



TOWN OF STRATFORD

ACTIVE TRANSPORTATION PLAN

OCTOBER 2023



ACKNOWLEDGMENTS

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1 INTRODUCTION



1.1 PROJECT UNDERSTANDING

WHAT IS ACTIVE TRANSPORTATION?

The term “active transportation” encompasses all modes of human-powered transportation. This includes walking and wheeling (referring to the use of assistive devices), cycling, roller blading, skateboarding, as well as seasonal activities like kayaking, canoeing, skiing, snowshoeing, and more. It also includes some motorized forms of transportation like e-bikes and electric wheelchairs. Some people depend on active transportation to get where they need to go due to lack of alternative transportation, while others choose to use active transportation as a preferred form of commute, exercise, recreation, or leisure.

Active transportation is commonly broken down into two different categories:

- + Utilitarian active transportation includes active destination oriented trips (e.g., commuting to work or school) and active workplace travel (e.g., delivering materials or attending meetings).
- + Recreational active transportation includes leisure, recreational pursuits, and fitness (e.g., dog-walking, hiking, paddling) and often takes place in off-road locations. In some cases, both utilitarian and recreational active transportation can occur at the same time.

Encouraging greater participation in active transportation can improve the physical and mental health of users, reduce carbon footprints, attract visitors, and boost local businesses through increased traffic. Building active transportation infrastructure may also improve the equity of travel options, contribute to a more accessible public realm, and create safer, more liveable communities for everyone.

ABOUT THE PLAN

The Town of Stratford has identified active transportation as an important component of community development that, when considered with parallel initiatives, supports the high quality lifestyle desired by its residents and makes Stratford a great place to work, play, and live. The Active Transportation Plan will outline a path for the Town in its goal of offering a diversity of healthy and environmentally friendly transportation options for everyone.

The Plan will build upon the Town's existing Active Transportation Master Plan, developed in 2010. Since that time, many active transportation routes have been installed throughout Stratford, including sidewalks, bicycle lanes, multi-use paths, and trails. The Plan will provide additional direction to the Town in terms of how to grow the existing active transportation network in a logical way. It will include an overall network plan, recommendations related to programs and amenities, and a sequence-based implementation plan based on factors such as population density, development, traffic intensity, safety issues, accessibility considerations, and more.

The data contained within the Plan may be used in budget forecasting and future project planning, and will provide staff and Council with clear direction on where active transportation development should take place each year and why.

DECISION MAKING

This Active Transportation Plan was developed through a review of existing documents and consultation with the community in Stratford.

A Background Analysis report was completed as part of this process, and provides a summary of local demographics and the current conditions for active transportation in the Town of Stratford.

The analysis summarized within the Background Analysis report helped to lay the groundwork for community discussions about the development of the Draft Active Transportation Plan. The feedback that was gathered through those conversations were grouped by theme, and summarized in a What We Heard report.

Together, the Background Analysis and What We Heard reports identified issues to be addressed and guided the development of this Active Transportation Plan.

SUPPORTING DOCUMENTS

The Town of Stratford has developed a number of documents, including plans and policies, which relate to active transportation. These documents include the following:

- + 2010 Corporate Strategic Plan
- + Imagine Stratford: Town Official Plan
- + Zoning Stratford: Development Bylaw
- + Active Transportation Master Plan (existing)
- + Master Transportation Plan
- + Park Master Plan
- + Community Campus Plan
- + Stormwater Management Plan
- + Trail detail drawings (Stratford Trail & Trans-Canada Trail)

There are also several documents from neighbouring municipalities or the province that helped to guide the development of this Plan:

- + Regional Active Transportation Plan Greater Charlottetown Area
- + Charlottetown's Active Transportation Network
- + Charlottetown Area Municipalities Act Prince Edward Island Planning Act
- + PEI Active Transportation Network Plan
- + Highway Signage Act

1.2 COMMUNITY CONSULTATION

Input from the community was critical in order to understand the current state of active transportation in Stratford and to ascertain the key issues and opportunities. Recognizing this, an extensive initial engagement process was undertaken in order to lay the foundation for the development of the Draft Plan. Community members and stakeholders were asked to share their insights, perspectives, and priorities for active transportation in the Town of Stratford. Over two months, a series of engagement activities resulted in approximately 170 points of interaction. To ensure that diverse points of view would be considered in the Draft Plan, the project team undertook the following engagement activities:

- + A project website and online engagement portal that generated 37 connections
- + Two community pop-up engagement sessions with 100 participants
- + An in-person workshop with 20 attendees including Municipal Staff and Councilors and Active Transportation Sub-Committee members
- + Interviews with 13 different stakeholder organizations

Stakeholder interviews were held with the following organizations:

- + Bike Friendly Communities Charlottetown
- + PEI ATV Federation
- + PEI Snowmobile Association
- + Island Walk
- + PEI Cycling Tours
- + Recreation PEI
- + Tourism PEI
- + Quality Tourism Services
- + Aboriginal Sports Circle
- + Native Council PEI
- + Provincial Department of Transportation and Infrastructure
- + Royal Canadian Mounted Police

The engagement activities undertaken in this phase generated a large amount of feedback and data. The results from these activities demonstrate a series of key themes and findings, which are explored in the What We Heard Report completed in April 2023, and summarized in Chapter 2: Goals (see page 7).

DRAFT PLAN PRESENTATION

A Draft Active Transportation Plan was presented to the public and stakeholders on June 15, 2023.

After the presentation, participants had the opportunity to review printed copies of the Draft Plan, complete a short survey, speak to the project team directly, and engage in self-directed feedback activities with support from the project team if needed.

Participants gathered in groups of 4 to 6 to discuss five topics: The Project Goals, Facility Design, Network Design, Amenities, and Programs and Initiatives. Participants were prompted with the following questions:

- + What about the Draft Plan surprises you?
- + What about the Draft Plan confuses you?
- + What about the Draft Plan needs adjustment?
- + What about the Draft Plan excites you?

Each group was then invited to present a short summary of what they discussed with the rest of the room.

At the end, there was time for additional questions and comments, before the event wrapped up.

Wherever appropriate, public input following the presentation was incorporated in the Final Plan.

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2 GOALS



These goals flow from the Background Analysis report, best practices, as well as community feedback and experiences. They have guided the proposed network and active transportation recommendations included in this Active Transportation Plan.



Expand regional connections

Expand regional links connecting neighbourhoods and destinations, and create a network that explores the diverse landscape of Stratford and beyond.



Mitigate impacts of climate change

Reduce Stratford's carbon footprint by increasing the uptake of active transportation and limiting car use.



Embrace inclusive & universal design

Make active transportation an accessible and affordable choice for all residents and visitors, including people of all ages, abilities, races, genders, sexualities, and incomes.



Support community resilience

Highlight the benefits of active transportation in creating an environmentally, socially, and economically sustainable and healthy Town.



Shift transportation priorities

Prioritize active transportation by encouraging behaviour change and a shift in attitude and values that have traditionally favoured private single-occupant vehicles.



Simplify navigation

Encourage exploration by creating a network of streets and trails that are well connected and intuitive to navigate by active transportation.



Attract visitors & residents

Draw new visitors and residents to experience Stratford's natural beauty and high quality of life.

3 *FACILITY DESIGN*



The active transportation network in Stratford is made up of a wide variety of facility types, including wooded trails, boardwalks, sidewalks, multi-use paths, paved shoulders, and shared roads. This chapter outlines design guidelines for each of these facility types. While the active transportation network outlined in this Plan does not include all of the facility types described in this chapter, these guidelines can be referenced or adopted in the development of other active transportation facilities.

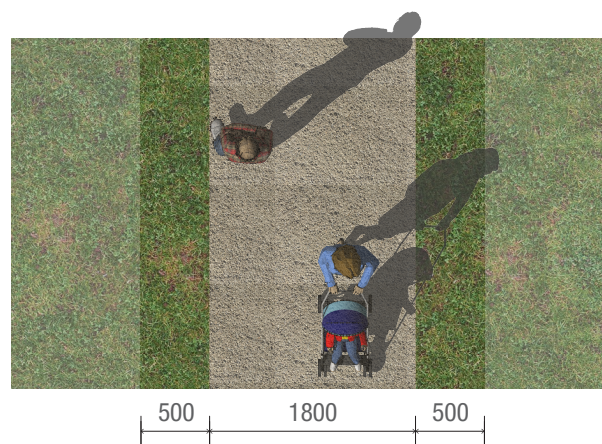
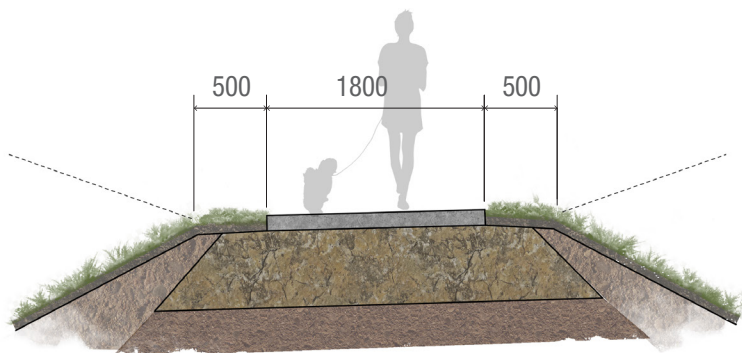
Each facility type has been assigned specific widths for costing purposes, but should only be used as a general guideline, as facility dimensions may vary depending on the location. Measurements on the drawings in this section are given in millimetres.

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

Cost estimates are provided for each individual network recommendation in Chapter 4. These are preliminary, and represent an opinion of probable costs based on the current high-level conceptual design; the estimates are based on a standard cost per facility and may not include the costs of additional site-specific work that may be required for implementation. These costs are therefore for initial budgetary discussions only.

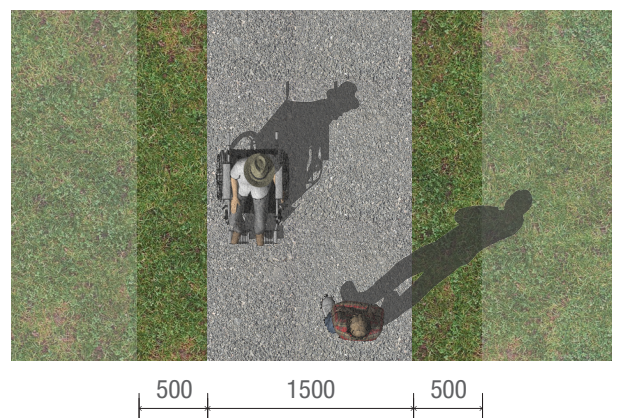
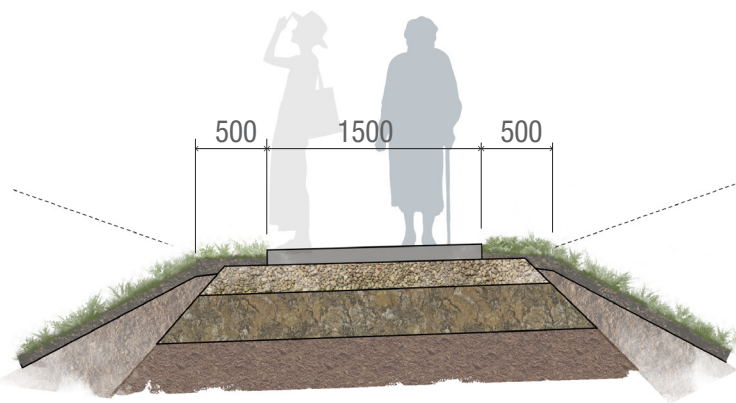
UNPAVED PEDESTRIAN TRAIL

<i>DESCRIPTION</i>	Unpaved pedestrian trails should be 1.8 metres wide or 1.5 metres at minimum. They are best suited for low- to medium-traffic routes. Accessibility varies on these trails depending on the dimensions, slope, and surfacing. Crusher dust (or other specialized surface materials like Organic-Lock) may be accessible for the use of most assistive devices, while large gravel or natural trails (e.g., surfaced with earth, sand, grass) may not.
<i>POTENTIAL USES</i>	+ Pedestrians, snowshoers, cross-country skiers
<i>CLEARANCE</i>	+ Vertical clearance of 3.0 metres (minimum) + Both sides kept clear of brush for 0.5 metres (minimum)
<i>DESIRED SLOPES</i>	+ 1-5% (running slope) + 1-4% (cross slope)
<i>MAX. SLOPES</i>	+ 10%, or 15% for short sections less than 20.0 m + Stairs and ramps provided over 15%
<i>MAINTENANCE FACTORS</i>	+ Unpaved trails should be cleared of vegetation and debris in spring. + In winter, trails can be groomed for skiing or designated for snowshoeing.
<i>ACCESSIBILITY FACTORS</i>	+ Ramps and staircases should be slip-resistant with colour contrasting strips and continuous handrails. + Guide ropes which trail users can hold and follow can improve navigation for people who are blind or low vision.
<i>COST</i>	+ \$100/linear metre (using crusher dust)



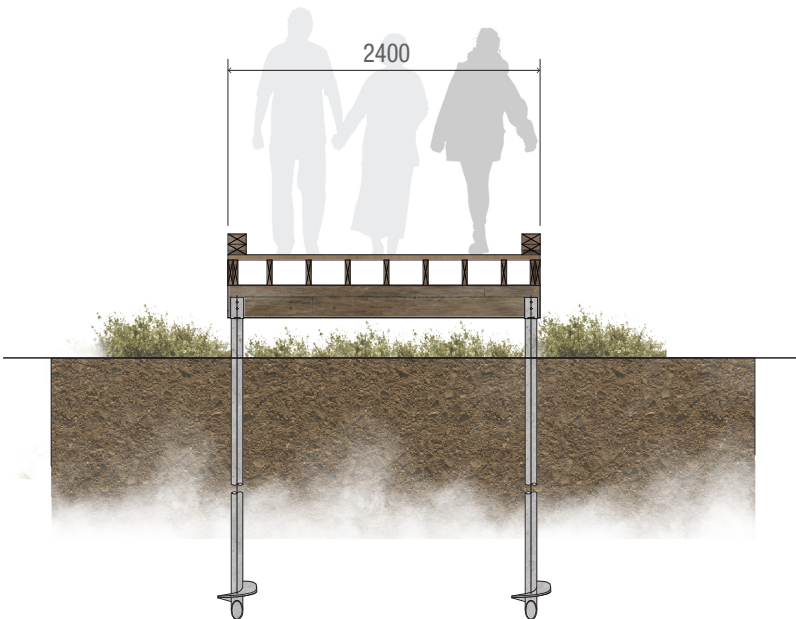
PAVED PEDESTRIAN TRAIL

<i>DESCRIPTION</i>	Paved pedestrian trails should be at least 1.5 metres wide. Paving is most suitable for high-traffic trails with lower slopes, and should be prioritized around trailheads.
<i>POTENTIAL USES</i>	+ Pedestrians, snowshoers, cross-country skiers
<i>CLEARANCE</i>	+ Vertical clearance of 3.0 metres (minimum) + Both sides kept clear of brush for 0.5 metres (minimum)
<i>DESIRED SLOPES</i>	+ 1-5% (running slope) + 1-4% (cross slope)
<i>MAX. SLOPES</i>	+ 10%, or 15% for short sections less than 20.0 metres + Stairs and ramps provided over 15%
<i>MAINTENANCE FACTORS</i>	+ Paved trails should be cleaned in spring and plowed in winter. + Alternatively, paved trails can be groomed for skiing or designated for snowshoeing.
<i>ACCESSIBILITY FACTORS</i>	+ Ramps and staircases should be slip-resistant with colour contrasting strips and continuous handrails.
<i>COST</i>	+ \$180/linear metre



