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## 1.0 INTRODUCTION

In recognition of the benefits of active transportation (AT), there is a widespread movement aimed at promoting non-motorized modes of travel. Many communities in Canada and internationally are providing opportunities for walking and cycling. This AT Plan is intended to encourage a healthy and active Amherst by improving conditions for cycling and walking. The Plan focuses on infrastructure improvements in the form of network and facility design.

Network design is a system of cycling and walking routes, for both utilitarian and recreational use. Facility design refers to the type of infrastructure envisioned to support cycling and walking within the network.

### 1.1 Active Transportation Defined

Active Transportation is human powered travel. The term refers primarily to walking and cycling, but also to wheel chairing, in-line skating, skateboarding, and jogging. It is about focusing public and private space on non-motorized transport. AT is located on the street, sidewalks, trails, and park spaces.

The two main components required for AT are infrastructure and programming. Infrastructure for AT will never be successful without education, promotion, and enforcement. After generations of car-focused transportation systems, changing the public's perception of AT through programming is critical to making AT a part of everyday life.

An effective AT network is rooted in easy access to the system. The network must offer easy connections throughout the community that are safe, comfortable, and aesthetically pleasing. Ease of access is also measured by the ability of all age groups and physical abilities to use the network.

### 1.2 Goal and Objectives

The goals and objectives are based on the town's vision for an active and healthy Amherst, and community input. Rooted in Canadian AT best practice while recognizing financial constraints, the goals and objectives are intended to build on and expand existing infrastructure.

### Goal

The goal of the Plan is to promote cycling and walking for living, working, and playing by providing an efficient and effective network of interconnected and continuous cycling and pedestrian routes, which link neighbourhoods and major destinations.

### Objectives

The Plan objectives are as follows:

- To develop a connected and continuous town-wide cycling and pedestrian network with safe, comfortable, and direct routes.
- Ensure a made in Amherst Plan by integrating best practice with local context.
- Make efficient use of existing infrastructure and incorporate existing and planned routes where they meet the goal of the Plan.

### 1.3 Benefits

Benefits transcend environmental, economic, and social issues. The benefits are extensive and well documented. Below are only a few examples of the benefits associated with AT:

- Improves public health by fighting obesity and chronic illness like heart disease and Type 2 Diabetes.
- Offers mobility for children, youth, seniors, low-income families, and persons with disabilities.
- Reduces the cost of transportation and attracts tourists.
- Enhances street life, increasing citizen interaction, and improves personal security.
- It is emission-free, making it a mechanism for minimizing effects of climate change and reducing air pollution.

### 1.4 Local context

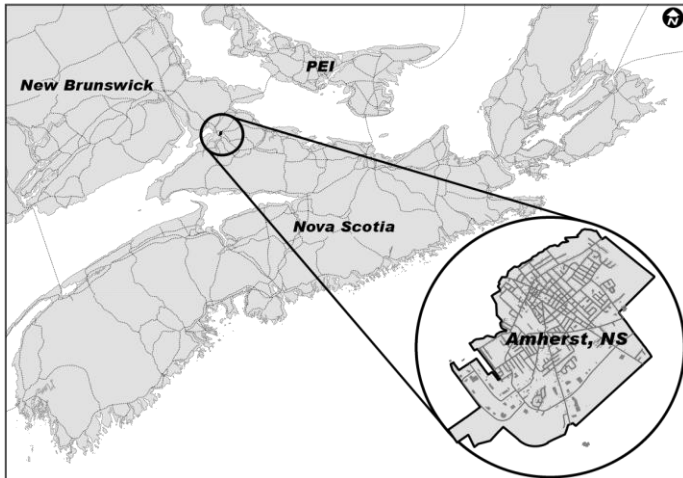
Amherst is located in the northwestern Cumberland County of Nova Scotia, Canada. Amherst is the first town in Nova Scotia when travelling from New Brunswick on the TransCanada Highway. Amherst is the largest town in the Cumberland County, and the second largest town in Nova Scotia.

As a small town with a relatively dense and contiguously developed built form, Amherst is inherently walkable. In fact, if one started at a central location such as the Fire Station, almost



all developed areas of town can be reached within about 20-minutes or less walking at an average pace (1km/10 minutes).

While some important gaps remain, there exists an extensive sidewalk network that covers most areas of town. The downtown core area, main corridor streets, and common school routes all have existing sidewalk infrastructure.



## 2.0 BACKGROUND

The background provides a summary of information that informs the Plan Goal and Objectives. The information provides a basis for the development of the network plan, design guidelines, and policy components.

### 2.1 Population Structure

Since the early 1960s when it peaked at 10,788, the Town's population has remained relatively stable but stagnant in the mid to upper 9,000 range. At the last Census in 2016 the population was 9,413, representing a 3% decrease from 2011. The recent decline erased modest increases over the previous two Census periods, where the population increased by approximately 2%.

Overall, population is a function of births, deaths, and migration. In Canada, as in most other developed countries, the birth rate has been stagnant or in decline as has the death rate. This leaves the migration rate as the most significant source of population growth in the country. Amherst is experiencing similar birth and death

rate trends but has not been a location for significant migration. While there is modest in migration to Amherst across all age groups, this has been offset by out migration of young adults (aged 25-29). Indeed, the population in the key child bearing years (aged 25-39) is small and declining. As a result, the proportion of Amherst's population above the age of 65 is expected to increase from about 1/5 of the population to over 1/3 by 2031. A more detailed analysis and projection of the Town's population can be found in the 2015 Town of Amherst Population Projection and Shift-Share Analysis (Stantec Consulting Ltd).

In response to this aging population trend, AT infrastructure and programming must consider access, safety and comfort for those with mobility challenges, while making the community more attractive for younger people that might move back.

### 2.2 Past Trail Plans

This section reports existing and planned trails. Some trail plans have in part been implemented while other have not. The more complex trails which include sections extending beyond Town boundaries and located in environmentally sensitive marsh lands. These out of town extensions will require coordination and partnerships with individual land owners, organizations such as Ducks Unlimited, the Amherst and Area Trails Society, the County of Cumberland, and the Province.

#### **Centennial Trail Program**

This plan consisted of a series of six loops, on-road and offroad, for both recreation biking and walking. Some sections exist and developed as funding became available. Funding, priorities, and land availability are barriers to carrying out trail construction.

#### **Tantramar Marsh Trail – Center First: Downtown Amherst Action Strategy**

The Center First: downtown Amherst Action Strategy (2010) recommended a multi-use trail loop around a section of the marsh with direct connection to the downtown via LePlanche Street. While this recommendation does have merit, this plan focuses limited resources on building connectivity into the network.



## 2.3 Other Town Plans and Strategies

In addition to The Centre First: Downtown Amherst Action Strategy (2010) noted referenced above, there are other Town studies and reports that add support for AT.

### Physical Activity Plan (2017)

Developed as part of the Physical Activity Leadership Program, the Physical Activity Plan outlines how the Town can increase physical activity and raise awareness of its positive impact on the community. The plan recognizes the AT as an important component of an active community. As such, Goal #3 of this plan is to *Support a Physically Active Environment*. To realize this goal, the plan focuses on implementation of this AT Plan and the provision of programming in the form of communication, education, and awareness. Town summer employees riding bicycles, bike/walk to school campaigns, and other programming are parts of this area of focus.

### Recreation Master Plan (2016)

The Recreation Master Plan (RMP) was developed to ensure the Town's recreation facilities and services meet the needs of the community now and in the future. Data collected from Town residents found that walking is by far the most prevalent form of physical activity, particularly for adults. Recreation facilities such as the Amherst Stadium Walking Track, Dickey Park Track, trail system, and sidewalk network are widely used by Town residents.

