


# Town of Mahone Bay Transportation Plan Report



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July 8, 2020

Dylan Heide  
Chief Administrative Officer  
Town of Mahone Bay  
493 Main Street  
PO Box 530  
Mahone Bay, NS B0J 2E0

Dear Mr. Heide:

**RE: *Town of Mahone Bay Transportation Plan Report - Final***

We are pleased to submit this Transportation Plan Report, as requested. It is based on two rounds of public consultation meetings (one in-person, one in virtual mode due to the precautions in place during the COVID-19 outbreak), an online and paper survey exercise, and a comprehensive assessment of transportation conditions within Town boundaries. This Transportation Plan Report document formalizes the ideas developed as part of all stages of the project.

Through the Transportation Plan process, an understanding was developed of the transportation needs facing the Town today and into the foreseeable future. Improvement concepts have been developed, targeting interventions to the Town's transportation network to support the Town's goals around public safety, climate change mitigation, community & economic development, and asset management.

Thank you for the opportunity to work with you on this exciting project and we wish you well in the future.

Yours truly,

CBCL Limited

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Project No: 201061.00

Dylan Heide, CAO

July 8, 2020

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# Chapter 1 Introduction and Background

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## 1.1 Introduction

The Town of Mahone Bay, on Nova Scotia's South Shore, is as rich in history as it is in scenic beauty, and as such is a focal point for tourism which is the Town's principal economic driver. The Town's history incorporates Mi'kmaq, Acadian and European cultures and last year celebrated 100 years of incorporation (1919 to 2019). Mahone Bay is known for its wooden ship building industry, its rich natural habitats including the hundreds of small and medium size islands in the waters with an abundance of wildlife, and the extremely photogenic and iconic Three Churches which can be viewed across the bay. The Town is also a well-known spot for yacht cruising and the bay is home to a number of working fishing communities including those on the Tancook Islands.

According to the latest national census statistics from 2016, the Town of Mahone Bay has the fastest growing population of any municipality in Nova Scotia, experiencing close to 10% population growth since 2011. This could be related in part to the fact that the town has developed a reputation as a haven for entrepreneurs and business start-ups, but as **Mayor David Devenne** says ***"Mahone Bay – a great place to visit and an even better place to live"***, and the ***"... key contributor to the on-going success of the town is the citizens"***. These comments speak for themselves.

To be able to adapt to the rapid growth and increasing traffic, the Town is looking for a Transportation Plan that considers recent planning initiatives, including those for active transportation and for reducing GHG emissions as part of the Federation for Canadian Municipalities (FCM's) Transition 2050 program. The Town of Mahone Bay already has a Strategic Plan in place, including addressing "Provide Safe Streets and Sidewalks" which will inform the Transportation Plan process.

## 1.2 Description of project

The purpose of the Transportation Plan Report is to prepare and support the Town of Mahone Bay for continued rapid growth and increasing traffic of all modes, and to do this in the most sustainable way possible. Focussing on active transportation, and alternative

modes of travel including other types of vehicles should help to propel Mahone Bay well into the future.

As with any project that we become involved in, we like to understand what the problem is that we're being asked to fix, and to find a long-term sustainable solution that is satisfactory to the community.

From our knowledge of Mahone Bay, there are a number of issues, mostly within the town core, that should be addressed in the transportation plan. The Town's main challenges include on-street parking, regular traffic circulation and truck deliveries to the local stores, all coinciding at the same time on Main Street, the Town's busiest street. The intersection of Main Street and Edgewater Street is the hub of Mahone Bay, from which a number of issues appear to originate. Residents and tourists are all trying to do business and enjoy the shops and attractions in the Town by driving, parking and walking around, and taking in the sights, while deliveries are being made to the shops and businesses. Presently cars can park mostly on the south side of Main Street in front of the businesses with two-way vehicular traffic on a two-lane street. There are some parking spaces on the north side of Main Street at a few locations. One of the Town's biggest challenges is from tour buses bringing passengers and tourists from cruise ships.

Although there is ample parking along the waterfront within the Town, particularly along Edgewater Street, this is generally only the case during non-tourist times. In addition, the spaces within some of the small surface parking lots are for customers of adjacent businesses.

Four key themes that need to be addressed in the transportation plan were identified in the scope of the project:

- Public safety
- Climate change mitigation
- Community & economic development
- Asset management

## 1.3 Study process and methodology

The Transportation Plan Report has been developed using the following process:

1. Undertake a Background Literature Review;
2. Establish mapping tools and prepare an inventory of existing conditions;
3. Prepare for and undertake Consultation #1 with stakeholders / develop and commence online/print survey;
4. Prepare for and undertake Consultation #2 with stakeholders / conclude online/print survey;



5. Prepare Draft Transportation Plan using input from Consultation #1 and #2 and survey;
6. Update the Draft Transportation Plan following review by Town Staff;
7. Present the Draft Transportation Plan to Council;
8. Receive and act upon Councils feedback to prepare Final Draft Transportation Plan.

Through a combination of the kick-off meeting, Consultation #1 and #2, and the results of the online/print survey, we have developed the Transportation Plan Report to:

- Compile an inventory of existing transportation infrastructure including high-level condition information, identifying existing gaps and barriers to active transportation. Working with Town Staff and consulting with stakeholders to determine community priorities and identify any opportunities and constraints;
- Define a connected and continuous town-wide cycling and pedestrian network with safe, comfortable, and direct routes for users of all ages;
- Provide street design options including order of magnitude costs, allowing for improved parking and traffic flow and increasing equity between various users;
- Review of transit / taxi / car sharing service needs and areas for improvement with Town Staff;
- Identify opportunities to support reductions in community GHG emissions with Town Staff (e.g. encouraging electric vehicle (EV) adoption by Town residents).

Our approach to this undertaking has required that we be multi-faceted, employing multiple lines of enquiry to develop a correct understanding of existing patterns and to formulate a comprehensive statement of needs and opportunities. Most importantly, ours has been a participatory, intensely visual approach, recognizing that the Town's residents and the users of its transportation and mobility systems are best suited to define it, and that visual tools are best suited to communicate spatial conditions. The multi-modal focus of the Transportation Plan Report also required innovative methods to reach all of the affected population, beyond traditional surveys and interviews.

## 1.4 Planning context

The general Transportation Plan concepts are supported by some of the actions contained within the Town of Mahone Bay Strategic Plan (2018 – 2021) with regards to preparing for 21<sup>st</sup> century infrastructure, including, Implement further phases of the Harbour Development Plan; Asset Management; Provide safe streets and sidewalks; Ensure that Town infrastructure is in place to support development plans.

In support of Town planning, there are a number of other planning and documents and initiatives that are important to mention.

On March 12th, 2019 the Mahone Bay Town Council approved an amended 2018-2021 Strategic Plan including a commitment to pursue climate mitigation strategies through the completion of a community emissions baseline and the development of a GHG Reduction Action Plan. The overall strategy for the Town and the utility is to decarbonize the grid and electrify all municipal operations and community uses including electric home heat and electric vehicles to reduce GHG emissions associated with fossil fuel use. In January, 2020, the Alternative Resource Energy Authority in collaboration with Thinkwell Shift and the Town held focus groups with residents to determine the appetite for electric vehicles, heat pumps and community solar gardens and Mahone Bay residents showed a high interest in participating in these initiatives and considering EVs for their next vehicle purchase.

Supplementing this decarbonization and electrification strategy, the GHG Reduction Action Plan will aim to foster additional trees and green spaces, highlighting our Town's beautiful scenery and healthy, clean air and to create a community that walks, and bikes, because active transportation is safe and convenient. The strategy for reducing GHG's associated with the Town's transportation sector involves actions to eliminate vehicle congestion via the development of this Transportation Plan Report, incentivizing a reduction in the number of personal vehicles through improvements to active transportation routes, pedestrian safety, implementing an EV CarShare program, and to support the electrification of personal and municipal fleets via the installation of electric vehicle charging stations.

The Transportation Sector accounts for 32% of provincial GHG emissions, and by working towards these improvements in Mahone Bay, the Town can do its part in mitigating harmful GHG emissions contributing to climate change which endangers our vulnerable coastal community.

In 2015, CBCL Limited prepared a Coastal Flood and Erosion Mitigation Plan for Mahone Bay which developed options for shoreline protection due to the reality of rising sea levels. Three ways of adapting to this issue were presented including to protect the existing shoreline and infrastructure by building up and defending the shoreline with artificial structures, accommodating sea level rise by modifying existing practices to minimize risk, and finally to retreat away from the shoreline and allow the waterfront to flood and to build and develop infrastructure behind the Town. These solutions were seen as site specific and would most likely require a combination of approaches depending on Town priorities. One option that we considered as feasible and that we knew already had some support from the Town was the inclusion of a Living Shoreline along Edgewater Street on the approach to the Town Centre. This concept is explained in more detail later in this report.

Simultaneous to the GHG Reduction Action Plan we are aware that the Town will be commencing the upcoming Accessibility Operational Plan and the Municipal Planning Strategy / Land Use Bylaw Review.

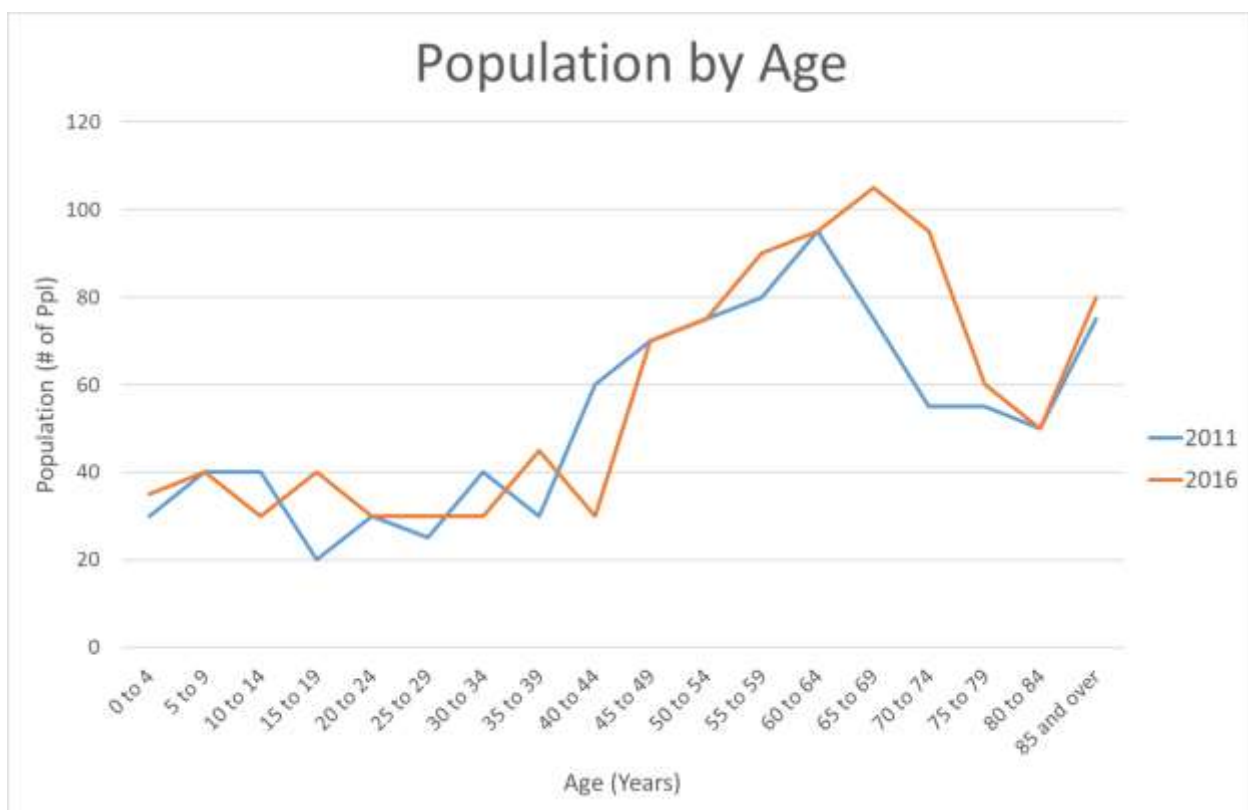
One other initiative worthy of note is the work that the Citizens for Public Transit (CPT) are doing in promoting a regional public transit system for Lunenburg County, including providing services that link the towns of Bridgewater, Mahone Bay and Lunenburg. CBCL Limited undertook the feasibility study on behalf of CPT with the final report and recommendations being presented in fall 2019. CPT has been very active since, presenting the concept to the various councils and attempting to gain buy-in and support.

## Chapter 2 Existing Conditions Review

In order to fully prepare a meaningful transportation plan for the Town of Mahone Bay, the existing conditions within the Town must be understood. This allows for a deeper understanding of the challenges facing the Town, the direction the Town wants to move towards in the future, and the opportunities for development and improvement.

### 2.1 Population

Through a review of Mahone Bay's Census profiles, we developed a high-level understanding of resident's utilization of the transportation network. While total population has grown by approximately 9% from 2011 to 2016, we note that it has also aged appreciably; seemingly a general trend for the province of Nova Scotia.

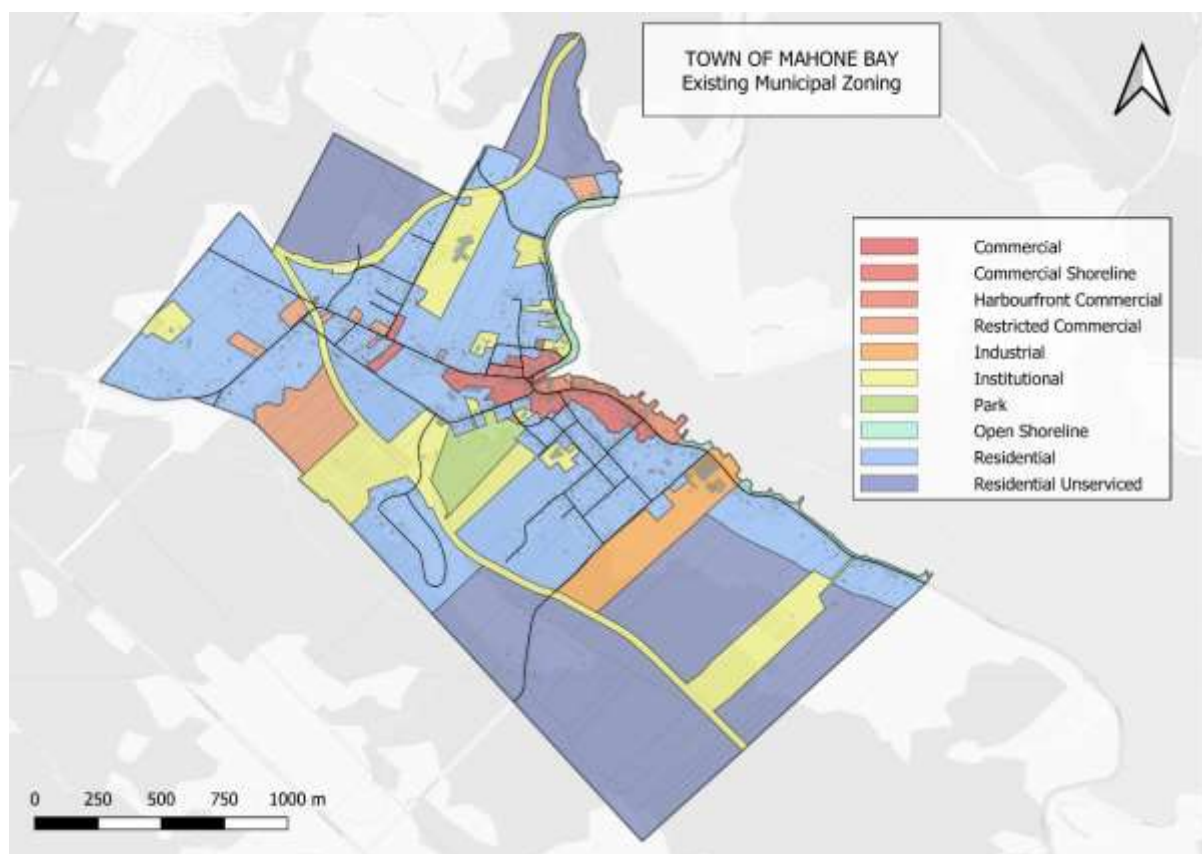


## 2.2 Land Use

The community in Mahone Bay is a mix of retired people and young families, creating a diverse and vibrant community. The strong tourism market has drawn a variety of new businesses to the Town. However, the increasing cost of real estate has been making it harder for young families to own property near the vibrant and historic Town core.

### 2.2.1 Existing Land Uses

The review of the Town of Mahone Bay's transportation needs begins with an understanding of its current land uses. The Town, which covers an area of approximately 387 hectares, features a good mix of uses, ranging from a strong historic commercial core along Main Street, to park areas, and significant residential areas. While most of the Town's population is clustered close to the centre, there are opportunities to direct future growth to outlying residential zones, some of which are currently inaccessible. Indeed, we find that approximately 33% of the Town lots fall under the Residential Unserved zoning, and do not have direct road access.



Travel to and from the Town is provided by Main Street and Edgewater Street, which intersect to create a 3-way yield intersection with the historic cenotaph at its centre. Along Main Street and Edgewater Street are a number of businesses, including coffee shops, restaurants, various bars and pubs, a cycling store, the grocery store and much more. In

addition to the business areas on Main and Edgewater, during the tourist season, a majority of tourists peruse on the Town's waterfront areas. The zoning map above clearly shows the clustering of commercial activity at the mouth of the Cove in the centre of Town and along the coast.

### 2.2.2 Future Growth

Review of Town documents reveals that continued economic growth and diversification is a key priority for the Town moving forward. In addition, a report published by CBCL in 2015 outlined the high risk to damage the waterfront of the Town will be exposed to due to climate change a sea level rise. With this in mind, future growth of the Town will need to include sea level rise defences (i.e. Heightened sea wall) or occur further away from the coast. We therefore find a connection between the possible long-term (measured in decades) necessity to withdraw from the coast, and the currently inaccessible nature of a significant portion of the Town's Residential zoned lands.

Should future growth be directed towards the interior of the Town and away from the coast, then some consideration will eventually be required for access to currently unserviced lots.

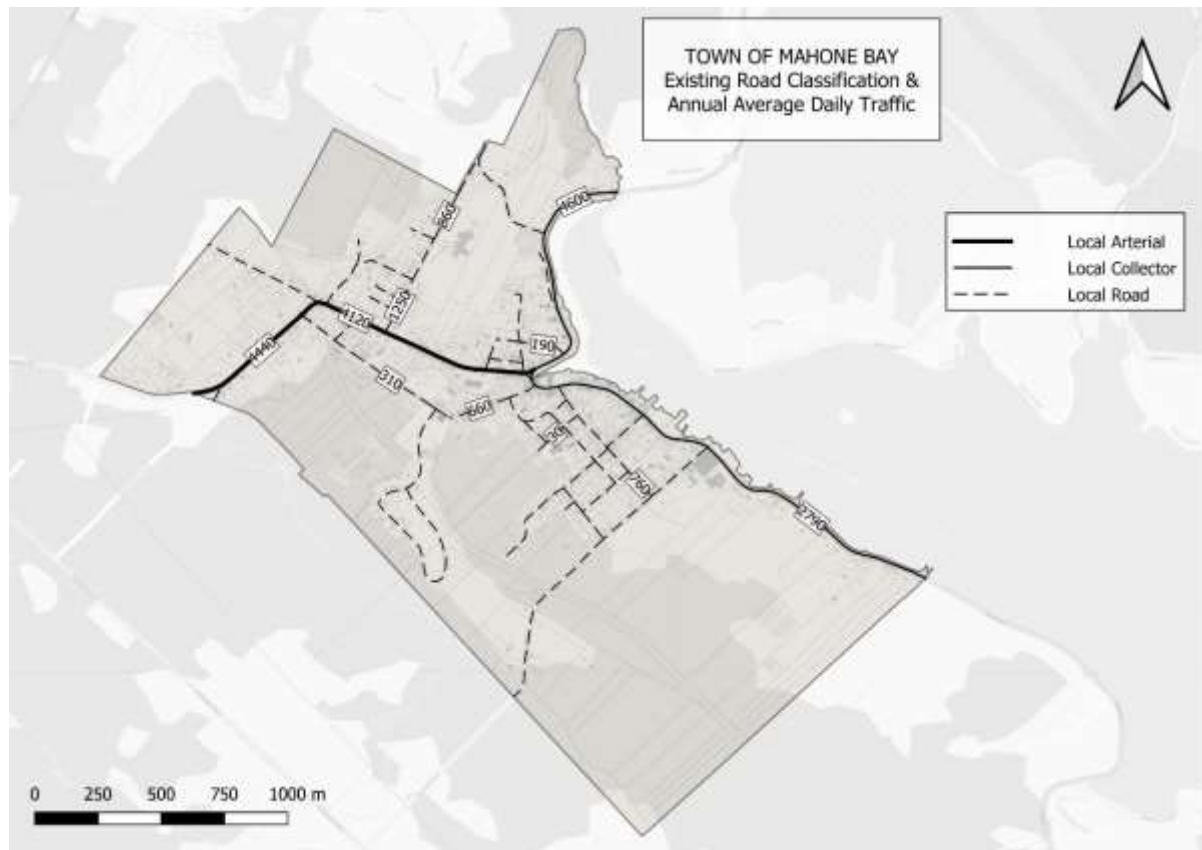
## 2.3 Road Network

Review of the Town's transportation infrastructure shows two main arterial and collector corridors, crossing at a central intersection. A network of local streets ties the rest of the Town together. We note that the road network is patchy outside of the core, following relatively sparse development. The Town streets have historically been characterized by low vehicular volumes travelling at low speeds. This inherently kept circulation relatively safe as it provided drivers good reaction times and reduced the severity of collisions. Most of the Town's streets therefore functioned reasonably well with their narrow pavement and lack of sidewalk, and did not require formal separation of motorized and non-motorized users. As vehicular volumes and speeds have increased over time, residents are increasingly reporting some feelings of unease at walking or cycling on those Town streets with limited active transportation infrastructure.

Analysis of vehicular volumes at select locations around Town reveal the heaviest volumes occurring between Main Street west, and Edgewater Street (Route 3) north, with over 4,400 vehicles per day. This may average to approximately 440 vehicles during typical peak hours, outside of events and the high tourist season. These volumes are well within the designed road capacities.

While the Town has posted speed limits of 50 km/h within its boundaries, outside Town limits, Route 3 has a speed limit of 80 km/h, while Route 325 has a speed limit of 70 km/h. This leads to speeding through Town streets, confirmed by speed counts.

The figures below show the existing road classification and annual average daily traffic, right-of-way, and the existing municipal zoning.

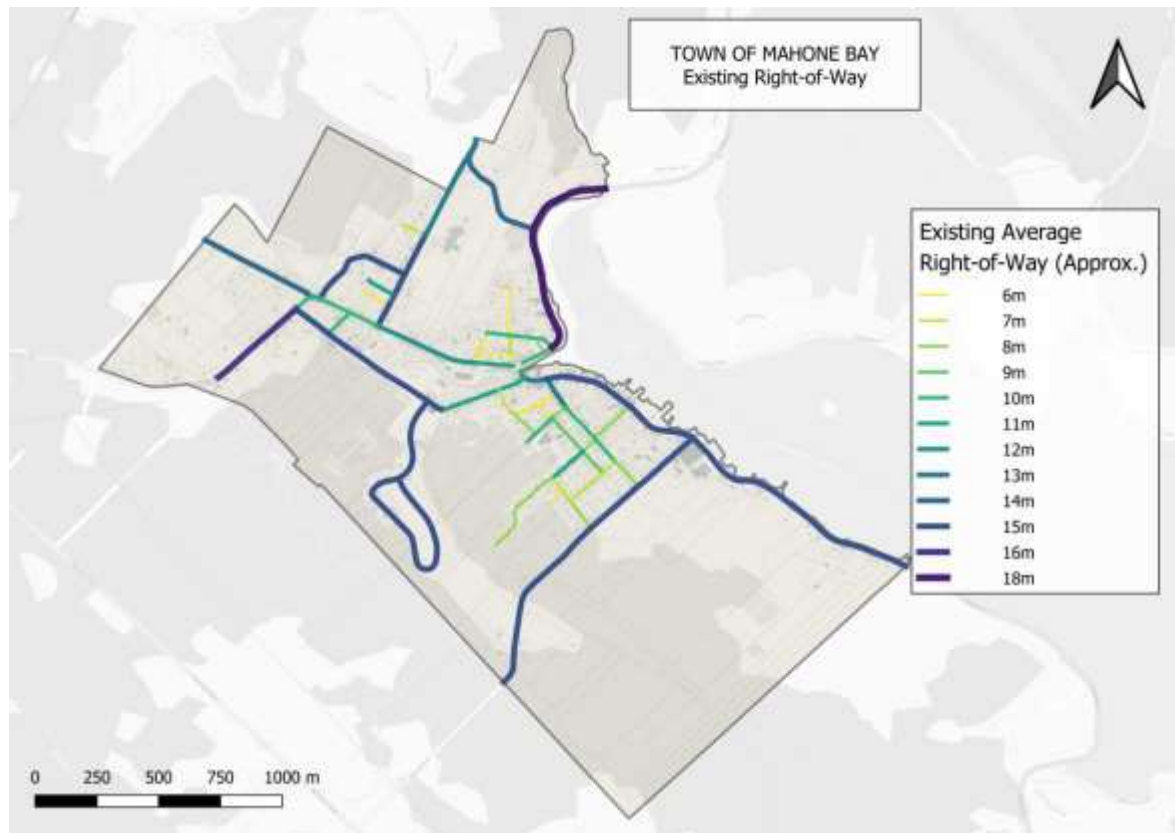




## 2.4 Right of Way (ROW)

The Town's road network does not display a consistent public right-of-way, with street right-of-way's varying from 6m to 20m in width. Town roads occupy relatively narrow rights of way; that is the public property occupied by the road. In some cases, the available or usable right of way may be narrower. While Edgewater Street is widest at 18m, most streets range from 10-14m.

These narrow rights of way impose some limitations on the size and scope of the infrastructure they can accommodate.





## 2.5 Active Transportation Network

On October 8, 2019 Bicycle Nova Scotia presented a Bikeway Concept Designs report to the Town Council, exploring options for a cycling route through Mahone Bay, as the final phase of the Blue Route Hubs Bikeway Project in the Town of Mahone Bay.. The route favoured in the report utilized Clearway St, Kinburn St, Clairmont St, and Pleasant St to provide cyclists a dedicated route. This route also connected to the proposed provincial “Blue Route” on either end of the town. Various traffic calming measures, including raised intersections, paint markings, and signage, were all utilized by Bicycle Nova Scotia to create the route.

The benefit of this cycling route through the Town is that it would help to connect the existing Blue Route provincial cycling network that travels along the South Shore. A Town cycle route could easily connect the school playground, the Mahone Bay outdoor pool, the schools, shopping areas, the Mahone Bay Centre, and also some residential neighbourhoods.

If implemented using signage, maps on the Town’s webpage, and paint on road surfaces, this cycle network could be put in place relatively inexpensively. A designated cycle route through the Town could provide a number of safety benefits if it is well signposted and drivers are made aware of its existence.

The Edgewater Street living shoreline proposal presented in 2015 as an effective way of mitigating some of the current and future flooding and erosion mechanisms at play in Mahone Bay, serves a number of purposes for the Town of Mahone Bay. It provides an elevated physical barrier between the land and the sea, which will be required in response to the forecasted sea level rise over the next hundred years, and estimated increases in rain fall and storm intensities. Most interesting from an active transportation perspective, it provides a waterfront walkway and cycleway for the residents and visitors to utilize, connecting north section of Mahone Bay to the Town Centre.

Many of the proposals within this report contribute to creating a community within Mahone Bay that is able to facilitate active transportation. A challenge with creating new transportation infrastructure within the Town is the available space for infrastructure to be placed – so instead, existing infrastructure can be modified to provide the same benefit. Strategically placed sidewalks may allow for better walking connectivity within the Town, and providing new wayfinding signage can reduce traffic congestion. These together can allow visitors to Mahone Bay a more direct route to available parking, as well as quick access back to town amenities by foot. In addition, new stop signs at select locations can slow traffic down as it enters the crowded Town centre. Slower moving vehicles are safer for all other road users; including pedestrians, cyclists, and other vehicles. Finally, creating a parking management plan that prevents cars from parking on narrow town streets will open up road space for all users to safely navigate within the town.

## 2.6 Public Transit

With regards to public transit in the area, current options are limited within Mahone Bay and Lunenburg County as a whole. Residents rely heavily on their own vehicles, sometimes on neighbours giving them a lift, or a number of taxi services that operate mostly in the Towns of Lunenburg and Bridgewater. Taxi services can be expensive, and most people could not afford to use them every day, or even a few times per week, therefore many people struggle to get around because they do not have access to a car, or cannot afford a taxi.

In nearby Bridgewater, the town operates a bus service that loops around the town on a fixed schedule and at designated stops. The service has been very successful this far, but only operates within Town limits. There is currently no public transit service in Mahone Bay nor are there any taxi services operating in the Town.

Recently, the Citizens for Public Transit (CPT) group gave more impetus to a Lunenburg County transit proposal, that has been discussed on and off since the group's formation in 2006. The group's focus has been for a service primarily connecting Bridgewater, Lunenburg, Mahone Bay and adjacent portions of the Municipality of the District of Lunenburg (MoDL). The four municipalities formed the Joint Transportation Committee (JTC) which was established to explore transit possibilities. While the JTC did not achieve common ground on the establishment of a Regional Transit Service, two independent transit systems have since come into play: the Town of Bridgewater system - Bridgewater Transit, and the Maritime Bus service. CPT has more recently commissioned a report on the costs of a fixed transit service through Lunenburg County, the results of which have been presented to municipal Councils in the County.

There is also a need for these private enterprises to operate in the region as there will always be gaps in a regional service given the large geographical area to be covered, and there will always be the issue of "the first and last mile", as with any public transit service as it is not a door-to-door service that is being provided.

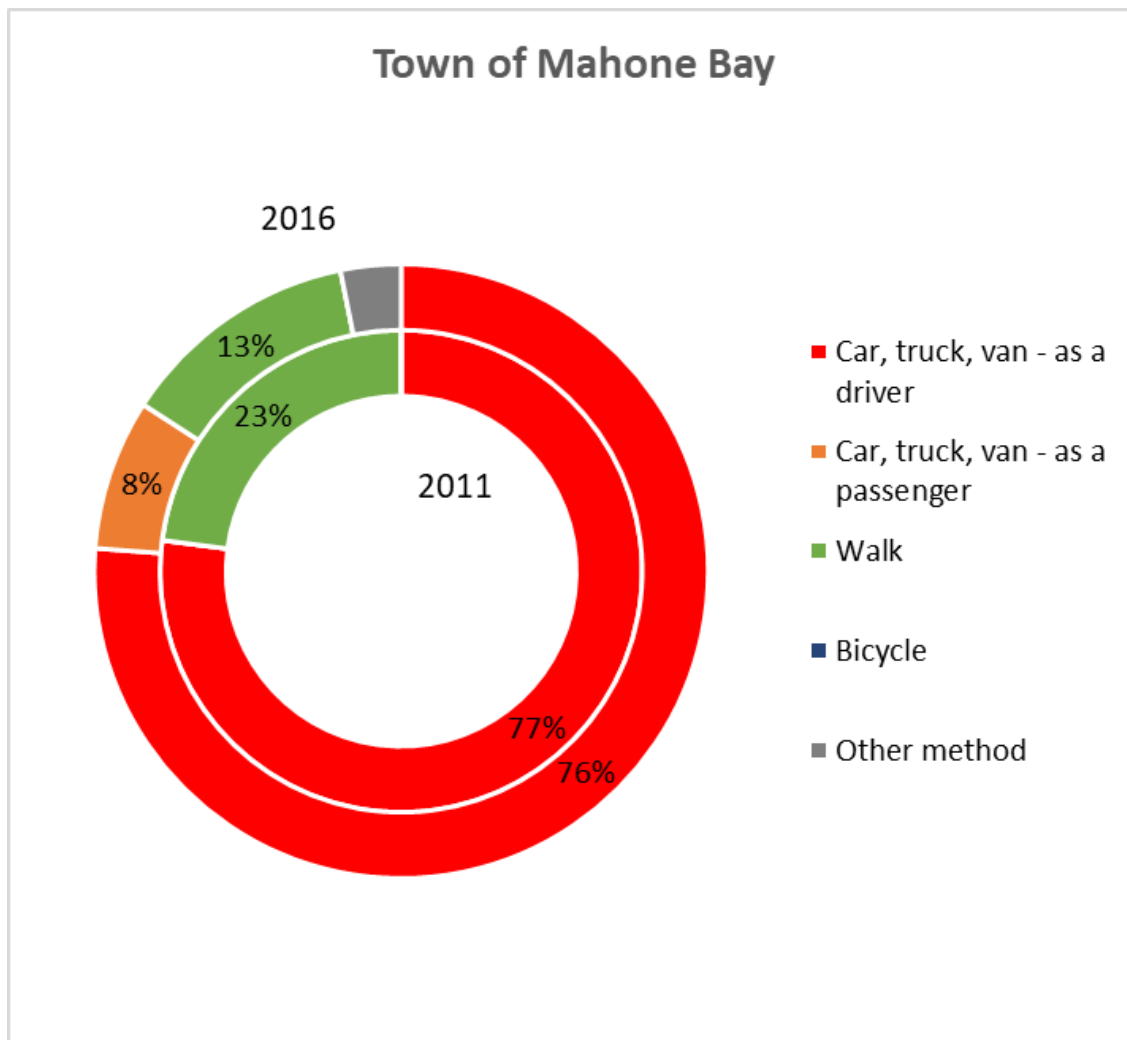
One such independent travel initiative is "Alternative Routes". Alternative Routes is a hop-on hop-off shuttle bus service that offers pre-booked service. The service is based in Halifax, and makes daily trips around the province travelling to Peggy's Cove, along the Lighthouse Route passing through Mahone Bay, then across to the Annapolis Valley. While not set up to operate like a public bus service, this is just one example of how to fill in the gaps in public transit in the area.

## 2.7 Travel Demand

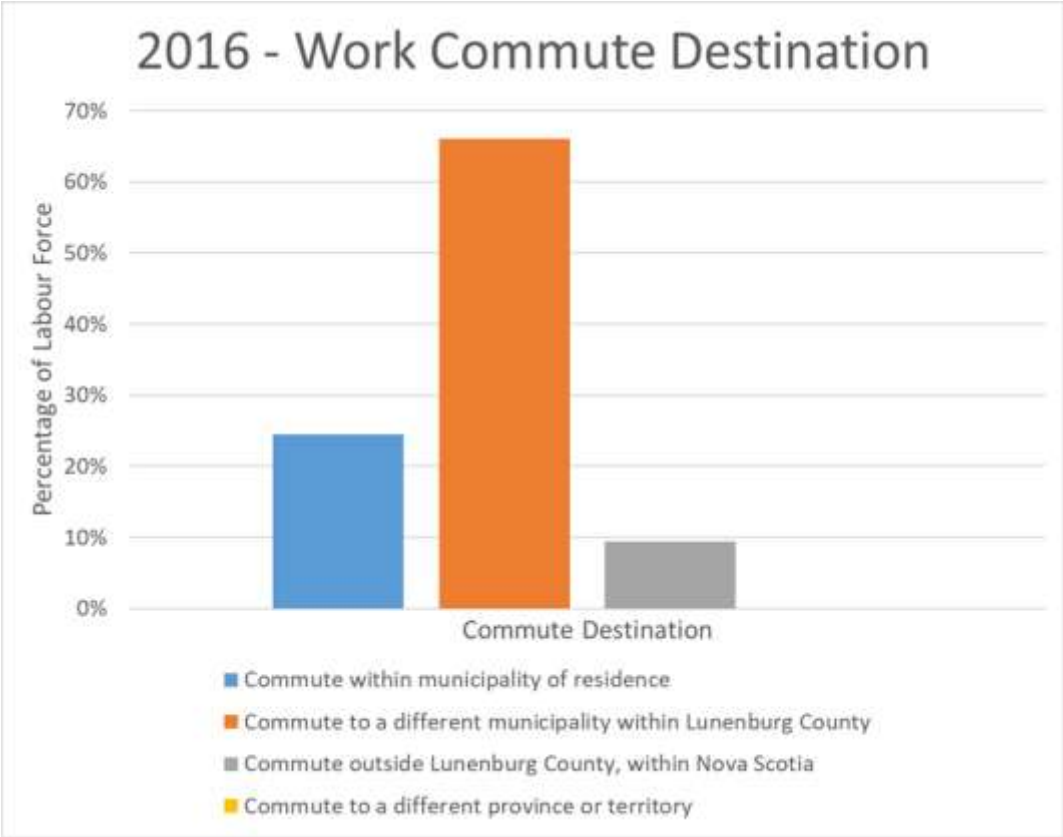
Review of 2011 and 2016 Census data for the Town of Mahone Bay reveals a number of noteworthy trends with regards to transportation. The Census probes work commuting

behaviour and reports the place of work, mode of travel and trip duration, for trips made by persons of working age, 15 years and over. While this does not cover leisure or education trips, it provides a very good indication of the primary trip patterns in the Town.

From 2011 to 2016, we see that while car trips as a driver remain similar, the number of walking trips decreased.



We also observed that almost 70% of residents of Mahone Bay are commuting to another municipality for work, while 25% commute within Mahone Bay.



We also note that almost 50% of people are commuting for between 15 and 29 minutes, which is approximately the length of the drive to the Town of Bridgewater. At the same time, over 30% of trips are within Mahone Bay itself.



This transportation behavioural profile of the Town of Mahone Bay suggests that, while the vast majority of trips are made by car, with some noteworthy exceptions, travel patterns are dominated by short, local trips. The opportunity therefore exists to focus the Town's transportation and mobility networks to prioritize non-motorized local movement and reduce auto dependence and its associated impacts.