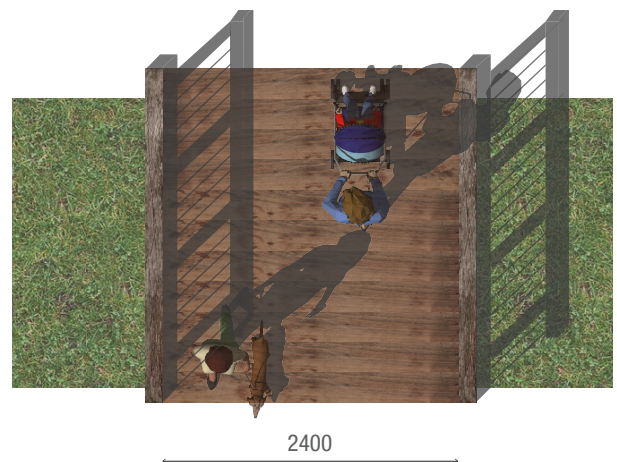
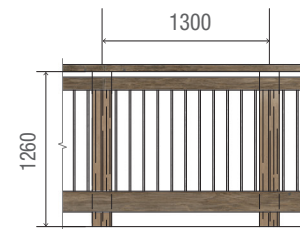
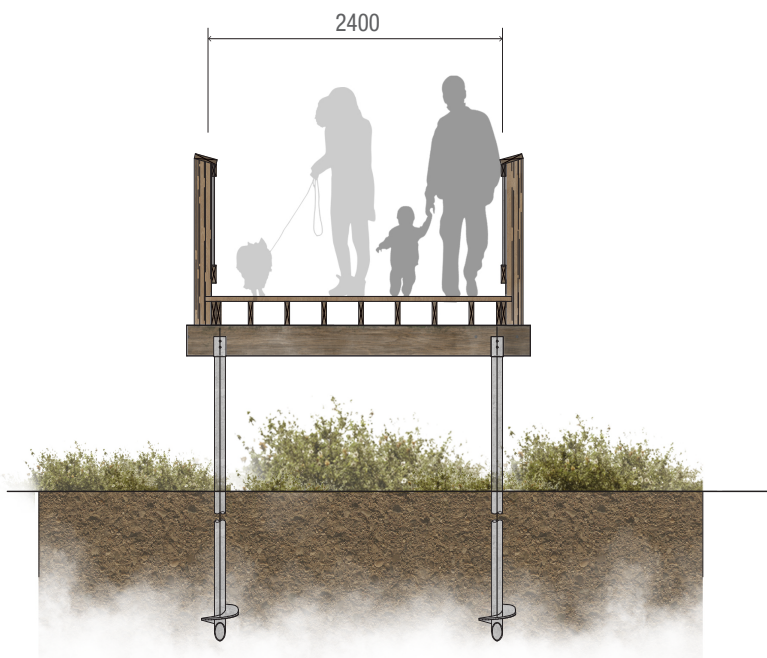
ABOVE GRADE TIMBER BOARDWALK WITH CURB

<i>DESCRIPTION</i>	Boardwalks should be 2.4 metres wide or at least 2.0 metres, and are often constructed along waterfronts or wetlands. Boardwalks should be constructed with a level surface (with minimal difference in height between adjacent timbers) and smooth transitions with the abutting facilities at either end of the boardwalk.
<i>POTENTIAL USES</i>	+ Pedestrians
<i>MAINTENANCE FACTORS</i>	+ Boardwalks should be monitored regularly for raised nails, rotting wood, and other hazards.
<i>ACCESSIBILITY FACTORS</i>	+ The firm surface and flat grade mean that boardwalks are typically a comfortable facility for people with mobility concerns, though gaps between boards should be minimized to make these facilities more desirable for people using assistive devices. + Anti-slip treads can prevent falls in wet climates.
<i>COST</i>	+ \$670/linear metre



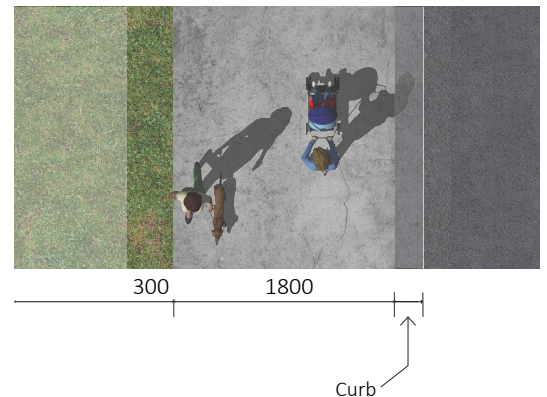
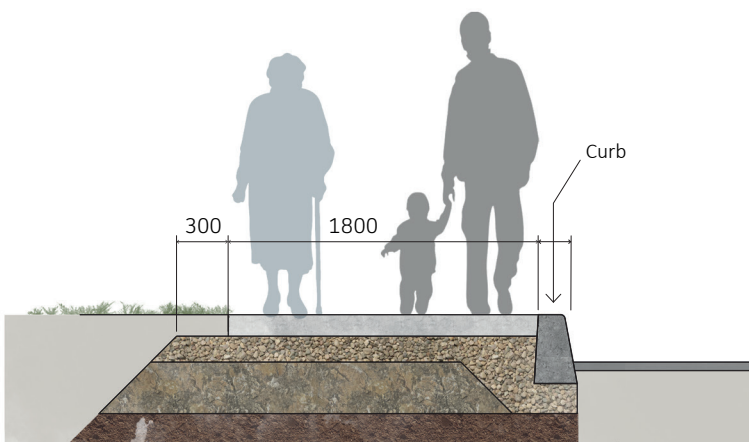
ABOVE GRADE TIMBER BOARDWALK WITH RAILING

<i>DESCRIPTION</i>	Boardwalks should have a railing provided where the surface is more than one metre above the ground. Boardwalks should be 2.4 metres wide or at least 2.0 metres, and are often constructed along waterfronts or wetlands. Boardwalks should be constructed with a level surface (with minimal difference in height between adjacent timbers) and smooth transitions with the abutting facilities at either end of the boardwalk.
<i>POTENTIAL USES</i>	+ Pedestrians
<i>MAINTENANCE FACTORS</i>	+ Boardwalks should be monitored regularly for raised nails, rotting wood, or other hazards.
<i>ACCESSIBILITY FACTORS</i>	+ The firm surface and flat grade mean that boardwalks are typically a comfortable facility for people with mobility concerns, though gaps between boards should be minimized to make these facilities more desirable for people using assistive devices. + Anti-slip treads can prevent falls in wet climates.
<i>COST</i>	+ \$1,130/linear metre



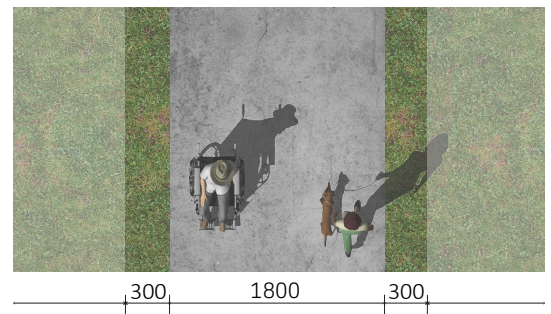
SIDEWALK WITH CURB

<i>DESCRIPTION</i>	Sidewalks are a paved path along the road, and curbs provide an elevation between the roadway and sidewalk. Sidewalks can be surfaced with asphalt or concrete, and should be a minimum of 1.8 metres wide. Allowed uses vary, but these facilities are primarily designed for pedestrian use.
<i>POTENTIAL USES</i>	+ Pedestrians
<i>CLEARANCE</i>	+ Off-road side kept clear for 0.3m (minimum)
<i>DESIRED SLOPES</i>	+ 1-5% (running slope) + 1-2% (cross slope)
<i>MAINTENANCE FACTORS</i>	+ Sidewalks should be kept clear of debris, and cleared of snow and ice in winter. + Sidewalks should be monitored regularly for sunken or raised slabs.
<i>ACCESSIBILITY FACTORS</i>	+ Curb cuts should be placed at all intersections, driveways, and adjacent to accessible parking spots. + Tactile attention indicators (TAIs) should be placed at curb cuts to alert pedestrians they are entering a roadway.
<i>COST</i>	+ \$740/linear metre



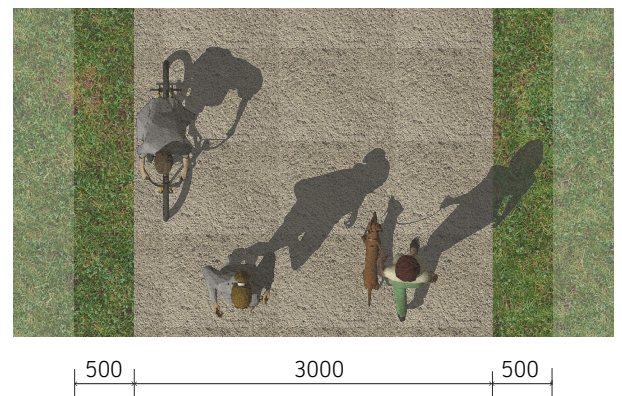
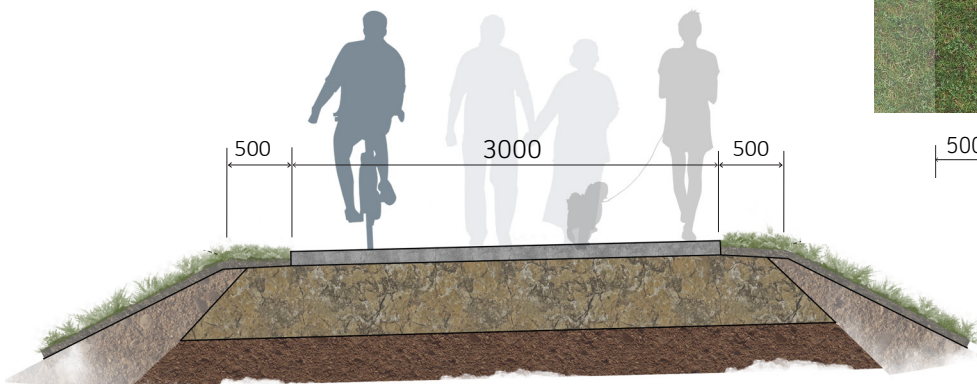
SIDEWALK WITHOUT CURB

<i>DESCRIPTION</i>	Sidewalks without curbs are separate from roadways, and can be more accessible for people with mobility concerns. Sidewalks can be surfaced with asphalt or concrete, and should be a minimum of 1.8 metres wide. Allowed uses vary, but these facilities are primarily designed for pedestrian use.
<i>POTENTIAL USES</i>	+ Pedestrians
<i>CLEARANCE</i>	+ Vertical clearance of 3.0 metres (minimum) + Both sides kept clear of brush for 0.3 metres (minimum)
<i>DESIRED SLOPES</i>	+ 1-5% (running slope) + 1-2% (cross slope)
<i>MAINTENANCE FACTORS</i>	+ Sidewalks should be kept clear of debris, and cleared of snow and ice in winter. + Sidewalks should be monitored regularly for sunken or raised slabs.
<i>ACCESSIBILITY FACTORS</i>	+ Curb cuts should be placed at all intersections, driveways, and adjacent to accessible parking spots. + Tactile attention indicators (TAIs) should be placed at curb cuts to alert pedestrians they are entering a roadway.
<i>COST</i>	+ \$590/linear metre



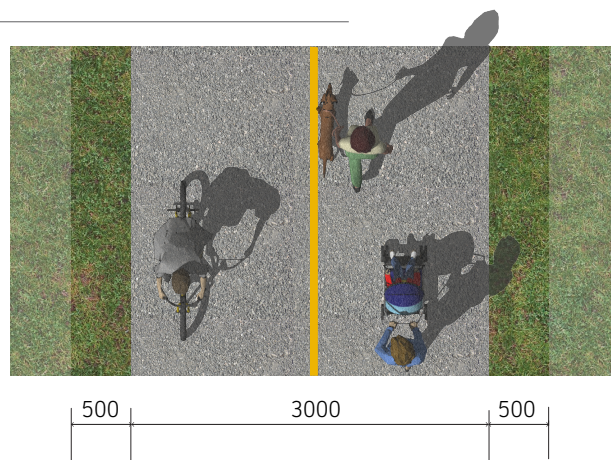
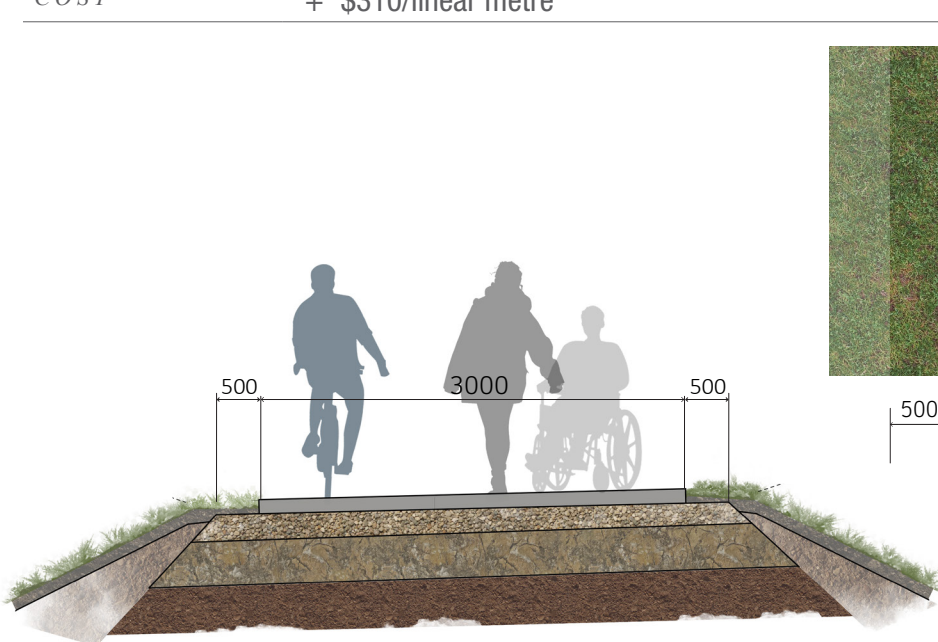
UNPAVED MULTI-USE PATH

<i>DESCRIPTION</i>	Multi-use paths are separated from the road and shared by a variety of uses. Paths should be 3.0 metres wide, or a minimum of 2.5 metres. Crusher dust or other specialized surface materials may be accessible for the use of most assistive devices, while gravel trails are not. Multi-use paths should connect to on-street routes with a similar level of comfort.
<i>POTENTIAL USES</i>	+ Pedestrians, cyclists and other non-motorized wheeled modes, snowshoers, cross-country skiers
<i>CLEARANCE</i>	+ Vertical clearance of 3.0 metres (minimum) + Both sides kept clear of brush for 0.5 metres (minimum)
<i>DESIRED SLOPES</i>	+ 1-5% (running slope) + 1-4% (cross slope)
<i>MAX. SLOPES</i>	+ 5%, or 8% for short sections less than 20.0 metres
<i>MAINTENANCE FACTORS</i>	+ Unpaved multi-use paths should be cleared of vegetation and debris in spring. + In winter, multi-use paths can be groomed for skiing or designated for snowshoeing.
<i>ACCESSIBILITY FACTORS</i>	+ High-speed uses can be physically separated, or widening the path at regular intervals can provide passing space. + Where adjacent to water or slopes, a contrasting physical barrier may help protect users.
<i>COST</i>	+ \$160/linear metre (using crusher dust)



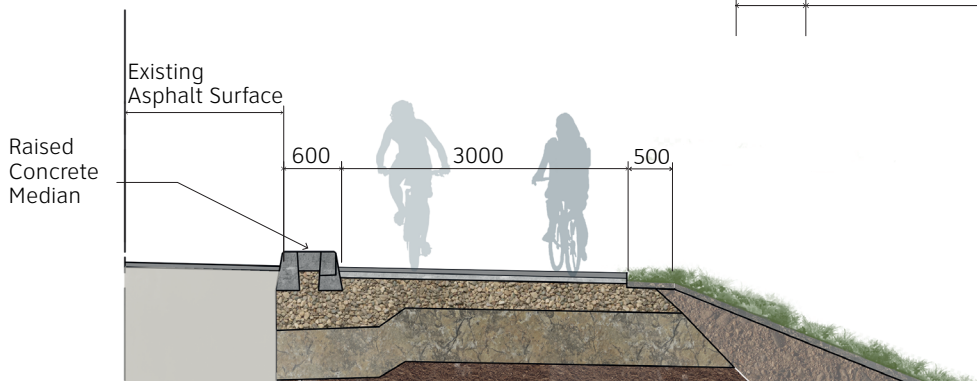
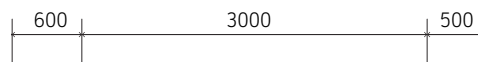
PAVED MULTI-USE PATH

<i>DESCRIPTION</i>	Multi-use paths are separated from the road and shared by a variety of uses. Paths should be 3.0 metres wide, or a minimum of 2.5 metres. Pavement should be prioritized around trailheads and is most appropriate for assistive devices, cycling, and small-wheeled modes like skateboarding. Multi-use paths should connect to on-street routes with a similar level of comfort.
<i>POTENTIAL USES</i>	+ Pedestrians, cyclists and other non-motorized wheeled modes, snowshoers, cross-country skiers
<i>CLEARANCE</i>	+ Vertical clearance of 3.0 metres minimum + Both sides kept clear of brush for 0.5 metres minimum
<i>DESIRED SLOPES</i>	+ 1-5% (running slope) + 1-4% (cross slope)
<i>MAX. SLOPES</i>	+ 5%, or 8% for short sections less than 20.0 metres
<i>MAINTENANCE FACTORS</i>	+ Paved multi-use paths should be cleaned in spring and plowed in winter. + Alternatively, paths can be groomed for skiing or designated for snowshoeing.
<i>ACCESSIBILITY FACTORS</i>	+ High-speed uses can be physically separated, or widening the path at regular intervals can provide passing space. + Where adjacent to water or slopes, a contrasting physical barrier may help protect users. + Tactile attention indicators (TAIs) should be placed at crossings to alert pedestrians they are entering a roadway.
<i>COST</i>	+ \$310/linear metre