The RMP recommended further development of the Town's trails, and a commitment to ongoing maintenance and increased connectivity. Priority is also given to the disjointed trail route along Dickey Brook that runs through the middle of Town and connects several schools and park spaces. The RMP also emphasizes the importance of sidewalk maintenance and connectivity as a critical component of AT. These recommendations align with the implementation section of the AT Plan.

## 2.4 Public Participation

Development of this plan included two public workshops held in 2011, and a third held in spring of 2017. Using a map of Amherst, workshop attendees were asked to locate key destinations and connections, both within Town as well as regionally. Attendees were also asked to identify way in which to build an AT culture through

programming (communication, education, and promotion)

The concept map below visually summarizes suggested key destinations and connections. Three pre-defined issues guided discussion and feedback during the sessions:

1. Cycling and walking routes to connect key destinations.
2. Opportunities for cycling, sidewalk, and trail extensions.
3. Physical barriers and solutions to effective cycling and walking routes.

### Key Destinations:

The Industrial Park, a key employment area, should connect to a cycling route to encourage cycling to work. Tupper Street and Chandler Street, the main roads of the Industrial Park, have existing design elements for safe road cycling and walking, such as lighting, a wide road, and low traffic volume.

Other key destinations identified include the Downtown, Town parks, Dickey Brook Road, schools, the highway commercial area, and medical clinics.

### Opportunities for Extensions – Utilitarian Trips:

- Make Downtown more accessible especially for seniors with cycling routes and sidewalk extensions to adjacent neighbourhoods.
- Connect seniors to shopping and connect seniors to seniors.
- Connect residential areas to shopping on Robert Angus Drive and South Albion Street.
- Link the Hospital to Robert Angus Drive.
- Link soccer fields to Robert Angus Drive.
- Connect new subdivisions to schools.

### Opportunities for Extensions – Recreation:

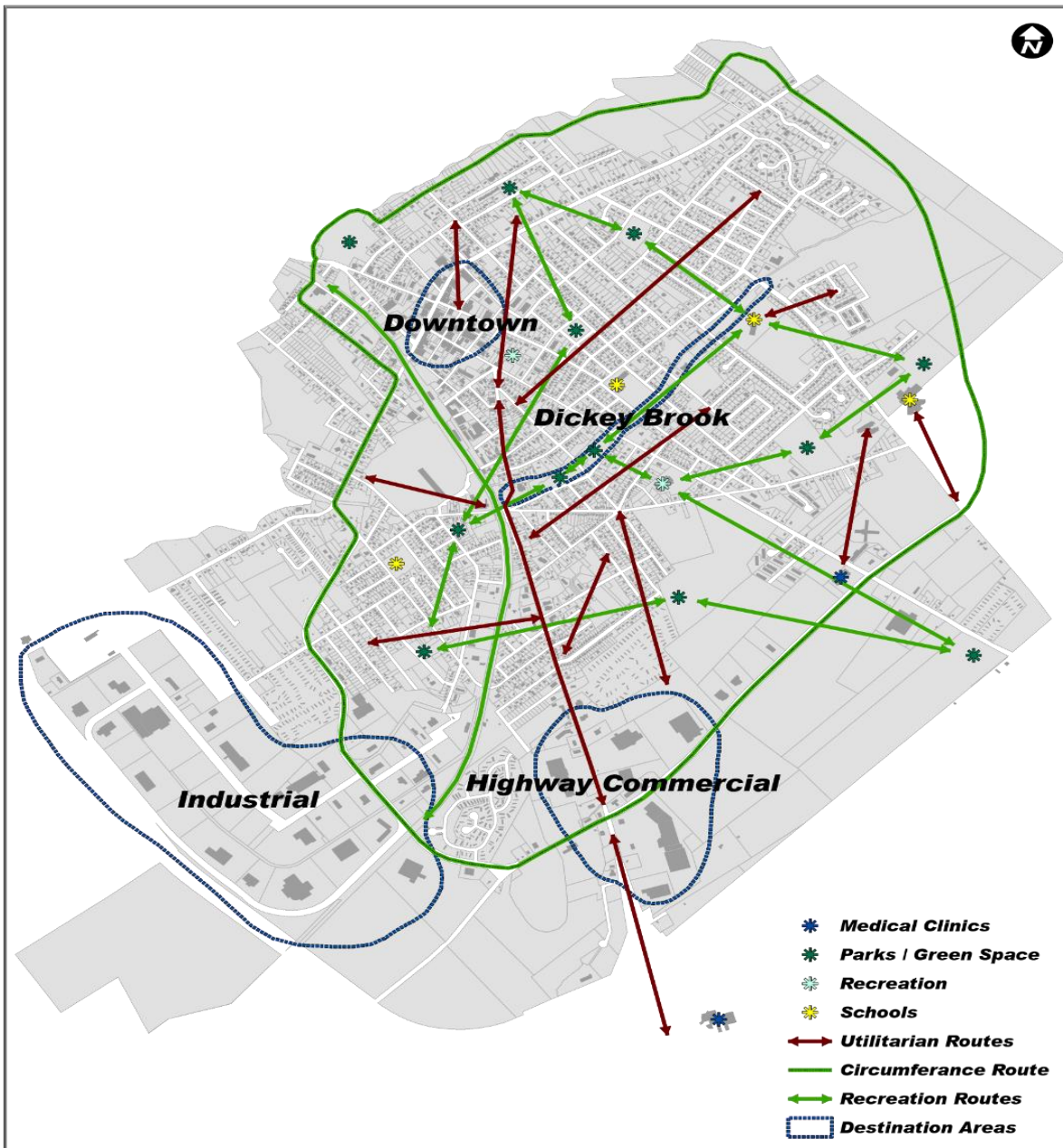
- Connect multi-use trails to parks for pleasant resting and play areas, an aesthetically pleasing route, and better access to parks.
- Create a route for cycling and walking around the circumference of the Town, connecting the Industrial Park, the existing Centennial Trail in the north, and Robert Angus Drive. The continuous Town perimeter route would connect to neighbourhoods less traffic and fewer crossings.
- Most dedicated recreation cyclists want to follow continuous routes that extend beyond the Town boundary.
- The Amherst Point Bird Sanctuary has significant recreation potential and is currently underutilized. This site offers walking,



skating, cycling, and cross-country skiing, and is a natural amenity and recreation area that should be made more accessible.

**Physical Barriers and Solutions to Effective Routes:**

- Winter snow and ice conditions can reduce accessibility to sidewalks This is a significant concern for pedestrians and scooters who are made to share the road with vehicles during winter conditions.
- Route and site design should reflect Amherst's high senior population and should be designed appropriately to accommodate seniors' needs.



## 2.5 Best Practice Principles

Safety, connectivity, accessibility, and aesthetics are commonly used principles in AT plans and the basis of discussion in AT literature. The following section provides a summary of these principles.

### Safety:

A significant determinant of AT participation is safety. Significant use of AT infrastructure will not be realized where real or perceived risks to personal safety exist. Conversely, well designed infrastructure and design elements can reduce the frequency and severity of pedestrian and cyclist injuries, especially for vulnerable users such as children and seniors. Increased use of AT infrastructure increases safety as the presence of cyclists and pedestrian on public streets results in greater awareness by motorists. AT use can also deter criminal activity with more “eyes on the street”.