## Chapter 3 Stakeholder Consultation

Our approach to the development of the transportation plan has focused on assembling the views and opinions of disparate groups of stakeholders, recognizing that priorities and interests are often conflicting. The consultation was an integrated component of the transportation plan, and initiated the online/print survey which has been carried through the plan development process.

The process involved two rounds of public consultation (one in-person, and one virtual due to the precautions in place during the COVID-19 outbreak) as well as the online and paper survey exercise. The Consultation Invitation and Materials, Photos, and Responses are contained in **Appendix A**. The survey questionnaire is included in **Appendix B**.

### 3.1 Consultation #1 / Commence Survey

The first event focussed on a participatory mapping exercise that encouraged local residents, the Town Staff and Council to locate their transportation needs and experienced constraints, difficulties and ideas on a map. Our team prepared all of the outreach material, visual presentation material and online material for dissemination through social media and the Town's website, and for those participating in person.

The initial public consultation was conducted in-person on February 20<sup>th</sup> 2020 at the Mahone Bay Centre from 5:00pm to 7:00pm.

Representatives from CBCL had prepared the visual materials including mapping showing all of the existing information gathered to date, and blank maps for attendees to provide input on where they experience any problems or issues, barriers, constraints and also opportunities for improvement relating to the transportation in the Town.

CBCL and Town representatives circulated around the room during the consultation, discussing with residents how they travelled around and in and out of the Town, and the guiding principles that they felt should apply to transportation in the future.



#### We need your help steering it.

The Town has contracted CBCL Limited as consulting engineers to develop a Transportation Plan for Mahone Bay. The plan is intended to improve safety and traffic flow and will benefit motorists, cyclists, and pedestrians. Join us for a discussion about needs, opportunities, and how Mahone Bay can prepare for a cleaner, greener transportation future.

**DROP IN FROM 5 - 7 PM ON THURSDAY FEBRUARY 20**

Abriel Room, Mahone Bay Center - 45 School St, Mahone Bay

YOUR TOWN, YOUR STREETS, YOUR FUTURE - CONTRIBUTE TO THE TRANSPORTATION PLAN



To get a more detailed understanding of transportation needs in the Town, the project team undertook a survey of participants at Consultation Meeting #1, and online. The survey investigated local resident's transportation needs and aspirations.

A paper copy of the feedback survey, discussed below, was available for attendees to complete, and also to take away for friends and neighbours who were perhaps unable to attend the event. Approximately 40 people attended the first event, including the Town Mayor, Councillors and Staff, and town residents.

### 3.2 Online / paper survey

The online and paper survey were also launched on February 20<sup>th</sup> 2020. The paper survey was available at the public consultation in the Mahone Bay Centre, and thereafter in the Town Hall. The online survey was advertised through the Town's website and social media channels, and was also distributed by Bicycle Nova Scotia.

The goal of the survey was to gather base information on how residents and non-residents move in and out of the town. In addition, the survey asked participants to consider a number of key questions around what they considered to be the transportation priorities for the Town. A slightly modified version of the survey was distributed to Town Staff to facilitate their feedback from a different perspective.



#### Town of Mahone Bay Transportation Plan – Survey

1. Are you a resident of Mahone Bay [YES / NO]?
If NO, please provide your postal / zip code _____
2. What mode of travel do you usually use for the following activities (auto, walk, cycle, other) and Why do you use each mode? [note: please indicate if destination is out of Town and approximate distance (km)]
Work _____
School _____
Shopping _____
Entertainment, social and recreational activity _____



#### Town of Mahone Bay Transportation Plan – Staff Survey

The Town has contracted engineers from CBCL to assist with the development of our Transportation Plan. This Plan will cover streets, sidewalks, trails, etc. and will lay out the Town's intentions for capital investments over the next five to ten years. The following information will be provided to CBCL to assist with this process. Your response is appreciated!

1. From your perspective as Town Staff, thinking about the responsibilities of your position, what would you say are the key transportation and / or safety issues that you are aware of in the Town and what would you suggest to address them? [note: please identify issues / suggestions and provide some explanation / context]
_____
_____
_____
_____
_____
_____
_____

### 3.3 Consultation #2 / Conclude survey

Originally, the second public consultation was intended to be held in-person at another location in Mahone Bay the week following the school system's spring break in mid March 2020. The goal of Consultation Session #2 was to receive feedback from attendees on early draft proposed concepts that we had developed for the Town, based on feedback from Consultation #1.

However, due to the outbreak of COVID-19, and the necessary restrictions on social gatherings, an in-person consultation was not possible and the health and safety of all involved was prioritized. In the place of an in-person consultation, we were required to develop a virtual means of presenting information on existing conditions, the results of the initial survey and consultation #1, the identification of problems and opportunities, and finally the draft concepts that were developed to improve safety, accessibility, navigation, parking, and activity in the Town of Mahone Bay. To facilitate the virtual requirement, we utilised the ESRI mapping software to develop a story board to present the information and to request feedback.

Anyone going through the consultation presentation would be able to explore the town map and see the proposed concepts in place. In addition, a video fly-through and voice over was added to help to explain the concepts as participants viewed the presentation.

The presentation was viewed by scrolling down on the screen, and by using the bookmarks at the top-right of the screen. Viewers were able to interact with the presented material where prompted.

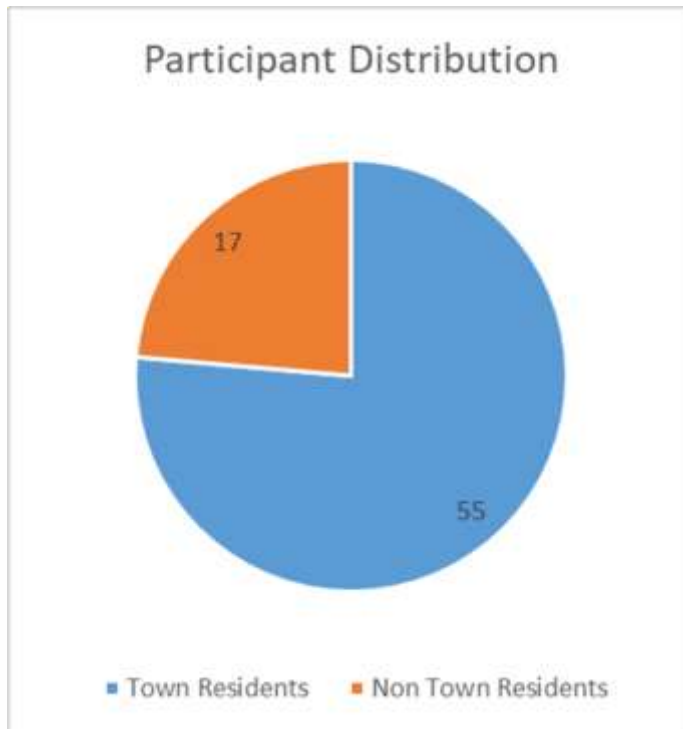
Consultation #2 was launched on March 26<sup>th</sup>, 2020 and ran through to April 24<sup>th</sup>, 2020. The period for consultation was extended beyond the original date due to there being no in person interaction and to allow as many people to respond as possible. A total of 87 responses from local residents were collected during this time via the dedicated email address set up for this specific consultation.



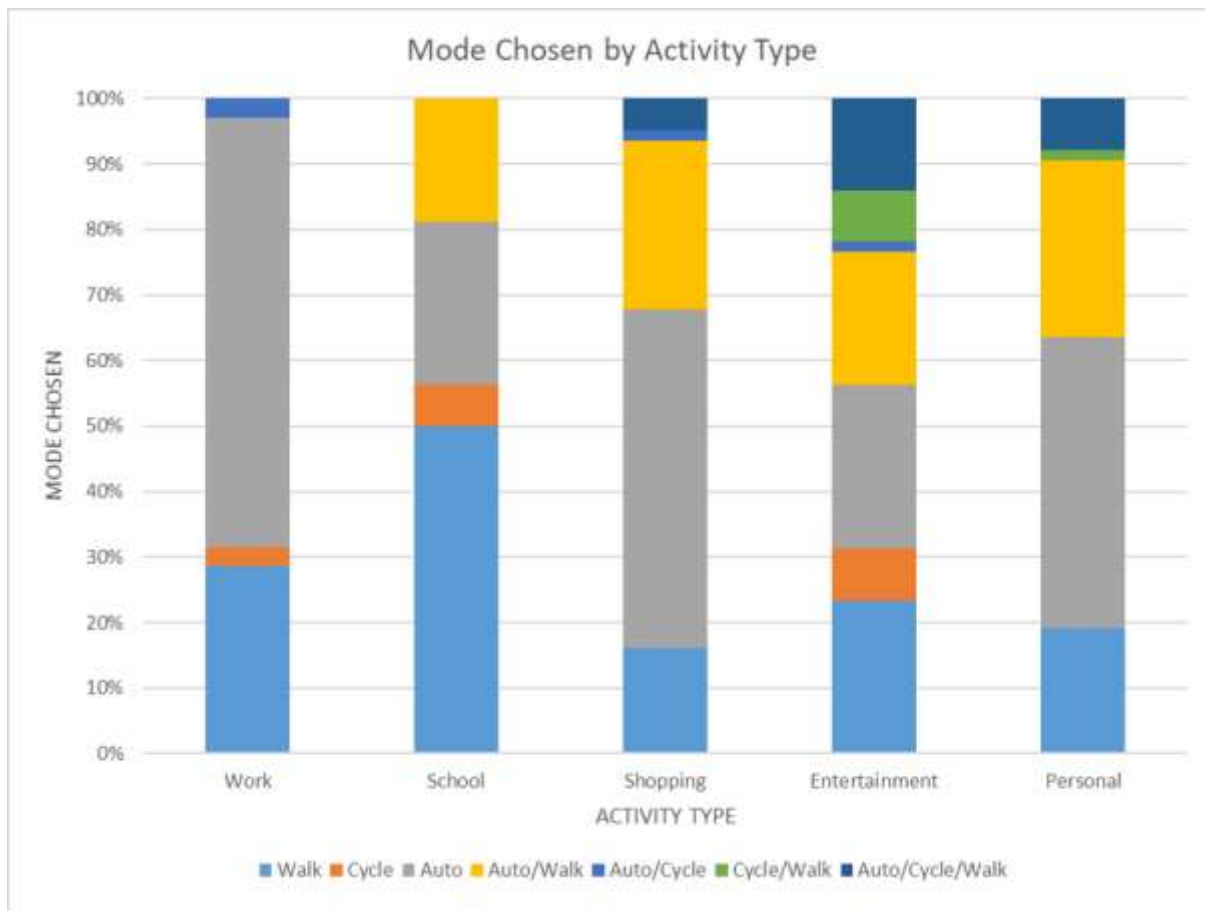
### 3.4 Major findings

Consultation #1 drew approximately 40 persons; 72 responses were received from the online and paper surveys, and 89 e-mail comments were submitted during Consultation #2. The responses included both residents and non-residents, as well as Town Staff.

Based on the online and paper survey alone, of 72 responses, over 75% were from Town Residents. Non-Town Residents were also likely from the Mahone Bay area.

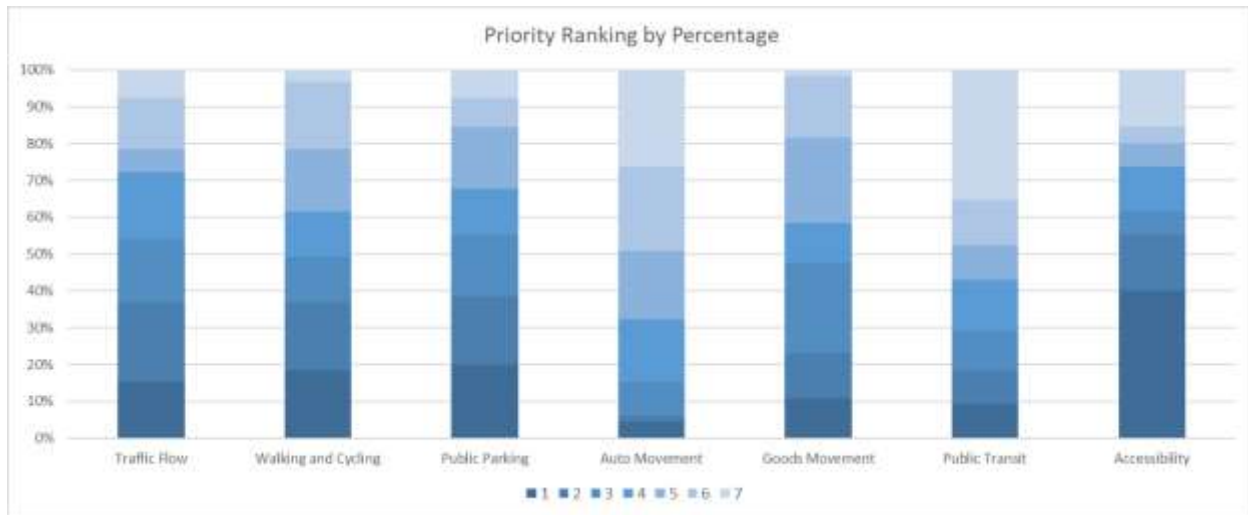


Consistent with the Census profile information, the survey found that a majority of respondents get around by auto, particularly for work trips.



Most encouraging, a sizable portion of school, shopping, entertainment and personal trips are made by walking, not just by auto.

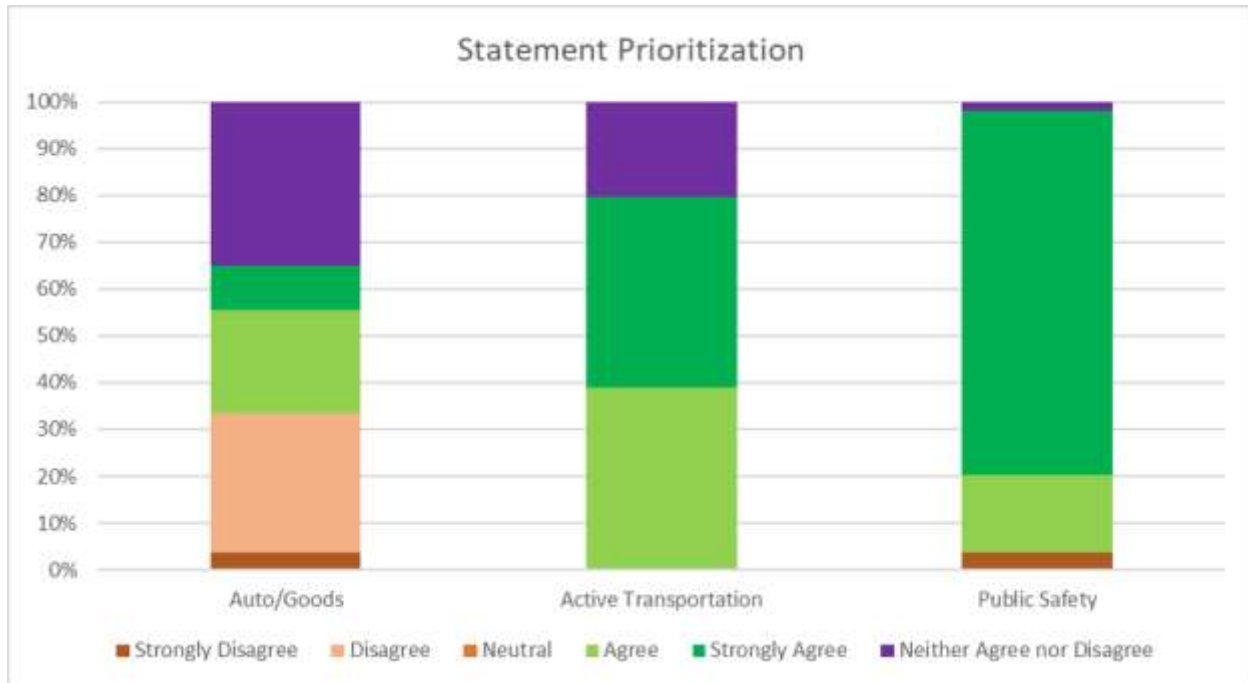
A majority of respondents ranked Accessibility, Walking/Cycling, Public Parking and Traffic Flow as the most important issues.



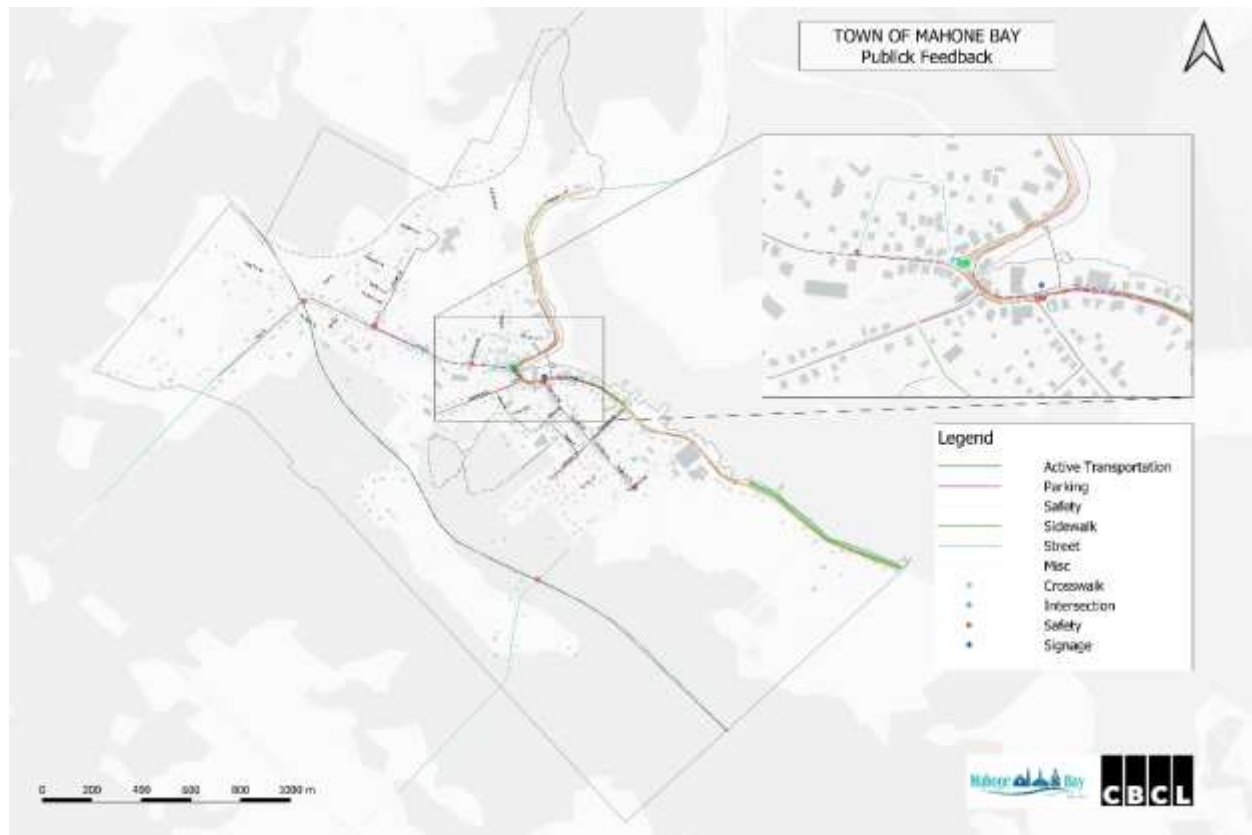
We asked participants if they agreed or disagreed with the following statements:

- A. Streets should prioritize auto and goods movement
- B. Streets should prioritize active transportation
- C. Streets should prioritize public safety

A majority of respondents agree most strongly with a prioritization of safety and active transportation over vehicular movement, reflected in the Transportation Vision detailed in the following chapter



During Consultation #1, we asked participants to draw on maps, to locate problem areas, and to show us suggestions. These drawings were compiled into a single map along with the suggestions provided in the survey.



As a result of the two public events, we were able to develop a clear understanding of the existing mobility needs within the Town, as well as the challenges experienced by both those living in the Town, or visiting. We also became aware of some opportunities that exist in the Town where we can make use of existing resources as well as planning for future transportation demands.

## 3.5 Emergence of Themes

Through both of the public consultations, we heard that many people wish to maintain the historic integrity and peacefulness of the Town, which is what enticed people to want to live in Mahone Bay in the first place. In addition, there is a desire to improve safety for pedestrians and cyclists moving around the Town as people understand that active transportation is a sustainable way to move around and to reduce reliance on fossil-fueled motorized vehicles, thereby reducing greenhouse gas emissions in the Town.

There is local support for more crosswalks around the Town which could encourage better use of both sides of the road. In combination with more sidewalks, the crosswalks should help to support local businesses that are currently dealing with poor access for pedestrians particularly during the peak tourist season.

Based on the feedback from the public consultations, some key themes emerged that have helped in developing the concepts as well as providing guidance on which concepts are more favourable than others.

For example, the inclusion of more trails and safe crossings for trails at main roads within the Town are very much favoured as are the addition or extension of sidewalks along Main Street. We are aware of the work done by Bicycle Nova Scotia in their report dated September 2019. Where possible we have tried to merge some of the BNS concepts and recommendations where we feel that there is a need for a cycle network through the Town, trail connections and safe crossings at roads.

The consultation program provided a very good range of information in both breadth and scope. Comments received covered everything from the Town's road network, to intersection improvements, circulation management, active transportation and parking issues. A full summary of public feedback is contained in **Appendix C**; major themes are addressed below.

### 3.5.1 Active Transportation

The comments and feedback showed first of all that the respondents are passionate about the future of active transportation within Mahone Bay. Many comments centered on how the Town is intimately connected with the surrounding natural environment, and that the future of active transportation within Mahone Bay should include the use of the existing trail network. In addition, the comments called for a cycling route through the Town that would allow users to traverse from one side of the Town to the other, without being forced onto major roadways, which were found to be dangerous, with vehicles speeding, and with relatively limited pedestrian and cyclist refuge.

### 3.5.2 Circulation

Overall, consultation participants noted that the Town functioned relatively well in terms of circulation. The most notable exception was the main intersection around the Mahone Bay War Monument, which was found to operate poorly, with confusing geometry, poor visibility, and inadequate facilities for non-motorized traffic.

There is also some desire to convert a number of Town streets to one-way. Invariably these requests are on some of the narrowest streets, where two-way vehicular traffic is difficult, particularly when vehicles are parked on-street.

### 3.5.3 Parking

Some of the requests for conversion of streets to one-way were directly linked to a perceived need to accommodate on-street parking. There are currently few segments of the Mahone Bay road network where on-street parking is restricted or prohibited; where it is, enforcement is limited. This leads to many situations where parked vehicles block the circulating lanes.

### 3.5.4 Safety

Almost all intersections along Main Street were flagged at least once as being unsafe. This perception is driven by vehicles speeding, and the limited provision for pedestrian crossings. Vehicles entering or leaving Town have long stretches of straight road without any stops or checks, allowing significant speeds.

## Chapter 4 The Plan

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### 4.1 Problems and Opportunities

Three main observations come out of the Existing Conditions Review and the Stakeholder Consultation:

- The Town exhibits an aging population, with specific mobility and service needs.
- Work commuting patterns are local (within the Town), or within a drive to Bridgewater.
- There is a clear desire and need for an increased focus on active transportation infrastructure.

These observations confirm a need to focus on local mobility and accessibility infrastructure.

We compiled information about existing transportation and mobility conditions in the Town through the paper and online survey for Town residents and Staff, and prepared a comprehensive inventory of transportation infrastructure to develop an understanding of needs and opportunities. Existing problems and opportunities identified during consultation #1 were noted and presented during consultation #2 to provide some background and rationale for the concepts that were developed.

Problems identified by stakeholders include:

- Speeding vehicles on Edgewater Street, and sections of Main Street as well as some of the minor roads;
- Safety of pedestrians and cyclists, particularly at trail crossings and areas where no sidewalk exists;
- The occurrence of flooding at certain times of the year, and the impact on businesses and Town infrastructure;
- Parking on Main Street, especially close to intersections.

Identified opportunities include:



- The need to address climate change and adaptation, including coastal flooding adaptation, where trails and active transportation infrastructure could be incorporated into some of the proposed designs;
- Improved pedestrian and cyclist safety by providing more crosswalks and stop signs at intersections;
- Improved circulation and access around the Town by closing off some streets or designating them as one-way.

By using this inventory and the essential feedback we received during both public consultations, we developed a vision for transportation in the Town as well as some ideas (concepts) on how to improve transportation in Mahone Bay in the future.

The concepts were developed and sifted based on consideration of these problems and opportunities, and they are discussed below.

## 4.2 Transportation Vision for the Town of Mahone Bay

The Town's planning efforts and the stakeholder consultation feedback are summarized by the desire for an environmentally conscious community, emphasizing an easily-accessible experience of the Town's various facilities, **i.e. sustainable, walkable and safe**. People in this healthy community are able to live close to the forest and the ocean, being able to choose their form of transportation due to the proximity of local amenities, including: the grocery store, the schools, the banks, the doctor's office, the dentists, the pharmacy, the post office, the hair dresser and barber, the coffee shops, restaurants, the liquor store. This is a diverse, growing, vibrant place to live.

The people of the Town of Mahone Bay envision a modern transportation network that will efficiently grow with an energetic, healthy community and an increasing number of tourists. This transportation network will encourage walking, cycling, transit, and electric vehicle use for access to schools, local businesses, and recreation facilities whilst also providing for growth in vehicle traffic as required for the envisaged economic and community growth patterns.

A robust, safe pedestrian and cycling network is required, including sidewalks of sufficient width, and effective connectivity to the Town's trail system. The Town's road network design will contribute to the safe, calm and efficient flow of active transportation, transit, commercial, and automobile traffic.

The over-arching goals of the transportation plan are to:

- Foster a linked community, walkable and connected through on and off-road routes between residential and employment clusters;

- Improve mobility through alternative modes of transportation that reduce auto dependence Improve circulation through the Town, during both typical and tourist season conditions;
- Plan safer, quieter, more comfortable and friendlier pedestrian streets and streetscapes;
- Encourage walking, cycling and transit supportive communities, improving air quality and helping to reduce Green House Gas emissions thereby promoting sustainability;
- Improve parking availability, goods delivery and loading activity on Town roads;
- Manage the impacts of tourism and visitor traffic on Town roads, and;
- Protect the Town's local history and heritage.

These goals define how the Town wants to shape its future. The Transportation Plan Report sets out the things that must be in place to succeed.

### 4.3 Proposed Concepts

We developed a number of proposed concepts around the Town based on the feedback we received during the first and second parts of the consultation process, and on our review of Existing Conditions. Concepts seek to improve safety, accessibility, access, parking, and active transportation in the Town of Mahone Bay, and are shown in the figure below.

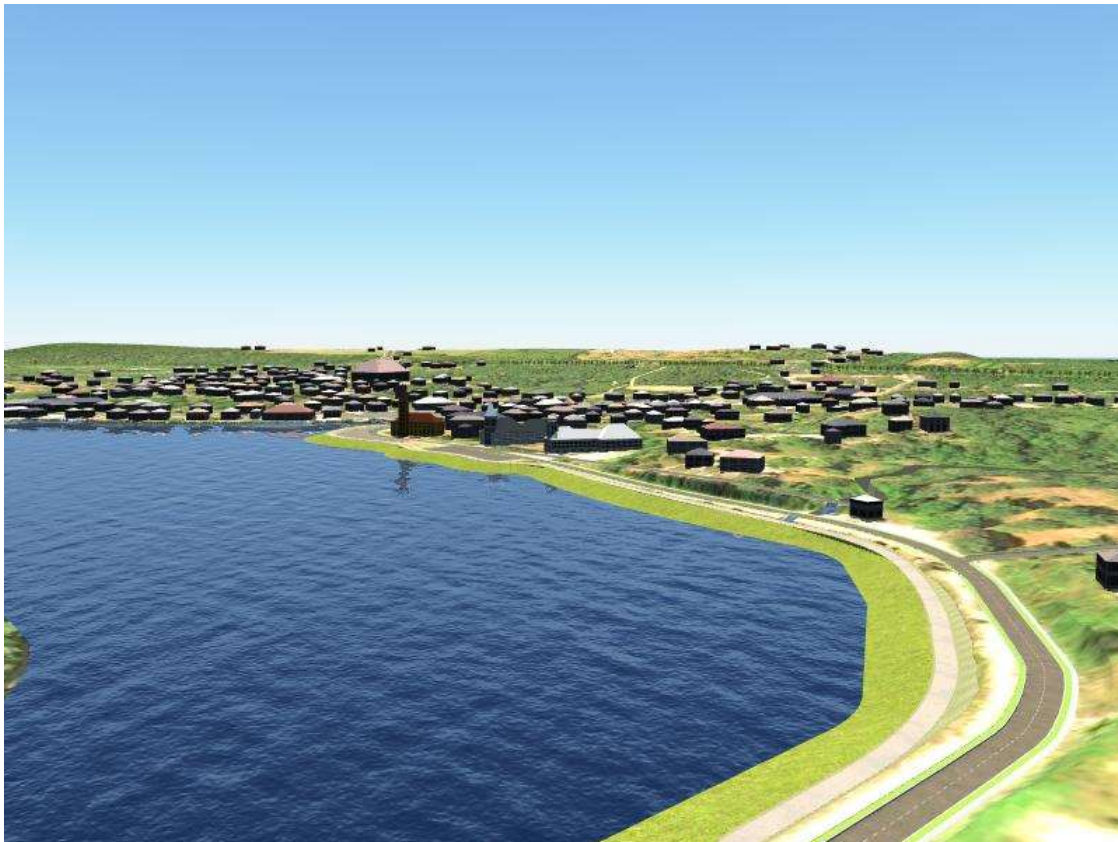


The following section illustrates each proposed concept in more detail and provides more explanation of the rationale and potential benefits for the Town in the short, medium and longer term. All concepts developed through the consultations are presented here; Chapter 5 Recommendations and Implementation refines these concepts into a list of short, medium- and long-term recommendations and presents associated Order of Magnitude Costs.

### 4.3.1 Road Network

#### 4.3.1.1 Edgewater Street Living Shoreline and Trail

The Living Shoreline was developed to protect ongoing erosion of this stretch of coast, protect Edgewater Street from storm surge flooding, and provide a pleasant multi-use pathway. This concept was originally proposed in the Coastal Flooding and Erosion Mitigation Plan.





#### 4.3.1.2 Multi-modal Boulevard on Rail Right-of-Way

The Coastal Flood and Erosion Mitigation Study found that over the long term, considering sea level rise and high-tide estimates, significant portions of Edgewater Street and Main Street would be permanently flooded. The study suggested that long term planning be considered for retreat from these areas as risk.

In addition to such long-term planning, the potential for alternative routes through the Town should also be explored.

As an exploration into what such an alternative route might involve, the old rail right-of-way (currently part of the Bay-to Bay Trail) provides an opportunity to develop a secondary access route for Mahone Bay, with a multi-modal boulevard. This boulevard would first of all provide redundancy to the Main Street and Edgewater Street corridors which are at risk of long-term sea level rise flooding. Designed with active as well as vehicular transport in mind, the boulevard would provide access to future development parcels, enabling the Town's future growth, while maintaining the scale and nature of the historic Town.





Considering the potential for the Town's future growth, and retreat from limited developable parcels along the shoreline, this Boulevard would also open interior parcels to servicing and development. The right of way is approximately 30m wide. This would comfortably accommodate a treed two-lane road, with cycling path and sidewalks.

This proposed concept, while beneficial to consider in the long-term as sea levels continue to rise and the Town looks to develop away from the shoreline, is not considered desirable at this time, as the focus is very much on preservation of the Town's natural environment and on maintaining activity in the Town Centre.

On the east end, the rail Boulevard would terminate at Fauxburg Road. With this road taking on a more prominent role, it would require widening and improvements to accommodate two 3.5m lanes.

## 4.3.2 Intersection Improvements

### 4.3.2.1 Main Street / War Monument

We are proposing a new layout to this intersection as a typical 3-way stop with pedestrian crossings on all approaches. Narrowing the intersection to a 3-way approach with stop signs would reduce confusion and conflicts, while freeing up space for other users.

The most important feature of this intersection, as both a focal point and a constraint, is the position of the War Monument in the middle of the Edgewater Street approach. Reconfiguring this intersection presents the opportunity of moving the War Monument to the side of the intersection, at a location to be determined, to improve the overall experience and safety when visiting the monument.



Should the current location of the Monument be considered to be very important to its cultural value, then it may be feasible to reconfigure the road space around it, instead.

### 4.3.2.2 Main Street / Clearway Street

The introduction of all-way stop control at this intersection addresses a number of safety and speeding issues. It facilitates safe crossing and provides a safer school route. It also

forces vehicular flows on Main St to stop, thereby checking their speed on Main Street. The intersection would be designed with improved sight lines from Clearway St, and crosswalks on all approaches.





#### 4.3.2.3 Main Street / Pleasant Street

The Main Street and Pleasant Street intersection suffers from relatively poor sight lines on the Main Street Approaches, and on the left turn from Pleasant Street. Vehicles approach on a curve and have a short distance to stop in the event of conflicting movements. Full stop control on all approaches would bring a measure of security, forcing all vehicles to stop. Crosswalks on all approaches would improve pedestrian and active circulation and safety.



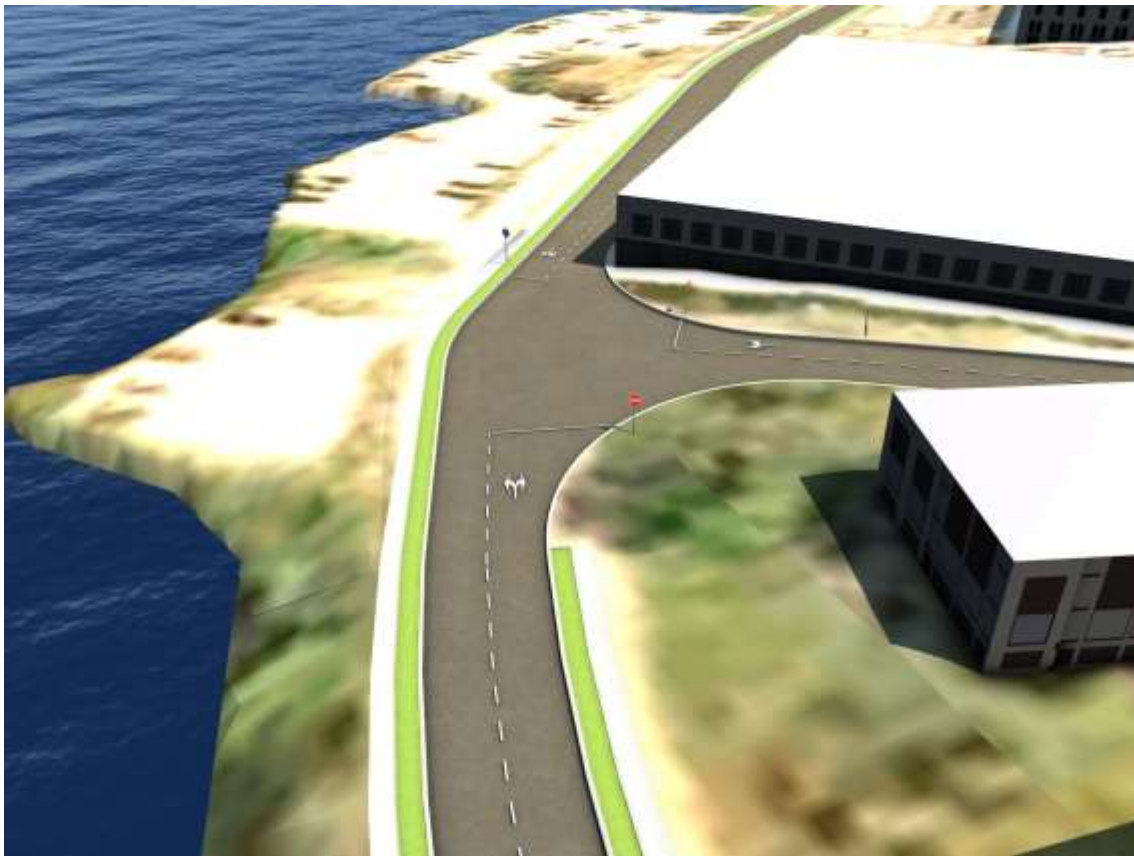


#### 4.3.2.4 Main Street / Fauxburg Road

Fauxburg Road's intersection with Main Street would also require reconfiguration with improved sight lines, to permit turning movement of larger vehicles like trucks, thereby providing an alternative route for goods movement.

The reconfigured intersection would be stop controlled, with pedestrian crosswalks on all approaches. An added measure of speed control on Main Street would therefore be provided, by forcing all vehicles to stop.

In addition, widening of Fauxburg Road would accommodate 3.5m lanes with shoulders in both directions.



#### 4.3.2.5 Route 3 / Oakland Road

The northern approach to Mahone Bay suffers from a design speed on Route 3 of 80km/hr outside of Town limits. The existing 50km/h speed sign on the bridge is not always visible, and the design of the road does not reduce speeds. While a signed pedestrian crosswalk is proposed across from Rebecca's restaurant, a more effective method of speed control would be to sign the Oakland Road intersection as an all-way stop. This would force incoming vehicles to stop right before Town limits.

Any changes to this intersection would require prior discussion and approval from the Nova Scotia Department of Transportation and Infrastructure Renewal.

#### 4.3.2.6 Main Street / Longhill Street

The rail corridor's current crossing at the intersection of Main Street and Long Hill Road imposes complex approach angles for a typical intersection, causing some confusion to motorists and the potential for conflicts with non-motorized users using the Bay to Bay Trail.

One viable solution would be to reconfigure this intersection as a roundabout. The roundabout could be designed with pedestrian and cycling facilities, and landscaped to complement the War Monument intersection as the western gateway to Mahone Bay. A roundabout provides the most elegant solution to the junction of a number of approaches at undesirable angles. It may also complement the War Monument intersection as a gateway into Mahone Bay. A roundabout would also permit tying in a road along the rail corridor, should such a concept ever be carried.