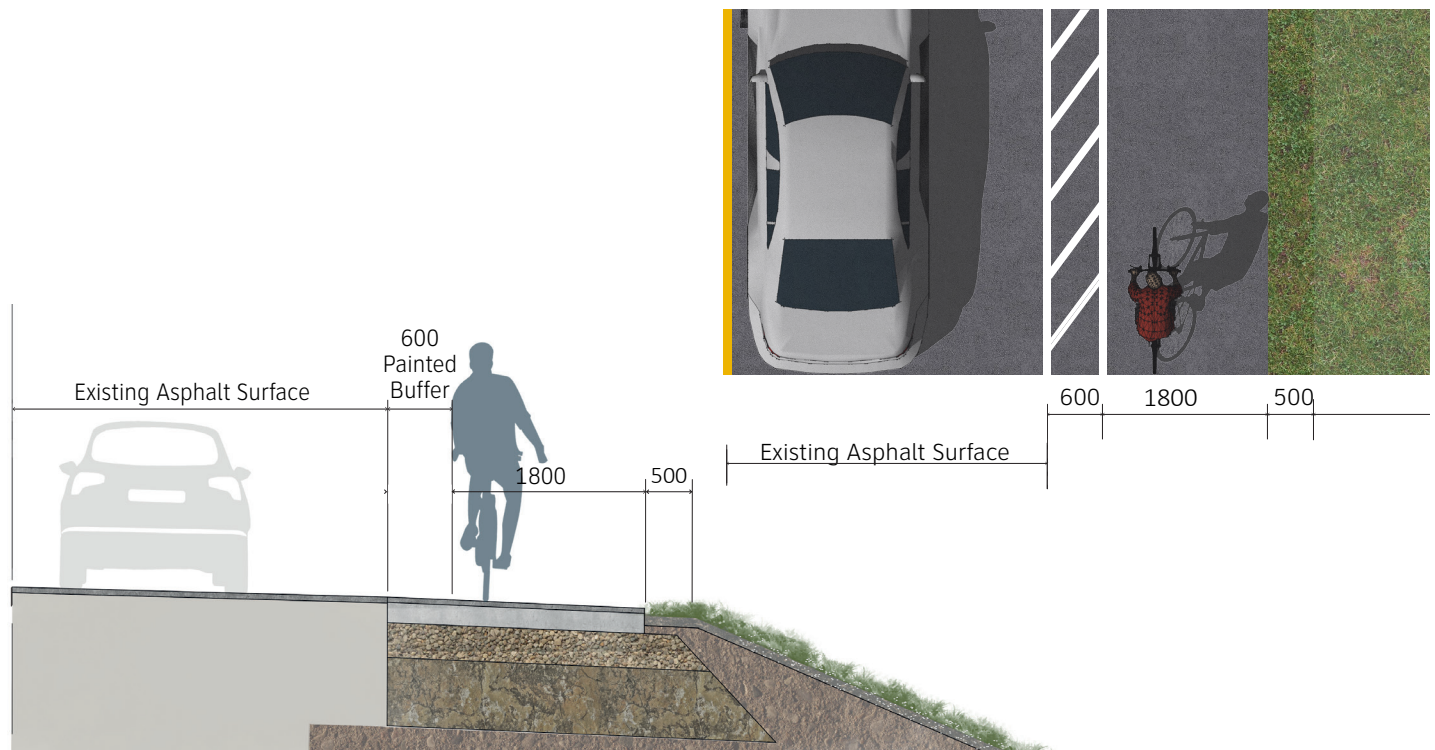
PROTECTED TWO-WAY BIKE LANE

<i>DESCRIPTION</i>	Protected bike lanes are physically separated from the adjacent travel lane, and should be 3.0 metres wide, or a minimum of 2.4 metres. Separation can be achieved by using mountable curbs, flexible affixed delineator posts, planters, or by a strip of grass or plantings. Bi-directional facilities can present design challenges, such as increased conflict at driveways and intersections.
<i>POTENTIAL USES</i>	+ Cyclists
<i>CLEARANCE</i>	+ Vertical clearance of 3.0 metres minimum + Off-road side kept clear for 0.5m (minimum)
<i>BUFFERS</i>	+ 0.6m physical barrier + Add additional 0.6m buffer when adjacent to on-street parking
<i>MAINTENANCE FACTORS</i>	+ Bike lanes should be swept regularly, and cleared of snow in winter.
<i>ACCESSIBILITY FACTORS</i>	+ Where bike lanes approach pedestrian crossings (such as at transit stops or on-street parking), they can be designed with traffic calming measures to encourage cyclists to approach at a safe speed.
<i>COST</i>	+ \$790/linear metre



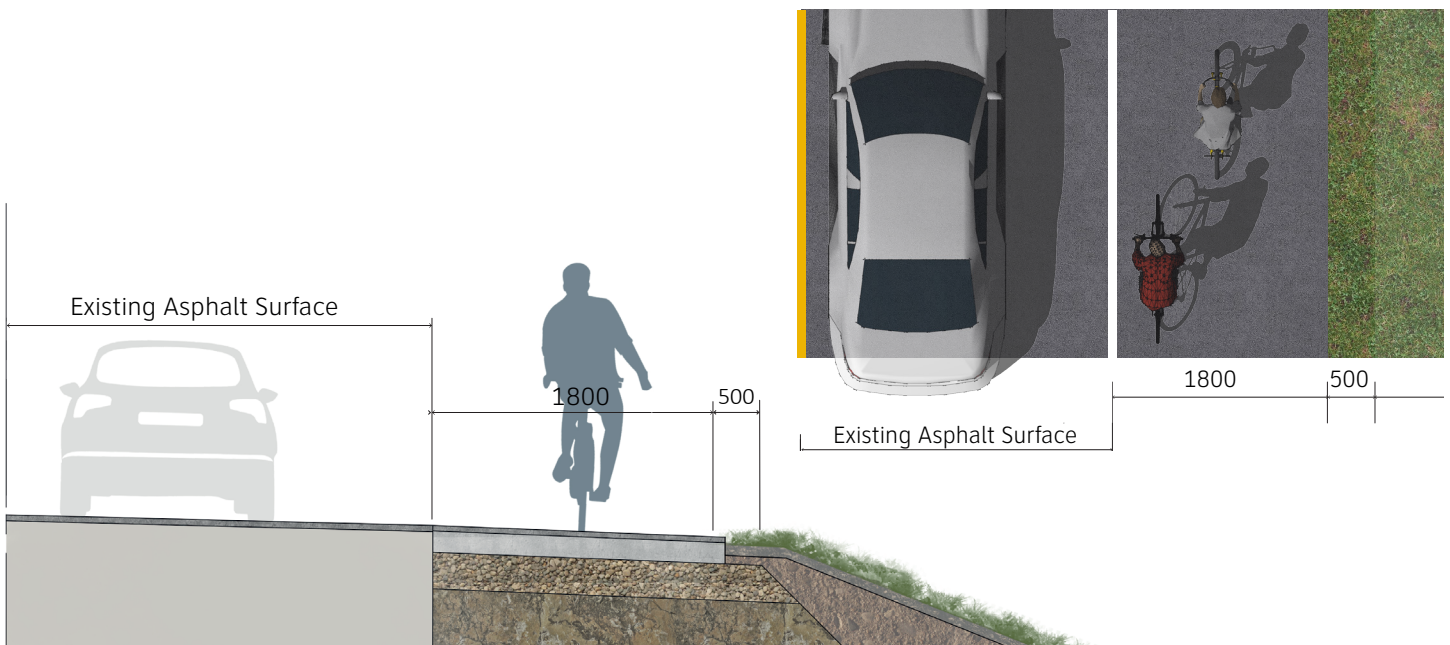
BUFFERED ONE-WAY BIKE LANE

<i>DESCRIPTION</i>	Buffered bike lanes provide a painted barrier between the dedicated space for people cycling and the adjacent travel or parking lane. Buffered one-way bike lanes should be 1.8 metres wide, or a minimum of 1.5 metres. If unobstructed, the buffer space may also be used by people cycling to avoid obstacles or overtake other cyclists. Buffered bike lanes are best suited for 40 to 50 km/h roads with moderate traffic volumes.
<i>POTENTIAL USES</i>	+ Cyclists
<i>CLEARANCE</i>	+ Vertical clearance of 3.0 metres minimum + Off-road side kept clear for 0.5m (minimum)
<i>BUFFERS</i>	+ 0.6 metre painted buffer throughout + Add additional 0.6m buffer when adjacent to on-street parking
<i>MAINTENANCE FACTORS</i>	+ Bike lanes should be swept regularly, and cleared of snow in winter.
<i>ACCESSIBILITY FACTORS</i>	+ Where bike lanes may approach pedestrian crossings (such as transit stops or on-street parking), they can be designed with traffic calming measures to encourage cyclists to approach at a safe speed.
<i>COST</i>	+ \$460/linear metre



ONE-WAY BIKE LANE

<i>DESCRIPTION</i>	This conventional type of bike lane is separated from the adjacent travel lane by a single line of paint, and marked with a bicycle stencil used to "stamp" and designate a paved shoulder as a bikeway. Bike lanes should be 1.8 metres wide, or a minimum of 1.5 metres. One-way bike lanes are best suited for two-lane roads with traffic speeds of 50 km/h or less, and low-to-moderate traffic volumes, as they provide little protection for cyclists. Due to the lack of physical separation between conventional bike lanes and the adjacent travel lane, these facilities may be uncomfortable for less experienced cyclists.
<i>POTENTIAL USES</i>	+ Cyclists
<i>CLEARANCE</i>	+ Vertical clearance of 3.0 metres minimum + Off-road side kept clear for 0.5m (minimum)
<i>BUFFERS</i>	+ Add 0.6m buffer when adjacent to on-street parking
<i>MAINTENANCE FACTORS</i>	+ Bike lanes should be swept regularly, and cleared of snow in winter.
<i>ACCESSIBILITY FACTORS</i>	+ Where bike lanes may approach pedestrian crossings (such as transit stops or on-street parking), they can be designed with traffic calming measures to encourage cyclists to approach at a safe speed.
<i>COST</i>	+ \$370/linear metre + \$10/linear metre where a paved shoulder exists

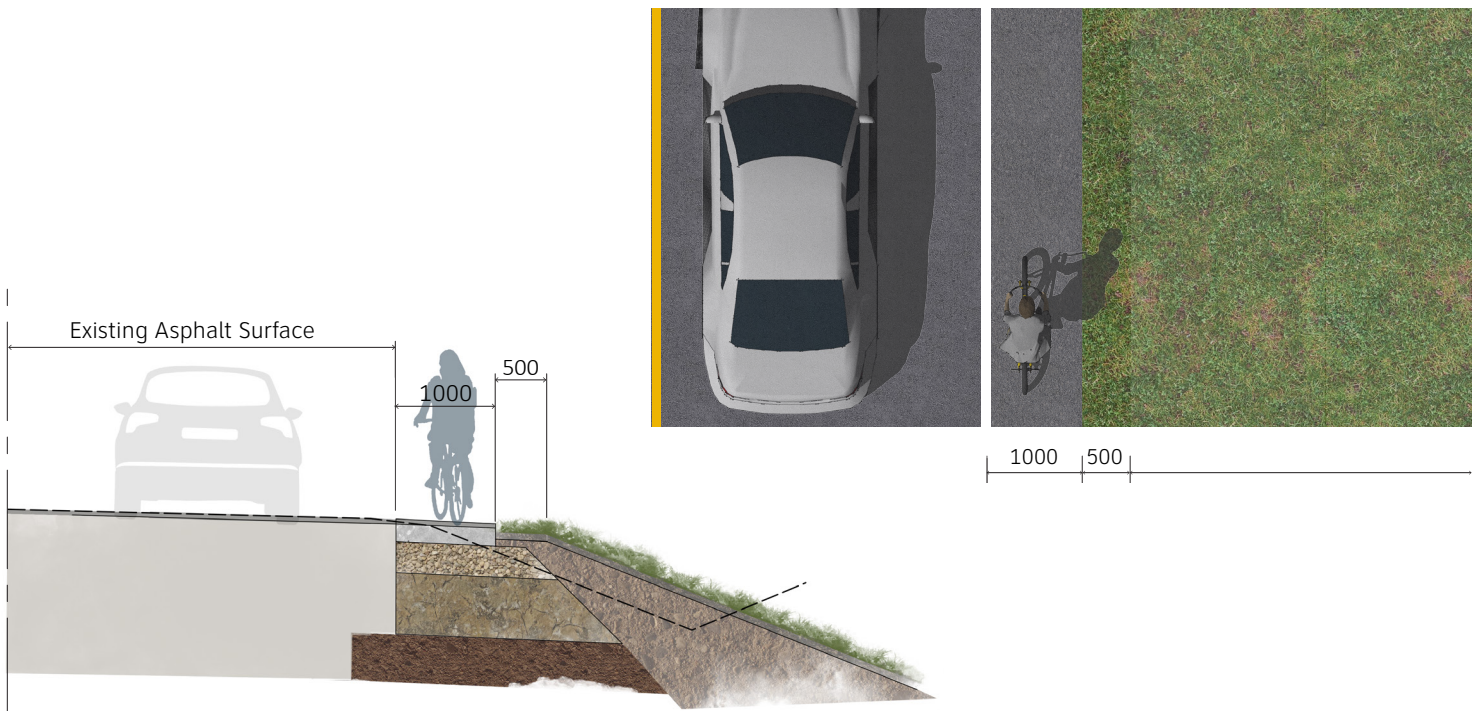


PAVED SHOULDER

DESCRIPTION The shoulder is the area to the right of the travel lane, between the white painted line and the edge of roadway. If sufficiently wide, paved shoulders provide a space for active transportation including cycling and walking. However, they are not designated or marked as a bike lane or sidewalk.

On PEI, some shoulders are as narrow as 0.6 or 0.7 metres, but the Province has recently adjusted its standards and begun installing wider shoulders. Generally speaking, paved shoulders should be wider on streets with higher traffic volumes and higher speed limits.

POTENTIAL USES	+ Cyclists, pedestrians
CLEARANCE	+ Vertical clearance of 3.0 metres minimum + Off-road side kept clear for 0.5m (minimum)
BUFFERS	+ Add 0.6m buffer when adjacent to on-street parking
MAINTENANCE FACTORS	+ Paved shoulders should be swept regularly, and cleared of snow in winter.
COST	+ \$240/linear metre for 1.0m shoulder + \$320/linear metre for 1.5m shoulder + \$400/linear metre for 2.0m shoulder



SHARED STREET

DESCRIPTION

Shared streets make use of regulatory signage and sometimes pavement markings to indicate that the street is a preferred route for active transportation. As no sidewalk, paved shoulder, or bike lane is provided, pedestrians and cyclists are expected to use these routes by walking or cycling in mixed traffic, sharing the street with motor vehicles.

A shared street may be implemented where a street with lower traffic volume and lower posted speeds form an important connection between two active transportation facilities. They may also be implemented where a street is too narrow to fit dedicated active transportation facilities. For cyclists, shared streets may require a high degree of confidence and skill on the part of the bicycle rider.