Important elements of safety include:

- Well marked and appropriately placed cross walks
- Pedestrian lighting
- Separation from vehicles where possible or clear demarcation of shared routes
- Effective signage
- Communication, education, and promotion

### Connectivity:

Connectivity optimizes proximity for convenience and achieved by integrating many linkages. An example of this is the fused grid, a street network design of continuous and discontinuous streets with discontinuous streets supplemented by pedestrian links. Similarly, a continuous ring connecting key destinations is an alternative design documented in the Victoria Cycling Plan. Furthermore, a well documented strategy for maximum connectivity is reducing the effect of intersections as barriers to the network.

### Accessibility & Aesthetics:

This principle refers to promoting use and optimizing the users experience by establishing inviting and convenient facilities. Where possible, facilities should take advantage of natural geography such as water courses and parks which create pleasant environment. User comfort and convenience is also an important consideration. Facilities must be wide enough to accommodate intended users, and vertical clearance must be adequate, especially in areas

with significant tree canopy. Furthermore, cycling and walking must be able to compete with other modes of transportation in terms of efficiency (time, money, and space), and be designed to accommodate all types of competencies and abilities.



## 2.6 Programming

Promotion and education—Individual travel behaviour is influenced by a combination of factors—infrastructure, promotion, education—all of which are integral to increasing the number of active transportation users. In addition to building new active transportation infrastructure, it is important to promote new facilities and offer information on safe cycling skills and sharing the road. This information can be provided in print, on-line and in person (e.g., through school-based programs and CAN-BIKE courses). Promotional events that celebrate walking and cycling can also be effective tools for raising awareness and encouraging more people to get active.

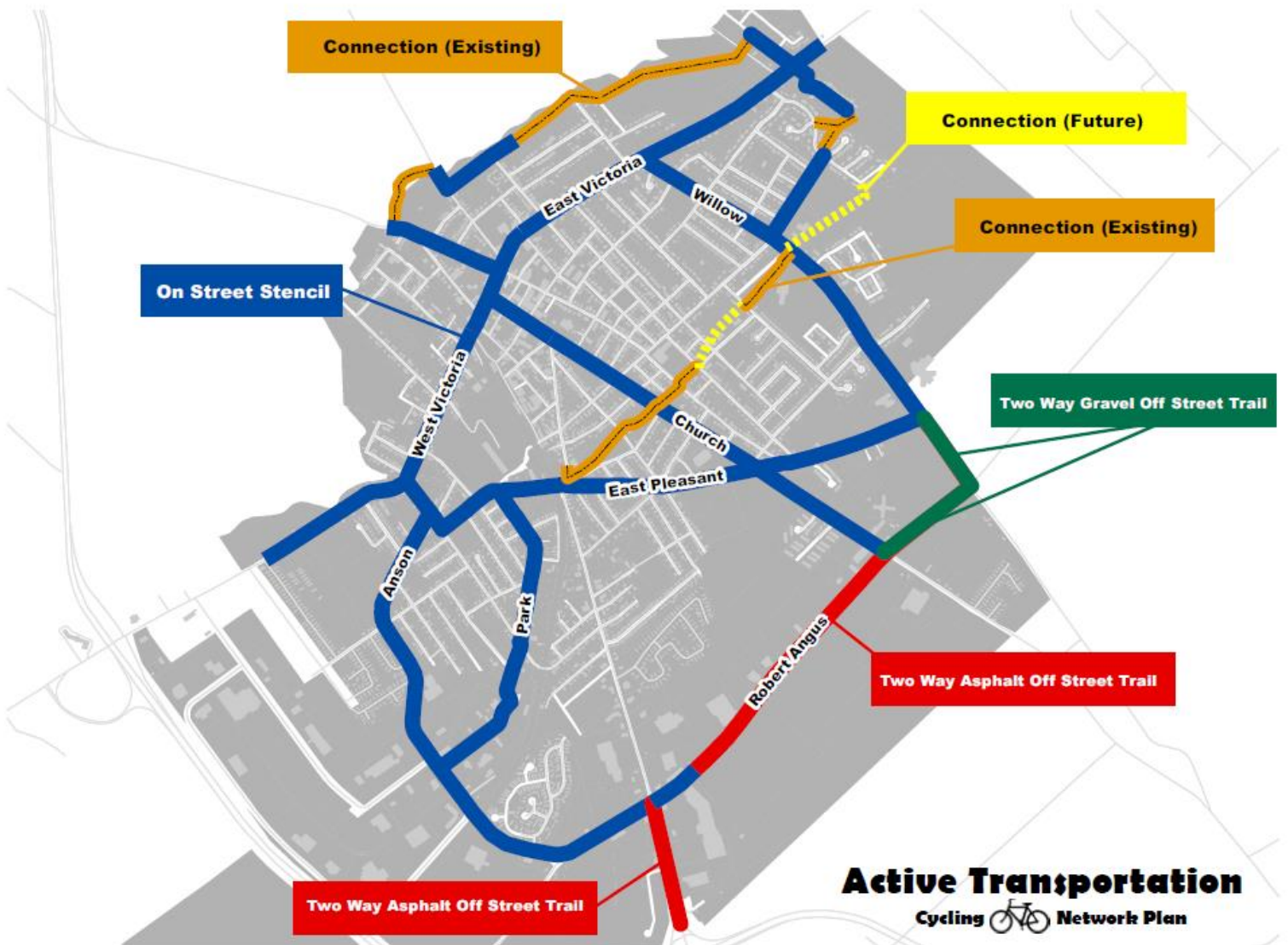


### 3.0 NETWORK PLAN

#### 3.1 Network Plan

The network plan consists of a Cycling Network Plan and a Pedestrian Network Plan designed to provide connections and routes throughout Town. The Plans build and expand on existing street and trail infrastructure.