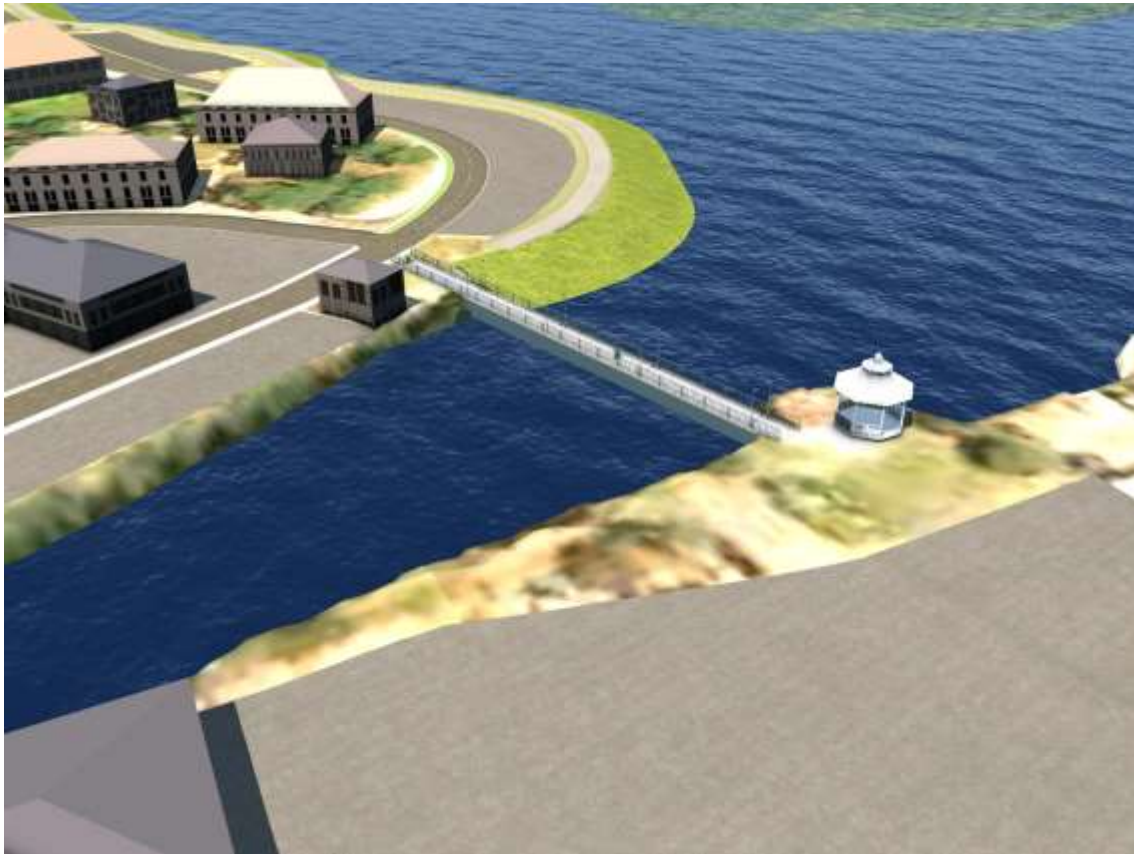
Another viable option to improve the safety of this trail crossing, without significantly altering the current road configuration, would be to install an overhead RA-5 crosswalk. The crosswalk flashing lights would alert motorists to crossing pedestrians or cyclists and improve the intersection's safety. While this option would not alleviate potential conflicts with motorists exiting Long Hill Road, the low volumes expected to exit that road reduce the likelihood of vehicular conflicts.

Whichever configuration is selected, we note that the No Exit signage for Long Hill Road is currently far up the road and not very visible from the intersection. Moving the existing sign closer to the intersection could help reduce confusion at this intersection.

### 4.3.3 Active Transportation

#### 4.3.3.1 Pedestrian Bridge

As proposed in the 2015 Coastal Flooding and Erosion Mitigation Study, there is an opportunity to introduce a pleasant pedestrian bridge across the cove, from the foot of Parish Street to the Michael O'Connor Memorial Bandstand. This link would allow for improved access to the Town's Edgewater Street comfort station from Main Street and the Bandstand, and better access from the area near Tim Horton's to the Bandstand and the area adjacent to the Independent Grocery store.



#### 4.3.3.2 Main Street sidewalk

The Town Hall Plaza will provide crossing to new sidewalks on the north side of Main Street, extending to Clearway Street.

The potential exists for Main St. sidewalks to serve commercial retail storefronts on the water side of Main St. between Pleasant and Fairmont which are currently unserved by sidewalk.

#### 4.3.3.3 Cycling Network

Bicycle Nova Scotia have proposed a number of interventions aimed at providing safe facilities for cyclists and developing a connected and cohesive cycling plan. These proposals include:

- Bicycle crossing improvements at the intersection of Clearway Street and Main Street;
- Proposed cycling route through the NSLC parking lot
- Posting 30 kph speed limits on the designated cycle route.
- Painting of the intersection of Kinburn Street and Clairmont Street to allow for two cycling lanes and alternating two-way vehicle lane; and

In terms of the proposed trail access through the NSLC parking lot, we note that NSLC would have to be approached as an affected stakeholder as the proposed trail would reduce the current parking supply by approximately 16 spaces, and require a maintenance agreement or property transfer. The trail connection itself is not objectionable from a traffic safety perspective, as long as signage is installed at the trailheads on Kinburn Street and on Main Street, alerting motorists and pedestrians.

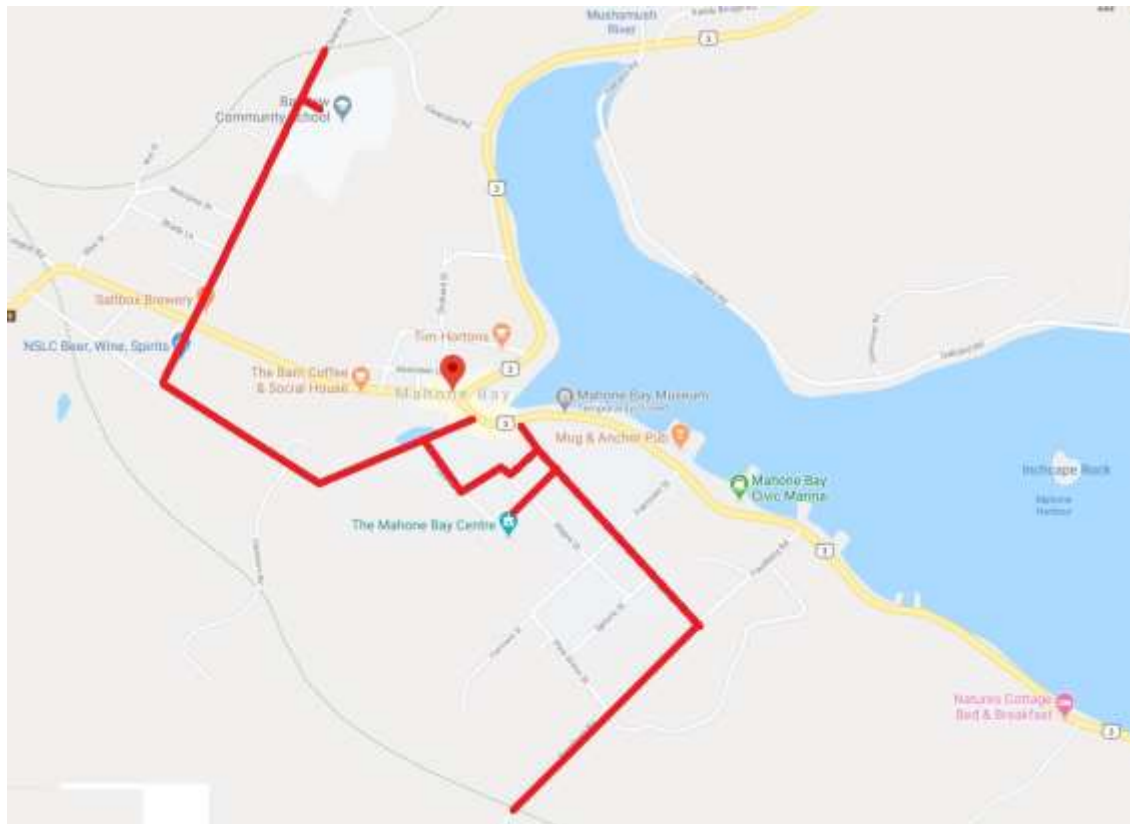
The proposal for the Main Street & Clearway Street intersection envisages a raised intersection with a crosswalk on the eastern leg. We note that pedestrian and cyclist safety would be better achieved through the conversion to an all-way stop intersection from the current configuration with stop on the Clearway Street approach. The all-way stop arrangement forces all road users to stop and look all ways, yielding priority to pedestrians and cyclists on the crosswalks.

We find the proposal of posting a 30 km/h speed limit along the proposed cycling route problematic as, it is first of all difficult to enforce along all its segments. Pleasant Street and Fauxburg Road carry relatively significant vehicular traffic, functioning as de facto local collector roads. We also believe that all road users would be better served in Clearway Street through the signing as a school route. Signage to that effect and enforcement of low speeds would be more suitable.

posting 30 kph speed limits on designated cycle route (it can be noted here that this only affects secondary residential streets – particularly if Fauxburg is excluded – and appropriately includes both existing school zones; would require NS TIR approval)

The Bicycle Nova Scotia plan identified the Kinburn Street and Clairmont Street corridor as a viable cycling route bypassing Main Street. The plan recommended some significant changes to this corridor, including an alternating two-way road portion at the location of the Fire Hall. This configuration is not recommended, as it carries the potential for very significant friction between cyclists and motorists, and introduces a relatively complex right-of-way negotiation at a location in a road bend that is subject to reduced visibility in both directions. We propose that this corridor would better serve as a cycling route if motorists were forced to drive slowly to reduce conflict with cyclists and pedestrians. While speed limits do help, speed data shows motorist propensity to speed beyond limits, in the absence of geometric constraints. As discussed in the Traffic Calming section below, we propose that it may be more effective and beneficial to cyclists to slow vehicles down through the introduction of physical features.

The proposed cycling route incorporates some redundancies, particularly in its inclusion of Hedge Row. Effective signed bike routes are typically simple and direct. We therefore propose that the route be restricted to Clearway-Kinburn-Clairmont-Pond-School-Pleasant-Fauxburg. The spur connections to Main Street can be excluded from the Route, and routing via Pond and School Road eliminates the need to explicitly sign Hedge Row.





#### 4.3.4 Traffic Calming

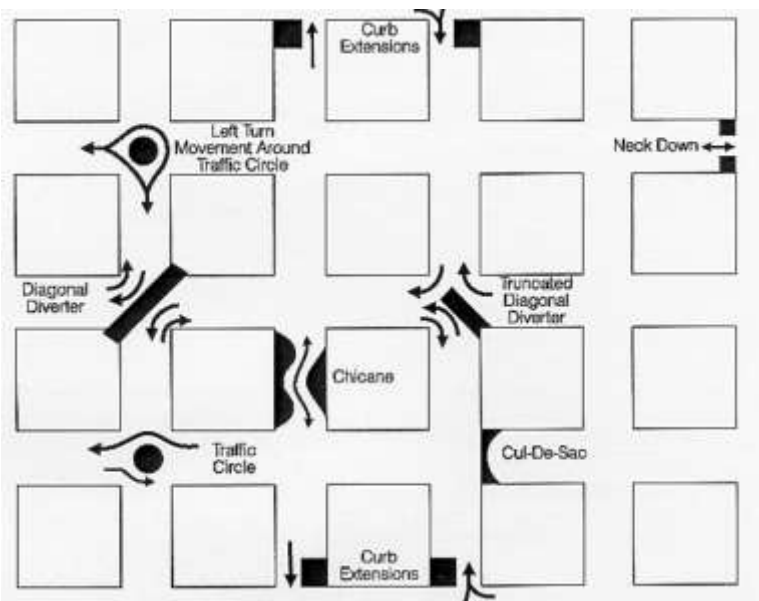
As previously indicated, the Town grew within an environment with low vehicular volumes travelling at low speeds, thereby reducing the propensity for and severity of conflicts. Policy should continue or return to this historical trend by keeping vehicular volumes and speeds low on local streets, while prioritizing pedestrian and cyclist movement through signage and the introduction of traffic calming urban design features.

To achieve the objectives of improving pedestrian and cyclist safety, while also calming the access to the local streets by reducing vehicular volumes passing through, and reducing their speeds upon entry onto the local street, a Town-wide traffic calming plan should be implemented.

A wide range of interventions are available, ranging from outright exclusion of vehicular through passage, to diversions away from the local street. As illustrated in the figures below, while the intent is to reduce the width of the carriageway at selected location to force a reduction in vehicular speed, permeability is maintained at all times for pedestrians and cyclists.

Geometric interventions are assisted in parallel with signage and visual cues that vehicles have secondary priority and that drivers should be aware of non-motorized users of the road at all times.





As a comprehensive plan, these measures will keep visitor traffic on Main Street and Edgewater Street, and reduce incursions into the calmed zones. Mindful of the Town's visual appeal traffic calming measures may be designed in a manner consistent with the Town's built heritage.

Such traffic calming measures would be most effective on streets that are either particularly narrow, as illustrated in Section 2.4 above, or at specific locations that are either prone to cut-through or speeding traffic, or have sensitive uses. Candidate locations are discussed below.

#### 4.3.4.1 Orchard Street

Orchard Street is proposed to be closed at Main Street to eliminate the current conflicts this produces with movements at the War Monument intersection. Access to properties in this area would be possible via Cherry Lane and Parish Street, while access out of the area would be possible via Orchard Street.

#### 4.3.4.2 Cherry Lane One-way

Cherry Lane is proposed to be signed as one-way between Main Street and Orchard Street. In the event of closure of Orchard Street at Main Street, access out of this neighbourhood would be afforded via Parish Street.

#### 4.3.4.3 Main Street / Fairmont Street

Fairmont Street is proposed to be signed as one-way only, southbound, between Main Street and Pleasant Street. This would reduce some of the friction currently experienced between two-way vehicular traffic, as well as between circulating traffic and local parked vehicles.

#### 4.3.4.4 Hedge Row One Way

Hedge Row is the narrowest street in Town, at 6m wide. While it is open to two-way circulation, it cannot physically accommodate two vehicles passing each other. As a preferred cycling route, it also carries the potential for friction and conflict between vehicles and cyclists. As such it is proposed to be signed one-way northbound. This would permit outbound circulation to Pleasant Street, but would restrict traffic cutting through Hedge Row.

#### 4.3.4.5 Kinburn Street and Clairmont Street

Considering the proposed improvements proposed to Main Street to check vehicular speeds, motorists may find the Kinburn Street and Clairmont Street corridor a speedier alternative. To dissuade such behaviour, we propose that this corridor feature a number of traffic calming measures like speed humps and chicanes, to purposely slow vehicles down.

The corridor is approximately 1km long. Taking an approximately 150m-200m spacing between traffic calming measures, would yield the need for 4 features along the corridor slowing vehicles down. We believe that speed humps would be the most effective feature, as they do cause vehicles to slow down to negotiate them, while introducing softer grades adequate for cyclists. Recurring speed bumps every 150m-200m and adequate signage alerting motorists to the traffic calming measures in place would keep vehicles driving at reasonably low speeds. A preliminary review of the corridor suggests the placement of speed humps at the following locations:

- Spur Street
- NSLC parking lot entrance
- Hawthorne Road
- Tiny Tots Playground

#### 4.3.4.6 Town Hall Plaza

The area in front of Town Hall may be reconfigured into a formal plaza, thematically extending onto Main Street. Graded flush with the street, the plaza forms a complete space, recognizable as the civic heart of the Town. Main Street is re-organized with two 3.5m drive lanes, separated from the pedestrian area by bollards or large planters. Parking and loading would be restricted on this stretch of Main Street. The Plaza's pavement treatment provides cues that this area prioritizes pedestrian movement.





The flush "table top" treatment of the road in front of the plaza prioritizes non-motorized movement and provides a prominent crossing space. It provides the opportunity to extend a sidewalk on the north side of North Street, to Clearway Street. Based on additional feedback received, this concept would benefit from the demolition of the works garage in back of the office and moving all staff parking there, increasing the public/accessible area in the front of Town Hall.

#### 4.3.5 Public Transit

As noted above, there is currently no public transit system in the Town. However, we are aware that CPT are promoting the regional bus service and have already met with the Mayor and Town Councillors following completion of the feasibility study.

Given the Town's strategy for reducing GHG's associated with the transportation sector, including implementing an EV CarShare program, and supporting the electrification of personal and municipal fleets via the installation of electric vehicle charging stations, there may be an opportunity to explore how this type of program could interface with a regional transit system which connects other towns with the Town of Mahone Bay.

## 4.3.6 Curbside Management

Transportation intervention like road measures, sidewalks and cycling facilities are only effective when properly utilized. Unplanned activities at the curbside, such as parking and loading, can reduce the effectiveness of these measures by utilizing road or facility capacity poorly, or by outright impeding other uses.

To limit the adverse effects of such activities, the Town needs to implement and maintain active Curbside Management. This entails primarily controlling loading activities and in-street parking.

### 4.3.6.1 Goods Movement and Loading

Evidence of curbside activities inadvertently blocking other road uses is most often seen in vehicles parked in front of businesses along Main Street, for shopping or loading. This is excusable, as these commercial uses are desirable, but it causes friction with circulating vehicles and pedestrians alike.

At locations with sufficient right-of-way width, provisions should therefore be made for dedicated loading spaces, located at a suitable spacing to allow convenient provisioning of close-by shops, while limiting the amount of road space taken out of circulation.

Locations along very narrow rights-of-way, however, do not have sufficient road space to formalize loading spaces and sufficient space for circulation. In such cases, either the loading activity must be restricted, or active management measures need to be in place to safely allow the use over short time periods, to control possible conflicts on the road, and to minimize the friction.

### 4.3.6.2 Tour Buses

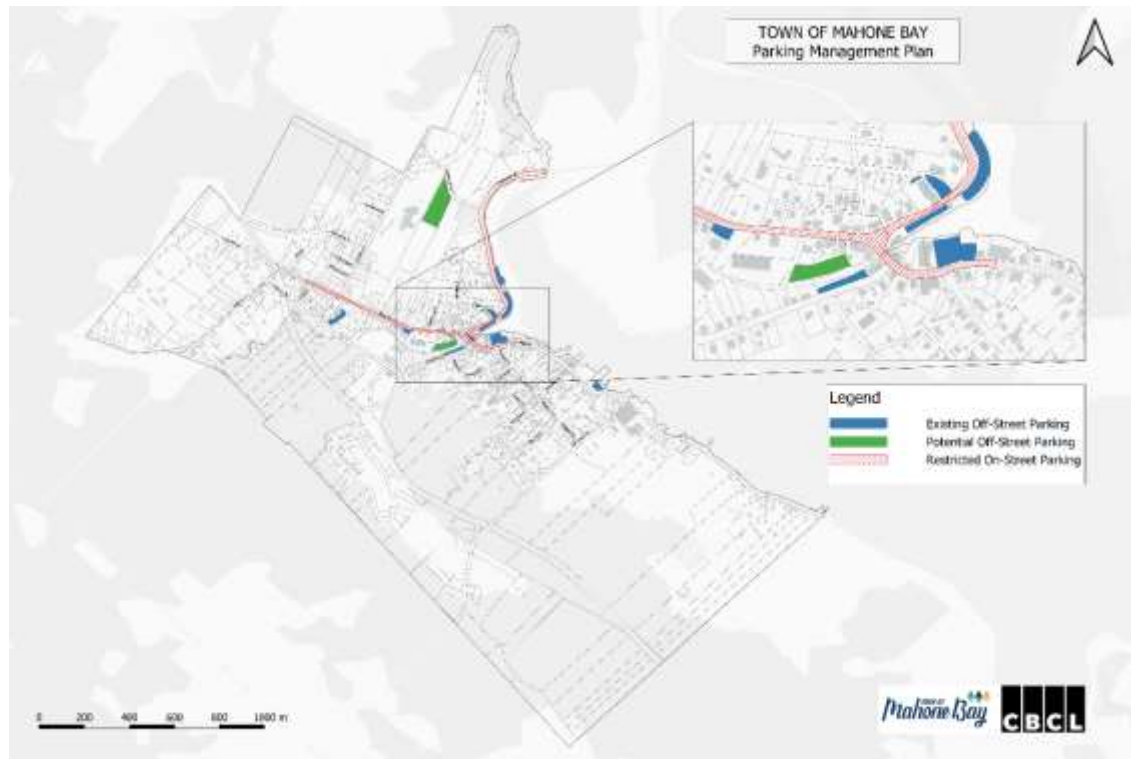
Visitor shuttles and tour buses are currently accommodated informally on Town streets, allowing them to park and rest where needed. Where they park or stop on-street, they do cause friction with circulating traffic, and some times block the sidewalk access.

A measure to control bus movement would be to sign dedicated tour bus parking spaces, possible on the Anglican Church parking lot. – be recommended? This would carry negligible additional cost to the Town. Over the long term, however, a formal tour bus plan should be discussed and implemented, directing tour buses to specific locations, and possibly transfer visitors to Town shuttles.

### 4.3.6.3 On-Street Parking

Curbside activity restrictions are most easily implemented through the restriction or outright prohibition of on-street parking at certain locations.

Parking restrictions enacted on the approaches to the War Monument intersection, for example, would keep road space for movement and reduce conflicts and road blockages. Ongoing parking management will require signage and permanent enforcement.



#### 4.3.6.4 Off-Street Parking

With on-street parking restricted on the approaches to the Cenotaph intersection, commercial parking may be accommodated on a new parking lot behind the businesses fronting the Town Hall Plaza, possibly sharing access with the Quinlan driveway. While this concept could provide additional commercial parking, it is not considered desirable at this time, as the community's focus is very much on preservation of the Town's natural environment.



Additional visitor parking may be accommodated on a new parking lot behind the school / cemetery, with access onto Clearland Road. This parking lot could supplement existing visitor parking on Edgewater Street all year round, or be in use only during peak tourist season. A shuttle service could take visitors into the centre of the Town, without the associated pressures of increased vehicular traffic. This lot would accommodate much of the seasonal and event visitor traffic, with ample auto and bus parking, and possibly a shuttle bus. Signed connections via a formalized trail will provide direct access to Main Street.





A formal connection to the trail path between the school and Cherry Lane would provide an additional active approach into Town, in addition to the Edgewater Street trail. The parking lot concept shown here could hold up to 200 spaces for personal vehicles and tour buses.

#### 4.3.6.5 Enforcement

Parking and stopping restrictions enacted at select locations around the Town would keep road space for movement and reduce conflicts and road blockages. Ongoing parking management will require signage and permanent enforcement. This would require that the Town increase efforts to enforce current and recommended prohibitions on curbside parking and loading activities.

### 4.3.7 Crosswalks

Intersections allow for the management of conflicting movements, and to provide a measure of safety between different road users. While the intersection presented above at existing intersections will greatly improve crossing safety, additional interventions are required mid-block where intersections are widely spaced. Such locations would benefit from the installation of signed, and potentially lit, crosswalks to alert vehicle drivers to crossing pedestrians and cyclists.

Crosswalks may not be placed at all mid-block locations, particularly where the road geometry or topography do not permit safe sight distances at posted speeds. While a simple crosswalk painting and sign may be sufficient, we have consistently found that, while more expensive than standard signs, overhead RA-5 signs are more effective in alerting drivers, particularly in the dark or during inclement weather. The Existing Conditions review, and the Consultation events, however, have pointed out a number of locations, discussed below, where signed crosswalks would be very appropriate and could be easily implemented.

#### 4.3.7.1 Main Street between Clearway Street and War Monument

Consultation #1 and #2 suggested the need for reduced vehicular speeds on Main Street, and a need for safe crossing locations along Main Street. The stretch of Main Street between the proposed stop sign at Clearway Street, and the proposed reconfiguration of the War Monument intersection, covers a length of approximately 550m, mostly straight and uninterrupted. This road segment lends itself well to the introduction of crosswalks or traffic calming measures, which are most effective spaced in 150m stretches.

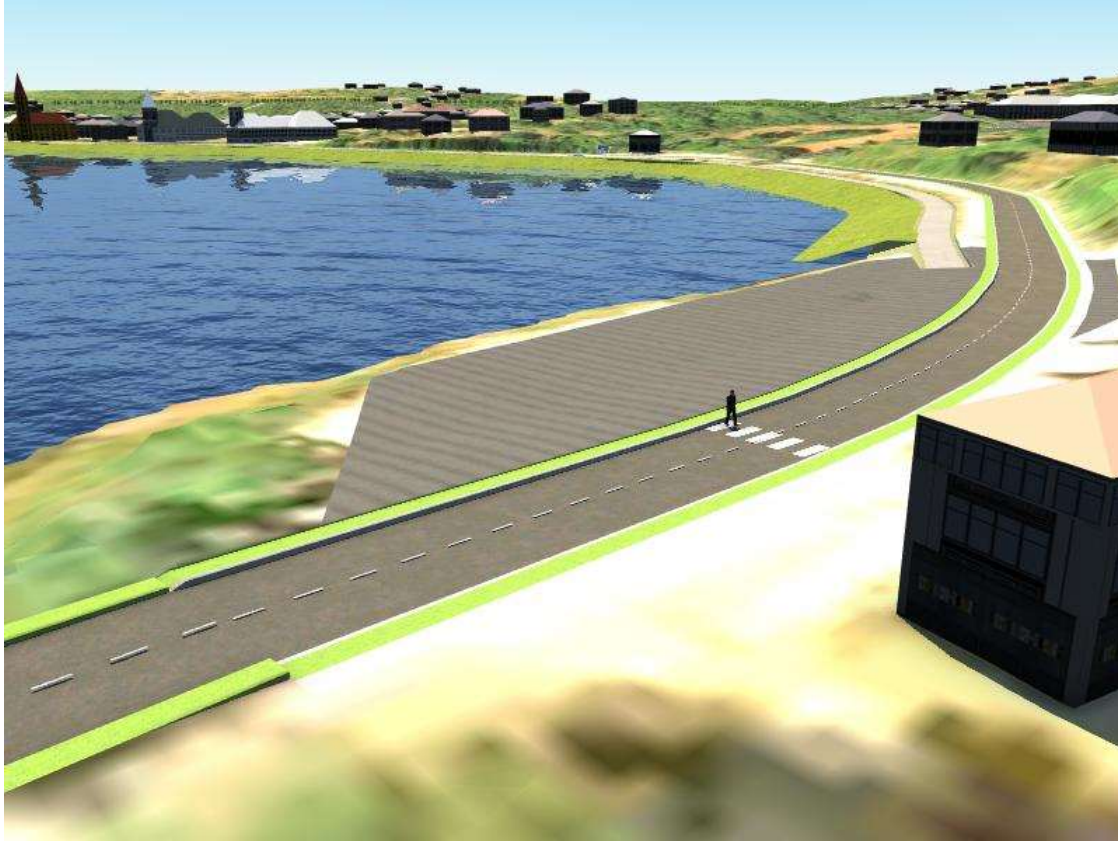
This spacing would allow for two additional crosswalks at the following locations:

- Mahone Bay Medical Centre,
- Cherry Lane.

Both of these locations feature good visibility, and provide the opportunity to consistently check vehicle speeds on Main Street.

#### 4.3.7.2 Rebecca's Restaurant

A new crosswalk at this location would make access between Rebecca's Restaurant and its parking lot safer for patrons. The installation of a flashing RA-5 sign would contribute to speed control on this stretch of Edgewater Street and alert inbound vehicles to the road's prioritization of local travel.





#### 4.3.7.3 St. John's Lutheran Church

Pedestrian Crossing at the St. John's Lutheran Church. This crossing would render the access to and from the parking lot safer, while also providing an additional check on speeds on Edgewater Street.





## Chapter 5 Evaluation

The concepts outlined above were developed partly out of the Existing Conditions Review and partly out of the public and staff input from Consultation #1, with the goal of promoting **sustainable, walkable** and **safe** mobility for Town residents and visitors alike.

The concepts focused on improving active transportation infrastructure, circulation, curbside activities like parking, and overall safety. While no set criteria were developed to evaluate these measures, public feedback and capital costs were taken as the main selection criteria for recommendation as action items.

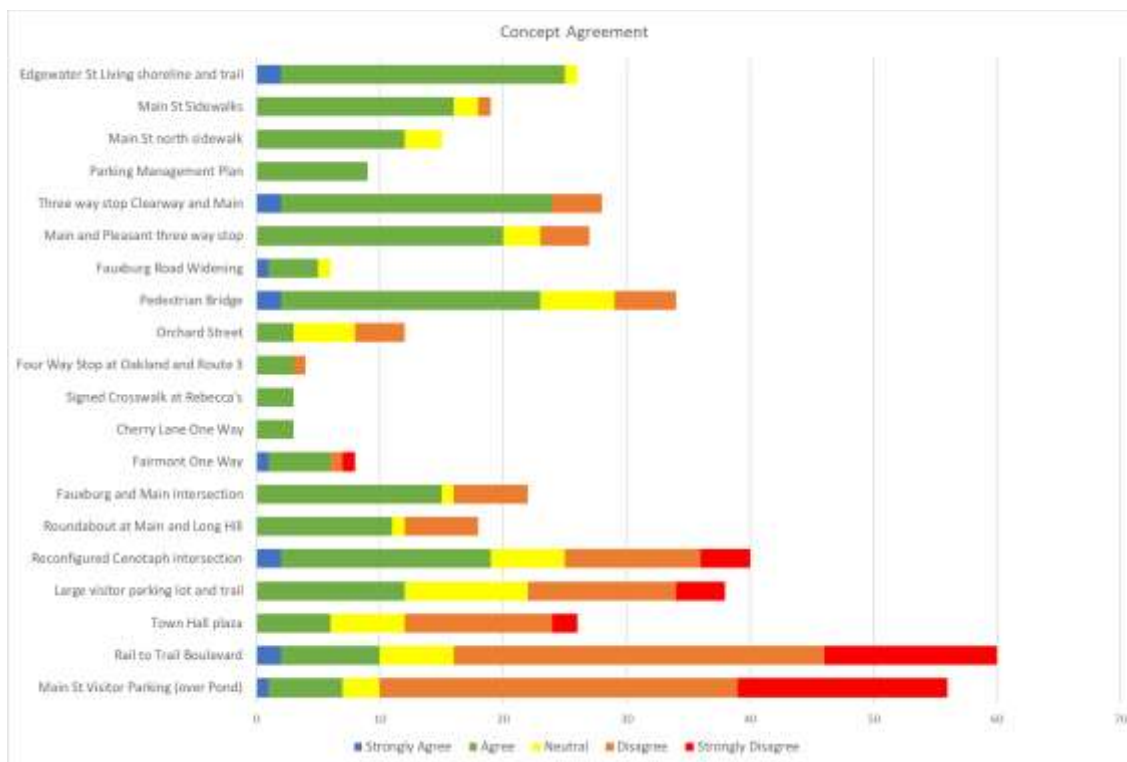
### 5.1 Stakeholder Feedback

The concepts were illustrated as part of the Consultation #2 online presentation. Each concept included a short description, and a number of conceptual three-dimensional renderings. The presentation asked that participants review the concepts and provide their feedback to the study team via email.

The team received a total of 89 email responses, showing very active and involved citizen participation. Responses provided detailed assessment of conditions as experienced by participants, and careful reasoning as to favourable or unfavourable reaction towards the concept.

The agreement level for each option is tabulated and illustrated below.

Concept	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Main St Visitor Parking (over Pond)	1	6	3	29	17
Rail to Trail Boulevard	2	8	6	30	14
Large visitor parking lot and trail	-	12	10	12	4
Roundabout at Main and Long Hill	-	11	1	6	-
Fauxburg and Main Intersection	-	15	1	6	-
Fairmont One Way	1	5	-	1	1
Cherry Lane One Way	-	3	-	-	-
Signed Crosswalk at Rebecca's	-	3	-	-	-
Four Way Stop at Oakland and Route 3	-	3	-	1	-
Orchard Street	-	3	5	4	-
Fauxburg Road Widening	1	4	1	-	-
Main and Pleasant three way stop	-	20	3	4	-
Town Hall plaza	-	6	6	12	2
Three way stop Clearway and Main	2	22	-	4	-
Parking Management Plan	-	9	-	-	-
Main St north sidewalk	-	12	3	-	-
Main St Sidewalks	-	16	2	1	-
Reconfigured Cenotaph intersection	2	17	6	11	4
Pedestrian Bridge	2	21	6	5	-
Edgewater St Living shoreline and trail	2	23	1	-	-



Review of the summarized feedback suggests that the majority of presented concepts were viewed favourable. Three concepts stood out as being unfavourable with a majority of respondents: the possibility of a parking lot behind the commercial area facing Town Hall, which is currently a pond garden; the proposed building of a permanent or seasonal parking lot behind the school / cemetery; and the conceptual new boulevard roughly parallel to the Bay to Bay Trail along the old rail corridor.

## 5.2 Order of Magnitude Cost estimates

Class D cost estimates were developed for capital projects issued from the proposed concepts developed as part of this Transportation Plan Report. Costs are described and summarized below, and are also presented in more detail in **Appendix D**.

### **101. Main St/Edgewater St Intersection Reconfiguration (3-Way Stop)**

Narrowing the intersection to a 3-way approach with stop signs and adding crosswalks to all approaches. The integration of stop signs and crosswalks will prioritize pedestrian movements through the intersection and enhance safety for all users. This includes the relocation of the Cenotaph to a new location to improve the overall experience of visiting the monument.

Class-D estimated construction costs with contingencies (HST not included) = \$458,000

### **102. Edgewater St Living Shoreline and Trail**

A 700m Living Shoreline to protect ongoing erosion of this stretch of coast, protect Edgewater Street from storm surge flooding, and provide a pleasant multi-use pathway. The cost also includes the construction of a 55m span Pedestrian Bridge across the cove from the foot of Parish Street to the bandstand.

Class-D estimated construction costs with contingencies (HST not included) = \$2,500,000

### **103. Main St/Clearway St Intersection Reconfiguration (3-Way Stop)**

Reconfiguration of the intersection into a 3-way stop controlled intersection and adding stop signs and crosswalk to all approaches. This addresses a number of safety and speeding issues. It facilitates safe crossing and provides a safer school route. It also forces vehicular flows on Main St to stop, thereby checking their speed on Main St.

Class-D estimated construction costs with contingencies (HST not included) = \$46,000

### **104. Main St/Longhill Rd Roundabout**

Reconfiguration of the intersection into a two-lane roundabout with pedestrian and cycling facilities. The roundabout could be landscaped to complement the Cenotaph intersection as the western gateway to Mahone Bay.

Class-D estimated construction costs with contingencies (HST not included) = \$1,472,000

### **105. New Boulevard**

Develop a secondary access route for Mahone Bay, with a 1,570m multi-modal boulevard that accommodates a treed two-lane road, with cycling path and sidewalks. This boulevard would first of all provide redundancy to the Main Street and Edgewater Street corridors. Considering the potential for the Town's future growth, and retreat from limited developable parcels along the shoreline as flooding becomes more of an issue. This Boulevard would also open interior parcels of land up for servicing and development.

Class-D estimated construction costs with contingencies (HST not included) = \$5,902,000

#### **106. Main St/Fauxburg Rd Intersection Reconfiguration**

Reconfiguration of the intersection and the south/northbound approach to accommodate the larger turning radii of heavy trucks and would permit turning movements of larger vehicles. In addition, adding stop signs and crosswalks to all approaches is included. An added measure of speed control on Main Street would therefore be provided, by forcing all vehicles to stop.

Class-D estimated construction costs with contingencies (HST not included) = \$202,000

#### **107. Fairmont St One-Way Southbound Reconfiguration**

Reconfiguration of Fairmont St to permit one-way movement only and adding the required signage.

Class-D estimated construction costs with contingencies (HST not included) = \$28,000

#### **108. New Visitor Parking Lot and Trail**

A visitor parking lot over an area of about 8,600 sq.m behind the school, with access onto Clearland Road. A 520m footpath to give access to Cherry Lane is included. This parking lot could be used as the Town's main visitor parking area during peak periods and special events. A shuttle service could take visitors into the centre of the Town, without the associated pressures of increased vehicular traffic.

Class-D estimated construction costs with contingencies (HST not included) = \$292,000

#### **109. Town Hall Plaza**

Reconfiguration of the area in front of Town Hall into a formal plaza, thematically extending onto Main Street. Road surface would be graded flush with the street. Main Street is re-organized with two 3.5m drive lanes, separated from the pedestrian area by bollards. The flush "table top" treatment of the road in front of the plaza prioritizes non-motorized movement and provides a prominent crossing space. It provides the opportunity to extend a sidewalk on the north side of North Street, to Clearway Street.

Class-D estimated construction costs with contingencies (HST not included) = \$467,000

#### **110. Main St Sidewalk on the North Side from Town Hall to Clearway St**

Adding a sidewalk to the north side of Main St from the Town Hall to the intersection with Clearway St.

Class-D estimated construction costs with contingencies (HST not included) = \$272,000

#### **111. Downtown Visitor Parking**

A commercial parking lot over an area of about 2,700 sq.m behind the businesses fronting the Town Hall Plaza, possibly sharing access with the Quinlan driveway.

Class-D estimated construction costs with contingencies (HST not included) = \$483,000

#### **112. Main St/Pleasant St Intersection Reconfiguration (3-Way Stop)**

Reconfiguration of the intersection into a 3-way stop controlled intersection and adding stop signs and crosswalk to all approaches. Full stop control on all approaches would bring

a measure of security, forcing all vehicles to stop. Crosswalks on all approaches would improve pedestrian and active transportation circulation and safety.

Class-D estimated construction costs with contingencies (HST not included) = \$31,000

### **113. Cherry Lane One-Way Reconfiguration**

Reconfiguration of Cherry Lane to permit one-way movement only and adding the required signage.

Class-D estimated construction costs with contingencies (HST not included) = \$20,000

### **114. Orchard St Closure**

Closing the End of Orchard St at the intersection with Main St.