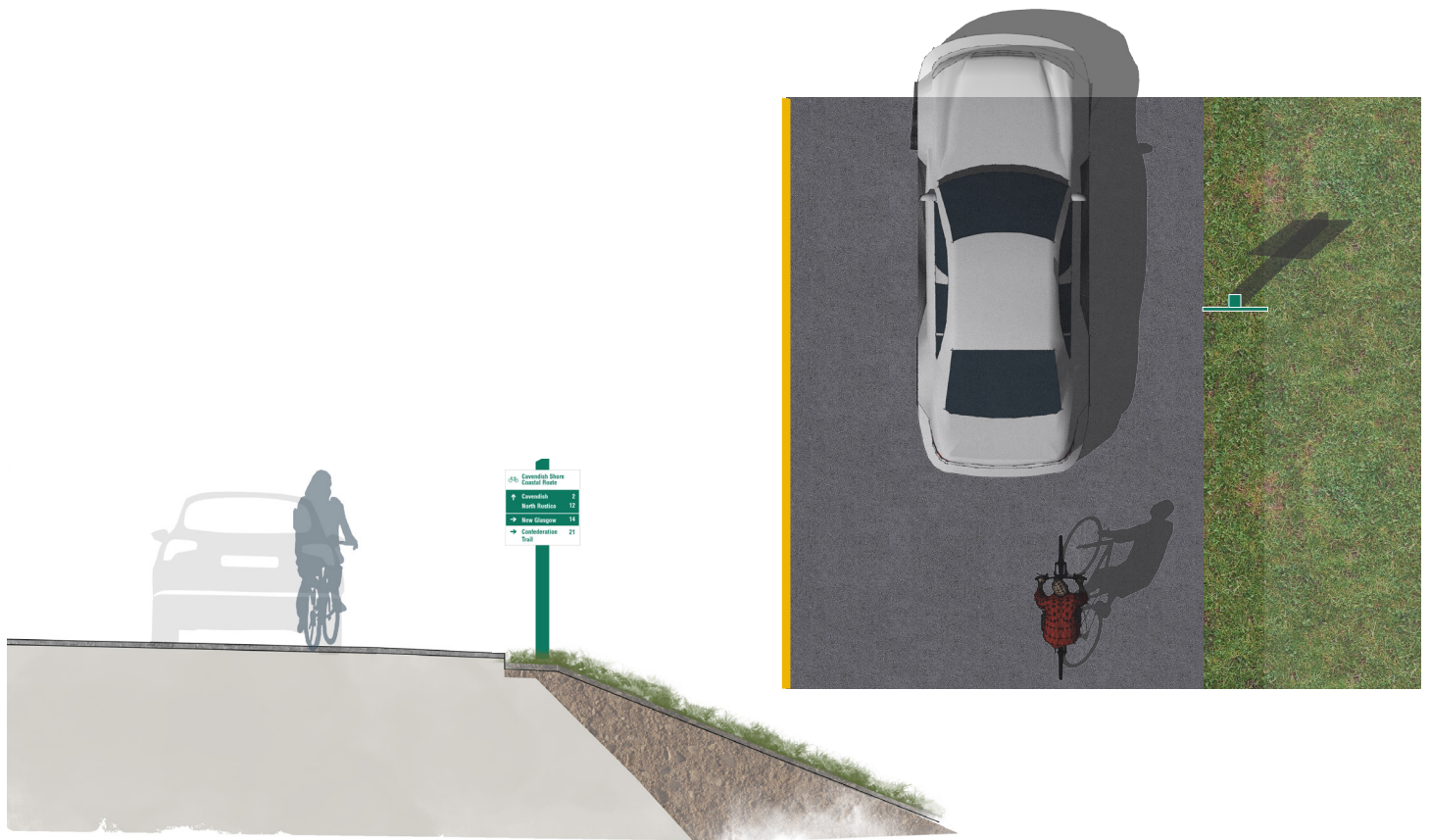
It is important to note that while many low-volume residential streets in Stratford were designed without sidewalks, their designation as shared streets may necessitate a conscious redesign rather than the addition of regulatory signage only. Sidewalks or a separated multi-use path should be added when upgrading substandard neighbourhood streets.

POTENTIAL USES

+ Confident cyclists, pedestrians

COST

+ \$2/linear metre



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4 NETWORK DESIGN



The primary component of a strong active transportation system is a network of safe and convenient infrastructure for walking, wheeling, cycling, and other non-motorized modes of transportation, both locally within neighbourhoods and more broadly between major destinations. This infrastructure includes:

- + Sidewalks: Wide and well-maintained sidewalks that provide safe and comfortable walking spaces for pedestrians.
- + Bike lanes: Protected or separated bicycle lanes that provide a safe and dedicated space for cycling.
- + Multi-use paths: Dedicated off-street paths that are designed to be shared between people walking, wheeling, and cycling.
- + Crosswalks and crossrides: Clearly marked and well-lit street crossings that provide continuity for active transportation users across streets and through intersections.
- + Traffic calming measures: Features in the roadway that are designed to reduce vehicle speeds and improve safety for people walking, wheeling, and cycling, such as traffic circles, speed tables, and raised crosswalks.

The location and design of these active transportation facilities, as well as their links to other forms of transportation, will determine the success of the network. The ideal network will consist of routes connecting communities, employment centres, schools, major parks and beaches, tourist destinations, hospitals, and other amenities. An effective network that makes these links will help to establish active transportation as a more convenient and desirable choice for residents, and attract visitors who want to experience the Town of Stratford by active transportation.

This chapter describes the complete set of network design recommendations that make up the Active Transportation Network Plan. This includes facility recommendations as well as general network guidelines which offer recommendations for treatments throughout the active transportation network. These recommendations serve as the foundation for the active transportation network plan in Stratford. The Town may add to or modify this network plan over time.

Each facility recommendation in this chapter includes a description, implementation suggestions, potential partnerships, and estimated costs. The costs provided are calculated using a standard cost per facility (provided in chapter 3 - Facility Design) and are for preliminary budget discussion only - accurate site-specific costing that takes into account the unique existing conditions for each facility would require further study.

Each facility recommendation also includes the reasons for which it is being included in the Plan. These reasons were considered in terms of their intensity, in combination with one another, and in the broader context of connectivity within the town, to determine where facilities or improvements were required. These reasons include:

-  **Intersection safety** - Recommendation includes treatment for an Intersection that is currently unsafe or uncomfortable for AT users and requires improvements
-  **Higher traffic route** - Recommendation includes treatment for a road that experiences higher vehicle traffic volumes, making it unsafe or uncomfortable for AT users
-  **Regional connection** - Recommendation contributes to improving AT connectivity between Stratford and neighbouring communities or destinations
-  **Local connection** - Recommendation improves connectivity between local AT routes or improves AT access to local amenities or destinations within Stratford
-  **Tourism/ economic development** - Recommendation improves AT experiences for visitors to Stratford
-  **Recreation opportunity** - Recommendation improves access to or directly provides recreational facilities
-  **Higher density neighbourhood/ future development** - Recommendation is in a location where there is high or growing population density, or there is likely to be significant residential or commercial development in the future

The following network maps will be used by Town staff to guide investment in active transportation over the coming years.

FG

GENERAL RECOMMENDATIONS

REGIONAL CONNECTIONS

Wherever possible, active transportation infrastructure in Stratford should match connected regional facilities in terms of facility design and signage. Routes identified in the provincial PEI Active Transportation Network Plan (2023) that connect through Stratford include:

- + Paved shoulders on Bunbury Road between Hopeton Road and the Confederation Trail in Mount Stewart
- + Trail connections in Fullerton's Creek Conservation Park and between Fullerton's Creek Conservation Park and the Trans Canada Trail Mount Herbert extension (via Mount Herbert Road)



CONNECTIVITY IN PRIORITY LOCATIONS

Neighbourhoods and streets without pedestrian infrastructure can create physically isolated areas and discourage residents from walking to nearby amenities. This is particularly difficult for people with disabilities affecting their mobility, and those who do not have access to a vehicle. The facility recommendations in this plan provide a starting place for improving connectivity within Stratford, but the Town should continually explore opportunities to improve connectivity through municipal investments and the Zoning and Development Bylaw.



FG

GENERAL RECOMMENDATIONS

PUBLIC/PRIVATE COLLABORATION

The Town should provide standards for private property owners to use when building active transportation facilities along the frontage of their property.

In some cases, large commercial property owners may choose to improve active transportation access as an interim redevelopment strategy. This might include improvements to existing pathways or new dedicated active transportation connections through parking lots on private property. For major redevelopments, owners are likely to see the advantage of planning for a major transit hub on their property as part of their customer delivery system.

Programs and partnerships can facilitate public-private partnerships to build active transportation infrastructure. The Town should support third parties to develop active transportation projects along or on private property. Successful partnerships carefully delineate responsibilities, facilitate monitoring, and support information sharing through contracts and partnership agreements.



TRANSITIONS BETWEEN FACILITY TYPES

Where the facility type changes along an active transportation route, careful consideration should be given to this connection. Route design should aim to connect any gaps for active transportation users, and where facilities connect or switch sides of the roadway there should be safe crossings and clear signage.



FG

GENERAL RECOMMENDATIONS

PHYSICAL SEPARATION

Active travel lanes that are physically separated from car traffic encourage more people to use active modes of transportation, and can be inexpensive and easy to install. Lighter, quicker, and cheaper forms of separation include affixed delineator posts, concrete barriers, or planter boxes, while more elaborate forms of separation include planted medians or curb-separated pathways. The most appropriate type of separation on a given route will depend on factors such as the posted speed limit, traffic volume, block length, and available space in the right-of-way.



WALKABLE COMMUNITIES

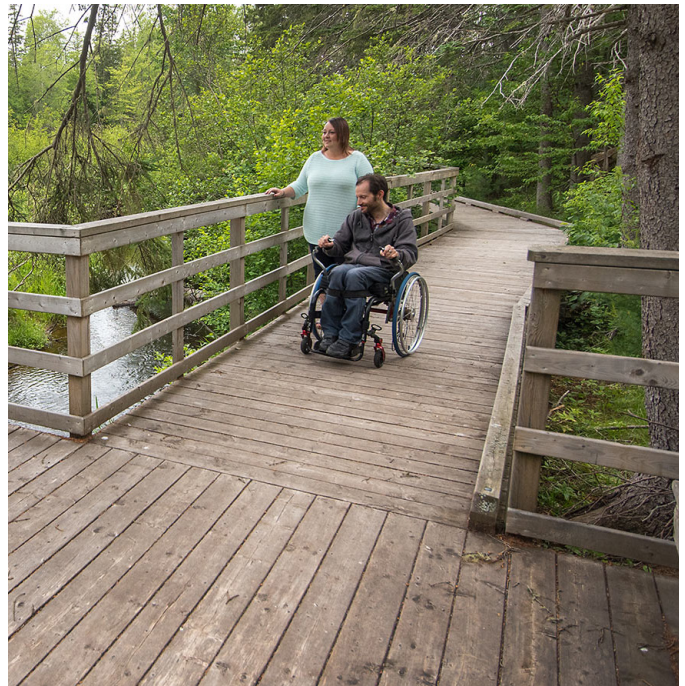
During any review of the Official Plan and Zoning and Development Bylaw, the Town should establish policies and regulations which support walkable communities, emphasizing the importance of multi-modal connections and access to essential amenities.

In building out the pedestrian network, future investments should be focused in high-priority areas such as collision hotspots, safe routes to school, transit priority areas, and corridors planned for higher residential or job densities.

ACCESSIBILITY

In order to make active transportation routes accessible for a broad range of ages and abilities, the following strategies should be applied wherever possible:

- + Level curb cuts at all intersections
- + Accessible pedestrian signals (APS) at signalized intersections with audible signals and vibration
- + Crosswalk buttons placed at an accessible height and kept clear of snow and ice
- + Advanced crossing signals at busy intersections
- + Extended crossing times to ensure slower pedestrians have sufficient time to cross
- + High-contrast tactile indicators at curb cuts
- + Tactile delineator strips to help vision-impaired pedestrians keep to the pedestrian side of a segregated multi-use path
- + Lighting, particularly on off-road routes with no street lighting
- + Benches installed at intervals of 400 metres or less
- + Paved trail surfaces



FG

GENERAL RECOMMENDATIONS

INTERSECTIONS

In order for the transportation network in the Town of Stratford to meet the needs of everyone using it, intersections—both large and small—must function as safely and efficiently as possible. Unused road space should be minimized, and speeds controlled by managing the design and spatial layout of intersections. Street crossings should be designed to be as comfortable and compact as possible in order to facilitate eye contact between pedestrians and motorists.

- + Tighten lane widths and corner radii where possible.
- + Eliminate unnecessary travel lanes.
- + Ensure that stop lines at intersections and parking lot driveways are set back so as to not conflict with any multi-use path, sidewalk, paved shoulder, or bike lane along the intersecting street.
- + Where two streets intersect at an irregular angle, the intersection should be realigned so that the streets meet at 90 degrees. Acute angled intersections reduce visibility for motorists, while obtuse intersections allow for high-speed turns. Both create unnecessarily long pedestrian crossings. Use bumpouts to narrow the crossing distances, stop lines and turn restrictions for motorists, and well-marked crossings for sidewalks and paths.
- + Employ high-visibility zebra markings at all marked crosswalks. This is preferable to standard parallel or dashed pavement markings because it is more visible to approaching vehicles and has been shown to improve yielding behaviour.
- + Where a mid-block crossing coincides with a speed table, it should be designed as a raised crosswalk. Raised crossings, flush with the sidewalk, may be used to encourage motorists to slow down and yield to people crossing. They may be designed in conjunction with curb extensions to shorten the crossing distance.
- + Include adequate lighting in the design of intersections, roundabouts, and mid-block crossings to enhance the safety of vulnerable road users. Designs should conform with the TAC Guide for the Design of Roadway Lighting (Roadway Lighting Guide).
- + In the case of unsignalized intersections or mid-block crossings, user-actuated rectangular rapid flashing beacons (RRFB) may be used to supplement standard crossing warning signs and pavement markings. These lights have been shown to increase driver yielding behaviour, and offer a lower cost alternative to traffic signals.
- + Where there are separate pedestrian and bicycle facilities or multi-use paths, crossings should include both a pedestrian crosswalk and a bicycle crossing, or crossride, distinctly marked with separate systems for triggering a crossing signal (button or weight detection).
- + Utilize leading pedestrian intervals to give pedestrians a five second head start when entering an intersection with a corresponding green signal in the same direction of travel.



FG

GENERAL RECOMMENDATIONS

ROUNDBABOUTS

At present, there are two multi-lane roundabouts and one single-lane roundabout in Stratford. Particularly for multi-lane roundabouts, a multi-use path should be provided around the perimeter of the roundabout. On the roundabout approaches, on-road cycling facilities should transition onto the multi-use path.

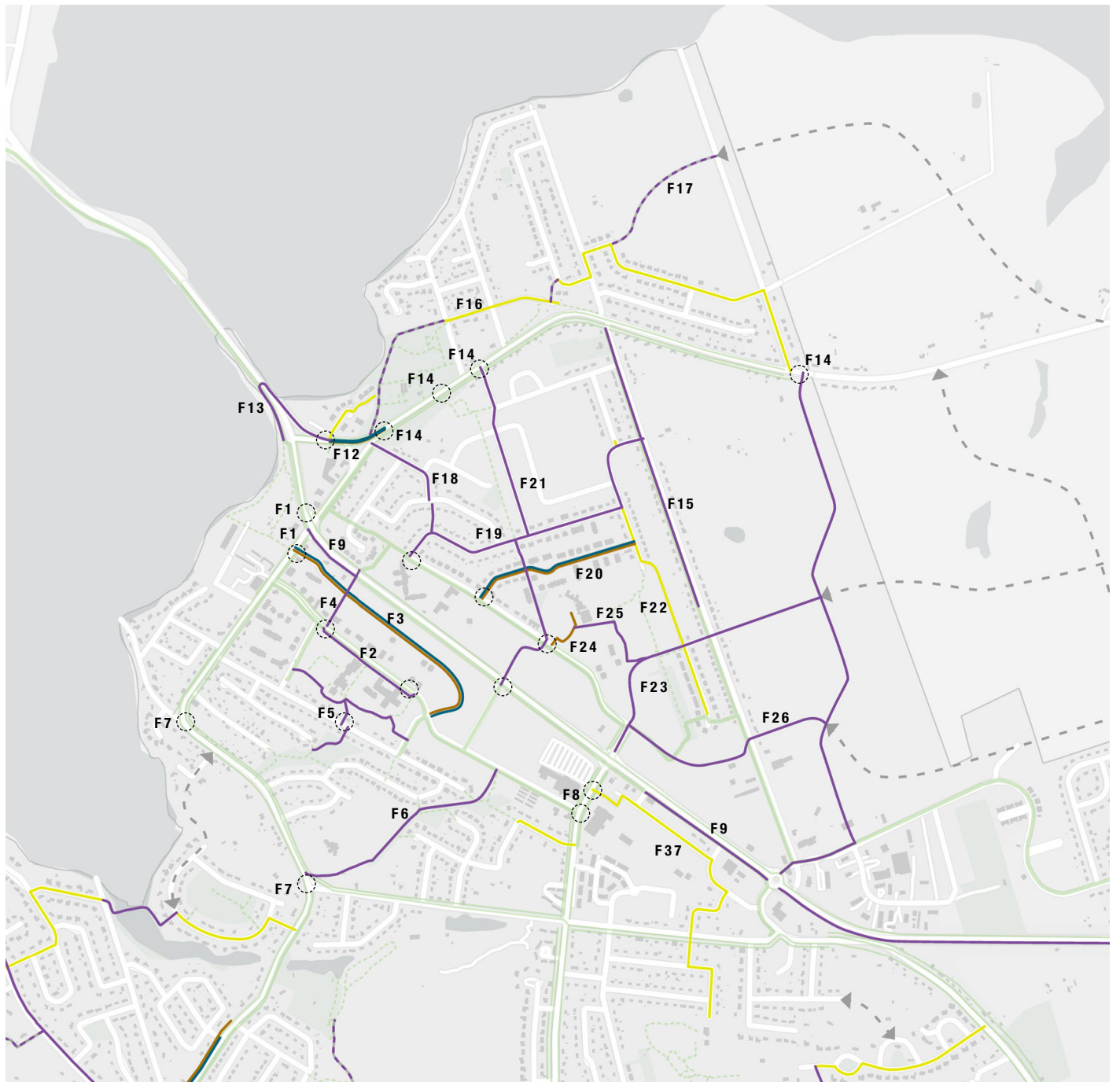
- + Crosswalks and crossrides should be set back 6 to 12 metres from the roundabout in order to minimize the travel distances required of pedestrians and cyclists circumnavigating the roundabout.
- + At each crossing, refuge islands should be implemented between the motor vehicle entry and exit lanes, with a desired width of 3.0 metres to accommodate cargo bikes and bicycles with trailers.