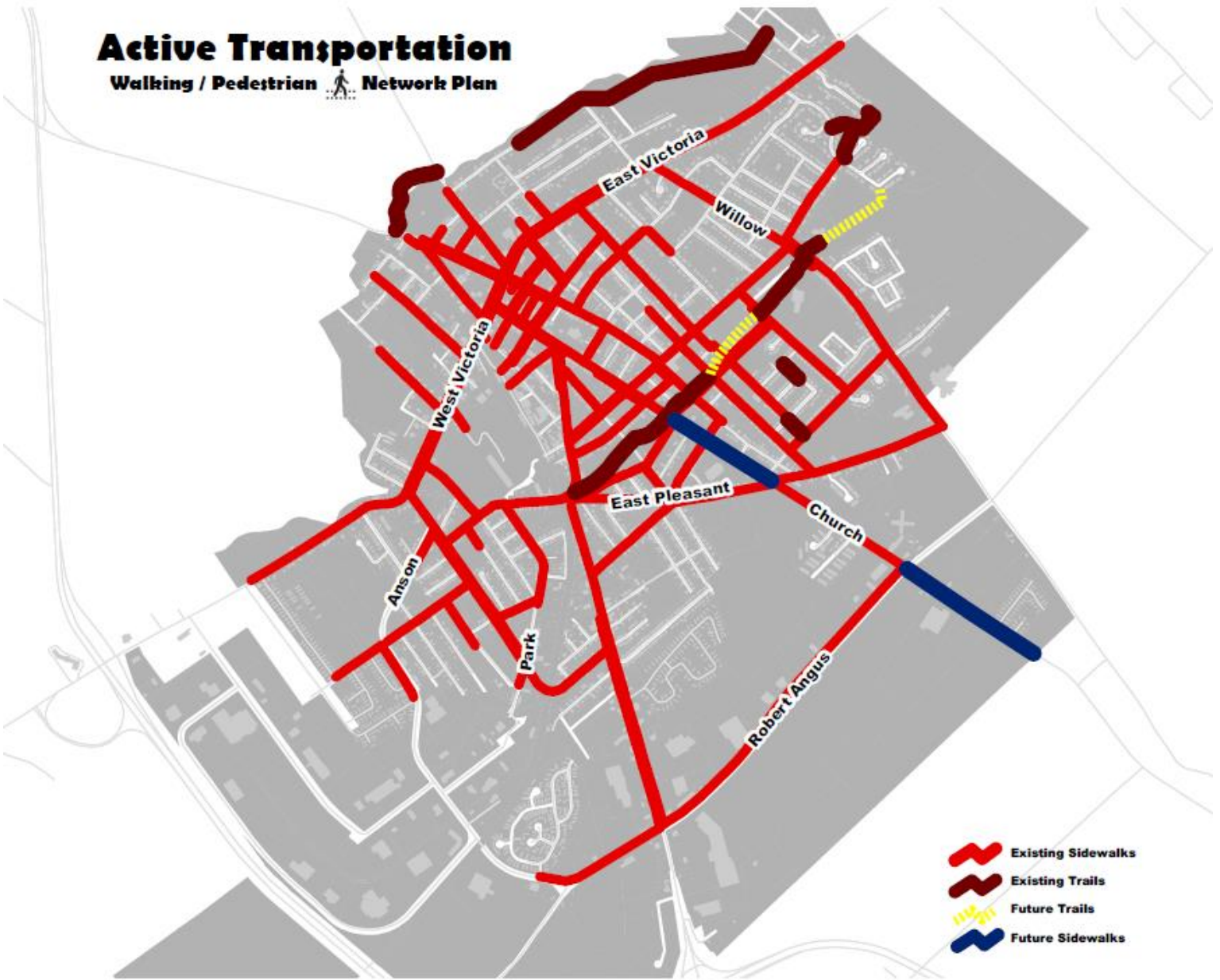
#### Cycling Network Plan





# Walking/Pedestrian Network Plan

## Active Transportation Walking / Pedestrian Network Plan



## 4.0 DESIGN GUIDELINES for CYCLING FACILITY DESIGN

A cycling facility is any physical facility that provides for the exclusive or semi-exclusive use of bicycles. The guidelines are meant to guide construction of cycling facilities within the identified cycling network. The guidelines presented in this section cover a variety of facility components ranging from facility types to physical barriers and bike parking facilities.

Aside from multi-use trails, pedestrian facilities are typically sidewalks, a commonly constructed facility type which is not included in the design guidelines. The barriers, signage, and rest area guidelines do relate to pedestrian facilities and should be applied in the construction of the walking network plan.

### 4.1 Facility Types:

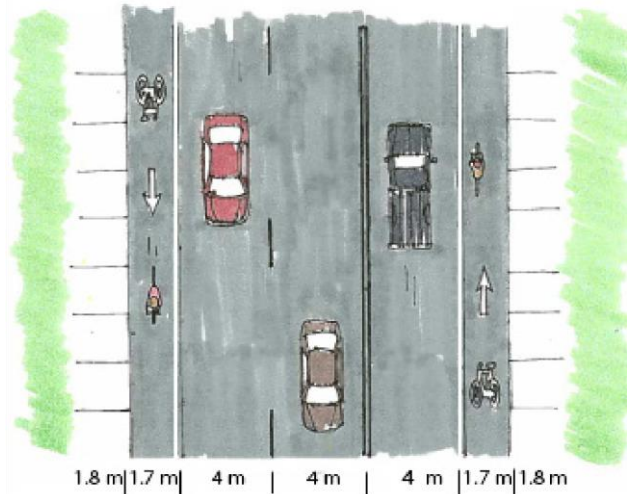
This section outlines common facility types used for cycling networks and the appropriate location for each type within the existing road network.

#### Bike Lane:

A bike lane is a designated space on the road, separated from vehicle traffic and designated for one-way cycling. A bike lane is delineated by visual road treatments including a painted line, texturing, colouring, a physical barrier such as a curb, or raised lanes known as "cycle tracks." To separate vehicle traffic from the cycle lane, on-street parking can be used in addition to the above mechanisms. The bike lane is generally identified with signs or bike stencils painted directly on the lane.



Typically located on curb and gutter roads, and most appropriate for arterial and collector roads, main sections of the network connections expected to experience higher cyclist and/or motor vehicle volumes.



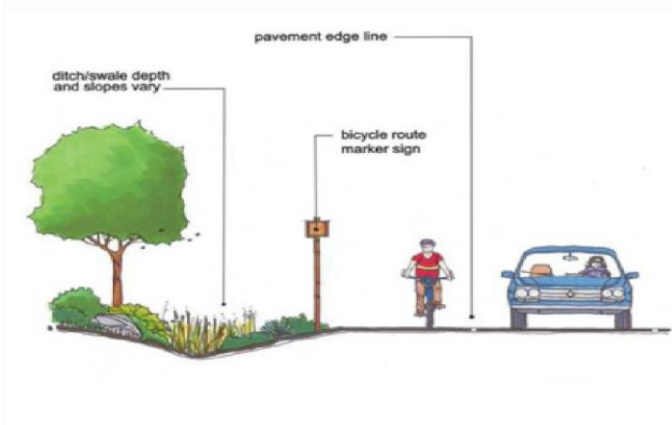
#### Signage Only/Shared Lane:

A shared lane is a travel lane shared by vehicles and cyclists. Street parking is permitted on these routes. There is no visual or physical barrier between cyclists and vehicles. On these roads, due to traffic conditions, there is no need to build a designated bike lane. Signed only routes can be located on roads with standard and wide curb lane widths.



### Paved Shoulder

A paved shoulder facility type is a marked edge line, typically a painted line, on an existing road with no curbs. Signs should be used to indicate the presence of cyclists. Typically located on rural roads with no curb.



### Multi-Use Trails

A multi-use trail is a separate facility from which all motorized traffic is excluded and generally designed for slow riding. Two lanes wide enough for walking and cycling in either direction may take the form of a path in open space areas, or parks.

Paved multi-use trails are the best option for encouraging widespread use. A paved surface opens a facility up for wheelchair, rollerblading, stroller, and novice cyclist use. Off-road paved multi-use trails are excellent conditions for learning how to cycle.



Providing a space for beginners to become confident cyclists encourages network use, as reported in the Victoria Master Cycling Plan.

### Width Range Standards

Transportation Association of Canada (TAC) standard, and standard common to AT plans are included below:

| Cycling Facility   | Width Range  |
|--|--|
| Motor Vehicle Travel lane (not including gutter dimension) | 3.0 to 3.7 m   |
| On Street Parking  | 2.5 to 2.8 m   |
| Marked Bicycle Lane Width                                  | 1.5 to 2 m   |
| Shared Lane and No Parking                                 | ≥ 4.25 m   |
| Shared Lane with Parking                                   | 6.6 to 7.1 m   |
| Paved Shoulder   | 2.5 m (≥ 60 km/hr with adjacent 0.5 granular shoulder) |
| Multi-use Trail  | 3 m  |

## 4.2 Other Design Considerations

### Intersections:

Intersections and significant points of danger and motorists and cyclist education is necessary to improve safety at intersections. Appropriate signage should be carefully incorporated into intersections.

### Lighting:

For safety and security, lighting is an important feature for walking and cycling facilities, however, due to costs, off-road trails are rarely lit. To avoid high costs and ensure safety, facilities should be located close to street lights where possible. If lighting fixtures are considered, solar powered lighting fixtures may save on long term energy costs.