Option 1 (Permanent):

Class-D estimated construction costs with contingencies (HST not included) = \$24,000

Option 2 (Seasonal):

Class-D estimated construction costs with contingencies (HST not included) = \$1,400

### **115. Main St East Side Sidewalk**

Extension of the formal sidewalk on the north side of Main street from Amos Pewter to Fairmont St. [Continuous sidewalk at this location may not be possible without the loss of some on-street parking space between Pleasant Street and Fairmont Street.]

Class-D estimated Construction Costs with Contingencies (HST not included) = \$155,000

### **116. Route 3/Oakland Rd Reconfiguration (All-Way Stop)**

Reconfiguration of the intersection into All-Way stop controlled intersection and adding stop signs and crosswalks to all approaches.

Class-D estimated Construction Costs with Contingencies (HST not included) = \$37,000

### **117. Parking Management Plan**

Adding the required signage to enforce current and recommended prohibitions on curbside parking over a total stretch of 2,000m on Main St and Edgewater St. Parking restrictions enacted on the approaches to the Cenotaph intersection would keep road space for vehicle movement and reduce conflicts and road blockages.

Class-D estimated Construction Costs with Contingencies (HST not included) = \$32,000

Full time by-law enforcement = \$50,000/year

### **118. Signed Pedestrian Crosswalk at Rebecca's Restaurant**

Adding a signed crosswalk on Edgewater St at the location of Rebecca's Restaurant.

Class-D estimated Construction Costs with Contingencies (HST not included) = \$11,000

### **119. Fauxburg Road Widening**

The widening of Fauxburg Road on a length of about 900m to accommodate two 3.5m lanes and a 2.0m shared pathway.

Class-D estimated Construction Costs with Contingencies (HST not included) = \$994,000

**120. Pedestrian Crosswalk at the Lutheran Church**

Adding a signed crosswalk on Edgewater St at the location of the Lutheran Church.

Class-D estimated Construction Costs with Contingencies (HST not included) = \$11,000

**121. Pedestrian Crosswalk at the Mahone Bay Medical Centre**

Adding a signed crosswalk on Edgewater St at the location of the Mahone Bay Medical Centre.

Class-D estimated Construction Costs with Contingencies (HST not included) = \$11,000

**122. Pedestrian Crosswalk at Cherry Lane**

Adding a signed crosswalk on Edgewater St at Cherry Lane.

Class-D estimated Construction Costs with Contingencies (HST not included) = \$11,000

**123. Kinburn Street and Clairmont Street Traffic Calming**

Add speed humps and other traffic calming measures at 4 locations along Kinburn Street and Clairmont Street: Spur Street, NSLC parking lot entrance, Hawthorne Road, Tiny Tots Playground.

Class-D estimated Construction Costs with Contingencies (HST not included) = \$20,000

**124. Hedge Row One-Way Reconfiguration**

Reconfiguration of Hedge Row to permit one-way northbound movement only and adding the required signage.

Class-D estimated construction costs with contingencies (HST not included) = \$20,000

## 5.3 Recommendations and Implementation

Based on the public feedback and order of magnitude costs, the concepts were carried as follows:

ID	Concept	Recommendation
<b>101</b>	Main St/Edgewater St Intersection Reconfiguration (3-Way Stop)	Recommended
<b>102</b>	Edgewater St Living Shoreline and Trail	Recommended
<b>103</b>	Main St/Clearway St Intersection Reconfiguration (3-Way Stop)	Recommended
<b>104</b>	Main St/Longhill Rd Roundabout	Not recommended
<b>105</b>	New Boulevard	Not recommended
<b>106</b>	Main St/Fauxburg Rd Intersection Reconfiguration	Recommended
<b>107</b>	Fairmont St One-Way Southbound Reconfiguration	Recommended
<b>108</b>	New Visitor Parking Lot and Trail	Recommended
<b>109</b>	Town Hall Plaza	Recommended
<b>110</b>	Main St Sidewalk on the North Side from Town Hall to Clearway St	Recommended
<b>111</b>	Downtown Visitor Parking	Not recommended
<b>112</b>	Main St/Pleasant St Intersection Reconfiguration (3-Way Stop)	Recommended
<b>113</b>	Cherry Lane One-Way Reconfiguration	Recommended
<b>114</b>	Orchard St Closure	Recommended
<b>115</b>	Main St East Side Sidewalk	Recommended
<b>116</b>	Route 3/Oakland Rd Reconfiguration (All-Way Stop)	Recommended
<b>117</b>	Parking Management Plan	Recommended
<b>118</b>	Signed Pedestrian Crosswalk at Rebecca's Restaurant	Recommended
<b>119</b>	Fauxburg Road Widening	Recommended
<b>120</b>	Pedestrian Crosswalk at the Lutheran Church	Recommended
<b>121</b>	Pedestrian Crosswalk at the Mahone Bay Medical Centre	Recommended
<b>122</b>	Pedestrian Crosswalk at Cherry Lane	Recommended
<b>123</b>	Kinburn Street and Clairmont Street Traffic Calming	Recommended
<b>124</b>	Hedge Row One-Way	Recommended



It is recommended that the Town of Mahone Bay accept the Transportation Plan Report as proposed above, with the following items added to the Town's overall Asset Management planning, understanding this may result in modification of these concepts and/or implementation phasing based on funding availability, interactions with other capital projects.

<b>ID</b>	<b>Project</b>	<b>Time Frame</b>	<b>Cost</b>
<b>101</b>	Main St/Edgewater St Intersection Reconfiguration (3-Way Stop)	5-10 years	\$450,000
<b>102</b>	Edgewater St Living Shoreline and Trail	5-10 years	\$2,500,000
<b>103</b>	Main St/Clearway St Intersection Reconfiguration (3-Way Stop)	5-10 years	\$46,000
<b>106</b>	Main St/Fauxburg Rd Intersection Reconfiguration	5-10 years	\$202,000
<b>107</b>	Fairmont St One-Way Southbound Reconfiguration	5-10 years	\$28,000
<b>108</b>	New Visitor Parking Lot and Trail	10-25 years	\$292,000
<b>109</b>	Town Hall Plaza	10-25 years	\$467,000
<b>110</b>	Main St Sidewalk on the North Side from Town Hall to Clearway St	5-10 years	\$272,000
<b>112</b>	Main St/Pleasant St Intersection Reconfiguration (3-Way Stop)	5-10 years	\$31,000
<b>113</b>	Cherry Lane One-Way Reconfiguration	5-10 years	\$20,000
<b>114</b>	Orchard St Closure	5-10 years	\$24,000 permanent \$1,400 seasonal
<b>115</b>	Main St East Side Sidewalk	5-10 years	\$155,000
<b>116</b>	Route 3/Oakland Rd Reconfiguration (All-Way Stop)	5-10 years	\$37,000
<b>117</b>	Parking Management Plan	5-10 years	\$32,000
<b>118</b>	Signed Pedestrian Crosswalk at Rebecca's Restaurant	5-10 years	\$11,000
<b>119</b>	Fauxburg Road Widening	10-25 years	\$994,000
<b>120</b>	Pedestrian Crosswalk at the Lutheran Church	5-10 years	\$11,000
<b>121</b>	Pedestrian Crosswalk at the Mahone Bay Medical Centre	5-10 years	\$11,000
<b>122</b>	Pedestrian Crosswalk at Cherry Lane	5-10 years	\$11,000
<b>123</b>	Kinburn Street and Clairmont Street Traffic Calming	5-10 years	\$20,000
<b>124</b>	Hedge Row One-Way	5-10years	\$20,000

Prepared by:  
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Senior Transportation Consultant

Reviewed by:  
Emanuel Nicolescu  
Transportation Planner

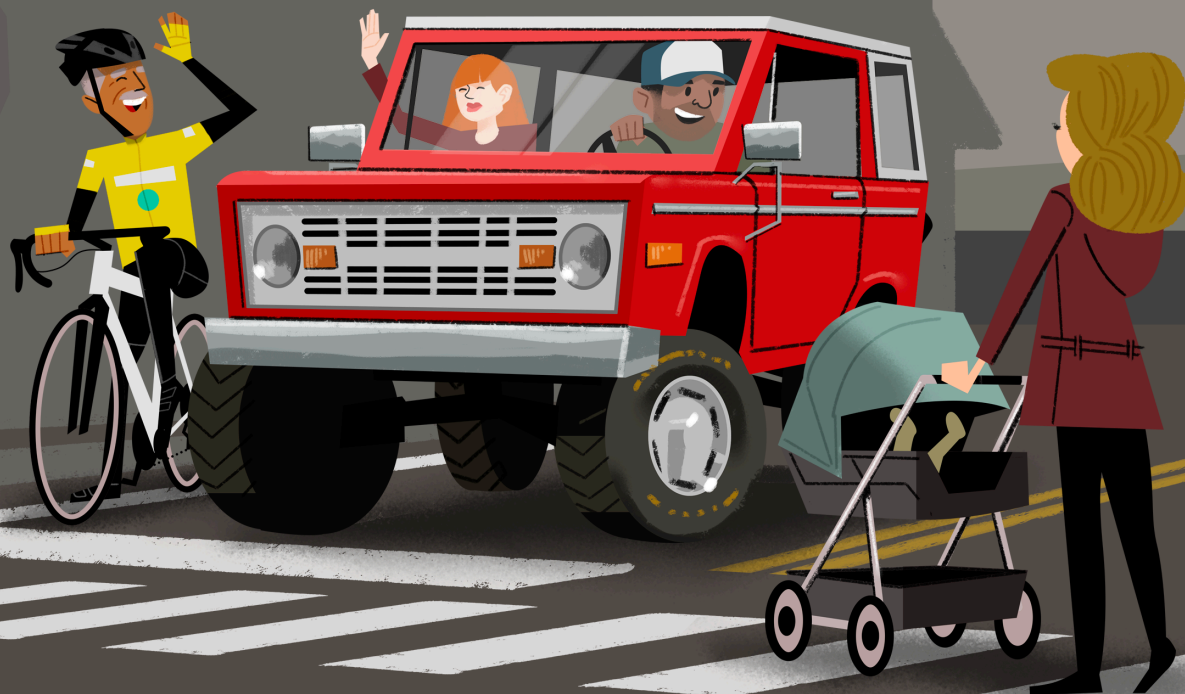
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# APPENDIX A

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## Meeting Invitation

# What's the plan for transportation?



## We need your help steering it.

The Town has contracted CBCL Limited as consulting engineers to develop a Transportation Plan for Mahone Bay. The plan is intended to improve safety and traffic flow and will benefit motorists, cyclists, and pedestrians. Join us for a discussion about needs, opportunities, and how Mahone Bay can prepare for a cleaner, greener transportation future.

**DROP IN FROM 5 - 7 PM ON THURSDAY FEBRUARY 20**

**Abriel Room, Mahone Bay Center - 45 School St, Mahone Bay**

YOUR TOWN, YOUR STREETS, YOUR FUTURE - CONTRIBUTE TO THE TRANSPORTATION PLAN





# Let's meet to talk about our streets!



## Help keep Mahone Bay moving!

CBCL Limited have taken findings from February's public consultation and will present a plan to improve safety and traffic flow in Mahone Bay. Join us for their presentation on shaping our transportation future.

**DROP IN FROM 5 - 7 PM ON THURSDAY MARCH 24**

**Abriel Room, Mahone Bay Center - 45 School St, Mahone Bay**

YOUR TOWN, YOUR STREETS, YOUR FUTURE - CONTRIBUTE TO THE TRANSPORTATION PLAN





## APPENDIX B

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### Survey Forms (Public and Town Staff)



## **Town of Mahone Bay Transportation Plan – Survey**

**1. Are you a resident of Mahone Bay [YES / NO]?**

If NO, please provide your postal / zip code \_\_\_\_\_

**2. What mode of travel do you usually use for the following activities (auto, walk, cycle, other) and Why do you use each mode? [note: please indicate if destination is out of Town and approximate distance (km)]**

Work

\_\_\_\_\_

School

\_\_\_\_\_

Shopping

\_\_\_\_\_

Entertainment, social and recreational activity

\_\_\_\_\_

Personal errands (post office, medical appointments, dropping someone off)

\_\_\_\_\_

Other (Please specify)

\_\_\_\_\_

**3. Please indicate your transportation priorities by setting the rank for the following aspects (1 to 7).**

- ☐ Accessibility
- ☐ Auto Movement
- ☐ Traffic Flow / Congestion
- ☐ Goods Movement
- ☐ Public Parking
- ☐ Public Transit
- ☐ Walking and Cycling



**4. What transportation safety issues do you regularly encounter in Mahone Bay?**

**[note: please also indicate where in Town you encounter safety issues]**

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**5. Please indicate your agreement with the following statements:**

**A. Streets should prioritize auto and goods movement**

Strongly Disagree

Disagree

Neutral

Agree

Strongly Agree

**B. Streets should prioritize active transportation**

Strongly Disagree

Disagree

Neutral

Agree

Strongly Agree

**C. Streets should prioritize public safety**

Strongly Disagree

Disagree

Neutral

Agree

Strongly Agree

**6. What do you think the guiding principles should be for this Transportation Plan?**

**Examples:**

*"Promotes multi-use networks conducive to walking and cycling",*

*"Supports economic development through better traffic planning",*

*"Supports community GHG reduction,"*

*"Promotes sustainable development with alternative modes of transportation",*

*"Transparent and accountable process".*

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**7. Do you have any other comments or suggestions?**

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**THANK YOU!**



## **Town of Mahone Bay Transportation Plan – Staff Survey**

The Town has contracted engineers from CBCL to assist with the development of our Transportation Plan. This Plan will cover streets, sidewalks, trails, etc. and will lay out the

Town's intentions for capital investments over the next five to ten years. The following information will be provided to CBCL to assist with this process. Your response is appreciated!

1. From your perspective as Town Staff, thinking about the responsibilities of your position, what would you say are the key transportation and / or safety issues that you are aware of in the Town and what would you suggest to address them? [note: please identify issues / suggestions and provide some explanation / context]

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2. Thinking about what you hear from citizens in your position as a staff person, are there any transportation and / or safety issues or requests / suggestions which have come to your attention? [note: please identify issues / suggestions and provide some explanation/context]

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3. What do you think the guiding principles should be for this Transportation Plan?

**Examples:**

*"Promotes multi-use networks conducive to walking and cycling",*

*"Supports economic development through better traffic planning",*

*"Supports community GHG reduction,"*

*"Promotes sustainable development with alternative modes of transportation",*

*"Transparent and accountable process".*

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**4. Do you have any other comments or suggestions for the Transportation Plan?**

[illegible]

# THANK YOU!

# APPENDIX C

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## Summary of Public Feedback

Town of Mahone Bay Transportation Plan - Survey Responses (Paper and Online) - PUBLIC (Consultation #1)

Record #	Type	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
001	Paper	1	0	0	0	0	0	Walk	0	Walking in town and to the breakwater	2	1	6	4	5	3	7	No sidewalk to walk to the town hall, cross and crosswalk in the street.	Disagree	Agree	Agree	Transit to cycle and walking, improved traffic flow in center town.	Car share, bike share, shuttle service to library.
002	Paper	1	0	0	Walk	0	Auto	Auto	Auto	0	1	1	1	1	1	1	1	cross walk - safety place, parking - access, Cenotaph - Yiecy + flow	Strongly Agree	Agree	Strongly Agree	Promote multi-use networks conducive to walking and cycling, Supports economic development through better traffic planning	
003	Paper	1	0	0	Walk	Auto/Walk	Walk	Walk	Walk	Walk in town should be priority	5	1	6	3	4	7	2		Disagree	Neutral	Agree		
004	Paper	1	0	0	0	0	0	Auto/Walk/Cycle	Auto/Walk/Cycle	0	1	2	5	3	7	4	6	Ambiguity of Cenotaph intersection for autos and pedestrians. The completely this intersection distracts drivers from observing pedestrians using current crosswalk which often obscured vehicles parked along Main st. in front of Oris convenience to Dog step. Traffic moving high speed along Main st. approaching this intersection.	Neutral	Neutral	Strongly Agree	Promote multi-use networks conducive to walking and cycling, Supports economic development through better traffic planning, Supports community GHG reduction, Promotes sustainable development with alternative modes of transportation, Transparent and accountable process, Fix Lenotaph intersection by either installing roundabout or 3way stop	Reduce speed limit from Barn to Wharf, The Cenotaph is current not accessible by residents or visitors so it should be moved, This will enable a workable solution to that intersection
005	Paper	1	0	0	Auto	0	Auto	Auto/Walk	0	0	1	3	5	2	6	7	4	Limited parking in downtown core, crosswalk safety at monument/ across from HSU/ saltbox intersection to school	Strongly Agree	Agree	Strongly Agree	Transportation plan needs to link town together, a child should be able to drive a bike between school and residential areas safely, Parking needs to improve in Downtown. Parking lots need to be accessible	
006	Paper	1	0	0	0	0	Auto/Walk	Auto/Walk	Auto/Walk	0	2	3	4	1	6	7	5	Cherry Lake is very narrow street. It is now 2 way street and present a safety as well as a congestion issue to drivers and residents. We have petition to the MB Town Council to convert it to a one way street and are anxious to see that happen soon. We also want to have limits imposed on truck traffic as several huge remix a day as "shoot cut" going to and coming from Tim Hortons and who knows where else. It is very dangerous to meet a semi head on in the lane.	Strongly Agree	Strongly Agree	Strongly Agree	Promote multi-use networks conducive to walking and cycling, Supports economic development through better traffic planning, Supports community GHG reduction, Promotes sustainable development with alternative modes of transportation, Transparent and accountable process.	
007	Paper	1	0	0	Auto	0	Auto	Auto	Auto	0	1	2	3	4	6	5	7	Conjestion at lenotaph and lack of parking	Strongly Agree	Strongly Agree	Strongly Agree	Safe - flow of traffic	
008	Paper	1	0	0	0	0	Auto/Walk	Auto/Walk	Auto/Walk	0	3	2	6	7	5	1	4	Cherry Lake - need to be one way with entrance at main st thru to intersection with orchard st. - parish lake remain, Safety issue at present: poor visibility ( tree utility pole, bushes looking east on main st. - requires existing vehicle to proirude onto main st. - cherry lake 12' wide - to narrow for vehicles ( auto or truck) to pass - blind crest - school children and senior housing pedestrians at risk.	Strongly Agree	Strongly Agree	Strongly Agree	Promote multi-use networks conducive to walking and cycling, Supports economic development through better traffic planning, Supports community GHG reduction, Promotes sustainable development with alternative modes of transportation, Transparent and accountable process.	
009	Paper	1	0	0	Auto	0	Auto	Auto/Walk	Auto	Walking for exercise (age-83)	1	1	1	1	1	1	1	Mid - level speed bump on the Kinburn, Temporary speed bumps in the summer, Parking lot near Pharmasave accessible parking spot is dangerous, One way street on orchard to prevent interaction w/ large trucks.	Strongly Agree	Agree	Strongly Agree		
010	Paper	1	0	0	Auto/Cycle		Auto/Cycle	Auto/Cycle/Walk/Kayak	Auto		1	2	3	4	5	6	7	Realizes that this problem is only a short-term problem in summer and to think outside the box and even consider temporary things for July/August such as closing a short portion of Water St. in Summer only for pedestrian and Bike traffic.					
011	Online	1		0	Drive	0	Drive	Running and biking	Walk or drive	0	6	2	4	5	1	7	3	Taking a left turn off of pleasant street onto mainstreet. The lack of visibility of traffic and pedestrians walking from the right hand side I consider very poor and dangerous. I drive for a living and find that turn to be one of the highest risks of hitting a vehicle, bike, or pedestrian in the south shore. During the winter months the town piles snow at this intersection making it even more dangerous.	Strongly Agree	Strongly Agree	Strongly Agree	A town where traffic by foot, vehicle and bike flows well	0
012	Online	1		0	0	0	auto, walk - mostly walking in town, using the car for trips to Bridgewater	auto, walk in town	walking within town, car to Bwater or Lunenburg	0	2	6	4	7	5	3	1	The intersection at Pleasant and Main is a challenge, and the intersection at the monument can be puzzling for visitors - maybe another stop sign instead of yield sign. Another crosswalk between the monument and the grocery store? Exiting Kinburn onto Main can be hazardous with cars coming around the sharp corner at high speed. A four-way stop at Fairmont and Maple might be a good idea.	Neither Agree nor Disagree	Neither Agree nor Disagree	Strongly Agree	Safety, walkability, improved cycling safety in town, parking that doesn't obstruct traffic, supports local business, keeps the charm of Mahone Bay intact!	Glad to participate, and happy to live in such a great town.
013	Online	1		0	0	0	Walk/drive	Walk/drive	Mainly walk	0	4	6	5	7	2	3	1	Vehicles driving too fast through the town. Tourist wandering into the road, especially at Festivals	Neither Agree nor Disagree	Neither Agree nor Disagree	Strongly Agree	Promotes safety for all users of the roads and sidewalks. Promotes more public parking spaces on the edge of town and encourages both tourists and residents to "park and walk"	No Thanks!
014	Online	1		0	Not applicable	Not applicable	Walk	Walk, bike	Walk	0	1	6	5	3	4	7	2	Traffic confusion happens frequently at the monument. Traffic congestion makes it harder to travel along Main Street ( except in winter). Not enough crosswalks painted on each side of intersections throughout town- some could be converted to four way stops as well.	Disagree	Strongly Agree	Strongly Agree	Enable a safe and accessible transportation infrastructure that promotes active use. Give priority to active transportation - promote a "park the car and walk/walker/wheelchair/bike around our town" ethos.	Consider a one lane round about at the monument.
015	Online	1		0	Auto	0	0	0	0	0	1	2	4	5	3	6	7		0	0	0	0	0
016	Online	1	1	B3K 172	bicycle, bus	bicycle	walking	walking, bicycle, car	walk, bike	0	4	7	6	5	3	2	1	lack of paved shoulders for safe cycling, public parking should be moved from waterfront	Neither Agree nor Disagree	Strongly Agree	Strongly Agree	Supports healthy and safe transportation, including active transportation, cycling and walking as main uses within the town	car use by residents should be discouraged and visitors should be encouraged to park and walk to their destination

017	Online	1		0	0	0	auto (mobility issues); walk occasionally (husband)	auto	auto; occasional walking when mobility allows	0	2	4	1	6	3	5	7	Pedestrian and auto traffic at the cenotaph; huge congestion around the gas station; lack of safe walkways along the street leading from park to Rebecca's;	Agree	Agree	Agree	Multi-use networks for better walking and cycling away from cars. Develop better parking areas with shuttles around town and several EV charging stations at those parking areas. Design a better main intersection where the cenotaph is.	Sidewalks that might be designed and upgraded to create accessibility ramps into businesses.	
018	Online	1		0	car	n/a	car	car	car or walk, depending on distance	Consult date for MB contained in the transportation study done for Citizens for Public Transit.	4	6	1	7	5	2	3	Pleasant at Main: Dangerous to make left turns from Pleasant onto Main. Road curvature and obstructions to the right create poor sight lines. Pedestrian crossing and traffic exit/entry to grocery add to the challenge. Tim Hortons/Irving: Traffic is often backed up as vehicles wait to make left turn to enter this property. Poor sight lines due to road curvature when exiting the property. Pedestrians at risk at crosswalk when vehicles turn right to exit the property. Many sections of Main Street: Through traffic is forced to cross the centre line due to parked vehicles. Re-route all 18-wheelers and other large vehicles heading to Lunenburg to Hwy 324 (Northwest Road) Ensure business staff use off-street parking provided by the business. Would like to see reduced speed limit throughout town - 30 or 40 kph.	Disagree	Agree	Strongly Agree	Promotes safety. Fosters safe and easy access to green spaces. Promotes sustainable development with alternative modes of transportation. Supports community GHG reduction	Consider traffic-calming measures / Lower speed limit/ use convex mirrors where sight-lines are poor / consider one-way traffic / more crosswalks / check to see that there is a "50 kph ahead" sign on the western entry to town.	
019	Online	1		0	auto	walk	auto	walk	auto	0	3	4	2	7	5	6	1	The crosswalk in front of the Saltbox on Main St is dangerous. There should not be parking spots on Main St there as it completely blocks visibility for those crossing. There is also a lot of congestion on Main St during tourist season maybe there could be parking on one side of the street only, I love the tourists but we live here and still need to be able to get around!	Disagree	Agree	Strongly Agree	0	0	
020	Online		1	B0J2e0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
021	Online		1	B0J2C0	home office	n/a	walk or drive	bicycle & walk for recreation	walk or drive	0	3	6	4	7	2	5	1	Not enough room on road for bicycles.	Strongly Disagree	Strongly Agree	Strongly Disagree	Promotes walking and cycling, there's been too much emphasis on enabling motorized traffic over the decades and too little on encouraging physical activity for not only for recreation but also day to day life.	Bicycle lanes in and around Mahone Bay that make cyclists feel safe and not fearful of whizzing cars will encourage more visitors from near and far who would then spend on dining, shopping and accommodation.	
022	Online		1	B0J2E0	Auto	0	Auto	SxS	Auto	0	4	5	2	6	1	3	7	Traffic congestion in the summer due to parking on Main st	Agree	Neither Agree nor Disagree	Strongly Agree	Transparent and accountable	Free transportation within town for residents and people who work in the Bay thru bus passes.	
023	Online		1		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
024	Online		1		0	auto	0	auto	auto	0	1	2	4	6	5	3	7	Sight vision at many intersections in the town when turning left at an intersection	Strongly Agree	Agree	Agree	0	0	
025	Online		1		0	Walk	N/A	Walk	Walk	0	0	0	0	0	0	0	0		0	0	0	0	0	
026	Online		1		0	0	0	Auto	Walk	Auto	0	0	0	0	0	0	0		0	0	0	0	0	
027	Online		1		0	walk	My son did walk	walk	walk and bike	walk	0	4	5	2	6	3	7	1	1. Traffic moving too fast through Main Street. 2. Traffic coming too fast from Upper Main Street into intersection with Clairmont Street Intersection blind. 3. Traffic coming too fast from Lower Main Street past the Grocery store and the intersection with Clairmont, monument is blind. 4. Not enough shoulder getting around harbour to Rebecca's Restaurant and to Oakland. (need paved bike land/walking path) Traffic trying to turn left from Clairmont Street in Summer, cars can not get out, get frustrated, bad things happen.	Neither Agree nor Disagree	Strongly Agree	Strongly Agree	Actually - All of the above if that is achievable. Otherwise Multi-use networks conducive to walking and cycling, followed by economic development through better planning, and Most of all Transparent and accountable process.	I am quite sure that the town is also taking the Bicycle NS Blue Route Hubs research into account but I would just like to be sure that material was being consulted by all involved in this survey and planning process.
028	Online		1	B4V2MS	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
029	Online		1		0	N/A Home office	N/A	Auto & walk	Auto & walk	Walk and Auto	0	2	6	4	7	5	3	1	Hesitation, confusion and dangerous traffic control signage requiring breach of normal traffic yield rules around the Monument. Traffic flow interruption and back-up at Tim Hortons. Pedestrians crossing Main Street at the junction with Clairmont where there should be a pedestrian crossing. Pedestrians crossing Edgewater to and from Jo-Anne's and Northern Sun because pedestrian crossings in and around the monument are poorly designed and non-existent. Very bad sight-lines from Pleasant Street to the east at the intersection of Pleasant and Main. Vehicles particularly large transports driving over (straddling) the centre line of Main Street between BMO and intersection with Fairmont because of parked cars on south side of Main. Vehicles driving over the centre line of Pleasant at entry from Main Street because of cars parked on the southwest side. Unnecessary 4-way stop on Fairmont and Pleasant. All road intersections with the Trails are completely unmarked and no crossings are provided for pedestrians.	Disagree	Agree	Strongly Agree	(1) Safe Access: for ALL residents (particularly children, women, the disabled, elderly and poor) and visitors to each other, places and to goods and services. (2) Build community and quality of community life: transport planning and activities must protect the health and safety of people and promote quality of community life (e.g., not allowing oversize highway transports to enter the Town, not requiring streets to accommodate oversize highway vehicles at the expense of neighbourhood intimacy and access, etc.) (3) Pollution and GHG reduction and prevention. (4) favour active transportation over all other modes (walking and cycling first).	0
030	Online		1		0	Car	Walk	Car	Walk	Car	0	6	3	1	5	2	7	4	Lack of sidewalks on Edgewater Street!	Neither Agree nor Disagree	Strongly Agree	Strongly Agree	Promotes safe active living transportation in conjunction with automobile transportation.	0
031	Online		1		0	Auto	0	Auto	Walk	Walk	0	3	1	2	4	5	7	6	Main Street	Agree	Agree	Agree	Accountable process and promote all levels	0
032	Online		1	B0J2E0	Auto	0	Auto	Auto	Auto	0	3	1	7	5	2	6	4	Having room in lane. Main Street	Agree	Strongly Agree	Strongly Agree	Supports economic development through better traffic planning	No parking in or near intersection at entrance to town	
033	Online		1		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
034	Online		1	B0J2E0	AUTO	0	AUTO	AUTO	AUTO	0	1	2	3	4	5	6	7	people walking in the streets and not looks for vehicles	Agree	Agree	Strongly Disagree	0	0	
035	Online		1		0	0	0	Walk or drive	Walk or drive	Walk or drive	0	3	6	4	5	1	7	2	Parking, traffic flow	Agree	Agree	Agree	Determine concerns such as parking on Main Street for example by Amos Pewter and pedestrians walking which can be very dangerous in this section	Have both sides of Main Street have sidewalks, perhaps eliminate parking on Main Street and provide more parking elsewhere

036	Online		1	B01K0	car	0	car	car and bicycle	car	0	3	2	1	6	5	7	4	there is a lack of safe bicycle space from Oakland Road to Mader's cove	Neither Agree nor Disagree	Agree	Strongly Agree	bike access through Mahone Bay is terrifying. Car access is just fine as is parking. I would love to bike from one end to the other. Instead I park and bike away from Mahone Bay towards Lunenburg or Indian Point	make that ridiculous intersection, a roundabout- I love them
037	Online		1	B01K0	0	0	Auto	Bike	Auto	0	6	1	5	4	3	7	2	The safety issues arise between bicycles and autos. The area of concern is between Oakland Rd and Maders Cove.	Disagree	Agree	Strongly Agree	A transportation system which makes room for safe cycling on the road network as a safety and as a tourism asset, including local tourists, regional and out of province tourists.	There is room for 1m paved shoulders between the monument and Oakland Rd. In my opinion this is the number one priority for enhanced safe cycling and encouraging more of it. There needs to be supportive cycling bike infrastructure such as bike racks immediately adjacent local businesses and in highly visible locations to discourage theft. The next priority is paved shoulders to Mader's Cove. Next item is location signs on the Dynsmite trail and the Bay to Bay trail plus directional signs toward businesses. If you are not from the area it can be hard to figure out where you are in the town area. Another public parking lot is needed on the Mader's Cove side of the monument.
038	Online		1	B0120	0	0	Walk, auto, bike	Auto, bike, walk	Auto, walk, bike	0	2	4	3	6	5	7	1	Poor road conditions for biking with little space for a biker	Agree	Strongly Agree	Strongly Agree	Promote active transport	No
039	Online	1		0	NA - semi retired	NA	auto	cycle	auto	cycle almost everyday during spring, summer, fall into Mahone Bay from Martin's Point area. Various routes, mainly road but also some trail	2	3	5	6	4	7	1	- lack of crosswalks (in area around the monument and pharماسave) - no bike lanes or widened road shoulders for biking (ie section from Oakland Road to the Churches) - no bike lane or widened road shoulders for biking (ie from government wharf to Maders Cove) ... dangerous with faster auto drivers in this section of road - no sidewalk from the churches to the tourist bureau or from Oakland Road to the tourist bureau. - better signage required at the monument so that vehicles do not drive along heading out of town toward blockhouse and turn left just past the monument ... very dangerous when vehicles do this (for pedestrians, autos and bikers) - sidewalk required from grocery store to government wharf, pedestrians tend to wander out into the road since there is only the painted line on the pavement - frustrated drivers (re pedestrians and bikers), maybe post a lower speed limit in the town center to reduce their expectations of travelling at a higher speed	Agree	Agree	Strongly Agree	Promotes safety for residents and tourists Promotes accessibility for residents and tourists Promotes a healthy lifestyle by providing full and clear access to pedestrians and cyclists	Mahone Bay benefits from being relatively level so very easy to get around by walking (unlike the hills in Lunenburg). Has any thought been given to better / more boat access for those coming in by boat for the day or dinner, etc
040	Online	1		0	n/a. working from home	n/a.	auto, distance is too far to walk	walking and cycle. Health benefits and enjoyment	walk	0	7	2	5	3	6	4	1	walking on the road due to lack of sidewalk (Woodstock Rd and Clearway Rd)	Disagree	Strongly Agree	Agree	"Promotes multi-use networks conducive to walking and cycling".	0
041	Online	1		B0120	Retired	Retired	Walk or drive	Walk, cycle or drive	Walk, cycle or drive	0	5	3	1	7	6	4	2	As a pedestrian, I find that crossing the street in general is challenging due to lack of crosswalks and fast moving traffic especially in the area of the town monument intersection. In general, this intersection is confusing and not intuitive especially for drivers not familiar with how it is designed to work. Pedestrians using the only crosswalk at that intersection are often obscured by parked cars or other obstacles. This intersection should be a three way stop or roundabout to slow traffic and give pedestrians the access they need. This might also give visitors and residents access to visit the War Memorial located at that intersection. Alternatively, the Memorial might be moved to a more accessible location? There is also the need for a sidewalk along Kinburn St which has an increasing number of pedestrians and auto traffic.	Neither Agree nor Disagree	Neither Agree nor Disagree	Strongly Agree	First of all the town needs to be safe for pedestrians especially the slow moving elderly who make up a sizeable majority of residents and visitors. Ideally this requires appropriate sidewalks while smoothing out the traffic flow and providing enough well placed and well marked crosswalks to discourage jaywalking. I'm glad to see public consultation on this issue!	Not at the moment.
042	Online	1		0	n/a	n/a	auto, walk	auto, walk, cycle	auto, walk, cycle	0	2	6	7	5	3	4	1	Speeding down Main Street coming into town from Blockhouse.	Disagree	Strongly Agree	Strongly Agree	Support safe active transportation.	0
043	Online	1		0	auto - work in Halifax	0	auto	auto	auto	0	5	6	1	7	4	3	2	congestion on Main street	Neither Agree nor Disagree	Strongly Agree	Strongly Agree	promotes multi-use networks conducive to walking and cycling	0
044	Online	1		0	Walk	Walk	Walk or car	Walk	Car	0	2	5	6	7	3	4	1	Visibility of pedestrians at crosswalks esp at the Saltbox; confusion over right of way at the cenotaph.	Disagree	Agree	Strongly Agree	Promotes pedestrian and bike safety within town limits	A safer shoulder for walkers from Kedy's Landing to the Three Churches (ideally a boardwalk) and traffic calming measures through centre of town
045	Online	1		0	Retired	Retired	Car	Bicycle for fitness	Car	0	7	4	3	5	6	2	1	Road surface is poor for cycling	Neither Agree nor Disagree	Agree	Agree	Wouldn't it be wonderful if students could bike to school with confidence and safety	The yield signs are sometimes missed by strangers. Would a roundabout work? No lights please
046	Online	1		0	Car	Car	Car	Car	Car	0	6	5	2	3	1	4	7	Some areas have low visibility due to cars parked in side of road	Neither Agree nor Disagree	Neither Agree nor Disagree	Agree	0	0
047	Online		1	B0120	Auto	Auto	Auto	Auto	Auto	0	6	5	3	4	1	7	2	Confusion at monument. Tim hortons drivethru congestion on Edgewater st. Parking on Main Street causing dangerous narrow lanes.	Neither Agree nor Disagree	Agree	Agree	Promotes multi use networks	0



048	Online		1		B01E0	Auto	0	Auto, walk, cycle	Auto, walk, cycle	Auto, walk, cycle	0	3	1	2	4	5	7	6	Yield at monument intersection. Lots of breaches because people do not follow the proper rules of the road.	Strongly Agree	Strongly Agree	Strongly Agree	Promotes logistical flow, and safety.	Timhortons drive thru/iving access is bullocks. Total nonsense. The monument intersection as well.
049	Online	1		0		auto - too far to walk/cycle	auto - too far to walk/cycle	auto - too far to walk/cycle	auto, walk, cycle	auto - too far to walk/cycle	0	3	4	1	5	6	7	2	not safe/easy to walk along the road between Keddy's Landing and the main part of town; crosswalks are not always observed/safe.	Disagree	Agree	Strongly Agree	0	0
050	Online	1		0		Walk	Car - time and weather	Car - amount to carry for a family of five	Walk - most places are walkable, apart from Rebecca's. No pavement there.	Walk and auto	0	2	4	7	6	3	5	1	Crossing over Main Street by the pharmasave area	Disagree	Strongly Agree	Strongly Agree	Safe walking and cycling. Accessibility. This a pedestrian town. People come here and live here for the beauty. Make it as pedestrian friendly as possible. Create lots of public parking for cars so people can park and walk.	Pavement all the way to Rebecas, cross walk on Main Street by the Pharmasave, cycle lanes,
051	Online	1		0		Car	0	Car	Car	Car	0	7	1	2	4	3	6	5	Parking on main street	Agree	Neither Agree nor Disagree	Strongly Agree	Better parking plan for when large events happen	No
052	Online		1		B01	retired	N/a	Car	Car/ walk	Car	0	4	3	5	6	2	7	1	junction at the war memorial should be a roundabout	Disagree	Agree	Strongly Agree	Promote multi use networks - enable motorized trail users to legally access town facilities	You do a good job - could be even better
053	Online	1		0		(retired)	walk (Mahone Bay Centre)	auto, walk, cycle dependin g on destination and weather	auto, walk (dependin g on distance)	walk, auto (dependin g on distance)	0	6	2	1	7	3	4	5	-bicycle/car/pedestrian confusion at Monument - tight space for cycling on Hwy 3 to Maders Cove - drivers' failure to observe crosswalks on Main at Pleasant St and on Main at Orchard St - excessive speed (occasionally) on upper Fairmont St -	Neither Agree nor Disagree	Strongly Agree	Agree	Environmentally sustainable Focus on the pedestrian over the vehicle Design to preserve and enhance image of the Town	It is important to try and strike a balance between safety on roads and sidewalks and the close, intimate character of the downtown and residential streets.
054	Online	1		0		Walk	Walk/ auto	Walk/ auto	Walk	Walk/ auto	0	6	4	1	5	2	7	3	Traffic flow and accidents around the cenotaph	Agree	Neither Agree nor Disagree	Strongly Agree	Multi use has to be a priority, we need cars but has to be safe and accessible for pedestrians/ cyclists	0
055	Online	1		0		Drive	Na	Walk if local, otherwise drive	All modes dependin g on location	Drive or walk	0	4	5	2	7	3	6	1	Traffic moving too fast through Main Street, not enough cross walks, street parking limits vision	Agree	Agree	Strongly Agree	0	0
056	Online	1		0		walk	walk	drive	drive	drive	0	4	5	1	6	2	7	3	the cenotaph rights of way are incredibly confusing to anyone - even if they have lived here! There should be a crosswalk just outside the post office, that is the best viewpoint for that section and would stop people from trying to cross at the actual cenotaph.	Neither Agree nor Disagree	Strongly Agree	Strongly Agree	ensuring flow whilst minimizing tourist crossing impact in the busy seasons	0
057	Online	1		0		at-home	walk	walk	walk	walk	0	2	5	3	7	6	4	1	Drivers going WAY too fast. Not enough sidewalks. Not enough crosswalks. My family and I regularly walk and bike everywhere and it does NOT feel safe enough.	Disagree	Strongly Agree	Strongly Agree	Promotes multi-use networks conducive to walking and cycling	Mahone Bay can and should do MUCH better with regards to a safe setting for active transportation (namely walking and cycling). I have young children and currently do not feel like it is safe for my daughters to walk safely without adequate sidewalks, crosswalks, and slowed traffic precautions. I honestly can't believe how regressive Mahone Bay feels in this regards. It has been very disappointing that auto and goods transport has been continually prioritised over safe, active family transportation.
058	Online		1		B4v 1J2	Car	0	Walk	Walk	Walk	0	7	3	5	6	4	1	2	Limited sidewalk on one side. Cross walk.	Disagree	Agree	Strongly Agree	Safe active transportation with connections to other towns like Lunenburg and Bridgewater.	0
059	Online	1		0		From home	0	Walk if possible, for environment and health	Walk if possible, for environment and health	Walk if possible, for environment and health	0	5	7	3	4	6	2	1	Main street is too narrow to allow parking, causing unsafe passing of oncoming traffic. Summertime congestion causes impatient drivers through all of downtown.	Strongly Disagree	Neither Agree nor Disagree	Strongly Agree	Focus on alternatives to single-vehicle combustion vehicles. Promote walk-ability and traffic/noise/pollution reduction.	I'm happy to see our town discussing these issues. Car-free towns will be the norm in the next few decades.
060	Online	1		0		Walk	Walk	Walk	Drive	Drive	0	2	6	3	7	5	4	1	What I encounter almost getting hit at almost every crosswalk. People speeding down Main St and side streets. And people crossing at the post office over to the other side of Main St. I work right there, so I watch all day as people try and cross.	Neither Agree nor Disagree	Strongly Agree	Strongly Agree	Promotes safety and accessibility of all ages and abilities allowing more walking and less cars.	Please add more crosswalks. Please get cars to slow down.
061	Online	1		0		Drive -- I work all over NS	Walk -- We are in walking distance, we drive when it's very cold	Walk	Cycle -- I cycle often with friends, at least once or twice a week	Walk	0	3	1	2	5	6	7	4	The crosswalk at the top of Clearway street by the brewery is the worst in town. There are kids crossing to and from school, and I've lost count how many times someone has driven through the crosswalk. It's difficult to see if you are driving in either direction, and the cars parked in front of the brewery make it even harder. I believe that moving the crosswalk off the corner slightly would help quite a bit. Also the two crosswalks near the Independent and the Pub have bad visibility. If the no parking zones were extended by a car length on either side, it would be so much easier to see people at the crosswalks! I have young kids that are now allowed to walk through town, but I worry so much about the cars that drive down main street, especially on the stretch between Town Hall and the top of Main street heading towards the brewery.	Disagree	Strongly Agree	Strongly Agree	Safety for pedestrians and cyclists throughout the Town of Mahone Bay	I've heard from several people that they don't feel safe walking with their kids on Main Street due to the speed at which drivers head into town.