TRANS CANADA TRAIL AMENITIES

Active transportation has a positive influence on tourism spending, but to leverage this, active transportation users need easy access to amenities. The Official Plan and Zoning and Development Bylaw should enable key amenities such as tourism operators and restaurants along the Trans Canada Trail, where appropriate.



OVERVIEW: NORTH STRATFORD



Recommended Facilities

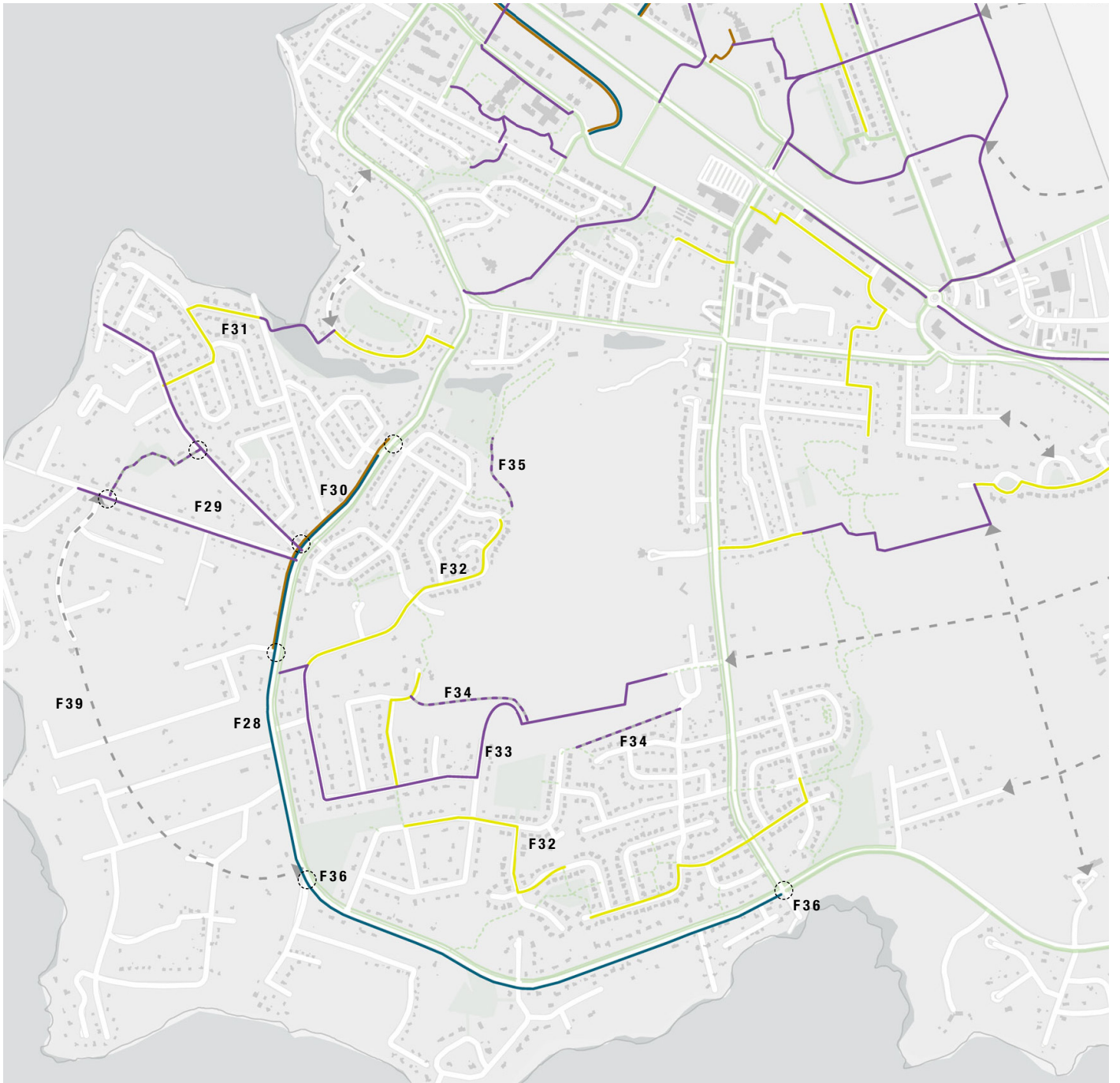
- Multi-use path (paved)
- Multi-use path (unpaved)
- Sidewalk
- Paved shoulder
- Shared street
- Crossing or intersection improvement
- ↔ Requires further study

Existing Facilities

- Paved
- Unpaved



OVERVIEW: SOUTH STRATFORD

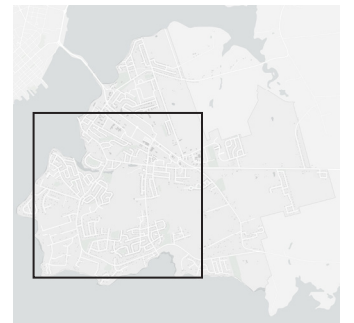


Recommended Facilities

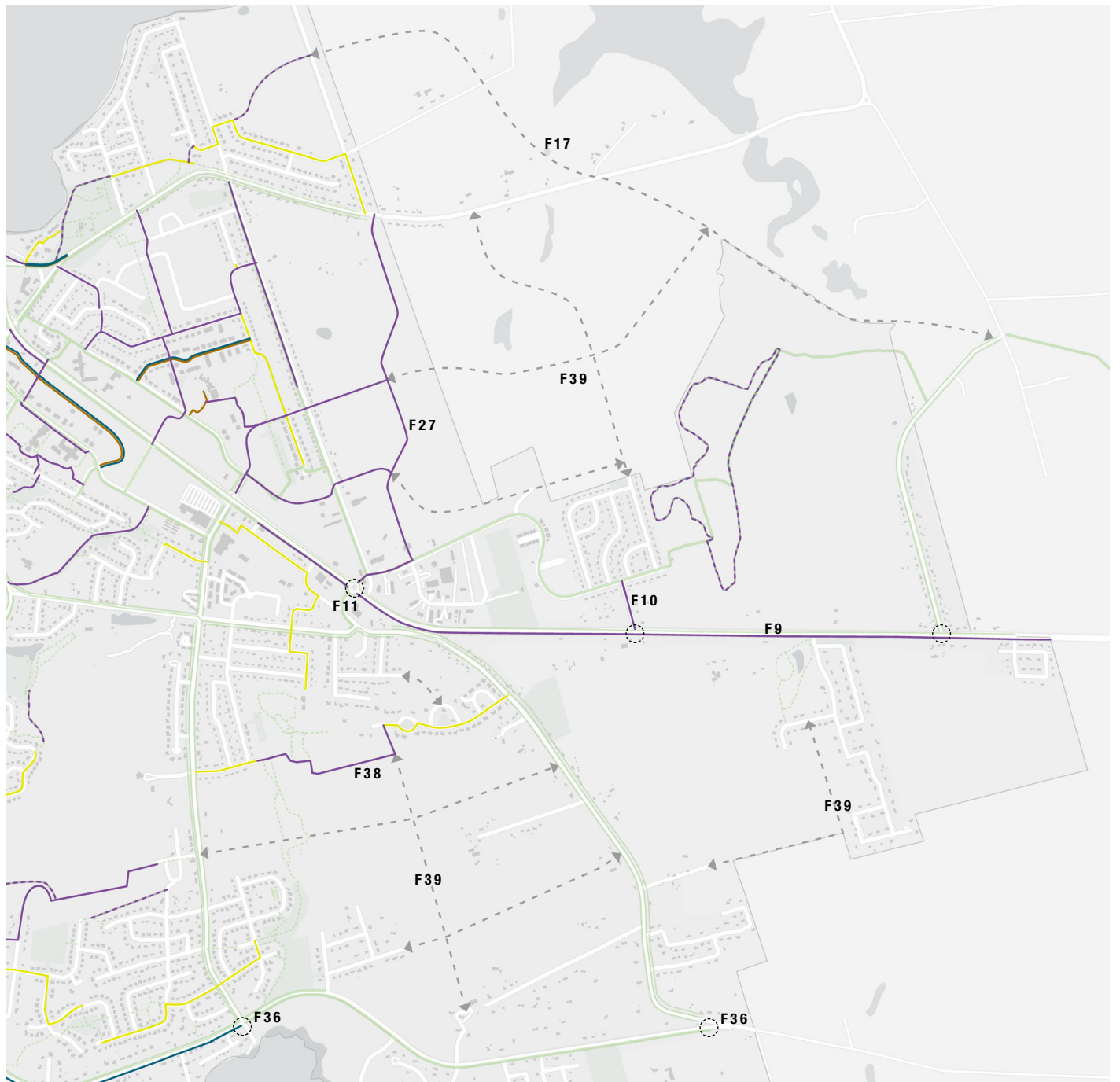
- Multi-use path (paved)
- Multi-use path (unpaved)
- Sidewalk
- Paved shoulder
- Shared street
- Crossing or intersection improvement
- ↔ Requires further study

Existing Facilities

- Paved
- Unpaved



OVERVIEW: EAST STRATFORD



Recommended Facilities

- Multi-use path (paved)
- Multi-use path (unpaved)
- Sidewalk
- Paved shoulder
- Shared street
- Crossing or intersection improvement
- ↔ Requires further study

Existing Facilities

- Paved
- Unpaved



NETWORK COMPONENT

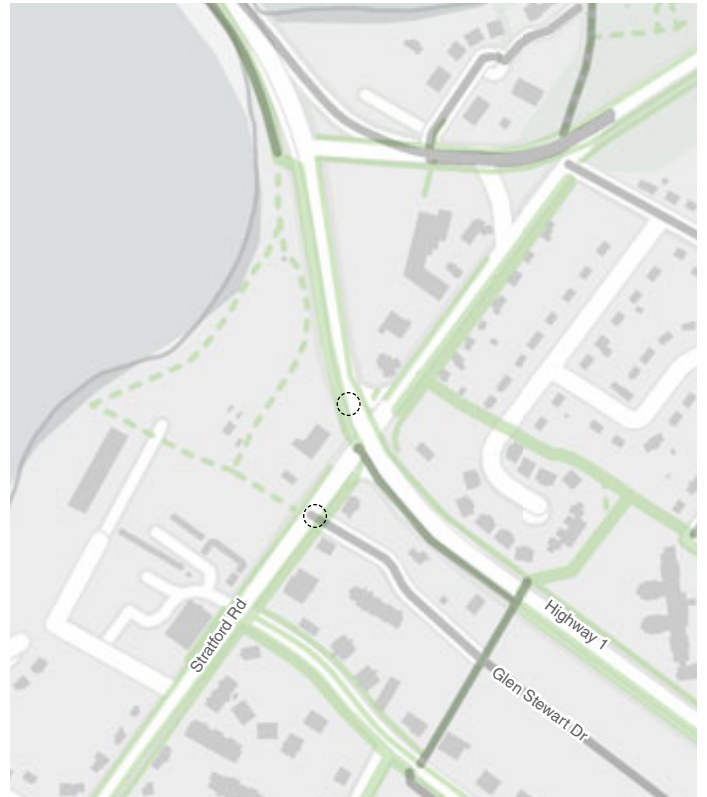
F1

TRANS CANADA TRAIL IMPROVEMENTS AT WATERFRONT PARK

DESCRIPTION

The Hillsborough Bridge multi-use path, also known as the Trans Canada Trail, parallels Highway 1 between the bridge and Stratford Road. Two improvements are recommended along this section of path:

- + The Esso (at the corner of Highway 1 and Stratford Road) has two wide driveway accesses located along Highway 1. Consolidating these and adding crosswalk/crossride pavement markings across the driveway would increase visibility of the path for motorists and reduce the potential for conflicts at this busy corner.
- + Active transportation users traveling eastbound on the multi-use path from the Hillsborough Bridge are directed south onto Stratford Road and then east across Stratford Road at Glen Stewart Drive. There is currently a crosswalk at this location, but cyclists are required to dismount to cross. Adding crossride stenciling at this crossing would improve the continuity of this route for people riding bikes.



○ Crossing or intersection recommendation — Other proposed facility
 — Existing facility

PRIORITY



REASONS



IMPLEMENTATION

1. Apply crossride markings at the intersection of Stratford Road and Glen Stewart Drive.
2. Establish a dialogue with the Esso property owner to determine how their needs align with a reconfiguration of the two frontages of that property.
3. Develop a detailed design for improvements to the section of Trans Canada Trail that skirts the Esso station
4. Reconstruct the street frontages at the Esso.

POTENTIAL FACILITY COSTS

- + N/A
- ### OTHER POTENTIAL COSTS
- + Esso driveway upgrades
 - + Glen Stewart Drive intersection
 - + Design fees

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure
- + Esso

F2

MULTI-USE PATH AND ACCESS CONTROL ON GLEN STEWART DRIVE

DESCRIPTION

Glen Stewart Drive is a key active transportation route paralleling Highway 1, serving several small businesses, residences, and two schools.

Between Stratford Road and Mutch Drive, the north side of Glen Stewart Drive features a sidewalk and paved shoulder, while a multi-use path runs along the south side. There is a crosswalk just east of Mutch Drive, at which point the multi-use path ends and the sidewalk switches to the south side.

A new section of paved multi-use path should be constructed between Mutch Drive and Perley Drive alongside the existing sidewalk on the south side of the Glen Stewart Drive.

The parking configuration at Stratford Elementary School presents hazards for active transportation users. The eight driveways in front of the school should be consolidated as much as possible. Marked crossings at the remaining driveways should be clearly marked for both the sidewalk and the multi-use path.



Facility recommendation
 Crossing or intersection recommendation
 Other proposed facility
 Existing facility

PRIORITY



REASONS



IMPLEMENTATION

1. Consult with PEI Public Schools Branch to determine how this recommendation would interface with school bus traffic as well as other curbside demands during pick-up and drop-off times.
2. Develop a detailed design for the school frontages along Glen Stewart Drive
3. Construct the new multi-use path.

POTENTIAL FACILITY COSTS

+ Multi-use path (~400m): ~\$124,000

OTHER POTENTIAL COSTS

- + Stratford Elementary driveway upgrades
- + Design fees

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure
- + PEI Public Schools Branch

NETWORK COMPONENT

F3

SAINT JOHN AVENUE EXTENSION

DESCRIPTION

With the redevelopment of downtown Stratford, an extension of Saint John Avenue is envisioned to connect with the roundabout at Glen Stewart Drive and Perley Drive. This new street is expected to accommodate mid-rise, mixed-use development, and should be constructed with active transportation facilities that support higher volumes of people walking, biking, and rolling. This should include a wide sidewalk and a one-way, physically separated bike lane on each side of the street.



Facility recommendation
 Other proposed facility
 Existing facility

PRIORITY



REASONS



IMPLEMENTATION

1. Work with Concorde Properties in refining the preliminary design of the Saint John Avenue extension.
2. Develop a detailed design for the new streetscape.
3. Construct the Saint John Avenue extension.

PROBABLE COST

- + Sidewalks (2 x 920m): \$1,361,600
- + Separated bike lanes (2 x 920m): \$846,400

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure
- + Developers

F4

STRATFORD TRAIL UNDERPASS

DESCRIPTION

This section of the Stratford Trail is constructed as a standard sidewalk, but is used by pedestrians and cyclists as a grade-separated crossing between the neighbourhoods and amenities north and south of Highway 1. It is also a well-used access route to the schools on Glen Stewart Drive. Since the concrete pad is unlevel through the underpass, some cyclists choose to dismount as they pass through it.

The underpass should be upgraded to multi-use path standards. This should include a widening of the path, and an improved path surface. The vertical clearance within the tunnel should also be increased to improve overhead clearance.

The intersection at Glen Stewart Drive should be upgraded to include crossside markings.



Facility recommendation
 Other proposed facility
 Crossing or intersection recommendation
 Existing facility

PRIORITY



REASONS



IMPLEMENTATION

1. Conduct a detailed assessment of the physical constraints within the underpass.
2. Develop a detailed design for improvements to the underpass.
3. Reconstruct the multi-use pathway through the underpass.