### Snow Clearing:

While snow clearing recreational trails may be cost prohibitive, winter maintenance on the Pedestrian network should be given priority. This is particularly important to enable seniors to use the network throughout the year. A regular monitoring schedule is necessary in between significant weather events to ensure sidewalk surfaces are kept walkable as winter conditions change.



### Rest Areas:

Periodic shaded rest areas are beneficial for all on and off-road facility users, particularly for people with mobility impairments that expend more effort to walk than other pedestrians. In general, rest areas should have the following design characteristics:

- A firm and stable surface;
- A width equal to, or greater, than the width of the trail segment leading to an from the rest area;
- A minimum length of 1.525 m (60 in);
- A minimal change of grade and cross slope on the segment connecting the rest area with the main pathway; and
- Accessible designs for amenities, such as benches, were provided.

Benches can be particularly important for people with disabilities who may have difficulty getting up from a seated position on the ground. Some benches should have backrest to provide support when resting, and at least one arm rest to provide support as the user resumes a standing position.



### Signage:

The goal of incorporating signage into facility design is to achieve a high level of legibility and comprehension for user safety and convenience. Signage is also very important to notify motorists of designated routes and to expect cyclists. Typical categories of signs include: navigation, warning, connections, and points of interest.

#### Navigation Signs

Navigation signs display destinations and distances. A more detailed design includes route destination and direction, simplified route map, and distances to major cross streets and neighbourhood. Displayed in locations leading to and along a cycling route, and where multiple routes intersect, "decision points."

#### Warning Signs

Warning signs convey the following messages to both motorists and cyclists:

- Draw driver attention to the presence of cyclists on the road.
- Warn cyclists of busy intersections where cross traffic does not stop.
- Advise motorists to "share the road".

Warning signs are typically displayed near bicycle trip generators, such as schools, parks, and other activity centers, and are also located at major streets approaching a route. The largest and most basic of road signs are pavement markings.

Pavement markings should be applied using appropriate materials and should be of a size and colour to make them highly visible. For example, Vancouver uses bright colours to mark hazardous bike lane areas, such as intersection crossings.



#### Connections

Connections point cyclists to nearby routes and integrate individual routes to broader network.

### 4.3 Bike Parking

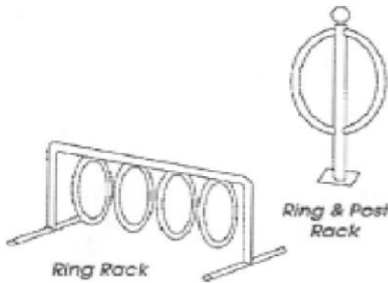
An important support for the bike network is the provision of bike parking at key destinations. In addition to providing bike racks in public spaces, private property owners, particularly businesses, should be encouraged to provide bike parking.

The following points should be considered for optimum parking facilities. Parking should:

- Be located in areas that deter theft and vandalism, such as in full public view where they can be viewed by passers-by, fellow workers, etc.;



- Present no hazard to pedestrians;
- Be easily accessible from the road or bicycle route;
- Be attractive in design;
- Be as close as possible to the cyclist's destination;
- Have appropriate security lighting, where possible; and
- Be located at all buildings or intervals in high density areas, such as the downtown.



## 5.0 IMPLEMENTATION

This section provides recommendations for effective implementation of the Plan's network and design guidelines.

### 5.1 Programming – Partnerships, Education, and Promotion

As previously mentioned, programming is critical to successful implementation, acceptance, and uptake of the AT infrastructure.

While the Town does have lead role to play, it does not have take on programming alone. Partnerships can extend outside of Town departments and include agencies with a vested interest in health and wellness. The Town could actively consult a variety of potential partners including:

- Amherst and Area Trail Society
- Amherst Striders Running Club
- Bicycle Specialist Riding Club
- The Cumberland Health Authority
- Local ATV and snowmobile clubs
- Canadian Cancer Society, Norther Region
- Maggie's place
- Empowering Beyond Barriers Society
- Cumberland early Intervention Program
- Highland View Regional Hospital
- The Municipality of the County of Cumberland
- Chignecto-Central Regional School Board

The Chignecto-Central Regional School Board is an example of how a potential partner could support the Town's AT Plan. With a focus on safety and promotion of AT, the School Board could provide students, particularly elementary students, with cycling education such as CAN-BIKE safety courses, incorporate cycling into physical education curricula, or develop targeted safety material to distribute to students.

The Town could encourage the private sector to partner with the Town to develop a Bikeshare program. This program is convenient and economical for anyone who makes frequent trips around the Town. Members of Bikeshare can borrow a bike for up to three days. Bikeshare hubs are connected by an online database which allows members to use any one of the destination or pick up points.

The Town should set an example to encourage other agencies to take action in supporting AT and facility use by expanding internal partnerships and current AT programs. For example, the Town could provide incentive programs or application of support facilities (showers and bike racks) to motivate employees to cycle or walk to work.

Transport Canada addresses education and promotion of AT by recommending removal of non-physical barriers by "addressing the attitudes, awareness, understanding, or skills of potential pedestrians and cyclists" and by developing the following:

- Campaigns (e.g. Bike to Work Week) that raise awareness and encourage people to try new ways of getting around;
- Walking or cycling maps that highlight recommended route including sidewalks, trails, bike lanes, and roads with wide curb lanes or paved shoulders;
- Promotional events to mark milestones (e.g. approval of a cycling plan, opening of a new trail, publication of a walking map) and attract media attention that can raise awareness and build public support for future measures;
- Awards that recognize the contribution of key individuals and organizations;
- Cycling skills courses that teach cyclists to ride safely on the road; and
- Educational campaigns that encourage drivers to treat cyclists and pedestrians with care and courtesy.
- Collaboration with local businesses that directly and indirectly provide services for AT users.



## 5.2 Policy

Some of the policy recommendations below are amendment ready, while most are general recommendations for drafting more detailed amendments following further review and consultation with relevant Town bodies and stakeholders.

For successful implementation of this Plan, an open participatory process should be applied. Development of policy should include a collaborative and consultative approach with affected Town departments. Furthermore, to promote an evaluate support for improved cycling and walking facilities, other interest group and agencies should be consulted for feedback and the Plan should be subject to the existing approval process, including review by the Planning Advisory Committee and public consultation before being considered by council.

### **New Development**

- All subdivision development applications and Development Agreements should be subject to an AT review as part of the approval process. The review process would gauge the suitability of proposals against the goal and objectives of the AT Plan.
- The Town should require new developments to consider bicycle parking spaces or other AT infrastructure.

### **Private Land**

- Work with private land owners to secure easements, options, or agreements of purchase and sale where network connections are required.

### **Standards and Maintenance**

- Include regular funding for maintenance of AT infrastructure
- Consider AT infrastructure opportunities as part of any Public Works project.
- Ensure the safe and comfortable seasonal operation of the cycling and walking network through monitoring of maintenance practices.

### **Support, Education, and Training**

- Support efforts to achieve an environmentally responsible and healthier population by encouraging residents and visitors to choose cycling or walking as part of a commuting and fitness regime.

- Continue to support and include new cycling education programs and cycle skills training initiatives, such as the Bike Rodeo to raise awareness of safe cycling practices for all road and pathway users and the public.

### **Cooperation, Collaboration, and Engagement**

- Recognize cycling and walking as important elements towards maximizing efficient operations of the transportation and land use system, by helping to reduce space for parking, and being supportive of more intensive land use practices.
- Adopt the International Charter for Walking (ICW), as suggested by transport Canada's Rural and Small Communities Guide, "several Canadian municipalities that are working to improve active transportation have adopted the ICW. This policy statement defines a community as pedestrian friendly in principle and reinforces a sense of collaborative determination to bring about change." See International charter for Walking. ([www.walk21.com](http://www.walk21.com))

### **County and Provincial Routes**

- Support inter-municipal cycling tourism and travel by coordinating with the County to establish bicycle route connections.
- Coordinate with the Province to provide connections to the Blue Route Program.

