for funding to support innovative approaches to regional collaboration: Municipal Innovation Program - Government of Nova Scotia](#)

3. Department of Seniors and Long-term Care

- **Age-friendly Communities Grant**
[Age-friendly communities grant - Government of Nova Scotia, Canada](#)

4. Government of Canada

- **Enabling Accessibility Fund**
<https://www.canada.ca/en/employment-social-development/programs/enabling-accessibility-fund.html>
- **Canada Community Building Fund**
[Canada Community-Building Fund \(CCBF\) - Nova Scotia Federation of Municipalities](#)

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