PROBABLE COST

+ Paved multi-use path (230m): \$71,300

POTENTIAL PARTNERSHIPS

+ PEI Department of Transportation and Infrastructure

NETWORK COMPONENT

F5

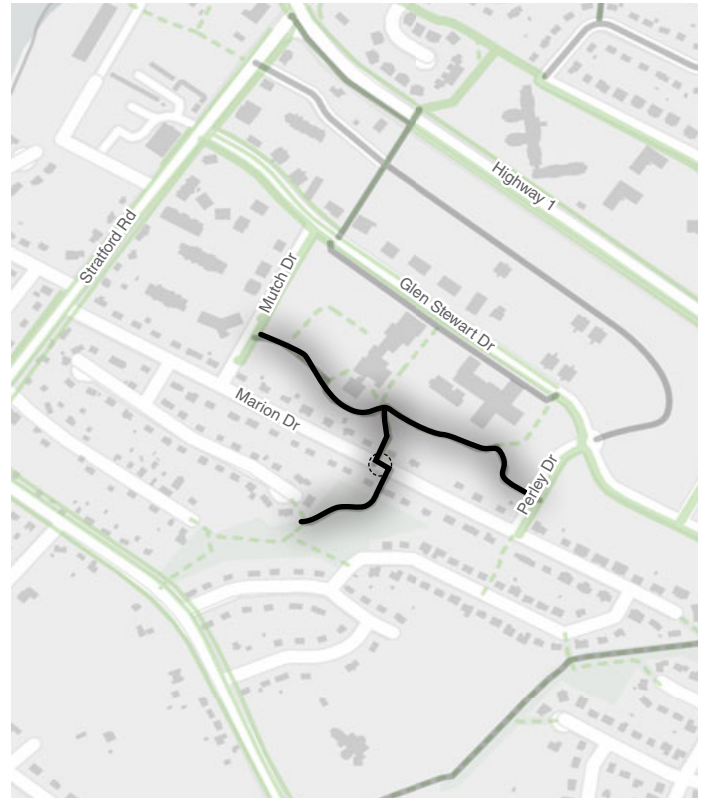
STRATFORD ELEMENTARY SCHOOL SOUTH PERIMETER TRAIL UPGRADES

DESCRIPTION

There are existing trails on the school property behind Glen Stewart Primary School and Stratford Elementary School that connect between Mutch Drive, Perley Drive, and the schools. There is also a short connection between Marion Drive and the schools. These trails are used by residents in the neighbourhoods to the south to access the schools.

The trail section between Mutch Drive and Perley Drive has a natural surface and should be paved. The trail spur connecting to Marion Drive is partially paved, and should be formalized. All of these trails should be widened to multi-use path standards for improved accessibility and to accommodate the demand at peak school travel times.

User-actuated rectangular rapid flashing beacons (RRFB) and crosswalk/crossride markings should be provided where the school trail intersects with Marion Drive, and a trail extension should be constructed to meet the existing trail system in Reddin Park.



- Facility recommendation
- Existing facility
- Crossing or intersection recommendation
- Other proposed facility

PRIORITY



REASONS

- Intersection safety
- Higher traffic route
- Regional connection
- Local connection
- Tourism/economic development
- Recreation opportunity
- Higher density neighbourhood/future development

IMPLEMENTATION

1. Work with the PEI Public Schools Branch, school administrators, teachers, and students to develop an action plan for the trail upgrades.
2. Establish a formal crossing at Marion Drive.
3. Reconstruct the trail network to paved multi-use path standards.

PROBABLE COST

- + Trail upgrades (790m): \$244,900
- + Marion Drive intersection: Further study required

POTENTIAL PARTNERSHIPS

- + PEI Public Schools Branch

F6

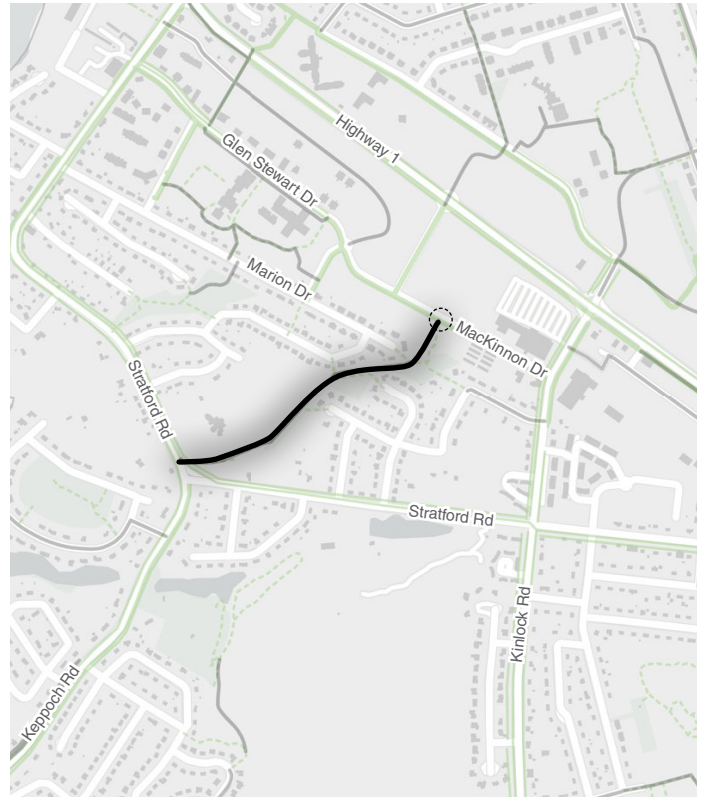
REDDIN MEADOWS MULTI-USE PATH

DESCRIPTION

There is a well-used section of the Stratford Trail that connects between Keppoch Road at Stratford Road in the southwest and MacKinnon Drive behind the commercial centre in the northeast. A subdivision is planned on a portion of lands surrounding this section of trail, and the development plan includes formalizing the trail.

Through the development process, this section of the Stratford Trail should be upgraded to multi-use path standards, with a paved surface and path lighting to improve user safety and comfort along the route. Due to the length of this section of path (nearly 900m), a rest area or bench along the route is also recommended. This would provide a direct accessible pathway connecting the growing neighbourhoods south of MacKinnon Drive and the commercial centre of Town.

At the northeast end of this section of the Stratford Trail, there is a crosswalk across MacKinnon Drive which connects to a sidewalk leading into the commercial centre. Traffic along MacKinnon Drive is expected to increase with the ongoing development of downtown Stratford, and this crossing should eventually be upgraded as a signalized crosswalk/crossroad.



- Facility recommendation
- Other proposed facility
- Crossing or intersection recommendation
- Existing facility

PRIORITY



REASONS

- Intersection safety
- Higher traffic route
- Regional connection
- Local connection
- Tourism/economic development
- Recreation opportunity
- Higher density neighbourhood/future development

IMPLEMENTATION

1. Consult with the accessibility community about specific features along this path that would be welcomed by people with disabilities.
2. Construct the new multi-use path.

PROBABLE COST

- + Trail upgrades (820m): \$254,200
- + MacKinnon Drive crossing: Further study required

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure
- + Subdivision developer

F7

INTERSECTION IMPROVEMENTS ON STRATFORD ROAD

DESCRIPTION

There are two intersections along Stratford Road that should be modified to improve safety for people walking and cycling:

- + Bayside Drive: This intersection should be reconfigured as a T-intersection, with stop signs, a crossside across Bayside Drive, and crosswalks on all three sides. This would reduce the number of conflict points for people cycling southbound along Stratford Road, and would simplify the transition from the multi-use path north of Bayside Road to the paved shoulder and sidewalk to the south. User-actuated rectangular rapid flashing beacons (RRFB) should be installed over the north side crosswalk to connect the multi-use path on the west side and the sidewalk on the east side.
- + Keppoch Road: A roundabout is being considered at this location. Bicycle and pedestrian crossings should be included in the design to ensure safe access for active transportation users through this intersection. A section of separated multi-use path should be constructed on the west side of the roundabout for southbound active transportation users to bypass the roundabout.



○ Crossing or intersection recommendation — Other proposed facility
 — Existing facility

PRIORITY



REASONS



IMPLEMENTATION

1. Confirm with the PEI Department of Transportation and Infrastructure the status of any existing plans for these two intersections.
2. Work with PEI Department of Transportation and Infrastructure to ensure any planned changes reflect the intent of this Active Transportation Plan.
3. Develop a detailed design for each intersection.
4. Reconstruct the intersections.

PROBABLE COST

- + Bayside Drive intersection: Further study required
- + Keppoch Road intersection: Further study required

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure

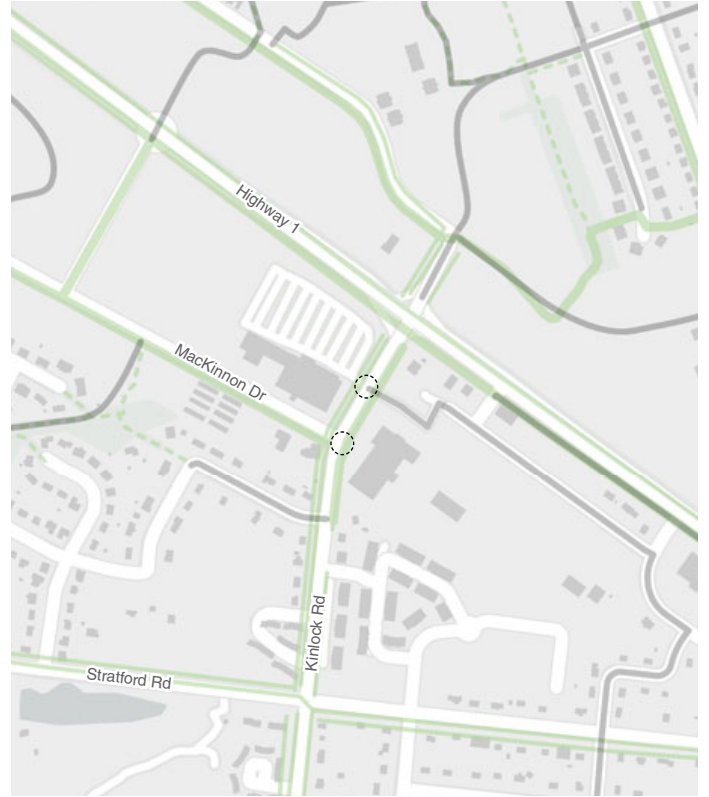
F8

INTERSECTION IMPROVEMENTS ON KINLOCK ROAD

DESCRIPTION

The entrance to the Sobeys parking lot from Kinlock Road is very wide and experiences high traffic volumes. Safety could be improved at this intersection by tightening corner radii to slow turning vehicles and installing bumpouts to narrow the crossing distance for pedestrians.

A crosswalk/crossride is also needed at the eastern end of MacKinnon Drive to connect the existing multi-use path along MacKinnon Drive with the planned multi-use path along the east side of Kinlock Road. Due to the width of the roadway at this location and the posted speed limit along Kinlock Road, rectangular rapid flashing beacons (RRFB) are recommended.



○ Crossing or intersection recommendation — Other proposed facility
 — Existing facility

PRIORITY



REASONS



IMPLEMENTATION

1. Establish a dialogue with the Sobeys property owner to determine how their needs align with a reconfiguration of the two frontages of that property.
2. Develop a detailed design for improvements to the Sobeys driveway access on Kinlock Road, including an assessment of the warrant for a signalized intersection at this location.
3. Reconstruct the intersection according to the chosen design.

PROBABLE COST

- + Sobeys driveway intersection: Further study required
- + MacKinnon Drive intersection: Further study required

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure
- + Sobeys

NETWORK COMPONENT

F9

MULTI-USE PATH ON HIGHWAY 1

DESCRIPTION

There is currently a multi-use path along much of Highway 1 through Stratford. However:

- + There is currently a gap in the multi-use path between Stratford Road and the Stratford Trail underpass. A paved multi-use path along the south side of this section of Highway 1 would provide a direct multi-use path connection between the Hillsborough Bridge and the newly constructed multi-use path further east along Highway 1.
- + Between Kinlock Road and Georgetown Road the multi-use path is not set back from the curb, unlike the section between Kinlock Road to the underpass, which is separated from the roadway by a grass boulevard. A physical barrier, such as a low concrete wall, should be installed at the curb to improve safety and comfort for active transportation users along this section.
- + East of Georgetown Road the existing paved multi-use path ends. This multi-use path should be extended along Highway 1 between this point and Meadowview Drive. Safe crossings should be provided at Reeves Boulevard and Mount Herbert Road.



- Facility recommendation
- Crossing or intersection recommendation
- Other proposed facility
- Existing facility

PRIORITY

LOW PRIORITY

MEDIUM PRIORITY

HIGH PRIORITY

OPPORTUNITY

REASONS



Intersection safety



Higher traffic route



Regional connection



Local connection



Tourism/economic development



Recreation opportunity



Higher density neighbourhood/future development

IMPLEMENTATION

1. Work with PEI Department of Transportation and Infrastructure to ensure the multi-use path extension along Highway 1 includes intersection treatments that support crossings at the above noted locations.
2. Develop a detailed design for the corridor.
3. Construct the multi-use path extension.

PROBABLE COST

- + Paved Multi-Use Pathway (4,130m): \$1,280,300
- + Reeves Boulevard intersection: Further study required
- + Brookside Drive intersection: Further study required
- + Meadowview Drive intersection: Further study required

POTENTIAL PARTNERSHIPS

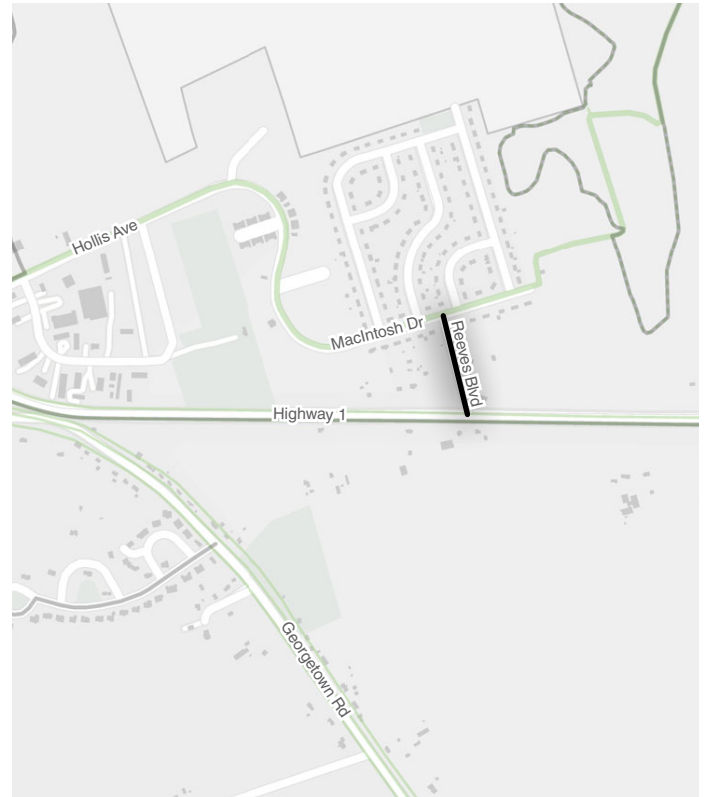
- + PEI Department of Transportation and Infrastructure

F10

REEVES BOULEVARD MULTI-USE PATH

DESCRIPTION

A paved multi-use path along Reeves Boulevard would provide a connection between the planned multi-use path extension along the Trans Canada Highway and the Trans Canada Trail along MacIntosh Drive.