## 5.3 Network Development Phasing Plan

Creation and expansion of the Cycling and Pedestrian network Plans are being phased out over five years. The following pages provide maps that show the type AT infrastructure project begin undertaken each year. The estimated cost and overall budget for AT infrastructure, including estimated costs for signage, benches, and bike parking.

It should be noted that the Implementation Plan is not set in stone, and may be altered depending on future budget availability, changes in AT priorities, user feedback, and lessons learned along the way. There be unforeseen gaps in the networks, or infrastructure and facilities that require further augmentation. This plan should be viewed as a living document that must be revisited as implementation takes place.



# Year One

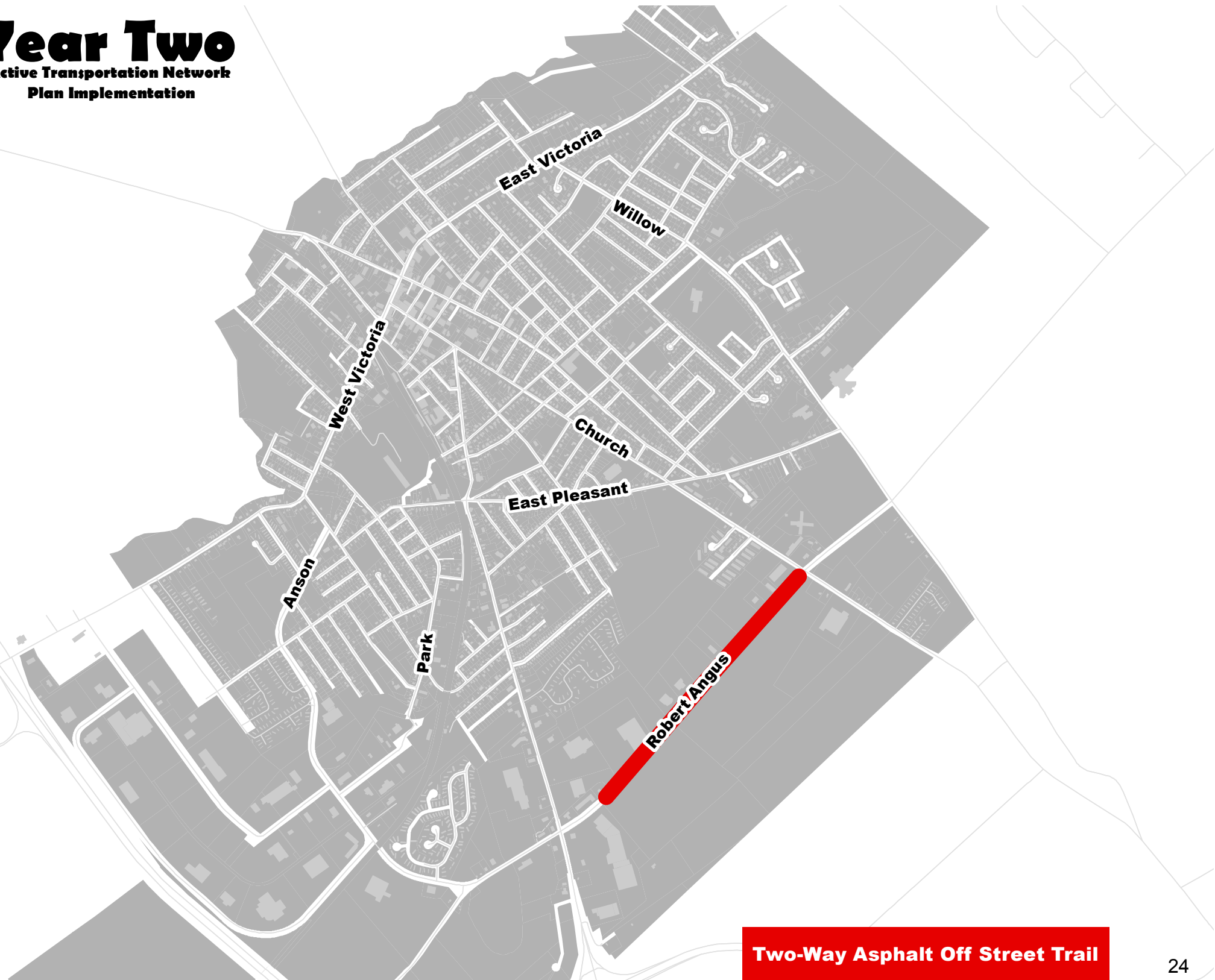
Active Transportation Network  
Plan Implementation



|   |
|---|
| <b>On Street Stencil</b>                |
| <b>Two-Way Asphalt Off Street Trail</b> |
| <b>Two-Way Gravel Off Street Trail</b>  |