062	Online	1		0	Retired	n/a	Car	Bike	Car	0	3	4	5	6	2	7	1	Side streets such as Pleasant and Fairmont often being reduced to one lane during peak tourism season. Extremely dangerous pedestrian and bike crossing where the Bay to Bay Trail crosses Main St (route 325) due to blind corner and high traffic speed.	Neither Agree nor Disagree	Strongly Agree	Strongly Agree	To prioritize non motorized transportation options	Clearer right of ways at the monument intersection (intersection of rt.325 and Edgewater)
063	Online	1		0	0	0	Auto	Auto	Auto	0	4	1	2	6	3	7	5	Traffic congestion main st	Agree	Agree	Strongly Agree	0	0
064	Online	1		0	0	0	car and walk	walk	car and walk	0	2	3	5	6	4	7	1	The cenotaph intersection is a nightmare. When walking, the sidewalks (where they even exist) are uneven and encourage falls. The intersection of Long Hill Rd and Main St. is difficult for cars turning left going towards downtown and for pedestrians.	Disagree	Strongly Agree	Strongly Agree	Sustainable development and GHG reduction, support for pedestrians	0
065	Online		1	80/20	retired	n/a	auto walk	auto walk	auto walk	0	4	6	2	7	3	5	1	Parking on the Main drag shouldn't be allowed. The roads aren't wide enough.	Strongly Agree	Strongly Agree	Strongly Agree	Promotes sustainable development with alternative modes of transportation	0
066	Online	1		0	0	0	car	car	car	0	7	2	1	6	3	5	4	During the time the tour buses are in town. Also, during a festival.	Neither Agree nor Disagree	Neither Agree nor Disagree	Neither Agree nor Disagree	We need to make the Main street a one way street	Add Uber or Lyft for the elderly who do not have cars!
067	Online	1		0	None-work from home	N/a	Auto or walk if local	Walk if local or car	Walk if local, car if not	0	6	5	2	7	3	1	4	Cars speeding especially at the entrances and exits into town	Neither Agree nor Disagree	Neither Agree nor Disagree	Strongly Agree	Not sure!	No
068	Online	1		0	0	0	0	Walk and drive	Walk and drive	0	4	6	7	5	3	2	1	Intersection Main Street and Edgewater (monument/Chris' shop)	Neither Agree nor Disagree	Agree	Strongly Agree	All of the above	No
069	Online		1	67/271	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
070	Online		1	80/20	0	0	Car	Car	Car	0	6	5	7	3	4	1	2	The main fork by Northern Sun does seem a bit unsafe quite often.	Neither Agree nor Disagree	Neither Agree nor Disagree	Strongly Agree	Promotes multi-use networks conducive to walking and cycling.	0
071	Online	1		0	1	0	0	0	0	0	2	1	3	4	5	6	7	b	Strongly Agree	Strongly Agree	Strongly Agree	d	0
072	Online	1		0	walk	na	car	walk	walk	0	4	5	3	7	6	2	1	crosswalks	Disagree	Agree	Strongly Agree	active transportation within Town should be a priority	no

Town of Mahone Bay Transportation Plan - Survey Responses (Paper) - STAFF (Consultation #1)

Record #	1	2	3	4
101	<p>Intersection of Main &amp; Edgewater St. (i.e. cenotaph location) – move cenotaph and create t-intersection – the x-walk located at this intersection becomes dangerous as there is traffic approaching it from 3-4 directions.</p> <p>Trail x-ing on Main St. near Long Hill Rd. – trail crosses at sharp curve – create t-intersection at Main and Long Hill Rd. with three way stop.</p> <p>Crosswalk at Main &amp; Clearway St. – add overhead lighted x-walk sign.</p>	See my responses to question #1.	All of the above plus “strives to find solutions to current safety hazards”.	
102	<p>From my view out the office window there are some prominent issues. The Dog Shop is located directly across from Town Hall and they often receive dog food deliveries that come in large trucks, this causes some congestions and puts the road down to one lane during deliveries. Also, in front of the Dog Shop, and many places in Town, the sidewalk has no curb on it and drivers are constantly pulling right up on the sidewalk to park causing accessibility issues and pedestrians then have to walk into the street.</p> <p>Parking! Even parking at Town Hall for staff members and the operational fleet is tight. Parking needs to ensure pedestrian, and cyclist safety and needs to be passable for emergency vehicles.</p>	<p>Talking with some community members the school drop off is an issue, buses run to pick up kids but so many families drive their kids to school causing congestion and safety issues with so many vehicles in a small area (around kids!), this also causes the buses to run empty creating double the emissions, we hope to partner with Sweet Ride Bike Shop to offer bike to school days as a possible alternative.</p> <p>The cenotaph intersection...as you know... making it safer for vehicles and pedestrians, and making the cenotaph accessible. Extending sidewalks out Edgewater Street towards Rebecca's Restaurant.</p> <p>I have not experienced working for the Town during tourist season yet but have heard a lot of congestion issues with tour busses and pedestrians. Working something out with the tourism industry and offering a shuttle perhaps might be an option.</p>	<p>"Promotes multi-use networks conducive to walking and cycling",</p> <p>"Supports community GHG reduction,"</p> <p>"Promotes sustainable development with alternative modes of transportation", - CarShare ☺</p> <p>As the Climate and Energy Outreach Coordinator I am most concerned with pedestrian safety and making active transportation more prevalent, safe, and accessible to the community to support GHG reduction and a healthier community which in itself would hopefully help with traffic planning by reducing the amount of vehicles.</p>	Looking forward to what CBCL comes up with!
103	See question 2	<p>The main concerns I hear at the front desk usually involve sidewalks. People sometimes complain that the sidewalks are slippery or aren't cleared adequately or quickly enough in the winter time. Part of this is just plain impatience. It might be helpful to put information out to the public about snow clearing priorities and timelines after a storm to give them more realistic expectations. There have also been complaints about the yellow painted triangles – they are painted with a rough textured paint, but as time goes on, the abrasive part of the paint wears away and this leaves the remaining part slippery in rainy weather.</p> <p>Maybe we need to explore paint options? There have been complaints about ridges/cracks in the sidewalks as well. And also, complaints about not enough sidewalks/crosswalks in Town.</p> <p>The main street issues I hear are damage from hitting potholes, not enough parking, and not enough room to drive past when cars are parked along Main Street.</p>		

104	<p>The main safety issue that I am aware of would be the intersection of Main/Clearway. It is a very distracting intersection to drive through as it is close to the school with the crosswalk. It also has the terrible blind spot if you are pulling out to turn left as your field of view up toward Blockhouse is very limited. Also, when vehicles are parked in front of Saltbox (especially large vehicles, it is very difficult to see if anything is coming up out of Town).</p>	<p>The only suggestion/complain that I have heard is that a lot of residents want a crosswalk installed in front of Town Hall so they are able to walk down the sidewalk, and then safely cross the road to get to Town Hall. I realize that there are limitations on where crosswalks can be located, but that is a comment/suggestion that I hear often from citizens walking to Town Hall.</p>	<p>I really like the “Supports economic development through better traffic planning” as the Town has a few very large festivals that bring large crowds to Town and I believe that with a solid Transportation Plan the Town would be in a better position to accommodate these large events and allow the attendees to explore more of the Town without feeling stressed about congestion/signage/accessibility etc.</p> <p>Also, I believe an emphasis should be placed on alternative modes of transportation to help cut back on emissions, but also to promote an “active transportation” initiative highlighting other modes of transportation available.</p>	<p>I am not sure how beneficial this feedback will be, but something that could be a huge draw for tourists would be to develop a location on the outskirts of Town where visitors could park their vehicle and rent a bicycle to explore the Town with. As it stands, I believe most people will drive down Main Street and Edgewater Street and that is the extent of their “exploring” of the Town. However, I believe that through the use of better signage and having something available such as bicycle rentals, it would encourage visitors to make a day trip of it and explore the Town in its entirety and find some of the “hidden gems” that the Town has to offer. This would of course also include installing more bike racks to allow people to easily park their bicycles in various key locations through Town. I suspect this could cut back on traffic congestion on the streets during peak tourist times and encourage an active lifestyle.</p>
105	<ul style="list-style-type: none"> <li>Public safety – interaction of pedestrians, cyclists and vehicles – crossing and intersections (especially at busy times during tourist season / events)</li> <li>Climate transition – ensuring residents are supported in choosing active transportation / adopting EVs to reduce their carbon footprint</li> <li>Economic development – ensuring parking issues / limited availability of parking does not impede commercial development / redevelopment of existing commercial</li> </ul>	<ul style="list-style-type: none"> <li>Clairmont street parking area (behind pharmacy) trees and bikes suggestions – consider restricting parking on brook side of Clairmont (across from ballfield)</li> <li>Main / Clearway Intersection Improvement – subject of numerous resident concerns – one option presented by Bicycle NS</li> <li>NSLC re Kinburn/Main Connector – as per Bicycle NS – lots of interest from cycle stakeholders</li> <li>Trail crossings – particularly Long Hill / Main – Improved signage (possible flashing beacon for Long Hill / Main)</li> <li>Restrict parking on main intersection (in front of Calvary Temple)</li> <li>Mid-block crosswalk requests – medical clinic, Lutheran church, Keddy’s Landing – general guidelines for crosswalk placement and signage</li> <li>Analysis of options for additional sidewalks across Main St. in commercial district (Amos Pewter to Mader’s Wharf)</li> <li>Guidelines for lanes / new private roads intersecting public roads – Town currently has no standard guidelines</li> <li>Consideration of potential new public roads to open – opening up lots for development</li> <li>Consideration of land to acquire for parking – Town should not necessarily be limited to consideration of Town-owned lands</li> <li>Analysis of potential parking regulations – parking durations with sufficient enforcement could free up public spots to visitors and shoppers (relocating store owners / workers who current park on-street), for example</li> <li>Traffic calming requests – utilize traffic counts for guidelines on</li> </ul>	<p>All of the above. The #1 priority has to be public safety but likely this should be compatible with GHG reduction and economic development objectives.</p>	<p>I appreciate your including this process to ensure all issues / opportunities identified by Town staff are reflected in the draft Transportation Plan. Thank you!</p>

106	<p>From my experience, the intersection at the monument is troublesome. When driving from South Main Street and completing a right hand turn onto Orchard Street often vehicles at the yield sign have to be given the right of way to prevent getting t-boned. Additionally, when making a left hand turn from Main Street onto Edgewater Street there is a yield sign from which it is difficult to see if there is on-coming traffic from vehicles turning right onto Edgewater Street from Main Street due to vehicles at the stop sign. Also, at the same yield sign there is often confusion from the drivers with the right of way to the stop sign about whether they have the right of way.</p> <p>I believe a round-about at the intersection could work or a three way stop (4 with Orchard Street).</p> <p>Pedestrians will often cross at the Main Street between the pharmacy and the bike shop which is a challenge due to visibility to drivers. If there was a better intersection at the monument there could be more opportunity for pedestrian cross walks.</p> <p>South Main Street is very congested in the summer due to parked vehicles, which makes it challenging for large vehicles to pass and often creates a tight single lane effect. Vehicles should only be able to park on one side of the road and that parking should be limited to small vehicles (excluding delivery trucks).</p> <p>The plaza that has Rebecca's restaurant at the far end of Edgewater Street does not have a safe pedestrian crossing to</p>	N/A	To promote active/green transportation while ensuring safe accessibility to all users in support of continued economic prosperity for local businesses.	N/A
107				<p>Mr. Lowe has been following the Town's stalled Edgewater St. shoreline project with interest. He owns the parking lot opposite Keddy's Landing (a very popular spot with tourists taking photos of the town / churches) and it regularly floods, as does Edgewater St. on occasion. Mr. Lowe would like to improve his parking lot with drainage improvements, curbs and flower beds, a designated in / out access point for vehicles at each end and a pedestrian crossing in the middle. He is concerned about the safety of pedestrians currently crossing (which many do as the parking lot serves the commercial property) and would like to suggest a more gradual reduction in speed as motorists approach the town on Highway 3 (which becomes Edgewater St. at the Mushamush River bridge) as well as consideration of traffic calming / safety measures such as permanent speed signs, rumble strips, flashing beacon crossing, etc. based on engineer's recommendation. While Mr. Lowe has been waiting on the Town's shoreline project he anticipates parking improvements and shoreline armoring of his parking lot this year (2020-2021) regardless of that project moving ahead, which provides and opportunity for the Town to coordinate parallel improvements.</p>

## Town of Mahone Bay Transportation Plan - Survey Responses (Online) - PUBLIC (Consultation #2)

Response Number	Comment
1	<p>The interactive map and feedback/response functions do not work - at least on Mac OS, using either Chrome or Safari browsers</p> <p>Thank you for putting together such a comprehensive plan regarding the transportation issues in Mahone Bay.</p> <p>I particularly agree with the three way stop at the clearway street and main street junction, as that is consistently an issue with drivers failing to stop at the crosswalk. And as a resident of Fairmont Street, I think the idea of making Fairmont street a one way street is an excellent idea.</p>
2	<p>While I see the benefit to converting the trail into a boulevard, I would be very concerned with the increased traffic through our beautiful forest that we are so lucky to have within our town, and I would also be concerned with the potential to develop on that land as well. I feel protecting our green space in Mahone Bay is extremely important.</p> <p>I like the proposal of adding sidewalks, and the additional town parking as well. Re-configuring the cenotaph junction will also help in slowing down the traffic as it passes through Mahone Bay.</p>

I have tried to access and interact with the proposed transportation plan for Mahone Bay without success.

Please advise.

I will post my preferences via this email.

I would like to extend the plan to residents in my neighborhood group (# 3) for their input, but will need further access instructions.

Thank you.

My comments re the plan:

**3**

1. It is difficult for me to decipher the video audio due to commentator's accent.
2. In favor of Cherry Lane becoming one way. (This was in the print version but not in the oral version)
3. In favor of the walks along the widened shoreline (Edgewater St.)
4. In favor of the pedestrian bridge to the bandstand.
5. In favor of the three way stop at the current cenotaph .
6. Adding a parking behind Bayview School —would probably be too far from town activity. Perhaps future.
7. Closing of Orchard Street onto Main St. would be a problem for accessing the Biscuit Eater Restaurant and Tea Brewery. I understand the reasoning for it and don't have another option to offer. That closing would also increase the already congested intersection of Parish and Edgewater.
8. In favor of a three way stop at Clearway and Main (Saltbox)
9. In favor of three way stop and expansion at Fauxburg and Main.
10. In favor of Fairmont becoming one way south away from Main.
11. In favor of three way stop at Pleasant and Main.
12. In favor of the walkways along both sides of Maggie Maggie.
13. Reluctant agreement with turning current town park and ponds into additional parking lot behind Main Street



In reviewing the plan, I support many of the measures proposed and wish to offer two comments.

The proposal to place a three way stop where Pleasant Street meets Main Street should very carefully consider the impact for vehicles leaving the grocery store adjacent to the junction. The concern is that it may prove very difficult to turn left into queueing traffic in the summer months. Anything which impedes customers use of this grocery store is unwelcome as the grocery store is possibly the most important business in the town, as recent events have shown.

4

As a resident of Fairmont Street in the section between Pleasant Street and Main Street, I do not welcome the proposal to make the street one way. There are approximately 10 residences on the street and there are only one or two days a year when the street is fully occupied with parked vehicles and those days are ones where there is a festival in town. Residents would have to drive an additional 350 meters every time that they come back from Lunenburg on the Fauxburg Road to get to Fairmont Street. We should be driving less, not more.

Equally, the presence of parked cars with two way traffic keeps traffic speeds down. My concern is that a one way street will encourage speeding on a road where young children live and play.

Thank you for the opportunity to comment.

Well done! though I found I couldn't get the survey or the video to work. Perhaps it could be updated so I could participate electronically.

5

Thanks,

Details: my wife Ginny and I are retired and walk throughout the town and on the various trails about. We shop often at the Independent but as well in Bridgewater for which we have to drive.

I live at 252 Main Street.

I like the plan, but do have a question about my property.

6

My interpretation of the plan is that the section of Main Street, in front of my home, will become a lane (dead-end). The plan does not clearly show what will become of the existing section of Kinburn that borders my property and provides access to my driveway, as well as to the driveways of my neighbors.

Could I please get some clarification.

Firstly, I'd like to thank the town for taking the initiative of implementing some kind of transportation plan which will help our little town handle increased volumes of both vehicular and foot traffic that has been evident over the past several decades.

Also, thank you to CBCL for your efforts and for outlining your proposals in a clear and concise conceptual video.

Being a resident of Mahone Bay for over four decades, I have seen a great many changes take place, influenced significantly by both an increase in new residents as well as the number of visitors who come to enjoy our town, its beauty and hospitality each year.

I do have some personal comments, questions and suggestions which I would like to introduce as requested in your proposal, fully recognizing that this is a concept only at this point in time.

Firstly, kudos on the idea of installing a bayside concrete or paved sidewalk on Edgewater Street from the comfort station to Keddy's Bridge.

As one who, when healthy, walked that area on a regular basis, I believe such a sidewalk would be a welcome addition and would also be a great improvement, safety wise, to the gravel walk that currently exists.

The installation of a pedestrian bridge from the comfort station area to the bandstand park is also a wonderful idea, however it would have to be high enough to escape the winter ice build up that occasionally backs into the cove where the Ernst Brook empties into the harbour.

With regard to a three way stop at Edgewater and Main Streets, my question is, where would the cenotaph be relocated to? While the intersection may be a bit confusing to visitors who have not previously encountered it, I personally have heard of no accidents at that location in the 40 years that I have lived here. The cenotaph in its present location is part of what gives Mahone Bay its charm and I think relocating it would be unwise.

While I recognize that parking is an issue in Mahone Bay at certain times of the year, mainly during the Scarecrow and Father Christmas Festivals and on summertime Sundays when the flea market is in operation, I question the locations of the two proposed parking lots.

Unless I'm mistaken, the first, off the pedestrian bridge on the west side of Ernst Brook, would be replacing the small park and pond that currently exists there.

The video does not indicate how many spaces might be created by this parking area and I wonder whether the addition of a parking lot which might be used a handful of times a year warrants the destruction of the park.

The second proposed parking area off Clearland Road is rather remote and I question how much it would be used, even

8

This message is from Gerald Trites and Margaret MacDonald Trites of 16 Kinburn St in Mahone Bay. We would like to offer some comments on the transportation plan which has become available for public consultation. Thank you for making this plan available for public consultation.

1. We are concerned about the length of time that has been allowed for public consultation. Two weeks is hardly enough time and there is a need for more consultation, including open sessions which would include Q&A periods.
2. We live on the section of Kinburn St between Spur St and North Main St. It appears that this section is destined to be closed, which raises a question about our property. Also, the new wide freeway is planned to follow the existing rail trail. Is it the plan to follow existing rights of way, replace those rights of way, or otherwise expand or alter them? What legal implications are there for existing landholders?

Given more time, we may have other comments with regard to the overall implications of the plan for the community as a whole. In view of the time constraints on this particular consultation, however, we are focusing this response on the implications for our property.

Please advise when/if we might expect a reply to our comments.

Best regards,

This message is from Mike & Jeanette MacIntyre of 260 Main Street and adjacent property 9 Kinburn Street, Mahone Bay, NS. We would like to offer some comments on the transportation plan which has become available for public consultation.

1. We were just made aware of this plan today (April 7, 2020) and comments close tomorrow April 8. Hardly enough time to digest the plan, implications of community transport flow and with no information at all on timing, costs, tax base impacts etc.

2. We have two separate properties, one fronting Main Street and the other on Kinburn Street. It would appear that both of these would be impacted by these proposed changes. As your concept plan doesn't appear to be using actual property lines, existing lots and structures it is difficult to envision impact in our areas.

3. If the plan is to use the existing Rail Trail - I understand this to be 50 feet from centre line on each side (total 100 ft wide) or would you propose a larger right of way? This could/would have many potential legal & property issues.

I am sure we will have many more questions but given the time constraints we wanted to convey our very initial concerns.

Please advise when we might expect feedback on the issues we raised above. In that feedback, we would also appreciate a detailed outline of both the actual steps and timelines going forward.

Best regards

I am a resident of Mahone Bay.

I viewed your transportation plan for Mahone Bay and the video. For the most part I like it. BUT I am opposed to removing the Cenotaph which, in my opinion, gives Mahone Bay it's small town charm.

I don't even see where you're proposing to move it to. Looking at an aerial view, I feel there is enough room to put in a roundabout around the Cenotaph and strategically placed crosswalks.

I wish to submit some feedback/comments on the proposed transportation plan for the Town of Mahone Bay.

1. New Boulevard on Rail ROW

I don't really understand where users of this proposed road are travelling to/from? Anyone driving from the West Main St/Longhill Rd area and beyond would currently go to the four way intersection in Blockhouse if driving to Lunenburg or Bridgewater. They would use Main St if they wanted to go to the towns businesses and services, The new boulevard would effectively be redundant.

You also state that the current traffic volumes are well within the designed road capacities so creating this new boulevard at a huge capital cost to service a town of less than a thousand residents seems excessive.

2. Proposed Footbridge

Foot traffic is critical for the businesses in this area. A pedestrian footbridge will mean that many visitors to the town could bypass the businesses located in this area. Yes some people will do a loop and return to the carpark via the sidewalks but many wont and will therefore miss the opportunity to experience the retail stores and cafes/restaurants in the area. I am opposed to the construction of the proposed bridge as I believe it will be detrimental to my business.

viewed online. In reviewing the plan, my guiding principle has been to have a town that is safe for active transportation — a strategy that prioritises the rights of pedestrians is crucial for a town that relies on tourism dollars and is famous for being walkable. It also make sense for the health of the community (for children, seniors, everyone) and for the safety of the community. Prioritizing our cyclists is also important —and it is another major draw for the town given its position at the intersection of the rail trails and the Sweet Ride bike business. The rights of cars or heavy traffic that want to move through the town centre must therefore be relegated to third and fourth place. I found this transportation plan skewed too much in favour of cars.

We used to live in Norway so I researched what the Scandinavians are doing about transportation planning, since they are generally ahead of the curve in most social endeavours. In Norway, where not a single youth under 16 was killed in traffic accidents last year, they've done the research and worked on a vision for the past 20 years to make roads safer for everyone, but especially for pedestrians and cyclists. In the city of Oslo, there was just one traffic death last year. Their conclusion? Focus on people, not cars.

"...The drivers should act as guests," he said. "That is why we have reduced the speed limit for cars, reduced parking opportunities in the city centre, built more speed bumps, closed certain streets for car traffic and are rolling out car-free zones around schools." (<https://www.smartcitiesworld.net/news/news/drivers-are-guests-how-oslo-cut-traffic-deaths-to-almost-zero-in-2019-4923>)

I'm not suggesting we adopt all their strategies, but the focus of a new Mahone Bay transportation plan needs to be on the safety of those walking and cycling around town and not on the convenience of drivers.

Here are my thoughts on the specifics in the plan. The numbers below represent the timing on the video presentation.

0:10 A sidewalk/path along Edgewater St is a good safety addition and an aesthetic improvement and I support this suggestion.

1:00 - Three way stop at Cenotaph & closure of Orchard St. How many accidents have there been at this intersection? Not many. Research from Europe shows that the fewer signs and restrictions placed on intersections, the lower the rate of



following additional comments:

I love the plan for the entrance to Mahone Bay from Keddy's Bridge with the waterfront completely revamped with the walking path leading to the little bridge across to the bandstand. I would suggest that the parking lot across from Rebecca's be paved in conjunction with this plan. If the Town of Mahone Bay adopts anything in this Transportation Plan, they should start with this one. Our shoreline desperately needs to be reinforced.

I strongly oppose the use of the small park between Clairmont and Main as a parking lot. We are looking for more green spaces not less and the pond is home to many ducks, frogs and plant life. It would be a terrible mistake to destroy this beautiful little park just to accommodate an influx of traffic during a couple of festivals each year.

I believe the proposed parking behind Bayview school would solve a lot of problems during our peak tourist season but only if there is proper traffic control because otherwise it may be considered, by some, too far out of the way and they would just keep driving into town. If that plan were to go ahead, then in addition to the proposed walkway to Cherry Lane, I would suggest access to the Dynamic Trail as well as the widening of Clearland Rd to accommodate a sidewalk.

I question the roundabout at Longhill Rd. I assume it was created to cut down on the sharp corner coming into town, and if there were no houses along that section of Main St, I could almost see it, but the approach seems to be cutting into private property on the northwest side and seems to be cutting off access to homes on the southeast side.

The creation of a thoroughfare through the Rails to Trails is an interesting concept however I didn't see anything in the plan on how one would access the multi-use trail from Longhill Road through the proposed roundabout and to the section to where it meets the "new" Kinburn. The Bay to Bay Trail to Lunenburg, where the spur line cuts off from the Dynamic Trail / Adventure Trail to Bridgewater is one of our go-to trails for walking our dogs, and many others use this section as well. We live on Clearway St and we use the trails from the top of Welcome St to the Fauxburg Road and back as one of our normal routes. I wouldn't want to see any part of this compromised, and what about the ATVers? It appears that you have cut off all access for them in this section.

Thank you for the opportunity to provide input/feedback to the town's transportation plan.

CBCL's proposal for changes to how the transport infrastructure looks like in the future is impressive and as a resident I am excited that the town is working in this in a proactive manner.

Many of the proposed changes are great in my opinion and rather than repeat each of them I will only highlight those areas that i think there is room for improvement or a different approach.

1. Overall I feel that the proposal focuses too much on infrastructure that supports vehicles and not enough on foot traffic and other modes of active transportation. I think the town needs to invest more on sidewalks, walking trails within town and other active transportation infrastructure. This would connect very well with the "Make Mahone Bay Green" initiative by allowing people to move more freely and frequently within town using means other than cars. This can be done through things like ensuring all sidewalks are interconnected and safe, increasing the side walk infrastructure to all streets in town and ensuring that kids have safe walking routes to school that do not involve them walking on the roadway at any point no matter which side of town they live plus increased road sharing allowing for safe biking in town. Infrastructure that promotes the use of bikes, scooters and other modes of active transportation would also be very useful. As a small town during those peak visitor periods I think making the whole town a walk-able town would really benefit the town rather than making it a parking lot of vehicles - which is what it ends up becoming forcing people to walk on the streets at times. So with improved walking infrastructure this would be possible.

2. Pedestrian bridge: In my opinion this proposal does not make economic sense and to some extent would impact parts of the town negatively. Diverting foot traffic from the barn coffee house side of main street would impact many businesses on that side negatively. As a previous business owner on that side of main street I know first hand the challenges of getting folks to that side of town - poor signage, walking infrastructure (only on one side) etc. The foot bridge proposal would compound the challenge. I think funds would be better spent building walking infrastructure where none exists in town and not on a bridge that creates further inequity.

3. The proposal to build town centre parking behind businesses on main street by getting rid of a park and pond would impact negatively on the town's feel and appeal. I don't have the exact words for what doing something like that would

**15**

Agree with

Changing intersections for Main Street and pleasant & Main Street and Clearway st.

Addition parking behind Bayview School.

Pedestrian bridge by the gazebo

Disagree strongly

Parking lot where the water garden is now

Development of access road along existing rail track.

I am unsure of the other items included in the proposal and would need further discussion on these items.

Thank you for the opportunity to provide feedback to this plan.

I am a year round resident of Mahone Bay, living on Main Street.

I was appreciative of and attended information open house at the Mahone Bay Center earlier this year.

I have also participated in the survey.

Public safety remains my primary interest followed by traffic calming.

Active transportation third.

At the information session I noted two points of concerns. One, Fairmont Street and making the street one way, west, off Main Street.

A second concern, with no solution or recommendation at the time, was the intersection of Long Hill Road and West Main. As this area is becoming an important access point for the trail network. I feel the area needs to be more restricted or better controls put in place to identify the intersection and parking.

At present, and I am guilty, one can enter Main street from over 30 meters of open shoulder.

Upon review of the plan presented, I wish to identify the access to the Mahone Bay Civic Marina as a problem area.

An area of public safety.

I live with my family directly opposite this area and have observed near misses, pedestrian and vehicle every week for over 32 years .

The ill advised location for the Mahone Bay Heritage Boat Shop has only increased risk as sight stopping distances were already poor

I strongly support the upgrade of Edgewater from active transportation position but feel strongly that anything done there should be tied into environmental requirements to end straight pipe sewer discharge.

The idea of a bridge has been discussed many time and due to ever increasing pressure on parking this may be more

Hi there,

There are many exciting things in the transportation plan, including changes to crosswalks, adding the walking bridge, the all way stop at the intersection by Saltbox and by the Independent.

While the reconfiguration of the town hall looks lovely, I am unclear how that investment would address the main concerns presented.

While I believe that some parking is important, turning green spaces into parking lots will degrade habitat, walking trails, and the feel of a small town that attracts both visitors and residents. The parking lot suggestion behind Bayview school, while appearing functional, also seems to be far from downtown and, most importantly, will demolish a large space of beautiful forest.

I also have major concerns turning our trail into a boulevard and demolishing the beautiful river and old forest in that space. It would be absolutely devastating to reduce or lose those spaces. It would be helpful to have a closer inspection and further discussion of this aspect, in particular.

As we move forward as a society and community, I know many people strongly feel we need to value our habitats and environment as assets to community. In the larger picture (including and beyond transportation), how can we leverage our natural spaces?

I am hoping the discussions around which parts of this plan will be implemented, when, and how, will also be transparent and collaborative.

Thank you for your time

Hello,

In all respect, this is not My Mahone Bay.  
I was in shock when I watch the presentation on line.  
This is not my town anymore. ;-(

Please leave things the way they are.

This is not a big city, this is a SMALL town and I know I speak for many we would like to keep it that way. That's why we live here.

Our Cenotaph Monument is gone?  
roads look like highways!..... no thank you!

I lived here for over 10 years, the only time traffic is a issue is when tourist are here, and we are all ok with that, we expect that and enjoy it, busy little town in summer, and ghost town in winter.

Please do not do this.

1. Demographics:

I believe that the age demographics in Mahone Bay have changed since 2016 based on informal observation of the number of young people and young families who have moved into the town in recent years. It is important not to ignore that much has changed since the 4-year old 2016 Census.

2. It's not clear to me how the plan addresses local mobility and accessibility infrastructure as cited at the end of the Census Review section.

3. I wish the graphics had depicted buildings to look more like the real buildings. I also found some of the charts, maps and graphs difficult to read and to understand due to tiny font and colours that are difficult to discriminate.

4. I would have liked to see a more detailed account of problem areas that were identified in the survey. Not having more detail about the problems made it difficult to know why changes were proposed. For example, what were the problems that led to the suggestion of a "Plaza" in front of Town Hall and the removal of the existing garden?

5. The proposed new placement of the Cenotaph was not clear.

6. I disagree entirely with the idea of paving over the water gardens to create parking.

7. What land is being proposed to create parking behind Bayview Community School? My understanding is that the land behind BCS is privately owned.

8. The proposal to transform the Trail into a roadway is something that might be considered well into the future but would not get any support at this point in time. If it were to be considered at this time, what is proposed about ATV traffic which is currently permitted on the Trail?

9. What is proposed about how to integrate this plan with the pending Wayfinding Project and Blue Route proposals?



To whom it may concern,

I was just informed by a neighbour of the proposed developments in regards to roads here in Mahone Bay. As the deadline is tomorrow, I've only just had time to take a quick look at the proposal. I am also grossly offended at being presented with this randomly by a neighbour and I've never even heard anything about this, even though my property would be very directly affected by such development. I would have appreciated being directly contacted about these proposals so I could give my considered input.

To say the least, I was shocked and appalled to see some of the ideas put forth! Turning the trail into a boulevard for regular traffic would be an incredibly severe downgrade of quality of life in our neighbourhood. Also, flattening the Water Gardens to install an unnecessary parking lot is dystopian to say the least.

**20**

Some of the proposals, such as an all-way stop to make entering Main Street easier, are great, but I am also grossly offended at being presented with this randomly by a neighbour and never even having heard anything about this, even though I would be very directly affected by such development.

This needs to be put forth to all residents openly and discussed.

Why is Mahone Bay roleplaying as a city?

A large part of the quality of life for residents, as well as the charm for tourists, stems from the small-town charm we have here.

The proposed developments are obviously catering to individual transport, which is unsustainable and anti-environmental.

We do not need more people driving themselves around in cars.

If you want to develop the roads, how about biking trails? How about public transportation? How about pedestrian zones?

This proposal goes against everything these times are calling for! We do not want more car traffic, we want less.

My name is Michele Johnson. I live and work in Mahone Bay.

**21**

I agree with the idea of a three way stop around the cenotaph and that the cenotaph stay where it's at. I also agree with three way stops at the school crossing and at the plastic factory. I agree with the walkway and erosion control along Edgewater and perhaps the pedestrian bridge. I am opposed to converting the trail into a boulevard. I am opposed to a roundabout near the trail access. I would prefer a three way stop sign.

Thank you,

22

I am Michele Johnson and I live and work in Mahone Bay. I am opposed to the Town Plaza and the removal of the town park to add additional parking behind some of the businesses on Main Street.

Thank you

the Amos Pewter shop for 41 yrs. The studio has now moved to the Mahone Bay Centre on School St.

As you asked for input, here is my two cents.

The pedestrian bridge is really not necessary and will only serve to redirect people from the centre of town. The town is small enough that the walk around is not really an issue.

The Town Hall Plaza is odd as I am wondering why anyone would want to go there. The centre of the town is the market and surrounding shops. It could just stand a repaving and leave the planter buffer where it is.