Facility recommendation
 Other proposed facility
 Existing facility

PRIORITY



REASONS



IMPLEMENTATION

1. Develop a detailed design for the street.
2. Construct the multi-use path.

PROBABLE COST

+ Paved Multi-Use Pathway (240m): \$74,400

POTENTIAL PARTNERSHIPS

+ PEI Department of Transportation and Infrastructure

NETWORK COMPONENT

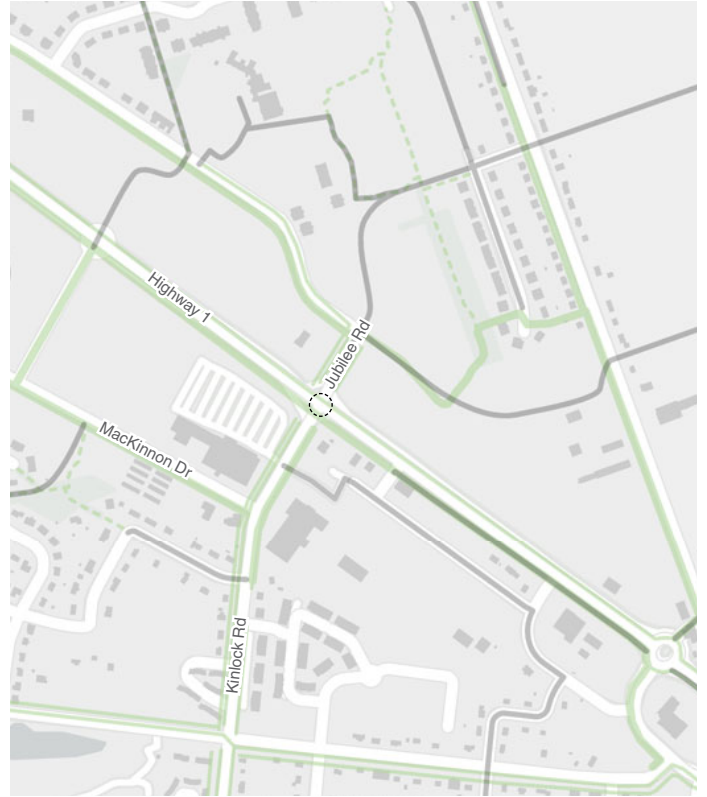
F11

GRADE-SEPARATED CROSSING AT JUBILEE ROAD / KINLOCK ROAD

DESCRIPTION

The intersection of Highway 1 and Jubilee Road / Kinlock Road is a key connection point between the north and south sides of Stratford. However, the width of Highway 1 and the high traffic speeds and traffic volumes along the corridor can make crossing uncomfortable for some active transportation users.

Active transportation improvements at this intersection are recommended in F21, and this recommendation should not be considered as an alternative to that. However, given the development pressure anticipated in this area over the coming years, a supplementary grade-separated crossing between Jubilee Road and Kinlock Road could reduce active transportation crossings at the roundabout and provide a way to cross Highway 1 that is suitable for all ages and abilities. This crossing could take the form of an overpass similar to what was proposed in the waterfront plan, or an underpass similar to the one a kilometre to the west.



○ Crossing or intersection recommendation — Other proposed facility
 — Existing facility

PRIORITY



REASONS



Intersection safety



Higher traffic route



Regional connection



Local connection



Tourism/economic development



Recreation opportunity



Higher density neighbourhood/future development

IMPLEMENTATION

1. Conduct a feasibility study for a new grade-separated crossing at Jubilee Road / Kinlock Road, including connections to existing and planned active transportation infrastructure in the vicinity.
2. Develop a detailed design for the grade-separated crossing and approaches.
3. Construct the grade-separated crossing and approaches, including any additional infrastructure required to connect the new crossing to the surrounding active transportation network.

PROBABLE COST

- + Multi-use path overpass: Further study required
- + Multi-use path underpass: Further study required

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure

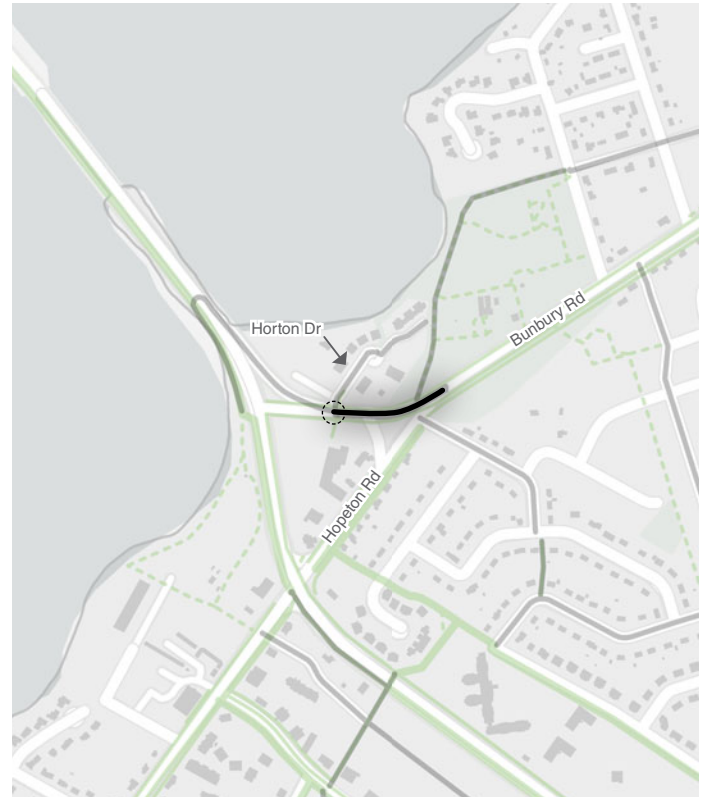
F12

WEST BUNBURY ROAD SHOULDERS, SIDEWALKS + CROSSING

DESCRIPTION

Bunbury Road west of Hopeton Road currently has no active transportation facilities. To provide access to the Hillsborough Bridge underpass (see F13), the shopping area, and active transportation facilities eastward along Bunbury Road, improvements on this section include:

- + Paved shoulders along both sides of Bunbury Road between Hopeton Road and Horton Drive
- + Sidewalk along the south side of Bunbury Road between Hopeton Road and Horton Drive
- + Upgrade existing crosswalk on Bunbury Road at Horton Drive to include crossride markings



- Facility recommendation
- Other proposed facility
- Crossing or intersection recommendation
- Existing facility

PRIORITY



REASONS



IMPLEMENTATION

1. Construct the paved shoulders.
2. Construct the sidewalk.
3. Conduct a feasibility study for an active transportation crossing at Highway 1 and Bunbury Road, including connections to existing and planned active transportation infrastructure in the vicinity.
4. Apply crossride pavement markings at the Bunbury Road / Horton Drive crosswalk.
5. Construct the multi-use path.

PROBABLE COST

- + Paved shoulders (2 x 205m): \$164,000
- + Sidewalk (205m): \$151,700
- + Horton Drive crossings: Further study required

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure

NETWORK COMPONENT

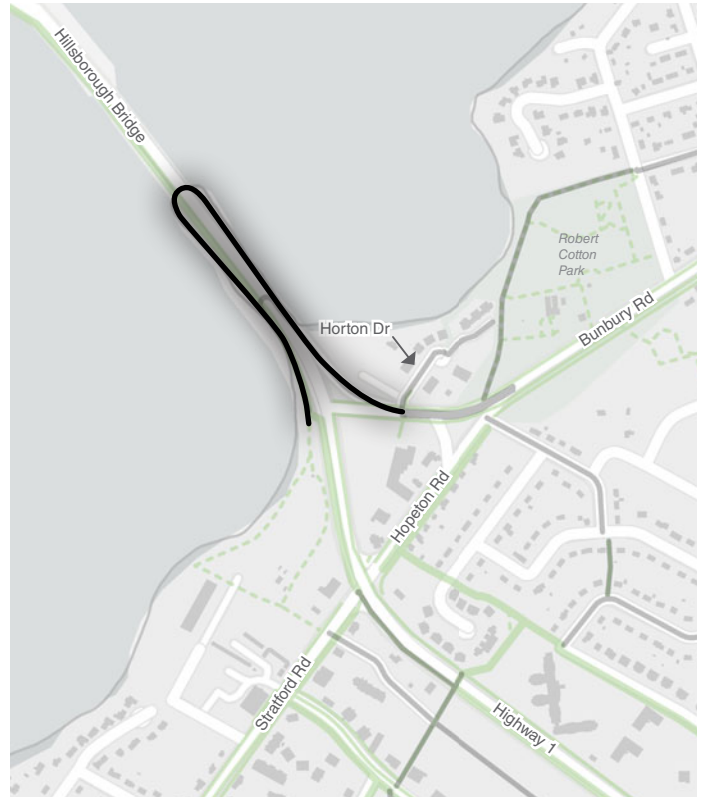
F13

HILLSBOROUGH BRIDGE UNDERPASS

DESCRIPTION

To provide North Stratford with a more direct connection to Charlottetown, a connection between Bunbury Road north of the Hillsborough Bridge and the Trans Canada Trail, on the south side of the bridge, must be made. A multi-use trail to connect Bunbury Road to the Trans Canada trail is recommended. This trail would follow the existing service road on the north side of the bridge to the bridgehead, and would then pass beneath the bridge and loop back to join the Trans Canada Trail in the waterfront park.

This option for connecting the north and south sides of the Hillsborough Bridge was identified as the preferred option in the Stratford Waterfront Plan. More detailed study and engineering work is required, however, to determine the feasibility of this trail placement due to existing infrastructure beneath the bridge. If necessary, a floating or cantilevered trail segment extending beyond the bridgehead may provide the necessary space.



- Facility recommendation
- Crossing or intersection recommendation
- Other proposed facility
- Existing facility

PRIORITY



REASONS

-  Intersection safety
-  Higher traffic route
-  Regional connection
-  Local connection
-  Tourism/economic development
-  Recreation opportunity
-  Higher density neighbourhood/future development

IMPLEMENTATION

1. Conduct a feasibility study for a multi-use pathway crossing beneath the Hillsborough Bridge at the bridgehead, including options for the trail underpass at the bridgehead.
2. Develop detailed design drawings that can be used to hire a construction company.
3. Work with a construction company to build the proposed trail

PROBABLE COST

- + Multi-use path (985m): \$305,350
- + Trail underpass at bridgehead: Further study required

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure

F14

INTERSECTION IMPROVEMENTS ON BUNBURY ROAD

DESCRIPTION

Bunbury Road is an arterial route connecting the neighbourhoods and amenities in Bunbury with central Stratford. This includes the community garden, Robert Cotton Park and the Stratford Youth Centre, and the planned Stratford Community Campus. Bunbury Road is also identified in the PEI Active Transportation Network Plan as part of a route that connects Stratford to the East-West Confederation Trail in Mount Stewart. Currently, Bunbury Road features paved shoulders and a sidewalk between Hopeton Road and Duffy Road. The following improvements are recommended:

- + Normalize the intersection of Bunbury Road, Hopeton Road, and Rankin Drive, including the installation of a new crossing between the existing sidewalk on Hopeton Road to the proposed sidewalk extension west along Bunbury Road to Horton Drive (see F12)
- + Install street lighting and user-actuated RRFB at Robert Cotton Park
- + Install traffic lights at Kelly Heights
- + Install traffic lights at Duffy Road (future access to the Community Campus)



○ Crossing or intersection recommendation
 — Other proposed facility
 — Existing facility

PRIORITY



REASONS



IMPLEMENTATION

1. Prepare a preliminary design for the proposed intersections.
2. Develop detailed design drawings that can be used to hire a construction company.
3. Work with a construction company to build and improve the proposed intersections.

PROBABLE COST

- + Hopeton/Rankin/Bunbury intersection: Further study required
- + Robert Cotton Park intersection: Further study required
- + Kelly Heights intersection: Further study required
- + Duffy Road intersection: Further study required

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure
- + Stratford Youth Centre

NETWORK COMPONENT

F15

MASON ROAD MULTI-USE PATH

DESCRIPTION

This paved multi-use path extension along Mason Road between Bunbury Road and the Stratford Trail access at 218 Mason Road would provide a multi-use upgrade to the existing sidewalk. This facility would connect with the existing multi-use path along Mason Road south of 218 Mason Road. Once complete, Mason Road would feature active transportation infrastructure along its full length.



Facility recommendation
 Other proposed facility
 Existing facility

PRIORITY



REASONS

Intersection safety
 Higher traffic route
 Regional connection
 Local connection
 Tourism/economic development
 Recreation opportunity
 Higher density neighbourhood/future development

IMPLEMENTATION

1. Develop detailed design drawings that can be used to hire a local trail builder or contractor.
2. Work with the trail builder or contractor to build the proposed multi-use path.

PROBABLE COST

+ Paved multi-use path (1,030m): \$319,300

POTENTIAL PARTNERSHIPS

+ PEI Department of Transportation and Infrastructure

F16

BUNBURY NEIGHBOURHOOD SHARED STREETS

DESCRIPTION

The neighbourhoods north of Bunbury Road are punctuated by short trail segments, Robert Cotton Park, and the Stratford Outdoor Skating Rink. Traffic volumes and speeds on streets in this area are low, making them suitable as shared streets. Traffic calming measures such as speed tables or chicanes could be added, along with road markings and route signage for active transportation wayfinding (see A3).

Together, local streets and park trail segments in this area have the potential to form a continuous connection between Bunbury Road at the approach to the Hillsborough Bridge in the west and Bunbury Road at Duffy Road in the east. This route would provide an alternative to Bunbury Road for people who wish to avoid higher traffic roads when traveling by active transportation in the area. It would also connect with the new Park Street through the Community Campus.

This route would include segments of Horton Drive, Clifton Road, Starling Crescent, Mason Road, Stagman Way, Birch Woods Lane, and Duffy Road.

Some trails may need to be widened and upgraded from natural-surface to crusher-dust or a paved surface in order to be made suitable for bicycles.



Facility recommendation
 Other proposed facility
 Existing facility

PRIORITY



REASONS

Intersection safety
 Higher traffic route
 Regional connection
 Local connection
 Tourism/economic development
 Recreation opportunity
 Higher density neighbourhood/future development

IMPLEMENTATION

1. Conduct a survey of existing neighbourhood trails to identify which trails are in need of upgrades.
2. Upgrade trails where necessary to make them suitable for all ages and abilities.
3. Install calming measures such as speed tables or chicanes.
4. Install shared street signage; see A3 for wayfinding recommendations.

PROBABLE COST

+ Shared streets (1,880m): \$3,760

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure
- + Stratford Youth Centre

NETWORK COMPONENT

F17

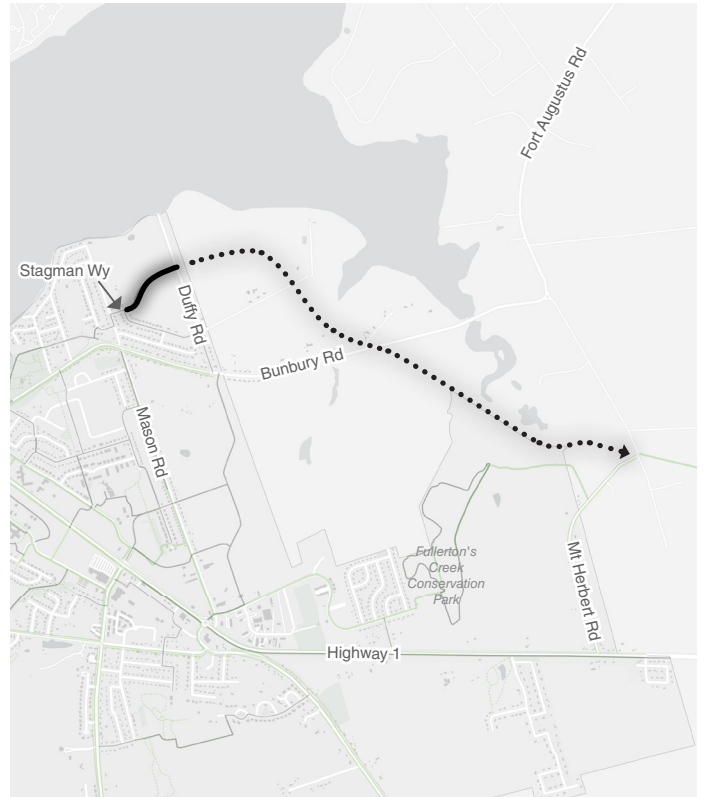
BUNBURY-MOUNT HERBERT RAIL TRAIL

DESCRIPTION

The old rail right-of-way between Stagman Way and the Duffy Road should be formalized as an unpaved trail.

Subsequently, this trail should be extended east to connect with the Trans Canada Trail at the intersection of Pippy Road and Mount Herbert Road. Together with recommendation F16, this would provide a continuous trail and shared street connection between Mount Herbert and the Hillsborough Bridge.

This proposed facility falls mostly outside of the Stratford town boundary, so implementation would require coordination with neighbouring communities.



- Facility recommendation
- Requires further study
- Other proposed facility
- Existing facility

PRIORITY



REASONS

- Intersection safety
- Higher traffic route
- Regional connection
- Local connection
- Tourism/economic development
- Recreation opportunity
- Higher density neighbourhood/future development

IMPLEMENTATION

1. Develop detailed design drawings that can be used to hire a local trail builder or contractor.
2. Work with the trail builder or contractor to build the proposed trail.