# Year Two

Active Transportation Network  
Plan Implementation

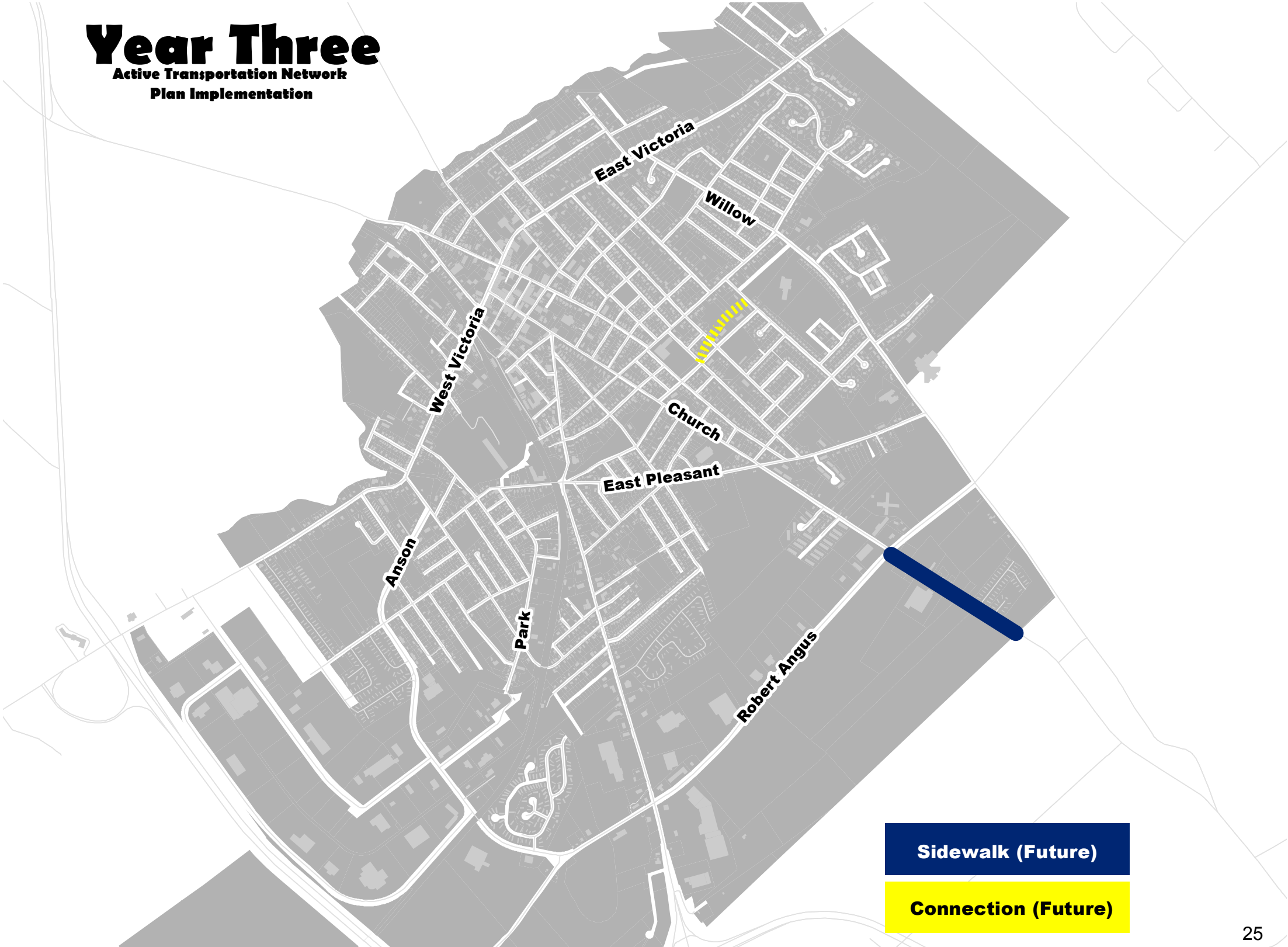


**Two-Way Asphalt Off Street Trail**



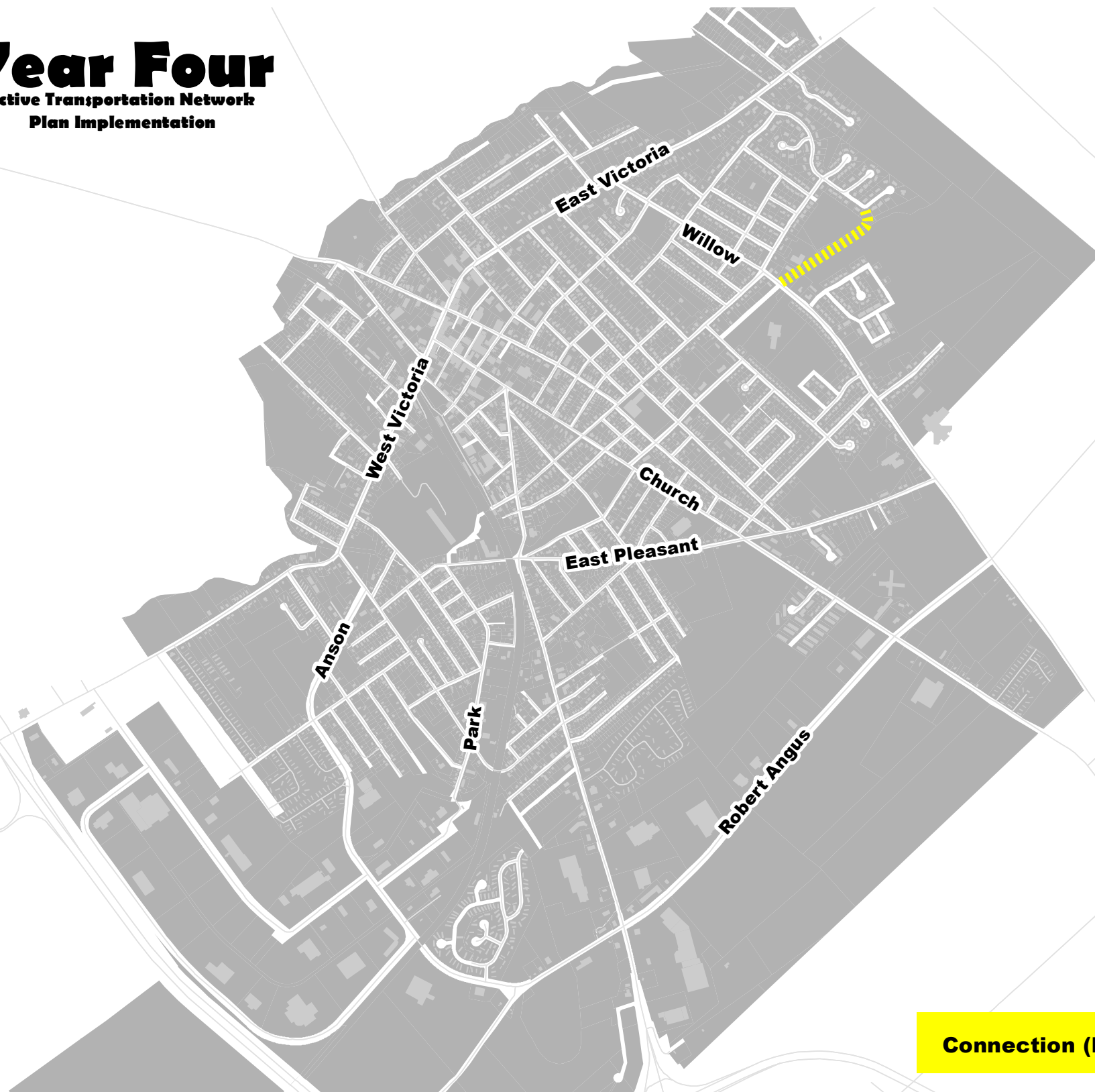
# Year Three

Active Transportation Network  
Plan Implementation



# Year Four

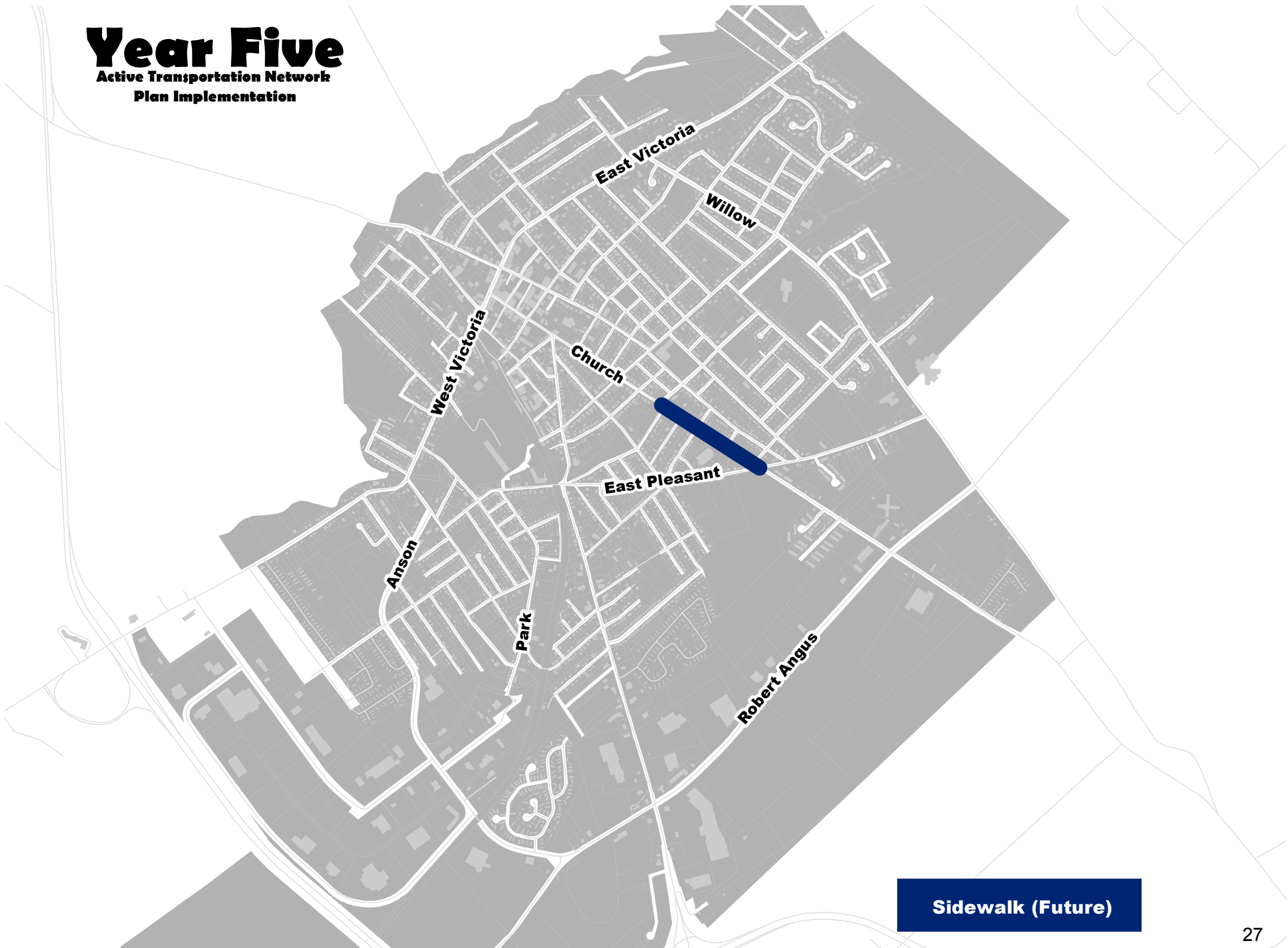
Active Transportation Network  
Plan Implementation