Parking has always been an issue and there is no easy solution. I think the big lot behind the school would be a logistical nightmare. You would have to know it's there as it is off the main drag. Shuttling people is so full of problems, not sure that is going to be a workable solution. How often would the service run? How large a vehicle? Liability issues? Etc. Parking is a puzzle.

23

The boulevard would destroy one of the great walks in Mahone Bay. It is such a quiet and peaceful walking trail used by many of the residents and visitors to the town. Not only would this be awfully expensive but seems to only serve to provide access to developing the woodlands. If you look back a few years you will find the potential development of the soccer field and nearby woods essentially divided the town and became very unpleasant. Bigger is not better. This amount of money would be better spent in improving the streets that are already here. As a potential alternate to Main St., unless you were from the area, this route is not very practical as the main access point is the Blockhouse end of town. I'm not sure how you would make this an effective solution as an alternate route.

I realize this is a transportation plan but my overall impression is this has really not taken into account what Mahone Bay really offers to people coming either to visit or live. This is probably one of the most picturesque towns in North America. It has developed very slowly and carefully over the years with input from many stakeholders. People come to and come back to Mahone Bay because it is a beautiful small town on the water providing a glimpse into an alternate to the "Disneyland" kinds of improvements that have been made in many other small places. It has it's quirks but that is part of Some very good changes here but am very much in disagreement as to the removal of the Cenotaph and the pond. Thank you

24

Hello! I submitted my comments via the facebook page, but here they are again.

25

The road replacing the trail gives me serious pause. It would change the whole feel of being able to escape so readily into a quiet wooded area. I can just imagine a Saturday night drag strip. And I love the water garden. Please don't pave it. Some of the other ideas have real merit, but I wonder about the changes around town hall. Not much quaint or traditional about the changes. I like the bridge idea, and the traffic flow ideas, particularly a three-way stop at Pleasant and Main. A lot of work and thought has gone into this - much appreciated, and I also appreciate all the work that's gone into getting input from residents.

I live on Pine Grove St, Mahone Bay, and have been here for 20 years. Unfortunately I do not agree to many of the proposed changes for Mahone Bay. Here are some of the plans I particularly do not agree with!

1. Remove garden in front of Town Hall replace with bollards and make a paved plaza.
2. A large parking lot over the Water Garden.
3. Build a 2 lane road on the Bay-to-Bay trail that runs from Fauxburg Rd to Long Hill Road to allow development of the lands along the back of Town.

I especially I do not agree to paving any of our green space. The plan to pave the water garden area and build a road on the railway does not promote the need for green space! Period! This proposes space for more CARS and parking. In 2020 I had high hopes that any future plans would be to lower gas emissions not to encourage them.

26

I use the trail daily, I often bike to work along the railway trail, I do not want this to be turned into a road. This is the one area that I hear more wildlife than any other in Mahone Bay, right now its spring and I can hear birds and frogs all along the trail, it is so soothing, and especially good for mental health. This is one of the only close areas to Mahone Bay we can cycle that does not share space with cars.

I believe the Town of Mahone Bay values trees, there would be many trees removed to make room for a two lane road, this plan completely goes against what the Town has been encouraging. I also am deeply concerned this plan would then allow further development on the The Old School Lands!

More and more people are encouraged to participate in exercise for healthy living, the section of railway is one of the (few) popular areas in Mahone Bay that promotes healthy living with easy access for residents and visitors. We need to preserve the trail space for neighbours and all the visitors who want to walk/bike in tranquil green space. If you pave the only area of railway space between Fauxburg and Long Hill we will loose direct access to completely 'car free' green space!

I work very close to the water garden. I sit there in the summer around the pond, the ducks and trees. I see lots or visitors enjoying this space too. It's a little oasis of beauty in Mahone Bay shared by many residents and visitors. I do not want to see this space for car parking! It would be totally ironic to pave over this section of beauty in Mahone Bay, it would make a

27

Who can up with the ridiculous idea to put in a Parking Lot were the peaceful and well used duck pond is! That will take away from the serenity and natural look of our Town. The green area is well used by our Seniors to sit and enjoy Nature. I am totally against that idea. We do not need a parking lot in the small town. We have plenty of parking over by the Three Churches. Spend the money on paving the streets. Next we will be having a "Wal Mart". Ask the residents what they want. I am totally against it.

Just wanted to provide some quick feedback on the proposed plan.

We own Fisherman's Daughter B&B and are commenting both from our own perspective as well as comments from our guests that we have had over the last 6 years.

Many elements of the plan are excellent and long overdue. We have broken our comments into three sections.

Strongly support:

- 1) The walking trail / water front change along Edgewater Street will be beautiful.
- 2) The change to the intersection of Main Street and Edgewater Street is excellent.
- 3) The pedestrian bridge concept will be great although we understand if some businesses would worry they may lose foot traffic.
- 4) Love the three way stops proposed at Clearway Street, Fauxburg Road, and the intersection of Main / Edgewater. These will definitely help with speeding.
- 5) The parking lot behind the businesses accessed by Quinlan.

28

Nice to have but not necessary:

- 1) The town hall plaza concept
- 2) The larger parking lot off Clearland Road. Would suggest the town completed the other initiatives before this expense was ever created.
- 3) The round about up at Long Hill Road and the bypass road – much longer initiative.

Not in the presentation but definitely needed:

- 1) Speeding in and around the town is definitely a major issue. We know it is not easy but this is hardly ever policed. The introduction of the 3-way stops on Main Street will be very helpful. However, another MAJOR area for speeding is

I am writing in response to The Mahone Bay transportation plan I am reviewing now.

I was born and raised in this town and I am 100% against any changes to the town cenotaph and especially to what I always referred to as the duck ponds. In fact my grandparents used to own what is now Chris's convenience building. And that backyard/duck pond area was literally my backyard growing up And I have been taking my daughter to this pond to see the turtles and ducks on a daily basis since she was a toddler She is now 13. I live on Clairmont Street and would not want to see my town tore apart and built up anymore than it has already been since moving into our house 12 years ago! And I will fight with all that I have anyone who tries to have the pond filled in and turn it into a parking lot. These are disgraceful proposals. We love the town as it is! If anything the town needs more parks and to have the current ones (including the duck ponds) better landscaped to bring them back to the condition they once were when they were a priority to the town.

I have to say I'm very unhappy with some of the decision being made behind closed doors by the current town council. Including the change of our iconic three churches logo. Fix the town up don't change it! We live here because we love it the way it is. You are wanting to create these changes for tourists not the residents. What does that say about your priorities?

suggestions in no specific order;

1. The new parking lot close to the town hall plaza should have access to Kinburn as it would allow cars to exit out of town without having to go through the old cenotaph intersection. Exit up Kinburn to Blockhouse or down Kinburn to Main and out to Maders Cove. This parking lot could also be a second choice after the live shore location to host the Sunday morning flea market currently held in the Independent Grocery Store parking lot and could also host a farmers market.

2. The Cenotaph Monument should be put in the Town Hall plaza and not in the round about. It would be more visible and higher profile location and easier to handle the large crowd that shows up. Pushing it to the outside of town might be seen as disrespectful. The proposed round about location would require closing the road down for ceremonies.

3. The bottom of Orchard should not be closed but made a one way street heading off of Main. That way cars can exit Main but not enter reducing the congestion and safety issues with the Cenotaph intersection. Closing that street would be fatal to the existing businesses already there like the Biscuit Eater, The Health Store behind the Town Hall and any future business development on those streets.

4. The new boulevard on the current rail trail is an excellent idea as it will expand opportunities for new residential development and provide future property tax revenues.

5. The proposed parking lot up on Clearland is questionable. It is to far for many people to walk and would most likely be empty most of the time. That investment would be better spent by improving the parking area around the Mahone Bay Center which is a close walking distance to town, would help the Mahone Bay Center be a better community attraction and no land would need to be purchased. Keddy Landing could be improved for bus drop offs for festivals.

6. I would like to see the live shoreline project be constructed to allow an extra 15 feet or so grassed shoulder to allow farmers market or Sunday flea market vendors to set up along the path to allow visitors to stroll along the shoreline and enjoy the ocean views. This would also be a great place for vendors during good weather festivals and is close to the public restrooms.

30

31

Hi

I didn't see if there was a plan to eliminate parking on Main St from the Dental office to Faixberg Road -its a menace!

Although initial consultation has taken place, with some valid input, this appears to be a revamp of a 2015 Project, with some valid additions.

However, as to when any of these costly and far reaching propositions would be undertaken is a question for the Town Council to answer, with appropriate further and public consultation.

There has already been a major “backlash” from the community regarding a Town Council logo branding issue, which is now under reconsideration following a recent Town Council Meeting. The same issue could occur here, despite the work performed, due to non inclusivity.

**32**

I agree that the current COVID-19 restrictions dictate the action you’ve proposed. However, the suggestion that this Plan be considered through an online presence is, I believe, restrictive. There may be a number of interested parties out there who participated in the initial consultation, but who may not be “comfortable” with this approach?

Consequently, in view of the current, unusual, situation we find ourselves in, would it not be more advisable for both you and the Town Council to delay any decisions or progress until an actual in presence public meeting could be administered? This, I think, would be a more inclusive and worthy approach for all parties.

Finally, I do have a number of observations regarding the Plan, but I think these are better reserved for when a more “open” representation is planned?

Happy for you to share these comments and requests with the Town Council.

Very forward thinking.

**33**

I’m especially excited by the Longhill roundabout. A sidewalk must be installed along Main St. from Longhill Road. It should extend along Main until it reaches a spot where it is safe to cross. I’m getting too old to dodge traffic trying to get from Longhill Road to the sidewalk. This spot was deemed unsafe many years ago by the Provincial Traffic Authority. So much so that kids on Longhill Road were bussed to the old school. Wasn’t safe then, not safe now.

Thanks



Hello.

**34**

I thought the presentation was great, though I sometimes had a little trouble finding where I was on the maps. It looks to me like there are a ton of great ideas. What I would like to know specifically, is for each suggested change and/or addition, what are we giving up as far as current parking spots, green spaces, treed areas and trail use. Also, not clear if the suggestion is to move the cenotaph to in front of the old gas station building or to the proposed traffic circle at Long Hill Road and Main? Perhaps those were two possibilities. And are you proposing that businesses along the water front would be leaving those locations, and have to relocate? How would that work?

Thanks for any info.

**35**

Lots of great ideas in the plan. The Mahone Bay Centre's parking could use the help of the town to maximize the space and increase the parking available to The Centre and the community as a whole, Fairmont Street should be made one way from Main Street to Pleasant Street.

thanks

Hello,

I am a resident of Mahone Bay. Having viewed the proposal I have some concerns. Primarily, the idea of converting the Rails to Trails into a road concerns me that this might lead the way to further development along that road, deterring from the forest and pathways that border Mahone Bay behind that section of trail. Also, many 4 wheelers access that trail, will they still have an option for bypassing town if that trail is turned into a road with a bike path?

I oppose the idea of developing a 200 capacity parking lot behind the Bayview school. Again, there are walking trails through that area of forest, and maintaining a shuttle service from that parking lot into town sounds expensive. I can reason that taking the space of the little duck ponds next door to the Quinlan to create more parking would serve it's purpose, though I'd be sad to see that green space go. I love the idea of a pedestrian bridge and living sea wall, as well as adding stop signs along Main street and Edgewater street, and changing the cenotaph intersection to improve safety and traffic flow.

I strongly oppose putting a parking lot behind Bayview School. I strongly oppose converting the Rail to Trails path into a road.

The proposed transformation of the Townhall parking lot into a plaza seems like an unnecessary use of money for what is not a highly trafficked area. Would cars coming from the Cenotaph intersection be expected to stop again, yielding to foot traffic crossing the road in front of Townhall, a mere few meters away from where the crosswalk currently exists? I would like to see a sidewalk added to Townhall side of the road. Does the existing proposal include sidewalk extending from Townhall to the Old Station? I feel that excluding Orchard street from the Cenotaph intersection would be an unfortunate barrier to one of our town's hidden gems, which is already challenging enough to find as it is tucked off of the main strip. The Biscuit Eater Cafe and Books does have other accessible entryways, but Orchard street is the most straight forward. Would a 4-way stop including Orchard street not serve the purpose of safety and traffic flow?

This plan has some serious flaws and the best way to address the plan is to table it until the COVID 19 restrictions allow for the population to meet face to face in a public meeting

Under the current strain and distractions of the covid19 impact globally and within our community, I would like to suggest that the deadline for feedback be pushed back until after we are no longer on lockdown and have a chance to hold a proper, in-person town hall meeting.

That being said, I like some of the suggestions being proposed, disagree with other suggestions, but I'm most definitely opposed to having to rush to formulate my opinion in such a quick turnaround timeframe, impairing my ability to give this proposal its due diligence and provide any detailed feedback. This proposal is very thorough and in response, requires the same degree of thoroughness.

Here are just some broad strokes of a few things I found somewhat alarming and would NOT be agreeable to:

**38**

Paving over the duck pond behind the pharmacy Overflow parking behind Bayview school Closing off Orchard st. at the top of Main st. (I'm a home owner on Orchard st.) Creating a Mall on Main st. near Town Hall - for what purpose? Where will the cenotaph be relocated?

Turning our town into an asphalt jungle is reminiscent of that old Joni Mitchell song... in order to accommodate more parking for tourists/ tour buses and seasonal people that are not residents and are quite literally just passing through, not paying taxes, who will not have to live with the year-round consequences of altering our town beyond recognition in order to make their one-day experience In Mahone Bay more convenient for parking their cars. How is the suggestions from your proposal I've highlighted above be of benefit to the actual tax paying residents of Mahone Bay?

I will continue to review the proposal and will surely have more things to add, but I would like to approach this with a clear head and use sound judgement, once we have a chance as a community to move through this lockdown, heal and come together on the other side of this pandemic to offer clear and concise consideration and more in-depth feedback.

**39**

I can see issues with it. One of my concerns is the roads we already have are in terrible shape And need repair . How would adding more to take care of seem like a good idea? Also why turn a beautiful walking trail that is peaceful into a road ? 🤔 This town is Historic and charming adding all the modern unnecessary things will hinder the charm . There is so many more things that could be done with that money . Roads are terrible, New Fire hall would be great, fix some drainage issues which are causing damaging to property, pay a crew to pick up litter on a regular basis, .....etc

Although I am not a resident, I visit MB almost every day (before COVID-19) for numerous reasons: work, school, music lessons, groceries, pharmacy, MBC, banking and other shopping.  
After a first look at the plan, I have a few comments to make:

1. The pedestrian bridge at the gazebo would be very attractive element, if it were built esthetically.
2. The intersection at Edgewater and Main has got to be the worst one I have ever seen on Canadian streets, in my 46 years of driving. Anything you do there cannot fail to be a vast improvement.
3. The extended parking lot behind the school seems too far away. I don't know that tourists will look for it and want to go that far from the centre of town. Locals won't use it. I am not going to walk four blocks to Buchanans or five to Kinburn. I agree that parking is terrible for many small businesses. Perhaps you could make a deal with the churches to use their spaces.

40

4. Main/Long Hill: I have only recently come to be marvelled by the rails-to-trails system. I would be sad to see the destruction of that forest pathway. However, I think the roundabout would be a great improvement. Every week I meet a truck or car coming up from town on the wrong side of the road. I would hope you would leave the extension of the rail line until all of your other plans have been carried out, and then only if there is a dire need. There seems to be a misguided view that every community is facing unprecedented growth. However, I see a lot of near-empty sub-divisions and empty roads throughout the province.

5. I am impressed with the thoroughness of options put forth for shoreline and flood protection, although it seems that some of the natural aspects of the shore would be lost.

The seawall option would be ugly in some places, especially with some of the rocks most commonly used. The combination of wall and nature (Chesapeake Bay) seems much better.

The final picture for the 100-plan is quite convincing, if people look at it. We have seen that here in Canada before, with the St. Lawrence Seaway and anywhere large hydro dams have taken precedent. My back yard on the Gatineau river was the scene of a 20 m rise in water level with the construction of a new dam in 1920, leaving half a dozen ghost villages on the Hello CBCL,

Please find attached feedback regarding the "Mahone Bay Transportation Plan"  
Thank you for the opportunity to provide feedback.

41

Sincerely,

going to bring us one additional dollar. The tax payers are already paying among the highest rates in the province and I believe I speak with most families when I say we cannot justify paying a higher rate, especially given that we get the least for our money. We have no rec department, we have no organized community outreach, very little infrastructure, and our communication is not great at best. Is there to be more housing? More development? More businesses to bring in more tax revenue??? Because I don't see them. If the plan is for people to just buy the vacant lots on hawthorn, that is not a plan!

So how are we paying for it? In a time when other towns are laying people off, wondering how they're going to keep their town running, I don't think this is responsible. Do you believe that if you build it, they will come? I believe Mahone Bay invests the least amount of affective, creative marketing (chamber does a great job with festivals, but not everyone wants to live in town that focuses so much on tourism). And again, even if you do think it will bring more tax payers, where will they live? The 10-vacant lots on Hawthorn?

I love the idea of more crosswalks and making it more of a walkable town.

42

Simply removing the cenotaph isn't going to help people better understand how to maneuver it. Not having it might make it even more confusing- people won't know what to do.

Having the roundabout where it is proposed isn't actually where the traffic is. Fewer people come into town that way, and long hill road has very little traffic. They come in off the 103 in Martins River.

You're also proposing to add the roads where there is private property. It's awfully presumption to assume you'll be given or even sold that land.

And lastly, the trails- unless you're now going to permit ATV's in town, how do you propose that they'll get from one trail to the other?? Those trails are used a lot, and say what you want about ATV'ers but they maintain those trails, I'd argue better than the town maintains its own roads.

I love change! I think we need to do something innovative- but I don't see a lot of innovation here. This may help the flow

43

I love your plan. I think its all incredibly good.

I have reviewed the plan for Mahone Bay several times. Generally, I approve of most of the recommendations. It makes perfect sense to me. It appears to be very thorough and far reaching. One hundred years into the future is a daunting projection, given the times we live in.

My priorities would be to implement the recommendations to upgrade Main Street. The addition of stop signs should go a long way to slow traffic and additional sidewalks would help with often crowded walkways in the summer months. A remodel of the Cenotaph intersection is long overdue.

I would really like to see The Coastal Flood and Erosion Mitigation Plan finally become a reality. The plan has been on the shelf for too long. Let's get it done.

**44**

The proposal to pave the park behind the pharmacy was a shock to me. That park is a unique public space enjoyed by many people either strolling through from Clairmont Street on their way up Main St., or families with small children watching the ducks and turtles, or people just sitting on the bench enjoying the magnolias and rhododendrons in bloom. We cannot "pave paradise and put up a parking lot". I thought the days of taking public spaces for parking were well behind us.

In closing, many people I talked to were not aware of development process of the plan, or if they were, they were not aware of the intended far reaching scope. I would like to see a more focused effort in reaching people, maybe through emails, or paper updates in mailboxes similar to the method used to distribute town hall newsletters. There should be much more public participation in such a far reaching plan.

Again, I compliment you on the thorough and far reaching plan. The presentation was was very helpful in allowing me to envision the proposed changes.

Hey guys fantastic work on this plan.. I love it..

**45**

The only thing I can say, with no disrespect intended, is that I would not support the monument going in front of or on my property at the center of town. I think it would be prudent to move it to the park over by the ball field.

Other than that I love it and I really like the idea of closing off Orchard Street given what we witness there regularly so far as illegal and ridiculous parking on our land and town roads.

Hello,

As a resident of Mahone Bay as well as business owner of a successful bicycle shop, and Chair of the Bay to Bay Trail Association, these are my quick comments about the plan. I wish I had more time to dig into specifics but I am in a real time crunch right now. I would be happy to meet with consultants and representatives of the Town of Mahone Bay at some time in the near future to go into more detail.

**46**

1. The proposed 3-way intersections are a good idea
2. I would like to see the detailed plan put forward by Bicycle Nova Scotia put in place, with a cycling route through the centre of town and up Kinburn Street, to Clearway with a raised intersection at Clearway along with enlarged sidewalk for safety.
3. The pedestrian Bridge seems like a good idea if it doesn't get damaged by storms or ice flow
4. The pathway along the harbour to get people out to Kedy's Landing and cyclists, safely over to Oakland is a GREAT IDEA which should be done as soon as possible.
5. If Orchard Street is closed off, thought has to go into how those businesses will get walk-by traffic
6. I AM NOT IN FAVOUR OF THE BAY TO BAY TRAIL BECOMING A BOULEVARD.
7. Parking behind the cemetery/Bayview school is a good idea

Thank you.



Yesterday a friend forwarded me a video link of a transportation and parking plan for Mahone Bay narrated by a lady with a scottish accent. It was well done and it is great to see that the Town is acting on this crucial issue.

As a non resident town property owner I understand that I apparently do not have a vote on town matters but I hope that I can contribute to the debate on this matter. As you know, I take a keen interest in the town and how it might progress for the betterment of all. Ten years developing the Mahone Bay Centre, close involvement with the museum and interactions with the Chamber of Commerce at their request do, I hope, give me some credentials.

I have tried to find out more information about the plan - who prepared it, on whose instructions, where it is in process, opportunity to comment, comments already received etc. My rather inept search of Town and other websites revealed no information and I have seen nothing in the local press.

So with the caveat that I might be going over considerations that have already been seen or heard, here goes. Sorry it is a bit long!

The road and footpath plans look pretty good, especially the new back "ring road." One comment friends provided on this is that trail users on the old rail bed might not be happy because there is already some tension between ATV's and walkers who currently share the trail. One solution might be to have a low surface cost ATV trail on one side of the road and a walking footpath on the other. In other word separate them. I imagine the cost factor would be relatively low. The roundabout at the bottom of Longhill Road makes a lot of sense if this new road goes in.

The problems that I do see are with the parking proposals, all of which could be overcome, perhaps at a low or no more cost to the Town. In no particular order:

- the small proposed parking lot behind commercial/residential properties on Main Street (behind Chris' Convenience/Peter Hall) is presently the site of a lovely little park and pond. I know the garden club looks after this and there is a variety of wild life - turtles etc - in the pond. Presumably access and exit have been considered but it is not clear how this would work.

Hello,

I perused your presentation with dismay growing into consternation.

Who in this day and age would turn green and public spaces into parking lots and extended motorways, block existing streets to allow for more thoroughfare traffic, prioritize car traffic over public spaces?

Liberally sprinkle stop signs everywhere when the trend in the last few decades was precisely to get rid of them as ineffective and a substantial cause of noise and pollution? They certainly don't help traffic flow, yield signs and roundabouts do.

Turn a 4-way intersection into a major 5-way intersection that most of the traffic would have to go through? The roundabout would turn into a jammed merry-go-round at busy times.

Turn a charming little town into a permanent tourist traffic jam, c/w bus parking lot a km from any shop.

**48**

As a town resident, I see that whoever conceived of this plan has no sense of this place, no idea what makes it what it is, or what we cherish about it, and, by the looks of it, seems either too young or too old-fashioned to offer a practical, contemporary solution in keeping with the cultural values it has inherited and cultivated. Turn the Trail into 30 m wide motorway, really? Ruin the peace of the Bayview cemetery?

The list goes on.

The few valuable ideas in the plan do little to dispel the overall concept of a suburban dystopia.

If this is a concept validated by the town residents, then I'm clearly living a fantasy, otherwise you are very much hard of listening and ill suited to offer guidance in this matter.

Regards,

Hello Town of Mahone Bay,

**49**

Please find attached feedback regarding the "Mahone Bay Transportation Plan"

Thank you for the opportunity to provide feedback.

Sincerely,

Hello,

**50**

Are you able to provide explanations/reasoning behind the proposals? I find it difficult to judge the proposals without understanding the rationale behind them (in other words, the problem each will rectify), particularly re: the three-way stops, roundabout at Long Hill Road and the Boulevard. Any further info would be appreciated.

Thanks,

51

Hello

Most of the ideas you have presented sounds great, especially at the intersections where safety can be an issue. However, taking away the existing little park with the pond and changing that to a parking area (behind some businesses on Main Street) I disagree with. But I do agree that we need more specific parking, especially during the the summer months and special town events. So if there was somewhere else in the town it might work without taking the beauty away from this quaint little town.

Also I disagree with changing the trail to a boulevard, unless the character can be kept in keeping with the beauty and allow for people walk and exercise in the nature that it currently provides.

Thanks and kind regards

Hello,

I agree with and welcome your proposals to mahone bay based on your detailed review of its needs. That said, I'm appalled at two items:

52

1. The car park proposed behind businesses on Main Street. Nowhere does it show that this is currently a well maintained in-town park with lake and greenery. Myself neighbours and children often go there and it is a wonderful green space. With addition of a car park on the other side of town, this second car park is unnecessary. I live here 24/7 and know the car park by the pharmasave on clairmont is often not full even in the busy season.

2. The boulevard is truly going backwards. The town is aiming to draw younger people with families. It is good to accommodate older people driving by car, but removing the only trail we have that is used and loved by many, to allow cars from faux burg to Main Street doesn't help at all. Another green space bulldozed to result in a mostly empty road is against everything the rural communities are moving towards in terms of multi use green space. It cuts off a vital part of our connection with the woods and it's often why people live here in the first place. The activism around the trails here is \*strong\* and I can't see that trail being removed easily without a prolonged fight.

for opinions are as follows:

1. It is necessary to have the 3-way sections at Clearway and Pleasant street and central Edgewater (although this would have been the ideal place for the rotary and leave the cenotaph in place should there have been room at the city center). I don't think a 3 way stop is ideal at Fauxburg– when there is a plant shift change, won't the traffic be backed up? Will there be issues of workers trying to get into the parking lot and crossing over to get into work? It seems too close to a large parking section. It just seems a bit confusing.

2. Fairmont Street: More traffic turns right on to this street from Main Street, than turning onto Main Street from Fairmont Street. The one way should be opposite from the proposal. It is too narrow for both.

3. Roundabout isn't needed at the Exit 11 entrance. At the 4 way stop intersection in Blockhouse they were considering a rotary but there wasn't enough space. Is it adequate space for transports?

53

4. The new addition to the 2 way road and cycle path is not necessary and frankly not wanted. People of the town and visitors enjoy the quiet wooded trails. No one wants to walk and bike next to a double lane road in a rural setting. This is just an excuse to get developers interested in building townhouses and condos throughout that area – which we also don't want an overabundance of.

5. I don't disagree with extra parking, however the parking lot behind the school is too far. People who are going to walk will get as far as Teazers Gift Shop and turn around because they are too tired to go further. How does this help the rest of the businesses in town who are further down the streets? Who is going to fund a shuttle bus from June to September? Is the town hoping this funding comes from us small businesses? Are people going to want wait times to use that service? It is way too far from city center. As for the proposed parking across from town hall, most everyone is concerned about the removal of the pond (ducks, turtles, trees – nature) to accommodate a parking lot. Even though my business would certainly benefit from the new plan of that parking lot and town hall streetscape from additional foot traffic, it would be upsetting to know a nature area was damaged in the process. As anyone looked at other possibilities for a parking space at this end of town?

Hi

54

The overall plan has some very good ideas, particularly the Cenotaph reorganization, however we feel that opening up the walking trail (old train tracks) is bad idea because of noise pollution in a quiet designated walking area and don't think it'll provide any traffic benefits

55

I agree current traffic flow is poor and sidewalks are generally on the wrong side from Amos pewter to wharf. Also Main Street is too narrow. Agreed making one way would be difficult but building a new “Boulevard” on the current Bay to Bay Trail is not viable either. As others have said we can't maintain current paved roads adequately. Also as in this climate a move to less motorized and more options for healthy movement is good for both the community and tourism. Find a way to provide bus parking and tourist parking with access to local bussing to the main arteries at the extremes of community. We are loved for our quaintness and healthy trail options! Look forward but keep what works!

**56**

I really cannot understand anyone suggesting that this wonderful Water Garden Park with it's little ecosystem of river flora and fauna should be paved over to make a parking lot. I will never support this type of malignant thinking. Please don't even consider moving in this direction. It's completely out of character for a town that prides itself on it's beautiful surroundings. God Forbid !

**57**

Hello,

I remember the Town of Bedford, Nova Scotia in the early 1980's. It had a small-town feel.

That is long since gone, due to designed efficiencies and modernization.

There is need to incorporate why tourism is currently successful in Mahone Bay into any significant infrastructure changes.

I also found out about this study/initiative quite by accident and understand that approximately 75 surveys have been conducted.

I am a resident of Mahone Bay and have lived here for five years, my children attend Bayview Community School. I am emailing with feedback on the proposed Transportation plan.

I would like to start by saying that I think there are some great ideas in the plan, I like the idea of the living shoreline to help protect the ongoing erosion and having a side walk the runs all the way down to Keddy's landing would be great. The pedestrian bridge linking across from near Tim Hortons, to over by the band stand is also very useful. The intersection by the Cenotaph is a very confusing and dangerous one and definitely needs to be addressed, would a roundabout not be a better idea than a three way stop, it will allow traffic to continue to flow freely rather than coming to a complete stop every time a car approaches.

You have talked about putting parking in in the area behind the businesses fronting the Town Hall Plaza, what you have failed to point out though, is this means destroying a public park and pond area that is visited by many people. You would be taking out one of the few green spaces in town to make way for parking. There is a small parking area on Pond Street over near the entrance to the play park, instead of destroying a green space and the habitat that exists there, this car park space could be used more efficiently.

I do not see the point to additional visitors parking up near the school. This is too far out of town for people to use who are stopping in to visit the restaurants and stores, the only time it may ever get used is during main events in the town, that only happen a couple of times in the year, the rest of the time it would largely be empty, unless access was given to the school as well.

I am strongly opposed to the proposed Boulevard along the old rail right of way. This trail is green space and is used by many people both from within the town and outside. The trail is the only link up from Mahone Bay to Lunenburg, that can be used by all those wishing to walk and ride, without having to be near a road. Trails are very important and should not be destroyed to put in yet another road. It would be a huge waste of tax payers money, would not be used a great deal and would destroy wildlife in the area. I understand that traffic on Main Street can be heavy at certain times of the year and to be honest can be dangerous in places, however this could be addressed without ripping out a trail and putting in another

Please see attached.

58

59

I live just outside of Mahone Bay and am very interested in the plan as it impacts my everyday life.

1. I like removing the Cenotaph (maybe to the waterfront parks) and reconfiguring this intersection that is always confusing to the visitor.

2. I endorse the living shoreline and trail concept.

3. The pedestrian bridge is an excellent idea.

4. I like the idea of a large new parking area on the Clearland Road with shuttle for large events/festivals.

5. I like the AI-ways stops at Pleasant and Clearway intersections which would certainly help with traffic calming.

6. I like the idea of more sidewalks on Main Street.

I don't really like

1. Having a pedestrianized area around the Town Hall which needs the parking it already has. The new flower bed there has softened and beautified the front and destroying it seems an act of vandalism.

2. I hate the idea of filling in the Aquatic Park to make more parking. n.b. Mahone Bay is quite well off with parking, having the large area in front of the churches. People should be encouraged to park and walk around the town. For the large festivals the down town area should be closed and the new Clearland parking enforced with a shuttle bus.

3. I am not really happy with turning the trail into a roadway but can see that in the future this may be a necessity.



Mahone Bay is a very pleasant town with lots of tourist, hence the traffic problem.

I cannot agree with using our little park with a pond as a parking lot. The pond has been there for 300 years and has attracted turtles, the odd frog and other winged wildlife.

This is one green space that people like to sit and watch the world go by, especially people in apartments, we need more, not less green spaces.

A large parking lot would be more advantageous if located in Clearland behind the school.

I cannot come up with an idea for a new road through town.

**61**

I am a user of the Provincial trail located south west of town, and find this a quiet pleasant place to visit, especially when the town is full of tourists.

This is a Provincial trail joining the towns along the coast, and a road in this location would be detrimental to the provincial trails commission.

I can see we do need a road to deter the traffic from downtown Mahone Bay in the summer months and possibly in the future, but for the present summer

months parking in Clearland would eliminate most tourist traffic.

I would like to see more green spaces, not paving the ones we do have.

62

So, following on from my last email and having had clarification from the Town Council on submission dates, my thoughts:

- Crosswalk required at intersection of Clearland Lane/Edgewater Road by Visitors Information Centre to accommodate foot traffic exiting from proposed (agreeable) parking lot to living shoreline and walkway.
- At this exit, thought may also need to be given to a light controlled exit onto Edgewater Road as this could be a particularly busy junction in tourist season?
- Pedestrian bridge will, unfortunately, direct visitors away from businesses located on Main Street, West of the Cenotaph - clear need for signage to direct to these businesses
- Exit from the proposed bridge at bandstand creates potential hazard as pedestrians walk into two parking lots (BOM, Ind Store)
- Proposed 3 way stop at removed Cenotaph - where would Cenotaph be relocated to? Potential hazard for both drivers and pedestrians if crosswalks are too closely located to 3 way stop! Should crosswalks be positioned at Pharmasave, Teashop and Joanns Deli?
- Exit from Orchard Street at the rear of Town Hall moves traffic into Cherry Lane and main Street through a narrow residential area. Vehicles exiting Cherry Lane into Main Street will potentially create a hazard through those vehicles exiting the proposed new parking lot?
- Proposed new parking lot at rear of Main Street (West) businesses would cause more disruption and harm to the local community due to its position, access, egress.
- Fauxberg/Main Street 3 way stop - blind corner at RPS factory, stop lines would need to be placed well back to allow turning vehicles, consider light controlled 3 way?
- New bypass road from Main to Fauxberg - although desirable from a business and future growth perspective, it does remove green space trails and would not be welcomed by the Town.

Hello,

63

I live outside Mahone Bay at Indian Point. I am impressed with the proposed changes for Mahone Bay. I appreciate that the town is planning for the future. I especially like the proposal for a living shoreline and a pedestrian bridge across the head of the harbour.. My only concern is the recommendation to turn the pond/green area behind Encompassing Design into a parking lot. I can understand why this area was chosen. It can be accessed from both the Quinlan Road and Kinburn parking and is in the centre of town. On the other hand, the current area is one of the few green spaces within the town. The major traffic problems are in the summer when there is a special weekend event. Having the proposed parking lot off the Clearland Road should help.

It is my understanding that approval has now been given for the new nursing home in Mahone Bay. Once that is built, commercial buildings will replace it on Main Street. I wonder if a parking lot could be included behind these buildings.

Thank you for the opportunity to give feedback.

With so much time on our hands, the brain is working overtime, maybe in my case at a limited capacity. In any event, I had this thought that we may want to consider some ideas with regards to the Transportation Plan and the possibility of the new road along the rail trail.

I think the new road has a lot of merit and should be given serious consideration as it could help solve several planning issues with regards to offloading Main St but as previously mentioned it would open up land for new housing, revenues, etc. In my opinion, the biggest obstacle will be push back from some residents that we will be taking a very quiet and important nature trail and urbanizing it somewhat. Therefore we need to protect the “natural environment” aspect. Since I believe the Town will own that new road, we should put a few things in place to guide development before we proceed. I do not think it would be wise to allow strip residential development along the road which will naturally occur if left to market conditions. Perhaps the road should have limited access (similar to the Meadows or Hawthorne Hill) so that one driveway off the road would service a small crescent with a limited number of homes that have to be a mix of affordable homes in each small cluster. We might also want to throw in development rules like green energy requirements, etc. We should also consider keeping a real setback from the road to any development of natural forest (30 - 50 meters) to keep that natural feel along the road and walking / bike path. I know we cannot tell property owners how to develop their land but I think we have leverage in saying if you want to connect your development to our road, here are the rules. To keep the sense of community, we could promote the development along the road in small sections so folks can get used to it and see that it will not be a negative and encourage land owners to step forward and participate in a first come, first approved basis. We need to clearly demonstrate that the trade-off of giving up the existing natural trail would be worth it because of all of the other benefits it will provide.

Back to my vegetative state for a few more days. Stay safe. Cheers

Thanks for sharing this plan and providing an opportunity to comment on it.

For me, the following are lacking from the plan:

- A sense of what the town is trying to achieve. What kind of town do we want to be?
- Data or statistical models supporting the measures proposed in the plan.
- A measure of the impact of the plan on the environment and on health.
- Integration with a sustainable development or active transportation plan.

I strongly believe that the plan presented to the town is at odds with several of our values. For example:

- It puts cars and trucks before pedestrians and cyclists.
- It replaces at least 9 acres of woodland with asphalt.
- It paves over a much-loved and historic multi-use path.
- It paves over 2 ponds and a historic mill site.
- It provides 300 (not a typo) parking places we have no need for.
- It does nothing to highlight the natural beauty of this place.
- It does little to emphasize the ocean we're so lucky to live by.

I believe it to be quite tone deaf, as if it was prepared with almost no involvement of anyone who has lived in or even visited this place. It is completely and irretrievably off the mark.

(It doesn't escape one's notice that it was prepared by an engineering firm that's —justifiably, I'm sure — proud of its infrastructure projects. But this makes one wonder if there's a conflict of interest here? If not, wonderful, but we need to know how this was handled.)

One of the more unusual ideas is building a 2.5 acre car park behind Bayview Cemetery, with space for no fewer than 289

Hello

I support this plan as it stands. I will wait to see how the priorities and financial aspects are set.

Notably I did not see this video until yesterday. I talked with a number of neighbours who also did not know about it.

I think the town's communication plan lacks something. What is so wrong about using a modern(?) method of communication i.e., email. You have plenty of email addresses yet they are not being put to very good use, if any. I heard that Mahone Bay doesn't use email because so many don't have access to it... I think if a proper study was done the Town would be very surprised. As it is you can see how well the other communication system works.

Time for a change.

Stay safe.

Wow, a lot of work and expense has gone into developing this plan. I wonder why I hadn't heard that Mahone Bay was doing this... why there was only one public meeting... why the time frame for comment is so short...?

The presentation itself is very impressive, beautifully done. Though I am not sure all parts of it makes good sense for the town, not to mention the millions of dollars in infrastructure costs. But here is our feedback for what it's worth at this stage.