**Connection (Future)**

# Year Five

Active Transportation Network  
Plan Implementation



**Sidewalk (Future)**

| Town of Amherst   |                           |            |                |                   |                   |                   |                   |                   |                  |                   |
|---|---------------------------|------------|----------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|-------------------|
| Active Transportation Plan                                |                           |            |                |                   |                   |                   |                   |                   |                  |                   |
| Location  | Infrastructure            | Length (m) | Unit Cost      | Estimate          |                   |                   |                   |                   |                  |                   |
|   |                           |            |                |                   | Year One          | Year Two          | Year Three        | Year Four         | Year Five        | Total             |
| Victoria East   | Bike stencil              | 3,000      | \$ 0.20        | \$ 600            | \$ 600            | \$ 600            | \$ 600            | \$ 600            | \$ 600           | \$ 3,000          |
| Victoria West   | Bike stencil              | 3,000      | \$ 0.20        | \$ 600            | \$ 600            | \$ 600            | \$ 600            | \$ 600            | \$ 600           | \$ 3,000          |
| Pleasant Street   | Bike stencil              | 4,800      | \$ 0.20        | \$ 960            | \$ 960            | \$ 960            | \$ 960            | \$ 960            | \$ 960           | \$ 4,800          |
| Willow Street (Spring to Victoria)                        | Bike stencil              | 1,500      | \$ 0.20        | \$ 300            | \$ 300            | \$ 300            | \$ 300            | \$ 300            | \$ 300           | \$ 1,500          |
| Anson - Industrial Park Drive                             | Bike stencil              | 5,000      | \$ 0.20        | \$ 1,000          | \$ 1,000          | \$ 1,000          | \$ 1,000          | \$ 1,000          | \$ 1,000         | \$ 5,000          |
| Park Street   | Bike stencil              | 3,000      | \$ 0.20        | \$ 600            | \$ 600            | \$ 600            | \$ 600            | \$ 600            | \$ 600           | \$ 3,000          |
| Church Street - Albion to Robert Angus                    | Bike stencil              | 3,600      | \$ 0.20        | \$ 720            | \$ 720            | \$ 720            | \$ 720            | \$ 720            | \$ 720           | \$ 3,600          |
|   |                           | 23,900     | Total Per Year | \$ 4,780          | \$ 4,780          | \$ 4,780          | \$ 4,780          | \$ 4,780          | \$ 4,780         | \$ 23,900         |
|   |                           |            | x 5 years      | \$ 23,900         |                   |                   |                   |                   |                  |                   |
| Robert Angus Drive - Dairy Queen to Church                | Widen Asphalt Sidewalk    | 1,300      | \$ 150.00      | \$ 195,000        | \$ -              | \$ 195,000        | \$ -              | \$ -              | \$ -             | \$ 195,000        |
| South Albion Street - Robert Angus Drive to Canadian Tire | Off Street Asphalt Trail  | 400        | \$ 250.00      | \$ 100,000        | \$ 100,000        | \$ -              | \$ -              | \$ -              | \$ -             | \$ 100,000        |
| Robert Angus Drive- Church to Willow                      | Gravel Trail              | 500        | \$ 125.00      | \$ 62,500         | \$ 62,500         | \$ -              | \$ -              | \$ -              | \$ -             | \$ 62,500         |
| Willow Street - Robert Angus to East Pleasant             | Gravel Trail              | 500        | \$ 125.00      | \$ 62,500         | \$ 62,500         | \$ -              | \$ -              | \$ -              | \$ -             | \$ 62,500         |
| Willow Street - High School to Dickey Brook               | Replace existing portions |            | est            | \$ 85,000         | \$ 85,000         | \$ -              | \$ -              | \$ -              | \$ -             | \$ 85,000         |
|   |                           |            |                | \$ 505,000        | \$ 310,000        | \$ 195,000        | \$ -              | \$ -              | \$ -             | \$ 505,000        |
| Dickey Brook Trail - Willow to Abbey                      | Gravel Trail              | 500        | \$ 200.00      | \$ 100,000        | \$ -              | \$ -              | \$ -              | \$ 100,000        | \$ -             | \$ 100,000        |
| Dickey Brook trail - Donald to Charles                    | Gravel Trail              | 350        | \$ 125.00      | \$ 43,750         | \$ -              | \$ -              | \$ 43,750         | \$ -              | \$ -             | \$ 43,750         |
|   |                           |            |                | \$ 143,750        | \$ -              | \$ -              | \$ 43,750         | \$ 100,000        | \$ -             | \$ 143,750        |
| Church Street - Beacon to East Pleasant                   | Sidewalk                  | 500        | \$ 150.00      | \$ 75,000         | \$ -              | \$ -              | \$ -              | \$ -              | \$ 75,000        | \$ 75,000         |
| Upper Church Street - Robert Angus to Town Boundary       | Sidewalk                  | 700        | \$ 125.00      | \$ 87,500         | \$ -              | \$ -              | \$ 87,500         | \$ -              | \$ -             | \$ 87,500         |
| Furniture   | Bike Racks, Garbage Cans  |            |                | \$ 5,000          | \$ 5,000          | \$ -              | \$ -              | \$ -              | \$ -             | \$ 5,000          |
| Signage   |                           | 100        | \$ 125.00      | \$ 12,500         | \$ 12,500         | \$ -              | \$ -              | \$ -              | \$ -             | \$ 12,500         |
| Promotion   | Advertising               |            | 5 Year Total   | \$ 6,500          | \$ 2,500          | \$ 1,000          | \$ 1,000          | \$ 1,000          | \$ 1,000         | \$ 6,500          |
| <b>Total</b>  |                           |            |                | <b>\$ 859,150</b> | <b>\$ 334,780</b> | <b>\$ 200,780</b> | <b>\$ 137,030</b> | <b>\$ 105,780</b> | <b>\$ 80,780</b> | <b>\$ 859,150</b> |