In general, we are not in favour of "they paved Paradise to put up a parking lot" philosophy, (think Joni Mitchell). When the priorities identified were safety, pedestrians and active transportation, it seems to me we want to preserve the green spaces we currently have, as it is an important dimension of why people move to Mahone Bay, and once it's gone, it's gone FOREVER. There is no getting it back.

67

More specifically:

Boulevard on the trail- In the short run... while it might be a good idea to have an alternate route thru mahone bay, the northwest road is very close at hand and achieves the same purpose, is easily accessed from Fauxburg Rd (which I agree, should be repaved and widened), without losing the rail trail which is a woods walk, not a paved urban walkway, and is well-used by walkers, cyclers and strollers. Given how many young families are inhabiting the town in recent years, a place where kids can walk/run free without having to be mindful of walking out into the street traffic is a great relief for parents of toddlers and young children. While it would make certain land more accessible for development, most of that is private land and I think owners have shown little sign of wanting to sell to developers... might be good to ask them first, BEFORE considering this option!

We, for example have a 20+ acre parcel of land along the trail bordering the river which we have no intention of making available for development, feeling that it is valuable green space for the future of the community.

In the long run... if Main Street and Edgewater are permanently under water, we'd have few other choices! In which case we should do THAT mitigation work ASAP to prevent that from happening!

Hello,

I wanted to write to express my concern over a few of the suggestions made in the Town Transportation plan.

Three huge issues for me and my family are:

- A large parking lot over the Water Garden.
- A 2 lane road on the Bay-to-Bay trail that runs from Fauxberg Rd to Long Hill Road to allow development of the lands along the back of Town. This road would allow access to development on The Old School Lands.
- Remove garden in front of Town Hall replace with bollards and make a paved plaza.

There is a lot of paved surfaces in this plan. Why would we take the beauty of green space out of Mahone Bay?

The idea of creating a paved road on the Rails to Trails is AWFUL. We live on Fairmont Street and walk this trail daily. What would be next? Creating a paved road so that there is access to the forest and soccer field from the "New Road"? It seems to me that this is just about development. Tearing down forests and paving them over.

Turning the duck pond green space into a parking lot? Again, taking the beauty of the Bay and paving it over.

No garden in front of the Town Hall? Mahone Bay is about aesthetics. People come here to see green space. To see the quaint seaside village. We do not want this to be Disney Land and change the town into parking lots for tourists.

The boardwalk idea to Rebecca's is great. This has been needed to be done for a while. Also, the three way stop at the Citadel is good idea. There is always confusion about right of way.

There are many people in Mahone Bay that feel the same as I do. Who else do I need to contact with my concerns? There is a community group forming against some of these proposals and I want to know where our voices can be heard.

The overall plan is well done and addresses a number of traffic and pedestrian safety and growth issues.

We like the creative long-term solutions.

Proposed new road and multi-use trail system along the existing trail would greatly reduce traffic congestion and allow for future growth of the town.

Parking lot behind Bayview school seems an odd location, but at least it will be above water and provide a good position for an emergency situation and overflow at peak times.

Proposed 3 x 3-way stops along Main Street, roundabout on Main and one-way traffic on Fairmont all seen as safety positives.

Relocation of Cenotaph to a central location would allow for greater appreciation of script content and allow for increased traffic and pedestrian control and safety in this critical area.

Footbridge to Bandstand a nice enhancement of the downtown experience. A good Wayfaring signage program would be key.

Since improvements were completed on Pleasant Street, excessive speeding of non-emergency vehicles has increased significantly. Perhaps greater control along this route could be considered.

We have enjoyed reading criticisms of the proposal, to address how others are feeling. Time will tell whether their concerns will be addressed.

Should you wish to share our information, we would not have any problem with that, and would appreciate seeing other comments submitted.



In regards to the recent transportation plan put forward to the town of Mahone Bay I have the following comments:

We definitely need more parking and sidewalks. I think a better location for a parking lot would be in front and to the side of the tennis courts as opposed to the one suggested on Clearland Road which is further away from the Centre of town. Added sidewalks on both sides of the street to Fauxburg road is a good idea.

Filling in the Aquatic Gardens is not a good idea as it is taking away from green space which we are trying to increase in this town and will lower property values for those butting against the gardens.

The proposed Boulevard is definitely not environmentally friendly..destruction of green space and this trail is well used by pedestrians and cyclists.

I think the cenotaph would be better located in front of the 3 churches where there is lots of parking. The proposed change to the intersection where the cenotaph is now is a good one as well as on Main and Pleasant Street. Added stop signs at the proposed intersections very important for the safety of pedestrians and will definitely slow down trafficking speed.

The idea of a plaza in front of the Town Hall is not appealing as it is not appropriate for our historical town.

During our festivals when traffic is at its worst I think a shuttle service from a specific area outside of town would be the solution.

Edgewater Street Living Shoreline and trail is a wonderful idea protecting the ongoing erosion as well as a multi use pathway.

I like the overall concept. Having a by-pass around the center of town, improve traffic flow within town, a new large parking area on the edge of town and a pedestrian foot bridge are great ideas.

I do see where some improvements can be made to CBCL's proposal for better traffic flow and I would like to address a potential (future) safety issue.

#### A) The By-Pass:

The concept put forth by CBCL for a by-pass is good but falls short, as traffic must go through the center of town to get to the by-pass.

The heaviest traffic in summer is coming from Exit 10. To create a properly functioning by-pass, traffic needs to come off Edgewater Street onto Clearland Road to the trail and then along the trail to meet with the proposed round-about at Longhill Road.

An important safety consideration to CBCL's redesigned of the trail between Fauxburg Rd. and Longhill Rd. is to place the pedestrian walkway and bike path on the west side of the road (on Hawthorn Hill side).

If and when there is future development on the east side (town land side) this would mean traffic not having to cross over the walking and biking pathways.

#### B) Proposed in town changes

Filling in the Water Garden (to create a parking lot) and making a paved gathering place between Town Hall, EMT depot, and Main Street will become the biggest opposition and potentially kill the entire proposal.

1. To circumvent a potential problem at Townhall, this space should be green space with path, shade/ornamental trees and/or small garden.
2. Leave the Water Garden. But do create a small parking area for Townhall use adjacent to the water garden (i.e. similar amount of parking that the hall already has)

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To whom it may concern:

Recently, the board of LCCC#22 ( The Quinlan) received a copy of a plan to develop the transportation within the town of Mahone Bay. The plan invites feedback by April 24th, 2020

The following are some points that the board of the Quinlan have prepared for feedback.

1) Few owners knew that such a plan existed or was being developed. Many of the owners of the Quinlan feel disenfranchised that such a plan would be in the works without anyone's knowledge.

2) The plan details a need for parking and recommends that the park, adjacent to the Quinlan, be paved for parking. Many of the owners of the Quinlan use and enjoy the park and would object to having the park converted to an asphalt Parking lot.

3) The plan details that the entrance to the new parking area could be accessed via the Quinlan driveway. We do not feel that our driveway would be able to accommodate the extra traffic and it would make it difficult for the Quinlan residents to leave and access their homes. No member of the board of the Quinlan was contacted to discuss if we would be agreeable to this. It was disappointing to not have been consulted. A good development plan should be consultative.

4)We would like to learn more about this development proposal so that we could share details with residents and represent Their concerns in a professional and respectful manner.

town and my first thoughts were was this plan designed with the residents in town or for visitors/tourists? I feel the plan overall takes away from the quaintness of the town and proposes “radical changes.

Town folk know their way about town, know where to park, peak times when to avoid certain areas. Most I believe are content and comfortable with the traffic patterns in Mahone Bay. This seems more like a plan to benefit tourists than the tax paying residents and businesses.

Parking located behind Bayview school would benefit ??? Will there be enhanced policing for theft, damage, enhance lighting as that is a very dark property, now. Do you think people will park there in poor weather?

The All-way STOPs at the proposed intersections make sense in slowing down traffic, safer road crossings and offer better site lines.

The Round About at the foot of the Longhill Road may be doable – is there sufficient traffic to warrant the cost of construction?

Definitely NO to turning the water garden into a parking lot.

Relocation of the War Memorial was tried before, it was not accepted then, I doubt it would be today. A full consultation with the RC Legion Branch and townspeople . The Legion having the final say. It’s new location should be in a place of prominence.

Town Hall Plaza- the condition of the current town Hall is poor and lacks accessibility, is there a plan to renovate or reconstruct? Mahone Bay having the “oldest population” in Nova Scotia the plan seems to be for foot traffic. what about handicap parking for the seniors and people with disabilities that may need to access the Town Hall?

The idea of the Kinburn Boulevard takes away a well used recreation trail, and also allows traffic to by-pass businesses that pay taxes which keep the town running. An emergency bypass route for first responders may be worth consideration but not for the general public.

Mahone Bay has implemented a Draft GHG Reduction Action Plan and has now circulated a Draft Transportation Plan that makes little effort to promote town-wide "greening-up". Afterall, the two drafts exist in the Town Hall simultaneously. The Transportation Plan may be slanted towards supporting mobility for the elderly but please, do not dismiss the engagement of the younger generations whose concerns are probably slanted more towards the environment, wellness and community. I am not a tax-paying resident of Mahone Bay but following are my observations from the perspective of a citizen connected to the town through my commitments as a director of the Dynamite Trail which extends from the Bay to Bay Trail to Martin's River and a member of the Talking Trees group whose aim is to develop a base of public support to ensure trees are valued and included in future plans.

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This is what I have learned through my involvement with Talking Trees:

Why/how do we value city trees? (referenced from: Implementing-Halifax-Urban-Forest-Master-Plan - Dr. Peter Duinker)

•Beautify the city •Conserve fuel •Prolong life of streets •Reduce energy costs •Enhance safety •Provide shade •Business opportunities •Draw tourists •Diverse foods •Foster health •Recreation opportunities •Carbon capture & storage •Cool the city •Slow down stormwater •Clean the air •Improve water quality •Conserve biodiversity •Employment •Increase property values •Learning opportunities •Sense of place •Sense of well-being

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1) Trees are not shown as a consideration as part of the extension of formal sidewalks on both sides of the street east of Fauxburg Road. I would like to suggest planting appropriate and well-placed trees while the ground work is underway. Accommodate trees while adding new concrete. I would also apply the same consideration for trees at the proposed Clearway parking lot (although I'm unconvinced of the usefulness of that parking lot. Will this space be floodlit at night? I hope not. Will there really be a shuttle bus?)

2) Paving over the park and pond, a much loved green space between Kinburn and Main for another parking lot is counter-intuitive to a people-friendly town and would be a damaging misdeed.

Could we have better sign posting to already available parking lots or how about charging for parking, thereby encouraging people who live locally to share or leave their vehicles at home. Or, encourage businesses to share parking space at times

From: Val Header

This CBCL Plan first appeared in the community last year as a “soft” questionnaire aimed at improving trails, street parking, reducing GHG and generally supporting a “greener, cleaner” Mahone Bay. I filled out the questionnaire that gave no hint that major infrastructure was also being considered. I didn’t attend the meeting. Instead, I was pleased that my town was pursuing the concepts of “cleaner and greener”. No one had any idea of the scale of mega projects being proposed. The scale of the proposals weren’t adequately communicated to residents.

Did the terms of reference change somewhere?

I think it is putting the cart before the horse to ask engineers to develop ideas that change the landscape and quality of life of the town. The wide scope of the CBCL suggestions should have obtained direct input from stakeholders and groups such as Talking Trees, Mahone Bay Garden Club, MBC, The CoC, etc. A mega development plan calls for a delicate process of sifting out bad ideas from the good ones. Getting citizen engagement is akin to pulling hen’s teeth. All change engenders pushback from the public. Good communications and consultation prevent reactionary anger and conflict and it becomes hard to win buy-in.

These CBCL suggestions need the expertise of environmental architects, town planners, traffic experts and skilled facilitators. These experts understand the 4 pillars of community development: Environment, Culture, Social and Economic impacts. With respect, engineers are the last people to consult only after the Town has worked through the complex issues with citizens.

Communication is key to positive consultation:

If a Town or organization refuses public input at the concept stages, that often leads to reactive pushback as witnessed with the new logo a month ago. It’s happened again with this CBCL report. Citizens didn’t know what was being planned. Of course Town can’t consult on everything, but when considering changes that alter the elements of a community’s identity (sense of place, belonging and land use) Town must talk to people first.

Here are the MBTP elements I find fully appealing and desirable: Edgewater St. Living Shoreline and Trail, Reconfigured Cenotaph Intersection, Roundabout at Main Street and Long Hill.

My support for the pedestrian bridge would very much depend on how what it would be expected to increase the tax burden and how well it is designed to accommodate sea level rise.

The town hall plaza notion doesn't really capture my imagination. As a resident, I have a hard time imagining myself meaningfully interacting with such a space.

I am all in favour of parking restrictions on the approaches to the cenotaph intersection. While the loss of the green space alongside the brook would sadden me, I do understand that additional parking would likely need to be provided there.

I am open to exploring the idea of a parking lot behind the school, though the current size of it seems out of proportion to the need and arguably results in the destruction of more green space than really required. The shuttle bus idea is intriguing.

I am in favour of the all-way stop at Main and Clearway, somewhat less in favour of the proposed all-way stop at Main and Pleasant.

Sidewalks on both sides of Main St. east of Fauxburg would not be a major priority for me, personally.

I am pleased to see flood forecasting for downtown, but find the plan rather vague on real-world measures.

I am primarily driven to respond to the MBTP by my vehement opposition to the development of the Rails-to-Trails path as a treed two-lane road. Opening up this area to further development will dramatically reduce my enjoyment of the town as a resident. I am a frequent user of this section of town and deeply value the green space, whose use if anything should be further encouraged to promote good physical and mental health among town residents. This section of trail is what makes Mahone Bay special for me, above all else, and I believe that exposing it to car traffic would be an irredeemable mistake.

## Feedback to the Town of Mahone Bay and CBCL on the Mahone Bay Transportation Plan (the “Plan”)

### Introduction

Located in the former Mahone Bay School at the heart of our Town, the Mahone Bay Centre is a thriving, non-profit, volunteer-run, gathering place for our communities. It is home to many local artists, businesses and community programs using the Mahone Bay Centre’s gymnasium, fitness centre, full kitchen and multiple short-term and long-term rental spaces. Our mission is to create a welcoming environment at the heart of our community that encourages people to work, learn, play, create, connect and thrive.

The Centre is submitting feedback as we believe the Town’s Transportation Plan can provide important opportunities for people to connect and thrive through active living, active transportation, and an interconnected system of walkways, paths and trails to enhance the health and vibrancy of the community.

We see the Mahone Bay Centre as a gateway to community green spaces and the playing field behind the Centre as the hub of an interconnected network of walkways, paths and trails. In this presentation we share and explain our vision and invite the Town to adopt it and help make it a reality.

### Background

The Mahone Bay Centre (MBC or the “Centre”) understands that the Town started the transportation planning process because it had access to some funding for a transportation study and in order to address three main issues:

- establish a system of interlinking trails for active transportation in the Town;
- address street and parking issues; and
- find ways to reduce greenhouse gasses (GHGs).



The problem with a high-level, pie-in-the-sky plan like this is that local viewers will see many points at which the plan clashes with the reality we all know and love. To be taken seriously, these plans need to at least acknowledge the major points of conflict, and then to suggest ways the conflicts can be resolved. The devil is in the details, and a plan which doesn't acknowledge that is doomed.

Some of the points of conflict, and some suggestions for resolution are these:

1. At the cenotaph intersection of Edgewater and Main. This is a very confusing intersection for all visitors to Town. Re-aligning it as suggested by the plan to a conventional t-intersection would be a great benefit to the tourism industry the Town relies on. However, we mustn't lose sight of the fact that the cenotaph is a central and important monument. It is no accident that it still exists in the middle of this intersection, when common sense would have moved it long ago. The plan needs to sketch out a relocation idea, more than just mentioning it in passing. Preferably just slightly to the north to form a pedestrian node and a landing place for the new cross-walks at the intersection, while maintaining its central location in the Town.
2. The plan does not acknowledge the existing Active Transportation spine through the Town, owned by the Provincial Government and maintained by the efforts of the three societies which hold the Letters of Authority to operate the trails on Crown Land:

The Bay-to-Bay Trail Association from Mahone Bay Junction south to Lunenburg, the Adventure Trail Association from Mahone Bay Junction west to Bridgewater, and the Dynamite Trail Association from Mahone Bay Junction east to Martins River. This omission leads to a number of problems in the plan.

The proposed roundabout at Long Hill Road shows no trail continuity, particularly not showing solutions to the problems of moving motorized trail traffic through the roundabout, which is described as a four-way intersection when it is in fact a five-way intersection with several types of users other than highway vehicles. Trail users already know that this is a dangerous intersection, with poor sight lines and fast-moving traffic, which a roundabout would help to calm. A roundabout here is a great idea, regardless of when (or whether) the proposed boulevard goes ahead.

The proposed boulevard would get some traffic out of the downtown, allow for residential development of large areas of otherwise landlocked property, and be an alternate route for travel when Main Street becomes flooded. Obviously, it is a very long-term and expensive project. To do this correctly, the proposed boulevard needs to separate motorized trail traffic, bicycle traffic, and pedestrian traffic from street vehicles in the transition from a rural trail to an urban trail at the Long Hill Road intersection, and continue this to a well-designed re-connection at Fauxburg Road.

We relocated here last year and the main attraction was the parks, trails and ability to obtain everything one really needed within walking distance. I believe it would be a big mistake to pave over park land and disrupt the trail system. Ideas we would be in strong disagreement with:

- 1) Paving over ponds (ducks and turtles live there) for a parking lot downtown near the Quinlan
- 2) New boulevard on rail row (this would disrupt the beautiful trails we have within easy walking distance that people walk, run, ride and ski on). You can get around town through Blockhouse using roads that are already in place. You could improve on and widen Fauxburg if need be.
- 3) Changes are not required around Town Hall at this point – costly and not sure of the value.

Ideas that we believe should be implemented at some point:

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- 1) Three way stop where HWY 3 (Edgewater) meets Main St. The yields and cross walk are confusing and dangerous – we am surprised there have not been accidents. This should be the first priority.
- 2) All way stop at Main and Clearway would be a good idea to keep the speed down, better for students who may walk to school and may be needed if a parking lot goes behind the school (more traffic coming from Clearway).
- 3) Pedestrian bridge – this would add to the charm of the town and should reduce pedestrian traffic around the yield /cross walk.
- 4) Sidewalks on both side of Main St. downtown (East of Fauxburg) as well as (or a well-maintained path) out to Rebecca's. People often walk out that way but the sidewalk /path ends and it feels a bit unsafe walking beside the road
- 5) Parking lot behind the school (no shuttle is required as the walk to downtown is really not that far) – not required in the near term as there is usually plenty of parking available (all the side streets) – the only time we have a problem is during the scarecrow festival.

All way stops at Pleasant and Main sounds like a good idea with the cross walks – it will help slow the traffic in town – our only concern would be is it to close to the stops at Edgewater and Main (back -up?) Perhaps the Edgewater/Main and pedestrian bridge solution should go in first to judge whether this would still be needed

those who are working on this project:

- The proposal to demolish the Aquatic Gardens park to create a parking lot is quite a poor idea if not absolutely absurd. Green space near the town centre is highly valued and indeed a rare asset for many towns and cities.

The Town of Mahone Bay proudly states 'We love the beauty around us and welcome you to share it'. How hypocritical it would be to destroy this green space and pave it.

The aquatic Gardens is home to dozens of ducks in the winter season, multiple generations of turtles, small animals such as mink have been spotted there, as well many bird species. It is a place for family picnics and a place for quiet reflection just steps from the traffic of Main Street.

Our understanding is the Aquatic Gardens property was gifted to the town with the strict commitment it would remain a park. Therefore, one should be confident the proposal to create a parking lot is a non-starter.

As Joni Mitchell wrote - "they paved paradise and put up a parking lot". What a terrible insult to the residents of Mahone Bay if this were to happen.

- The proposed walkway along Edgewater Street is a good idea.

- Traffic along West Main Street is indeed fast at times. A stop sign at Clearwater Street would help control speeding.

- We are not in favour of removing the Cenotaph.

- The Town does not need a bypass road nor a second sidewalk on West Main Street in our view.

Overall, some of the proposals in the Transportation Plan present solutions to problems that simply don't exist. Traffic is not that bad in town - outside of Festival weekends. Yes, there is some congestion at times but there is also some speeding at times.

Of course it is always prudent to plan for the future but please prioritize infrastructure modernization and measures to control the affects climate change may have on the town.

Hello:

Thank you for an opportunity to comment on the plan. These are wonderful ideas that have been put forward and I look forward to being a continuing part of our developing community; A community that is obviously willing to look ahead to the opportunities that are coming to the south shore, through migratory patterns and growing tourist travel. A simple study in demographic patterns and projections certainly lends credence to the implementation of the final plan.

One Addition that I would like to offer:

The Challenge:

The ongoing challenge of balancing visitor parking to accommodate both ends of the main thoroughfare through town. With no visible "Bulk" parking opportunities at the South (Marina) end of town, Parking continues to be skewed to the Three Churches area, with new parking considered in the plan, close to the main intersection.

A Solution:

Create angled parking from in front of the marina towards the pub on the East side of the street.

Unless the appropriate frontage already exists, A lease could possibly be structured with the Boat Yard, (Assuming that is a private business?). The Boat yard is not as busy, on land, in the tourist months. During the Winter months, they use some of that area for boat storage, which can't be a lot of revenue at the end of the day. If need be, the boat yard could be permitted to store boats on portions the parking area during the winter if need be, particularly if necessary to come to a mutual agreement.

At this moment, the amount of room that would need to be paved to accommodate this proposal, contains only landscaping; No boats.

From my layman's assessment, between 30-45 vehicles could be easily accommodated. (See Diagrams attached)

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I'd like to provide some feedback on the Mahone Bay transportation plan. I attended the public session (where you could draw on the maps) and to be honest I'm surprised with many of the proposals. It's unclear to me what inspired much of the plan. What problems are trying to be addressed with the various proposals? It's unclear to me.

I'll start with the boulevard. What is the impetus for this? Did anyone ask for this? It makes no sense to me. It's literally a road to nowhere. And the cost? I would have questioned this proposal three months ago. Viewed now during a time when the IMF is predicting the biggest economic meltdown since the Great Depression, this proposal seems ludicrous. There's no money for it. And, as far as I can see, no justification either. Same with the roundabout. What problem is it fixing? It's unclear to me.

When I attended the public forum, I noted that many people would call for "fixing" the cenotaph intersection, but that such efforts could very well make it worse. Despite complaints, traffic actually flows through this intersection well. People leaving Mahone Bay for Halifax or Bridgewater can get out of town with little effort. It's only the rare tourist who doesn't understand you have to yield when turning left to get onto Edgewater. Stop signs would slow traffic to a literal halt. In summer, when the town is rammed with hundreds and hundreds of people, there could be a traffic jam extending dozens or hundreds of cars back from the intersection. I think it should be left as is.

The bridge: cute and I predict popular, though I question the need.

Shoreline trail along Edgewater: Great. Go for it.

The new parking lots: Absolutely not! These proposals would bring a smile to the face of Robert Moses, but are simply absurd. A shuttle bus to take tourists from the Clearland parking lot to town? People are too lazy for that. They'll just park in town. Filling in a pond to make a parking lot? Again, Moses would be proud, but no thanks.

In summary, these proposals seem to be pulled from thin air. There is little justification for any of it. And frankly, most of it seems intended to make life easier for tourists, as opposed to actual residents.

Good Afternoon,

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There is very little that I like about these concepts. The walk beside Edgewater perhaps. Otherwise it seems designed for cars at the expense of green space and the environment. Paving over the Aquatic Gardens has me especially upset!

Also, the suggestion of plowing through walking trails and forest to enable a way for vehicles to bypass Main Street - directing traffic out of the core of our town by means of a sort of "ring road." Very harmful to our natural environment and to sustaining the businesses and activities of our town.

Re: CBCL Transportation Plan

#### 1. Talking Trees

Talking Trees is dedicated to preserving the natural environment of Mahone Bay. Key to this is the protection and enhancement of our trees: trees on our streets, trees in neighbourhoods and trees in our parks and woodlands.

Talking Trees formed out of concern for the decreasing tree canopy in our Town, the lack of re-planting or clear guidelines, by-laws or plans for the preservation of the Town's green spaces on both private and public lands. In this past year our partnership with the Town Centennial has brought about the planting of 112 new trees. Our leadership has been recognized by the Town of Mahone Bay and further afield within the province.

#### 2. CBCL Plan

The CBCL Transportation Plan contains several proposals that directly oppose the aims of our Talking Trees group. We feel these proposals are not congruent with the TOMB's decision to declare a climate emergency or enhance green space and trails.

The CBCL submission goes far beyond the stated criteria for a "cleaner, greener" Mahone Bay:

1. Define a connected and continuous walking and cycling network in Town.
2. Identify street options to allow for improved parking and traffic flow.
3. Identify opportunities to support a reduction in GHG emissions.

Indeed, the green assets of town do not seem to have been considered in this CBCL report. The green spaces are simply collateral damage to building roads and parking lots.

Efforts should be made to enhance traffic conditions for permanent residents while also encouraging visitors to walk or bike as much as possible through green spaces and commercial areas. Any development that doesn't promote longer and more diversified visits to the town while also promoting, developing and encouraging its natural assets, is a throwback to the thoughtless and destructive lack of foresight that led us to the current environmental predicament.

Following is feedback from Amos Pewter on aspects of the proposed Town of Mahone Bay Transportation Plan.

In support of:

Development of the area along the existing trail system from the proposed roundabout through to Fauxburg Rd - positive room for growth

3 x three-way stops on Main Street and roundabout on Main St towards Blockhouse

Addition of sidewalk on water side of Main Street

Excluding street parking from Bank of Montreal to Abe's Furniture (with wayfaring signage to indicate nearby parking - such as along Fairmont and Pleasant Streets)

Questioning:

Location of proposed new parking lot on Clearland Road and shuttle service. Would see the distance to town for visitors and operation of shuttle as challenging. Perhaps a location closer to town would be available at some future time.

Not included in the Plan, but in support:

Living Seawall / Boardwalk continuing further around the Bay, to Amos Pewter and beyond

Designated motorcoach parking in town

Accessible parking needs to be understood

other opportunities for the public to have input as this project moves forward. I only found out about this report at the end of last week and given the circumstances in our province this week I have not been able to give this as much attention and focus as I normally would do; however these are my thoughts so far.

In general I would say that there are both (from my perspective) positive and then some concerning suggestions/directions proposed.

In being brief I will list the positive proposals:

1. the "living shoreline"
2. the extended sidewalk along the shoreline
3. the pedestrian bridge
4. the 3 way stop intersection at the cenotaph
5. moving the cenotaph
6. a north side Main Street sidewalk

There are 3 suggestions that give me great cause for concern:

1. a parking lot where the town Water Park now stands
2. a double lane road from Long Hill to Fauxburg Rd
3. a concrete plaza in front of the town hall

Mahone Bay is no doubt a popular tourist destination with many successful businesses and festivals. Given that these are well established I'd like to see a greater emphasis now on the/our natural world around us here. This is particularly important given the importance of nature to our health and the health of our planet

I live alongside the town park so I notice, daily, its use by many; dog walkers, young families exploring it's nature, people Hello,

I wrote prior to the April 24th deadline to give my feedback about the transportation proposal. I had disagreed with the idea of putting a parking lot in the woods behind Bayview school. This past weekend I went for a walk through those woods and upon seeing that forest I must change the opinion I shared in my previous email. Yes, put a parkinglot there behind the school, and preserve the duck pond /water gardens downtown.

I see some good ideas in the plan but I am totally opposed to paving over the pond park between the Quinlan and the pharmacy. It is a lovely breath of serenity; it would be a crime to pave it over. Sorry about the late feedback. I did not know of this plan until today.



subject study was being undertaken and that, by the time I found out, your time for input had expired (April 24th). In response the Town Clerk/CAO suggested that I still provide my input to your company. He also said that he would let you know that my late input would be forthcoming, and here it is.

I should explain that so far as I am aware the plan was communicated via social media, the Town's website and perhaps the Mayor's newsletter. As has been sadly demonstrated recently, not everyone uses social media, there would be no reason to continuously search the Town's website in case something important might appear and the Mayor's newsletter is by mail drop only to Town addresses so I would not have received it. Something of this import surely needed better communication. I heard by way of neighbours and friends who also found out indirectly. Since the views of those outside Mahone Bay were sought how would they learn that this was the case?

By way of background I do live outside Town boundaries but am a property owning tax payer in the Town where we will eventually live. I have been actively involved in the Town on a volunteer basis over the past 15 plus years largely with the repurposing and renovation of the old school to create a business model that has turned the Mahone Bay Centre into self supporting and successfully functioning Town community centre. I have also been actively involved in the Mahone Bay Museum and the Chamber of Commerce, the latter at their request. As such I have developed several views on how the Town might successfully evolve for the betterment (I hope) of all.

So, to the matter in hand.

Firstly it is good to see movement on this long outstanding issue.

There seem to be four components. Transportation, pedestrian, parking and "other."

#### TRANSPORTATION

The proposed new back "ring road" along the railway right of way is intriguing and useful if it also opens up new Town lands for residential/business purposes. The problem lies in the multi use trail at the side for shared use by pedestrians and

# APPENDIX D

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## Order of Magnitude Costs

**OPINION OF PROBABLE CONSTRUCTION COSTS**

Transportation Plan

Town of Mahone Bay

Class D Cost Estimates

DATE:	April 15, 2020
CBCL FILE No.:	201061.00
PREPARED BY:	Abdullah Khayyal
EST. DESCRIPTION:	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
<b>101</b>	<b>Main St/Edgewater St Intersection Reconfiguration (3-Way Stop)</b>				
<b>1</b>	<b>Mod, Demob, Bonds, Insurance, Pre-Construction Management</b>				
1.1	Mobilization, Bonds, Insurance, Pre-Construction Management	LS	\$ 15,000	1	\$ 15,000
1.2	Traffic Control	LS	\$ 24,000	1	\$ 24,000
<b>2</b>	<b>SOIL</b>				
2.1	Excavation & Reuse Existing Soil (Cut & Fill)	m3	\$ 20	150	\$ 3,000
<b>3</b>	<b>REMOVALS / RELOCATIONS</b>				
3.1	Sawcut & Remove Existing Asphalt	m2	\$ 52	1,440	\$ 74,880
3.2	Remove Existing Concrete Curb	m	\$ 40	205	\$ 8,200
3.3	Traffic Sign Post	ea	\$ 500	2	\$ 1,000
3.4	Relocation of the Cenotaph	LS	\$ 10,000	1	\$ 10,000
<b>4</b>	<b>CONSTRUCTION COSTS</b>				
4.1	Pavement Markings	m	\$ 11	859	\$ 9,861
	<b>Concrete Curb</b>				
4.2	Supply and Place Concrete Curb	m	\$ 120	200	\$ 24,000
	<b>Road Resurfacing</b>				
4.3	Supply and Place Type 2 Gravel	m3	\$ 60	340	\$ 20,414
4.4	Supply and Place Type 1 Gravel	m3	\$ 65	170	\$ 11,036
4.5	Supply and Place Asphalt Road (2 Lifts 75mm + 50mm)	m2	\$ 95	1,100	\$ 104,192
	<b>Sidewalks</b>				
4.6	Supply and Place Type 2 Gravel	m3	\$ 60	40	\$ 2,400
4.7	Supply and Place Type 1 Gravel	m3	\$ 70	30	\$ 2,100
4.8	Supply and Place Pre-Cast Concrete Curbstone	m2	\$ 100	200	\$ 20,000
<b>5</b>	<b>TRAFFIC SIGNS</b>				
5.1	Supply and Install Regulatory and Warning Signs	ea	\$ 1,000	9	\$ 9,000
<b>SUB-TOTAL - DIRECT &amp; INDIRECT CONSTRUCTION COSTS</b>					<b>\$ 339,083</b>
<b>6</b>	<b>CONTINGENCIES and ALLOWANCES</b>				
	Design Development Contingency ( <b>see Note 1</b> )	15%			\$ 50,862
	Construction Contingency ( <b>see Note 2</b> )	10%			\$ 33,908
	Escalation / Inflation (Based on 2018 Dollars) ( <b>see Note 3</b> )	N/A			N/A
	Location Factor ( <b>see Note 4</b> )	N/A			N/A
	Engineering & Geotechnical	10%			\$ 33,908
<b>TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED</b>					<b>\$ 458,000</b>

THIS OPINION OF PROBABLE COSTS IS PRESENTED ON THE BASIS OF EXPERIENCE, QUALIFICATIONS, AND BEST JUDGEMENT. IT HAS BEEN PREPARED IN ACCORDANCE WITH ACCEPTABLE PRINCIPLES AND PRACTICES. MARKET TRENDS, NON-COMPETITIVE BIDDING SITUATIONS, UNFORESEEN LABOUR AND MATERIAL ADJUSTMENTS AND THE LIKE ARE BEYOND THE CONTROL OF CBCL LIMITED. AS SUCH WE CANNOT WARRANT OR GUARANTEE THAT ACTUAL COSTS WILL NOT VARY FROM THE OPINION PROVIDED.

**Note 1** A Design Development Contingency is for the necessary growth of qtys, increase material labour costs as the work is better defined

**Note 2** A Construction Contingency is for the cost of additional work that is over and above the original tendered construction contract price.

**Note 3** The Escalation/Inflation is provided for anticipated increases in construction costs from the time budget to time of Tender

**Note 4** The Location Factor is variances between costs at the location of the project and historical costs data used to prepare the budget.

**Note 5** Note that for the above UNIT RATE FORMAT General Contractor, Fees, Overheads and Profit are included in each unit cost.



# OPINION OF PROBABLE CONSTRUCTION COSTS

## Transportation Plan

### Town of Mahone Bay

#### Class D Cost Estimates

DATE:	April 15, 2020
CBCL FILE No.:	201061.00
PREPARED BY:	Abdullah Khayyal
EST. DESCRIPTION:	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
102	Edgewater St Living Shoreline and Trail				
1	CONSTRUCTION COSTS				
1.1	700 m living shoreline length (Kedy's to Ernst Brook outlet), incl. trail and pedestrian bridge and contingencies	LS	\$ 2,500,000	1	\$ 2,500,000
TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED					\$ 2,500,000

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# OPINION OF PROBABLE CONSTRUCTION COSTS

## Transportation Plan

Town of Mahone Bay

Class D Cost Estimates

DATE:	April 15, 2020
CBCL FILE No.:	201061.00
PREPARED BY:	Abdullah Khayyal
EST. DESCRIPTION:	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
<b>103</b>	<b>Main St/Clearway St Intersection Reconfiguration (3-Way Stop)</b>				
<b>1</b>	<b>Mod, Demob, Bonds, Insurance, Pre-Construction Management</b>				
1.1	Mobilization, Bonds, Insurance, Pre-Construction Management	LS	\$ 8,000	1	\$ 8,000
1.2	Traffic Control	LS	\$ 12,000	1	\$ 12,000
<b>2</b>	<b>CONSTRUCTION COSTS</b>				
2.1	Pavement Markings	m	\$ 7	705	\$ 4,935
<b>3</b>	<b>TRAFFIC SIGNS</b>				
3.1	Supply and Install Regulatory and Warning Signs	Unit	\$ 1,000	9	\$ 9,000
<b>SUB-TOTAL - DIRECT &amp; INDIRECT CONSTRUCTION COSTS</b>					<b>\$ 33,935</b>
<b>4</b>	<b>CONTINGENCIES and ALLOWANCES</b>				
	Design Development Contingency (see Note 1)	15%			\$ 5,090
	Construction Contingency (see Note 2)	10%			\$ 3,394
	Escalation / Inflation (Based on 2018 Dollars) (see Note 3)	N/A			N/A
	Location Factor (see Note 4)	N/A			N/A
	Engineering & Geotechnical	10%			\$ 3,394
<b>TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED</b>					<b>\$ 46,000</b>

THIS OPINION OF PROBABLE COSTS IS PRESENTED ON THE BASIS OF EXPERIENCE, QUALIFICATIONS, AND BEST JUDGEMENT. IT HAS BEEN PREPARED IN ACCORDANCE WITH ACCEPTABLE PRINCIPLES AND PRACTICES. MARKET TRENDS, NON-COMPETITIVE BIDDING SITUATIONS, UNFORESEEN LABOUR AND MATERIAL ADJUSTMENTS AND THE LIKE ARE BEYOND THE CONTROL OF CBCL LIMITED. AS SUCH WE CANNOT WARRANT OR GUARANTEE THAT ACTUAL COSTS WILL NOT VARY FROM THE OPINION PROVIDED.

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- Note 5** Note that for the above UNIT RATE FORMAT General Contractor, Fees, Overheads and Profit are included in each unit cost.

**OPINION OF PROBABLE CONSTRUCTION COSTS****Transportation Plan****Town of Mahone Bay****Class D Cost Estimates**

<b>DATE:</b>	April 15, 2020
<b>CBCL FILE No.:</b>	201061.00
<b>PREPARED BY:</b>	Abdullah Khayyal
<b>EST. DESCRIPTION:</b>	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
<b>104</b>	<b>Main st/Longhill Rd Roundabout</b>				
<b>1</b>	<b>Mod, Demob, Bonds, Insurance, Pre-Construction Management</b>				
1.1	Mobilization, Bonds, Insurance, Pre-Construction Management	LS	\$ 30,000	1	\$ 30,000
1.2	Environment Protection and Silt Fencing	m	\$ 12	350	\$ 4,200
1.3	Traffic Control	LS	\$ 32,000	1	\$ 32,000
<b>2</b>	<b>SOIL</b>				
2.1	Excavation & Reuse Existing Soil (Cut & Fill)	m3	\$ 20	11,000	\$ 220,000
<b>3</b>	<b>REMOVALS / RELOCATIONS</b>				
3.1	Clearing and Grubbing	m2	\$ 5	7,000	\$ 35,000
3.2	Sawcut & Remove Existing Asphalt	m2	\$ 100	1,200	\$ 120,000
3.3	Remove Existing Concrete Curb	m	\$ 50	150	\$ 7,500
<b>4</b>	<b>CONSTRUCTION COSTS</b>				
4.1	Pavement Markings	m	\$ 7	2,000	\$ 14,000
	<b>Concrete Curb</b>				
4.2	Supply and Place Concrete Curb	m	\$ 120	450	\$ 54,000
	<b>Road Resurfacing</b>				
4.3	Supply and Place Type 2 Gravel	m3	\$ 60	840	\$ 50,434
4.4	Supply and Place Type 1 Gravel	m3	\$ 65	420	\$ 27,266
4.5	Supply and Place Asphalt Road (2 Lifts 75mm + 50mm)	m2	\$ 95	2,800	\$ 265,216
	<b>Sidewalks</b>				
4.6	Supply and Place Type 2 Gravel	m3	\$ 59	175	\$ 10,332
4.7	Supply and Place Type 1 Gravel	m3	\$ 62	110	\$ 6,811
4.8	Supply and Place Pre-Cast Concrete Curbstone	m2	\$ 100	700	\$ 70,000
<b>5</b>	<b>Regrading &amp; Landscaping</b>				
5.1	Import Borrow Backfill	m3	\$ 25	5,000	\$ 125,000
5.2	150mm Thick Topsoil and Sod	m2	\$ 14	900	\$ 12,600
<b>6</b>	<b>TRAFFIC SIGNS</b>				
6.1	Supply and Install Regulatory and Warning Signs	ea	\$ 1,000	6	\$ 6,000
<b>SUB-TOTAL - DIRECT &amp; INDIRECT CONSTRUCTION COSTS</b>					<b>\$ 1,090,359</b>
<b>7</b>	<b>CONTINGENCIES and ALLOWANCES</b>				
	Design Development Contingency (see Note 1)	15%			\$ 163,554
	Construction Contingency (see Note 2)	10%			\$ 109,036
	Escalation / Inflation (Based on 2018 Dollars) (see Note 3)	N/A			N/A
	Location Factor (see Note 4)	N/A			N/A
	Engineering & Geotechnical	10%			\$ 109,036
<b>TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED</b>					<b>\$ 1,472,000</b>

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**Note 5** Note that for the above UNIT RATE FORMAT General Contractor, Fees, Overheads and Profit are included in each unit cost.

**OPINION OF PROBABLE CONSTRUCTION COSTS**

Transportation Plan

Town of Mahone Bay

Class D Cost Estimates

DATE:	April 15, 2020
CBCL FILE No.:	201061.00
PREPARED BY:	Abdullah Khayyal
EST. DESCRIPTION:	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
<b>105</b>	<b>New Boulevard</b>				
<b>1</b>	<b>Mod, Demob, Bonds, Insurance, Pre-Construction Management</b>				
1.1	Mobilization, Bonds, Insurance, Pre-Construction Management	LS	\$ 220,000	1	\$ 220,000
1.2	Environment Protection Silt Fencing	m	\$ 12	3,200	\$ 38,400
<b>2</b>	<b>SOIL</b>				
2.1	Excavation & Reuse Existing Soil (Cut & Fill)	m3	\$ 12	9,700	\$ 116,400
<b>3</b>	<b>REMOVALS / RELOCATIONS</b>				
3.1	Clearing and Grubbing	m2	\$ 5	32,000	\$ 160,000
<b>4</b>	<b>CONSTRUCTION COSTS</b>				
4.1	Pavement Markings	m	\$ 7	11,200	\$ 78,400
	<b>Concrete Curb</b>				
4.2	Supply and Place Concrete Curb	m	\$ 120	3,200	\$ 384,000
	<b>Road Resurfacing</b>				
4.3	Supply and Place Type 2 Gravel	m3	\$ 60	3,400	\$ 204,136
4.4	Supply and Place Type 1 Gravel	m3	\$ 65	1,700	\$ 110,364
4.5	Supply and Place Asphalt Road (2 Lifts 75mm + 50mm)	m2	\$ 95	11,200	\$ 1,060,864
	<b>Sidewalks</b>				
4.6	Supply and Place Type 2 Gravel	m3	\$ 60	800	\$ 48,032
4.7	Supply and Place Type 1 Gravel	m3	\$ 65	600	\$ 38,952
4.8	Supply and Place Asphalt Surface	m2	\$ 55	4,000	\$ 221,728
	<b>Cycling Path</b>				
4.9	Supply and Place Type 2 Gravel	m3	\$ 60	960	\$ 57,638
4.10	Supply and Place Type 1 Gravel	m3	\$ 65	720	\$ 46,742
4.11	Supply and Place Asphalt Surface	m2	\$ 55	4,800	\$ 266,074
<b>5</b>	<b>Regrading &amp; Landscaping</b>				
5.1	Import Borrow Backfill	m3	\$ 25	38,000	\$ 950,000
5.2	150mm Thick Topsoil and Sod	m2	\$ 14	16,000	\$ 224,000
5.3	Supply and Plant Native Trees	ea	\$ 500	260	\$ 130,000
<b>6</b>	<b>TRAFFIC SIGNS</b>				
6.1	Supply and Install Regulatory and Warning Signs	ea	\$ 1,000	16	\$ 16,000
<b>SUB-TOTAL - DIRECT &amp; INDIRECT CONSTRUCTION COSTS</b>					<b>\$ 4,371,730</b>
<b>7</b>	<b>CONTINGENCIES and ALLOWANCES</b>				
	Design Development Contingency (see Note 1)	15%			\$ 655,760
	Construction Contingency (see Note 2)	10%			\$ 437,173
	Escalation / Inflation (Based on 2018 Dollars) (see Note 3)	N/A			N/A
	Location Factor (see Note 4)	N/A			N/A
	Engineering & Geotechnical	10%			\$ 437,173
<b>TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED</b>					<b>\$ 5,902,000</b>

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Form CBCL .035 Rev 2

**OPINION OF PROBABLE CONSTRUCTION COSTS****Transportation Plan****Town of Mahone Bay****Class D Cost Estimates**

<b>DATE:</b>	April 15, 2020
<b>CBCL FILE No.:</b>	201061.00
<b>PREPARED BY:</b>	Abdullah Khayyal
<b>EST. DESCRIPTION:</b>	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
<b>106</b>	<b>Main St/Fauxburg Rd Intersection Reconfiguration</b>				
<b>1</b>	<b>Mod, Demob, Bonds, Insurance, Pre-Construction Management</b>				
1.1	Mobilization, Bonds, Insurance, Pre-Construction Management	LS	\$ 9,000	1	\$ 9,000
1.2	Traffic Control	LS	\$ 8,000	1	\$ 8,000
<b>2</b>	<b>SOIL</b>				
2.1	Excavation & Reuse Existing Soil (Cut & Fill)	m3	\$ 12	450	\$ 5,400
<b>3</b>	<b>REMOVALS / RELOCATIONS</b>				
3.1	Clearing and Grubbing	m2	\$ 5	70	\$ 350
3.2	Sawcut & Remove Existing Asphalt	m2	\$ 52	450	\$ 23,400
3.3	Remove Existing Concrete Curb	m	\$ 40	40	\$ 1,600
3.4	Traffic Sign Post	ea	\$ 500	2	\$ 1,000
3.5	Relocate Fire Hydrant	ea	\$ 10,000	1	\$ 10,000
<b>4</b>	<b>CONSTRUCTION COSTS</b>				
4.1	Pavement Markings	m	\$ 7	674	\$ 4,718
	<b>Concrete Curb</b>				
4.2	Supply and Place Concrete Curb	m	\$ 120	70	\$ 8,400
	<b>Road Resurfacing</b>				
4.3	Supply and Place Type 2 Gravel	m3	\$ 60	180	\$ 10,807
4.4	Supply and Place Type 1 Gravel	m3	\$ 65	90	\$ 5,843
4.5	Supply and Place Asphalt Road (2 Lifts 75mm + 50mm)	m2	\$ 95	550	\$ 52,096
<b>5</b>	<b>TRAFFIC SIGNS</b>				
5.1	Supply and Install Regulatory and Warning Signs	ea	\$ 1,000	9	\$ 9,000
<b>SUB-TOTAL - DIRECT &amp; INDIRECT CONSTRUCTION COSTS</b>					<b>\$ 149,614</b>
<b>6</b>	<b>CONTINGENCIES and ALLOWANCES</b>				
	Design Development Contingency (see Note 1)	15%			\$ 22,442
	Construction Contingency (see Note 2)	10%			\$ 14,961
	Escalation / Inflation (Based on 2018 Dollars) (see Note 3)	N/A			N/A
	Location Factor (see Note 4)	N/A			N/A
	Engineering & Geotechnical	10%			\$ 14,961
<b>TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED</b>					<b>\$ 202,000</b>

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**OPINION OF PROBABLE CONSTRUCTION COSTS**

Transportation Plan

Town of Mahone Bay

Class D Cost Estimates

DATE:	April 15, 2020
CBCL FILE No.:	201061.00
PREPARED BY:	Abdullah Khayyal
EST. DESCRIPTION:	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
<b>107</b>	<b>Fairmont St One-Way Southbound Reconfiguration</b>				
<b>1</b>	<b>Mod, Demob, Bonds, Insurance, Pre-Construction Management</b>				
1.1	Mobilization, Bonds, Insurance, Pre-Construction Management	LS	\$ 3,000	1	\$ 3,000
1.2	Traffic Control	LS	\$ 4,000	1	\$ 4,000
<b>2</b>	<b>CONSTRUCTION COSTS</b>				
2.1	Pavement Markings	m	\$ 7	720	\$ 5,040
<b>3</b>	<b>TRAFFIC SIGNS</b>				
3.1	Supply and Install Regulatory and Warning Signs	ea	\$ 1,000	8	\$ 8,000
<b>SUB-TOTAL - DIRECT &amp; INDIRECT CONSTRUCTION COSTS</b>					<b>\$ 20,040</b>
<b>4</b>	<b>CONTINGENCIES and ALLOWANCES</b>				
	Design Development Contingency (see Note 1)	15%			\$ 3,006
	Construction Contingency (see Note 2)	10%			\$ 2,004
	Escalation / Inflation (Based on 2018 Dollars) (see Note 3)	N/A			N/A
	Location Factor (see Note 4)	N/A			N/A
	Engineering & Geotechnical	10%			\$ 2,004
<b>TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED</b>					<b>\$ 28,000</b>

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**OPINION OF PROBABLE CONSTRUCTION COSTS****Transportation Plan****Town of Mahone Bay****Class D Cost Estimates**

<b>DATE:</b>	April 15, 2020
<b>CBCL FILE No.:</b>	201061.00
<b>PREPARED BY:</b>	Abdullah Khayyal
<b>EST. DESCRIPTION:</b>	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
<b>108</b>	<b>New Visitor Parking Lot and Trail</b>				
<b>1</b>	<b>Mod, Demob, Bonds, Insurance, Pre-Construction Management</b>				
1.1	Mobilization, Bonds, Insurance, Pre-Construction Management	LS	\$ 9,000	1	\$ 9,000
1.2	Environment Protection Silt Fencing	m	\$ 12	450	\$ 5,400
<b>2</b>	<b>SOIL</b>				
2.1	Excavation & Reuse Existing Soil (Cut & Fill)	m3	\$ 12	4,500	\$ 54,000
<b>3</b>	<b>REMOVALS / RELOCATIONS</b>				
3.1	Clearing and Grubbing	m2	\$ 5	8,600	\$ 43,000
<b>4</b>	<b>CONSTRUCTION COSTS</b>				
4.1	Pavement Markings	m	\$ 7	3,000	\$ 21,000
	<b>Road Surfacing</b>				
4.2	Supply and Place Type 2 Gravel	m3	\$ 60	2,600	\$ 156,104
4.3	Supply and Place Type 1 Gravel	m3	\$ 65	1,300	\$ 84,396
4.4	Supply and Place Asphalt Road (2 Lifts 75mm + 50mm)	m2	\$ 95	8,600	\$ 814,592
	<b>Sidewalks</b>				
4.5	Supply and Place Type 2 Gravel	m3	\$ 60	220	\$ 13,209
4.6	Supply and Place Type 1 Gravel	m3	\$ 65	165	\$ 10,712
4.7	Supply and Place Asphalt Surface	m2	\$ 55	1,100	\$ 60,975
<b>5</b>	<b>Regrading &amp; Landscaping</b>				
5.1	Import Borrow Backfill	m3	\$ 25	5,000	\$ 125,000
<b>6</b>	<b>TRAFFIC SIGNS</b>				
6.1	Supply and Install Regulatory and Warning Signs	ea	\$ 1,000	6	\$ 6,000
<b>SUB-TOTAL - DIRECT &amp; INDIRECT CONSTRUCTION COSTS</b>					<b>\$ 215,896</b>
<b>7</b>	<b>CONTINGENCIES and ALLOWANCES</b>				
	Design Development Contingency (see Note 1)	15%			\$ 32,384
	Construction Contingency (see Note 2)	10%			\$ 21,590
	Escalation / Inflation (Based on 2018 Dollars) (see Note 3)	N/A			N/A
	Location Factor (see Note 4)	N/A			N/A
	Engineering & Geotechnical	10%			\$ 21,590
<b>TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED</b>					<b>\$ 292,000</b>

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**OPINION OF PROBABLE CONSTRUCTION COSTS**

Transportation Plan

Town of Mahone Bay

Class D Cost Estimates

DATE:	April 15, 2020
CBCL FILE No.:	201061.00
PREPARED BY:	Abdullah Khayyal
EST. DESCRIPTION:	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
<b>109</b>	<b>Town Hall Plaza</b>				
<b>1</b>	<b>Mod, Demob, Bonds, Insurance, Pre-Construction Management</b>				
1.1	Mobilization, Bonds, Insurance, Pre-Construction Management	LS	\$ 11,000	1	\$ 11,000
1.2	Traffic Control	LS	\$ 12,000	1	\$ 12,000
<b>2</b>	<b>SOIL</b>				
2.1	Excavation & Reuse Existing Soil (Cut & Fill)	m3	\$ 20	50	\$ 1,000
<b>3</b>	<b>REMOVALS / RELOCATIONS</b>				
3.1	Sawcut & Remove Existing Asphalt	m2	\$ 52	400	\$ 20,800
3.2	Remove Existing Concrete Curb	m	\$ 40	60	\$ 2,400
<b>4</b>	<b>CONSTRUCTION COSTS</b>				
4.1	Pavement Markings	m	\$ 11	100	\$ 1,148
	<b>Road Resurfacing</b>				
4.2	Supply and Place Type 2 Gravel	m3	\$ 60	100	\$ 6,004
4.3	Supply and Place Type 1 Gravel	m3	\$ 65	50	\$ 3,246
4.4	Supply and Place Brick Paver	m2	\$ 250	300	\$ 75,000
	<b>Sidewalks and Plaza</b>				
4.5	Supply and Place Type 2 Gravel	m3	\$ 60	150	\$ 9,006
4.6	Supply and Place Type 1 Gravel	m3	\$ 65	100	\$ 6,492
4.7	Supply and Place Brick Paver	m2	\$ 250	700	\$ 175,000
<b>5</b>	<b>TRAFFIC SIGNS</b>				
5.1	Supply and Install Regulatory and Warning Signs	ea	\$ 2,000	3	\$ 6,000
<b>6</b>	<b>BOLLARDS</b>				
6.1	Supply and Install Permanent Bollards	ea	\$ 1,200	14	\$ 16,800
<b>SUB-TOTAL - DIRECT &amp; INDIRECT CONSTRUCTION COSTS</b>					<b>\$ 345,896</b>
<b>6</b>	<b>CONTINGENCIES and ALLOWANCES</b>				
	Design Development Contingency (see Note 1)	15%			\$ 51,884
	Construction Contingency (see Note 2)	10%			\$ 34,590
	Escalation / Inflation (Based on 2018 Dollars) (see Note 3)	N/A			N/A
	Location Factor (see Note 4)	N/A			N/A
	Engineering & Geotechnical	10%			\$ 34,590
<b>TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED</b>					<b>\$ 467,000</b>

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**OPINION OF PROBABLE CONSTRUCTION COSTS**

Transportation Plan

Town of Mahone Bay

Class D Cost Estimates

DATE:	April 15, 2020
CBCL FILE No.:	201061.00
PREPARED BY:	Abdullah Khayyal
EST. DESCRIPTION:	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
<b>110</b>	<b>Main St Sidewalk on the North Side from Town Hall to Clearway St</b>				
<b>1</b>					
1.1	Mobilization, Bonds, Insurance, Pre-Construction Management	LS	\$ 9,000	1	\$ 9,000
1.2	Traffic Control	LS	\$ 4,000	1	\$ 4,000
<b>2</b>	<b>SOIL</b>				
2.1	Excavation & Reuse Existing Soil (Cut & Fill)	m3	\$ 20	120	\$ 2,400
<b>3</b>	<b>REMOVALS / RELOCATIONS</b>				
3.1	Sawcut & Remove Existing Asphalt	m2	\$ 52	250	\$ 13,000
<b>4</b>	<b>CONSTRUCTION COSTS</b>				
	<b>Concrete Curb</b>				
4.1	Supply and Place Concrete Curb	m	\$ 120	500	\$ 60,000
	<b>Sidewalks</b>				
4.2	Supply and Place Type 2 Gravel	m3	\$ 60	225	\$ 13,500
4.3	Supply and Place Type 1 Gravel	m3	\$ 70	135	\$ 9,450
4.4	Supply and Place Pre-Cast Concrete Curbstone	m2	\$ 100	900	\$ 90,000
<b>SUB-TOTAL - DIRECT &amp; INDIRECT CONSTRUCTION COSTS</b>					<b>\$ 201,350</b>
<b>5</b>	<b>CONTINGENCIES and ALLOWANCES</b>				
	Design Development Contingency (see Note 1)	15%			\$ 30,203
	Construction Contingency (see Note 2)	10%			\$ 20,135
	Escalation / Inflation (Based on 2018 Dollars) (see Note 3)	N/A			N/A
	Location Factor (see Note 4)	N/A			N/A
	Engineering & Geotechnical	10%			\$ 20,135
<b>TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED</b>					<b>\$ 272,000</b>

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**OPINION OF PROBABLE CONSTRUCTION COSTS**

Transportation Plan

Town of Mahone Bay

Class D Cost Estimates

DATE:	April 15, 2020
CBCL FILE No.:	201061.00
PREPARED BY:	Abdullah Khayyal
EST. DESCRIPTION	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
<b>111</b>	<b>Downtown Visitor Parking</b>				
<b>1</b>	<b>Mod, Demob, Bonds, Insurance, Pre-Construction Management</b>				
1.1	Mobilization, Bonds, Insurance, Pre-Construction Management	LS	\$ 12,000	1	\$ 12,000
1.2	Environment Protection Silt Fencing	m	\$ 12	180	\$ 2,160
<b>2</b>	<b>SOIL</b>				
2.1	Excavation & Reuse Existing Soil (Cut & Fill)	m3	\$ 20	500	\$ 10,000
<b>3</b>	<b>REMOVALS / RELOCATIONS</b>				
3.1	Clearing and Grubbing	m2	\$ 5	2,800	\$ 14,000
<b>4</b>	<b>CONSTRUCTION COSTS</b>				
4.1	Pavement Markings	m	\$ 11	600	\$ 6,888
	<b>Road Surfacing</b>				
4.2	Supply and Place Type 2 Gravel	m3	\$ 60	600	\$ 36,024
4.3	Supply and Place Type 1 Gravel	m3	\$ 65	400	\$ 25,968
4.4	Supply and Place Asphalt Road (2 Lifts 75mm + 50mm)	m2	\$ 95	2,600	\$ 246,272
<b>5</b>	<b>TRAFFIC SIGNS</b>				
5.1	Supply and Install Regulatory and Warning Signs	ea	\$ 1,000	4	\$ 4,000
<b>SUB-TOTAL - DIRECT &amp; INDIRECT CONSTRUCTION COSTS</b>					<b>\$ 357,312</b>
<b>6</b>	<b>CONTINGENCIES and ALLOWANCES</b>				
	Design Development Contingency (see Note 1)	15%			\$ 53,597
	Construction Contingency (see Note 2)	10%			\$ 35,731
	Escalation / Inflation (Based on 2018 Dollars) (see Note 3)	N/A			N/A
	Location Factor (see Note 4)	N/A			N/A
	Engineering & Geotechnical	10%			\$ 35,731
<b>TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED</b>					<b>\$ 483,000</b>

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**OPINION OF PROBABLE CONSTRUCTION COSTS**

Transportation Plan

Town of Mahone Bay

Class D Cost Estimates

DATE:	April 15, 2020
CBCL FILE No.:	201061.00
PREPARED BY:	Abdullah Khayyal
EST. DESCRIPTION	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
<b>112</b>	<b>Main St/Pleasant St Intersection Reconfiguration (3-Way Stop)</b>				
<b>1</b>	<b>Mod, Demob, Bonds, Insurance, Pre-Construction Management</b>				
1.1	Mobilization, Bonds, Insurance, Pre-Construction Management	LS	\$ 3,000	1	\$ 3,000
1.2	Traffic Control	LS	\$ 4,000	1	\$ 4,000
<b>2</b>	<b>CONSTRUCTION COSTS</b>				
2.1	Pavement Markings	m	\$ 7	940	\$ 6,580
<b>3</b>	<b>TRAFFIC SIGNS</b>				
3.1	Supply and Install Regulatory and Warning Signs	Unit	\$ 1,000	9	\$ 9,000
<b>SUB-TOTAL - DIRECT &amp; INDIRECT CONSTRUCTION COSTS</b>					<b>\$ 22,580</b>
<b>4</b>	<b>CONTINGENCIES and ALLOWANCES</b>				
	Design Development Contingency (see Note 1)	15%			\$ 3,387
	Construction Contingency (see Note 2)	10%			\$ 2,258
	Escalation / Inflation (Based on 2018 Dollars) (see Note 3)	N/A			N/A
	Location Factor (see Note 4)	N/A			N/A
	Engineering & Geotechnical	10%			\$ 2,258
<b>TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED</b>					<b>\$ 31,000</b>

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**OPINION OF PROBABLE CONSTRUCTION COSTS**

Transportation Plan

Town of Mahone Bay

Class D Cost Estimates

DATE:	April 15, 2020
CBCL FILE No.:	201061.00
PREPARED BY:	Abdullah Khayyal
EST. DESCRIPTION	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
<b>113</b>	<b>Cherry Lane One-Way Reconfiguration</b>				
<b>1</b>	<b>Mod, Demob, Bonds, Insurance, Pre-Construction Management</b>				
1.1	Mobilization, Bonds, Insurance, Pre-Construction Management	LS	\$ 3,000	1	\$ 3,000
1.2	Traffic Control	LS	\$ 4,000	1	\$ 4,000
<b>2</b>	<b>CONSTRUCTION COSTS</b>				
2.1	Pavement Markings	m	\$ 20	15	\$ 300
<b>3</b>	<b>TRAFFIC SIGNS</b>				
3.1	Supply and Install Regulatory and Warning Signs	ea	\$ 1,000	7	\$ 7,000
<b>SUB-TOTAL - DIRECT &amp; INDIRECT CONSTRUCTION COSTS</b>					<b>\$ 14,300</b>
<b>4</b>	<b>CONTINGENCIES and ALLOWANCES</b>				
	Design Development Contingency (see Note 1)	15%			\$ 2,145
	Construction Contingency (see Note 2)	10%			\$ 1,430
	Escalation / Inflation (Based on 2018 Dollars) (see Note 3)	N/A			N/A
	Location Factor (see Note 4)	N/A			N/A
	Engineering & Geotechnical	10%			\$ 1,430
<b>TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED</b>					<b>\$ 20,000</b>

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**OPINION OF PROBABLE CONSTRUCTION COSTS****Transportation Plan****Town of Mahone Bay****Class D Cost Estimates**

<b>DATE:</b>	April 15, 2020
<b>CBCL FILE No.:</b>	201061.00
<b>PREPARED BY:</b>	Abdullah Khayyal
<b>EST. DESCRIPTI</b>	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
<b>114A</b>	<b>Orchard St Closure (Permanent)</b>				
<b>1</b>	<b>Mod, Demob, Bonds, Insurance, Pre-Construction Management</b>				
1.1	Mobilization, Bonds, Insurance, Pre-Construction Management	LS	\$ 3,000	1	\$ 3,000
1.2	Traffic Control	LS	\$ 4,000	1	\$ 4,000
<b>2</b>	<b>REMOVALS / RELOCATIONS</b>				
2.1	Sawcut & Remove Existing Asphalt	m2	\$ 100	50	\$ 5,000
2.2	Remove Existing Concrete Curb	m	\$ 50	10	\$ 500
<b>3</b>	<b>CONSTRUCTION COSTS</b>				
	<b>Concrete Curb</b>				
3.1	Supply and Place Concrete Curb	m	\$ 120	15	\$ 1,800
<b>4</b>	<b>Regrading &amp; Landscaping</b>				
4.1	Import Borrow Backfill	m3	\$ 25	10	\$ 250
4.2	150mm Thick Topsoil and Sod	m2	\$ 14	50	\$ 700
<b>5</b>	<b>TRAFFIC SIGNS</b>				
5.1	Supply and Install Regulatory and Warning Signs	ea	\$ 1,000	2	\$ 2,000
<b>SUB-TOTAL - DIRECT &amp; INDIRECT CONSTRUCTION COSTS</b>					<b>\$ 17,250</b>
<b>6</b>	<b>CONTINGENCIES and ALLOWANCES</b>				
	Design Development Contingency (see Note 1)	15%			\$ 2,588
	Construction Contingency (see Note 2)	10%			\$ 1,725
	Escalation / Inflation (Based on 2018 Dollars) (see Note 3)	N/A			N/A
	Location Factor (see Note 4)	N/A			N/A
	Engineering & Geotechnical	10%			\$ 1,725
<b>TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED</b>					<b>\$ 24,000</b>

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# OPINION OF PROBABLE CONSTRUCTION COSTS

## Transportation Plan

Town of Mahone Bay

Class D Cost Estimates

DATE:	April 15, 2020
CBCL FILE No.:	201061.00
PREPARED BY:	Abdullah Khayyal
EST. DESCRIPTI	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
114A	Orchard St Closure (Seasonal)				
1	Mod, Demob, Bonds, Insurance, Pre-Construction Management				
1.1	Mobilization, Bonds, Insurance, Pre-Construction Management	LS	\$ 500	1	\$ 500
2	PLANTERS				
2.1	Supply and Install Rectangular Planter Boxes	ea	\$ 175	4	\$ 700
SUB-TOTAL - DIRECT & INDIRECT CONSTRUCTION COSTS					\$ 1,200
3	CONTINGENCIES and ALLOWANCES				
	Design Development Contingency (see Note 1)	N/A			N/A
	Construction Contingency (see Note 2)	10%			\$ 120
	Escalation / Inflation (Based on 2018 Dollars) (see Note 3)	N/A			N/A
	Location Factor (see Note 4)	N/A			N/A
	Engineering & Geotechnical	N/A			N/A
TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED					\$ 1,400

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**OPINION OF PROBABLE CONSTRUCTION COSTS****Transportation Plan****Town of Mahone Bay****Class D Cost Estimates**

<b>DATE:</b>	April 15, 2020
<b>CBCL FILE No.:</b>	201061.00
<b>PREPARED BY:</b>	Abdullah Khayyal
<b>EST. DESCRIPTION:</b>	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
<b>115</b>	<b>Main St East Side Sidewalk</b>				
<b>1</b>	<b>Mod, Demob, Bonds, Insurance, Pre-Construction Management</b>				
1.1	Mobilization, Bonds, Insurance, Pre-Construction Management	LS	\$ 10,000	1	\$ 10,000
1.2	Traffic Control	LS	\$ 16,000	1	\$ 16,000
<b>2</b>	<b>SOIL</b>				
2.1	Excavation & Reuse Existing Soil (Cut & Fill)	m3	\$ 20	50	\$ 1,000
<b>3</b>	<b>REMOVALS / RELOCATIONS</b>				
3.1	Sawcut & Remove Existing Asphalt	m2	\$ 52	118	\$ 6,110
<b>4</b>	<b>CONSTRUCTION COSTS</b>				
	<b>Concrete Curb</b>				
4.1	Supply and Place Concrete Curb	m	\$ 120	235	\$ 28,200
	<b>Sidewalks</b>				
4.2	Supply and Place Type 2 Gravel	m3	\$ 60	100	\$ 6,000
4.3	Supply and Place Type 1 Gravel	m3	\$ 70	70	\$ 4,900
4.4	Supply and Place Pre-Cast Concrete Curbstone	m2	\$ 100	423	\$ 42,300
<b>SUB-TOTAL - DIRECT &amp; INDIRECT CONSTRUCTION COSTS</b>					<b>\$ 114,510</b>
<b>6</b>	<b>CONTINGENCIES and ALLOWANCES</b>				
	Design Development Contingency (see Note 1)	15%			\$ 17,177
	Construction Contingency (see Note 2)	10%			\$ 11,451
	Escalation / Inflation (Based on 2018 Dollars) (see Note 3)	N/A			N/A
	Location Factor (see Note 4)	N/A			N/A
	Engineering & Geotechnical	10%			\$ 11,451
<b>TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED</b>					<b>\$ 155,000</b>

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**OPINION OF PROBABLE CONSTRUCTION COSTS**

Transportation Plan

Town of Mahone Bay

Class D Cost Estimates

DATE:	April 15, 2020
CBCL FILE No.:	201061.00
PREPARED BY:	Abdullah Khayyal
EST. DESCRIPTION:	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
116	Route 3/Oakland Rd Recfiguration (All-Way Stop)				
1	Mod, Demob, Bonds, Insurance, Pre-Construction Management				
1.1	Mobilization, Bonds, Insurance, Pre-Construction Management	LS	\$ 3,000	1	\$ 3,000
1.2	Traffic Control	LS	\$ 4,000	1	\$ 4,000
2	CONSTRUCTION COSTS				
2.1	Pavement Markings	m	\$ 7	1,175	\$ 8,225
5	TRAFFIC SIGNS				
5.1	Supply and Install Regulatory and Warning Signs	Unit	\$ 1,000	12	\$ 12,000
SUB-TOTAL - DIRECT & INDIRECT CONSTRUCTION COSTS					\$ 27,225
6	CONTINGENCIES and ALLOWANCES				
	Design Development Contingency (see Note 1)		15%		\$ 4,084
	Construction Contingency (see Note 2)		10%		\$ 2,723
	Escalation / Inflation (Based on 2018 Dollars) (see Note 3)		N/A		N/A
	Location Factor (see Note 4)		N/A		N/A
	Engineering & Geotechnical		10%		\$ 2,723
TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED					\$ 37,000

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**OPINION OF PROBABLE CONSTRUCTION COSTS**

Transportation Plan

Town of Mahone Bay

Class D Cost Estimates

DATE:	April 15, 2020
CBCL FILE No.:	201061.00
PREPARED BY:	Abdullah Khayyal
EST. DESCRIPTION:	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
117	Parking Management Plan				
1	Mod, Demob, Bonds, Insurance, Pre-Construction Management				
1.1	Mobilization, Bonds, Insurance, Pre-Construction Management	LS	\$ 3,000	1	\$ 3,000
2	TRAFFIC SIGNS				
2.1	Supply and Install Regulatory and Warning Signs	Unit	\$ 1,000	20	\$ 20,000
SUB-TOTAL - DIRECT & INDIRECT CONSTRUCTION COSTS					\$ 23,000
3	CONTINGENCIES and ALLOWANCES				
	Design Development Contingency (see Note 1)	15%			\$ 3,450
	Construction Contingency (see Note 2)	10%			\$ 2,300
	Escalation / Inflation (Based on 2018 Dollars) (see Note 3)	N/A			N/A
	Location Factor (see Note 4)	N/A			N/A
	Engineering & Geotechnical	10%			\$ 2,300
TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED					\$ 32,000

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**OPINION OF PROBABLE CONSTRUCTION COSTS**

Transportation Plan

Town of Mahone Bay

Class D Cost Estimates

DATE:	April 15, 2020
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PREPARED BY:	Abdullah Khayyal
EST. DESCRIPTION:	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
<b>118</b>	<b>Signed Pedestrian Crosswalk at Rebecca's Restaurant</b>				
<b>1</b>	<b>Mod, Demob, Bonds, Insurance, Pre-Construction Management</b>				
1.1	Traffic Control	LS	\$ 1,600	1	\$ 1,600
<b>2</b>	<b>CONSTRUCTION COSTS</b>				
2.1	Pavement Markings	m	\$ 11	250	\$ 2,750
<b>3</b>	<b>TRAFFIC SIGNS</b>				
3.1	Supply and Install Regulatory and Warning Signs	ea	\$ 1,000	4	\$ 4,000
<b>SUB-TOTAL - DIRECT &amp; INDIRECT CONSTRUCTION COSTS</b>					<b>\$ 8,350</b>
<b>4</b>	<b>CONTINGENCIES and ALLOWANCES</b>				
	Design Development Contingency (see Note 1)	15%			\$ 1,253
	Construction Contingency (see Note 2)	10%			\$ 835
	Escalation / Inflation (Based on 2018 Dollars) (see Note 3)	N/A			N/A
	Location Factor (see Note 4)	N/A			N/A
	Engineering & Geotechnical	N/A			N/A
<b>TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED</b>					<b>\$ 11,000</b>

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**OPINION OF PROBABLE CONSTRUCTION COSTS**

Transportation Plan

Town of Mahone Bay

Class D Cost Estimates

DATE:	April 15, 2020
CBCL FILE No.:	201061.00
PREPARED BY:	Abdullah Khayyal
EST. DESCRIPTION:	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
<b>119</b>	<b>Fauxburg Road Widening</b>				
<b>1</b>	<b>Mod, Demob, Bonds, Insurance, Pre-Construction Management</b>				
1.1	Mobilization, Bonds, Insurance, Pre-Construction Management	LS	\$ 27,000	1	\$ 27,000
1.2	Traffic Control	LS	\$ 24,000	1	\$ 24,000
<b>2</b>	<b>SOIL</b>				
2.1	Excavation & Reuse Existing Soil (Cut & Fill)	m3	\$ 20	1,300	\$ 26,000
<b>3</b>	<b>REMOVALS / RELOCATIONS</b>				
3.1	Clearing and grubbing	m2	\$ 5	3,500	\$ 17,500
3.2	Sawcut & Remove Existing Asphalt	m2	\$ 100	350	\$ 35,000
<b>4</b>	<b>CONSTRUCTION COSTS</b>				
4.1	Pavement Markings	m	\$ 7	3,500	\$ 24,500
	<b>Concrete Curb</b>				
4.2	Supply and Place Concrete Curb	m	\$ 105	1,800	\$ 189,000
	<b>Road Resurfacing</b>				
4.3	Supply and Place Type 2 Gravel	m3	\$ 60	400	\$ 24,000
4.4	Supply and Place Type 1 Gravel	m3	\$ 70	200	\$ 14,000
4.5	Supply and Place Asphalt Road (2 Lifts 75mm + 50mm)	m2	\$ 100	1,320	\$ 132,000
	<b>Shared Pathway</b>				
4.6	Supply and Place Type 2 Gravel	m3	\$ 60	400	\$ 24,000
4.7	Supply and Place Type 1 Gravel	m3	\$ 70	270	\$ 18,900
4.8	Supply and Place Pre-Cast Concrete Curbstone	m2	\$ 100	1,760	\$ 176,000
<b>5</b>	<b>TRAFFIC SIGNS</b>				
5.1	Supply and Install Regulatory and Warning Signs	ea	\$ 1,000	4	\$ 4,000
<b>SUB-TOTAL - DIRECT &amp; INDIRECT CONSTRUCTION COSTS</b>					<b>\$ 735,900</b>
<b>6</b>	<b>CONTINGENCIES and ALLOWANCES</b>				
	Design Development Contingency (see Note 1)	15%			\$ 110,385
	Construction Contingency (see Note 2)	10%			\$ 73,590
	Escalation / Inflation (Based on 2018 Dollars) (see Note 3)	N/A			N/A
	Location Factor (see Note 4)	N/A			N/A
	Engineering & Geotechnical	10%			\$ 73,590
<b>TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED</b>					<b>\$ 994,000</b>

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**OPINION OF PROBABLE CONSTRUCTION COSTS**

Transportation Plan

Town of Mahone Bay

Class D Cost Estimates

DATE:	April 15, 2020
CBCL FILE No.:	201061.00
PREPARED BY:	Abdullah Khayyal
EST. DESCRIPTION:	Class D

No.	DESCRIPTION	UNIT	UNIT COST	EST. QTY.	TOTAL
<b>120</b>	<b>Pedestrian Crosswalk at the Lutheran Church</b>				
<b>1</b>	<b>Mod, Demob, Bonds, Insurance, Pre-Construction Management</b>				
1.1	Traffic Control	LS	\$ 1,600	1	\$ 1,600
<b>2</b>	<b>CONSTRUCTION COSTS</b>				
2.1	Pavement Markings	m	\$ 11	250	\$ 2,750
<b>3</b>	<b>TRAFFIC SIGNS</b>				
3.1	Supply and Install Regulatory and Warning Signs	ea	\$ 1,000	4	\$ 4,000
<b>SUB-TOTAL - DIRECT &amp; INDIRECT CONSTRUCTION COSTS</b>					<b>\$ 8,350</b>
<b>4</b>	<b>CONTINGENCIES and ALLOWANCES</b>				
	Design Development Contingency (see Note 1)	15%			\$ 1,253
	Construction Contingency (see Note 2)	10%			\$ 835
	Escalation / Inflation (Based on 2018 Dollars) (see Note 3)	N/A			N/A
	Location Factor (see Note 4)	N/A			N/A
	Engineering & Geotechnical	N/A			N/A
<b>TOTAL CONSTRUCTION COSTS with CONTINGENCIES, HST NOT INCLUDED</b>					<b>\$ 11,000</b>

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