PROBABLE COST

- + Unpaved trail (454m): \$72,640
- + Unpaved trail extension (~3,300m): ~\$528,000

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure
- + Land owners
- + Trans Canada Trail

F18

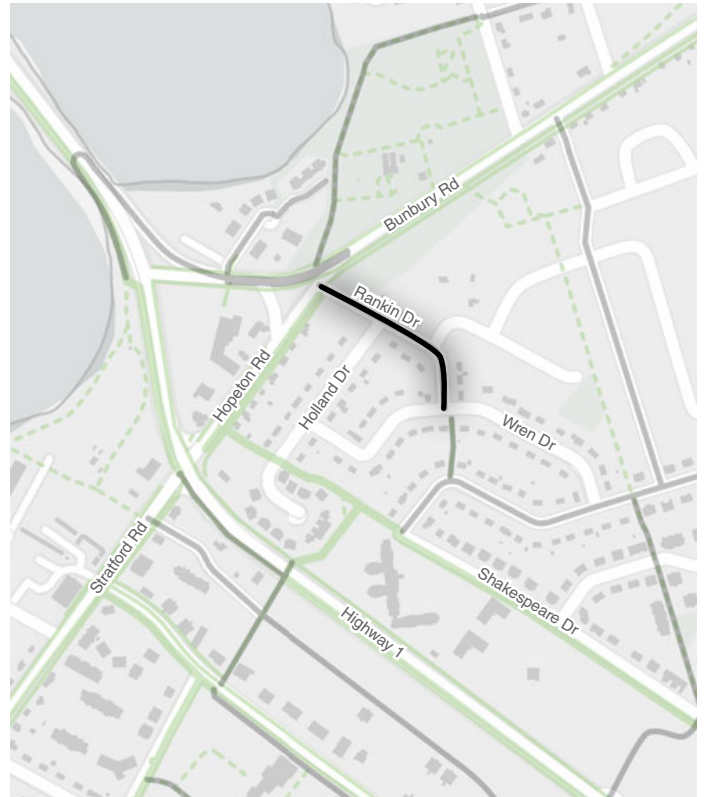
RANKIN DRIVE MULTI-USE PATH

DESCRIPTION

The residential community north of Shakespeare Drive and south of Bunbury Road is expanding, and demographics in the area are shifting as more families move into the area. As a result, traffic volumes along Rankin Drive have been increasing as drivers use this route as a short-cut onto the Hillsborough Bridge via Hopeton Road and Bunbury Road.

A paved multi-use path should be constructed along the full length of Rankin Drive between Wren Drive and Hopeton Road to provide a physically separated active transportation facility for all users.

Consideration should be given to how safety improvements along Rankin Drive could align with a reconfiguration of the intersection of Bunbury Road, Hopeton Road, and Rankin Drive (see F14).



Facility recommendation
 Other proposed facility
 Existing facility

PRIORITY



REASONS

Intersection safety
 Higher traffic route
 Regional connection
 Local connection
 Tourism/economic development
 Recreation opportunity
 Higher density neighbourhood/future development

IMPLEMENTATION

1. Develop detailed design drawings that can be used to hire a local trail builder or contractor.
2. Work with the trail builder or contractor to build the proposed multi-use path.

PROBABLE COST

+ Paved multi-use path (310m): \$96,100

POTENTIAL PARTNERSHIPS

+ PEI Department of Transportation and Infrastructure

NETWORK COMPONENT

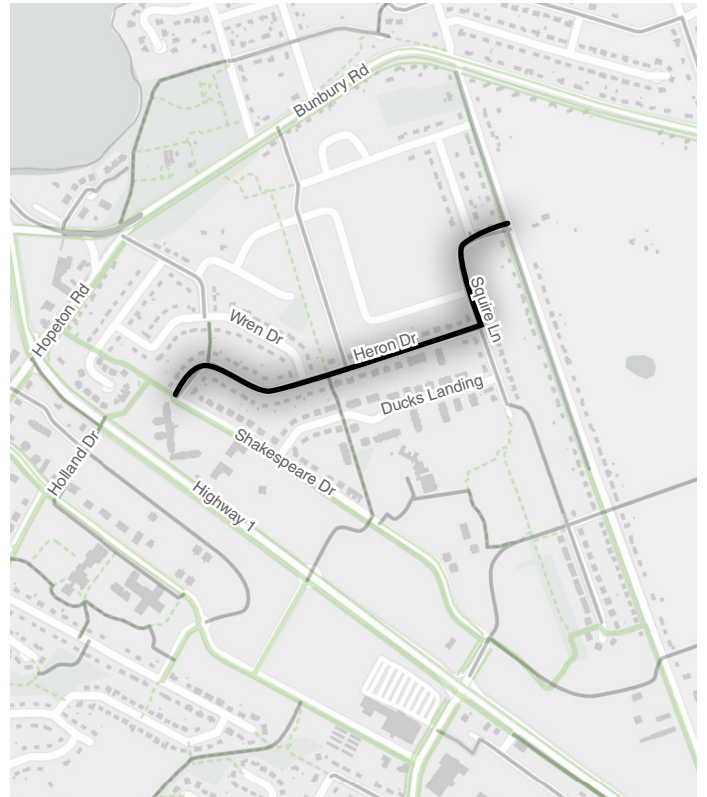
F19

HERON DRIVE MULTI-USE PATH

DESCRIPTION

Traffic volumes along Heron Drive have been increasing with the development of the residential community north of Shakespeare Drive and south of Bunbury Road, in the vicinity of Kelly Heights. At the same time, the demographics in this area are shifting as more families move in. As a result, there is growing demand for safe active transportation connections between this neighbourhood and the schools south of Highway 1.

To address this, a paved multi-use path should be constructed along the full length of Heron Drive between Shakespeare Drive and Squire Lane, and along Squire Lane between Heron Drive and Mason Road.



Facility recommendation
 Other proposed facility
 Existing facility

PRIORITY



REASONS

Intersection safety
 Higher traffic route
 Regional connection
 Local connection
 Tourism/economic development
 Recreation opportunity
 Higher density neighbourhood/future development

IMPLEMENTATION

1. Develop detailed design drawings that can be used to hire a local trail builder or contractor.
2. Work with the trail builder or contractor to build the proposed multi-use path.

PROBABLE COST

+ Paved multi-use path (1,100m): \$341,000

POTENTIAL PARTNERSHIPS

+ PEI Department of Transportation and Infrastructure

F20

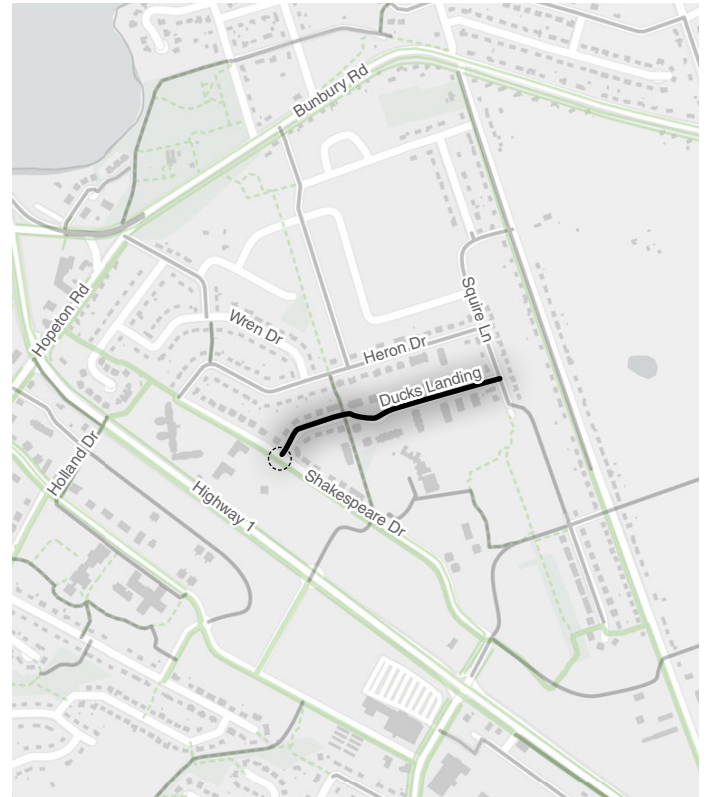
DUCKS LANDING SIDEWALK AND PAVED SHOULDERS

DESCRIPTION

Ducks Landing is one of the most densely populated streets in Stratford. In addition to the single-family homes, there are currently fifteen apartment buildings on the street. Due to the large population on Ducks Landing, traffic volumes are high. This will only increase as the neighbourhood continues to be developed, particularly with the extension of Squire Lane to meet Williams Gate, creating a more connected road network.

Ducks Landing currently has no shoulder, making active transportation unsafe and uncomfortable. To address this, sidewalks as well as paved shoulders should be constructed along both sides of the street for its full length, between Shakespeare Drive and Squire Lane.

A pedestrian and bicycle crossing should be installed on Shakespeare Drive at the west end of Ducks Landing, to connect facilities on Ducks Landing to the multi-use pathway on the south side of Shakespeare Drive.



Facility recommendation
 Other proposed facility
 Crossing or intersection recommendation
 Existing facility

PRIORITY

LOW PRIORITY

MEDIUM PRIORITY

HIGH PRIORITY

OPPORTUNITY

REASONS



Intersection safety



Higher traffic route



Regional connection



Local connection



Tourism/economic development



Recreation opportunity



Higher density neighbourhood/future development

IMPLEMENTATION

1. Develop detailed design drawings that can be used to hire a local trail builder or contractor.
2. Work with the trail builder or contractor to build the proposed sidewalks and paved shoulders.

PROBABLE COST

- + Paved shoulder (2x 600m): \$384,000
- + Sidewalk (2x 600m): \$888,000
- + Shakespeare Dr crossing: Further study required

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure

NETWORK COMPONENT

F21

KELLY HEIGHTS / LOTTIE WAY MULTI-USE PATH

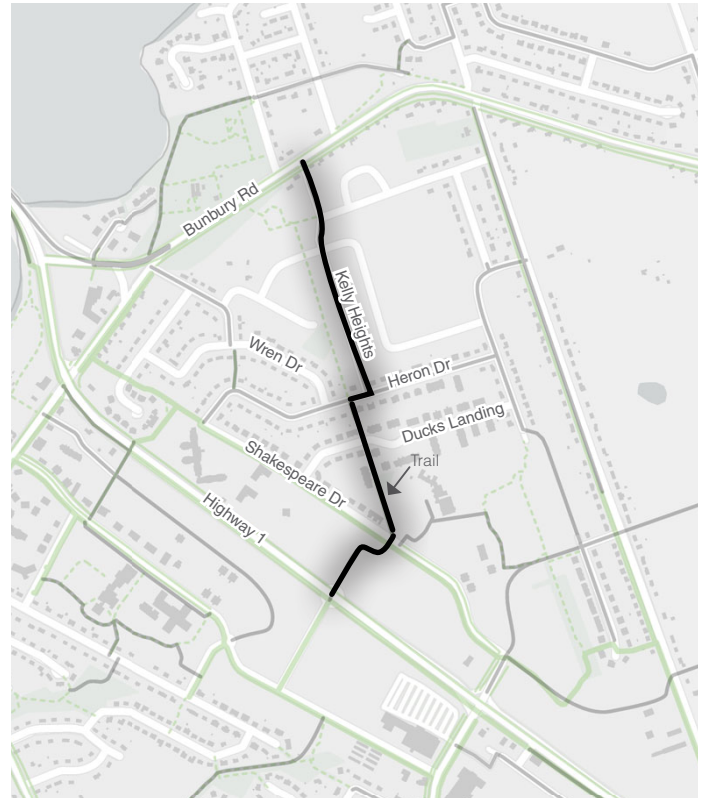
DESCRIPTION

There is a well-used section of the Stratford Trail that connects between Shakespeare Drive and Heron Drive. A subdivision has recently been constructed on a portion of land north of this section of trail, including a new street (Kelly Heights) connecting Heron Drive with Bunbury Road.

This section of the Stratford Trail should be upgraded to multi-use path standards, with a paved surface and path lighting to improve user safety and comfort along the route. An extension of this multi-use path should be constructed on the west side of Kelly Heights Road between Heron Drive and Bunbury Road.

An extension of this multi-use path should also be constructed south of Shakespeare Drive, along the new street that is planned to connect to Highway 1 at the roundabout at Lottie Way.

Taken together, this component of the active transportation network would provide a direct multi-use path connection between Bunbury Road and MacKinnon Drive.



Facility recommendation
 Other proposed facility
 Existing facility

PRIORITY



REASONS

Intersection safety
 Higher traffic route
 Regional connection
 Local connection
 Tourism/economic development
 Recreation opportunity
 Higher density neighbourhood/future development

IMPLEMENTATION

1. Develop detailed design drawings that can be used to hire a local trail builder or contractor.
2. Work with the trail builder or contractor to build the proposed multi-use path

PROBABLE COST

+ Paved multi-use path (1240m): \$384,400

POTENTIAL PARTNERSHIPS

+ PEI Department of Transportation and Infrastructure

F22

SQUIRE LANE EXTENSION

DESCRIPTION

Squire Lane is planned to be extended south to align with the north-south portion of Williams Gate. This entire corridor should be designated as shared street. This facility would provide direct connections with the multi-use path on Heron Drive (see F19), the sidewalks and paved shoulders on Ducks Landing (see F20), the multi-use path connection between Jubilee Road and the Stratford Community Campus (see F23), and the existing trails at the south end of Williams Gate.



Facility recommendation
 Other proposed facility
 Existing facility

PRIORITY



REASONS



IMPLEMENTATION

1. Prepare a preliminary design for the shared street.
2. Develop detailed design drawings that can be used to hire a construction company.
3. Work with a construction company to build and improve the proposed shared street

PROBABLE COST

+ Shared street (800m): \$1,600

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure
- + Developers

NETWORK COMPONENT

F23

JUBILEE ROAD / WILLIAMS GATE MULTI-USE PATH

DESCRIPTION

Current development plans for central Stratford including the Crossroads Development involve extending Jubilee Road through a new subdivision to Williams Gate. Additionally, the Community Campus Plan features an access street aligned with Williams Gate that connects Mason Road with the central access street (described in F27). A paved multi-use path should be constructed along east-west route to provide a direct connection between the new Community Campus and Highway 1.

The intersection of Highway 1 and Jubilee Road / Kinlock Road is a key connection point between the neighbourhoods, school, and shopping areas south of the highway, as well as Town Hall and the recreation centre, recreation amenities, and neighbourhoods north of the highway. The crossings at this intersection should be improved with well-marked and separate crosswalks and crossrides, refuge islands, and user-actuated traffic signals for active transportation users crossing Kinlock Road.



- Facility recommendation
- Other proposed facility
- Crossing or intersection recommendation
- Existing facility

PRIORITY



REASONS

- Intersection safety
- Higher traffic route
- Regional connection
- Local connection
- Tourism/economic development
- Recreation opportunity
- Higher density neighbourhood/future development

IMPLEMENTATION

1. Develop detailed design drawings that can be used to hire a local trail builder or contractor.
2. Work with the trail builder or contractor to build the proposed multi-use path

PROBABLE COST

- + Paved multi-use path (1,020m): \$316,200
- + Highway 1 / Jubilee Road intersection: Further study required

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure
- + Developers

F24

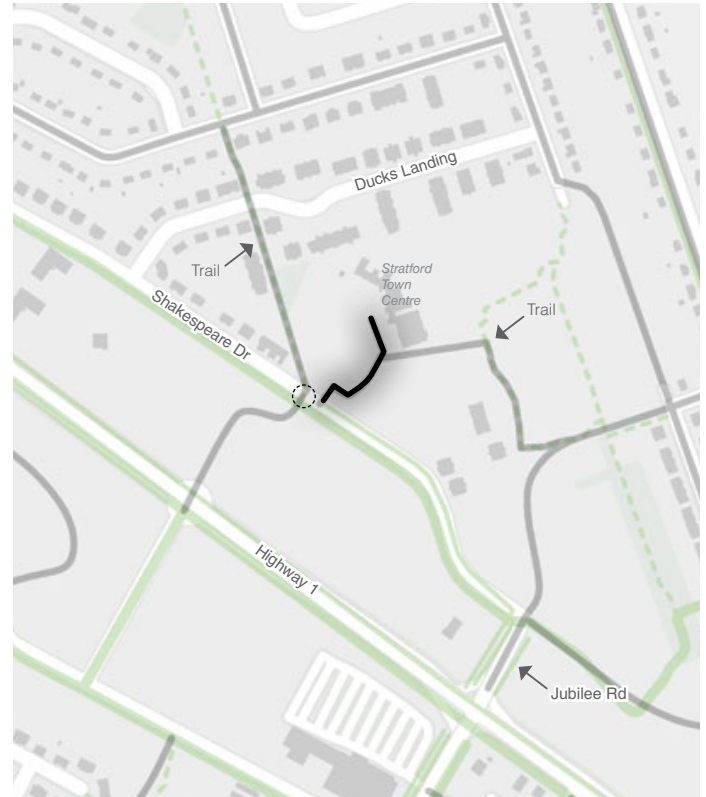
SIDEWALK TO STRATFORD TOWN CENTRE

DESCRIPTION

Shakespeare Drive provides access to the neighbourhoods north of Highway 1, as well as the Stratford Town Centre (which includes the Town Hall, recreation centre, a dog park, and a skate park). A multi-use path currently runs along the full length of the road on the south side, with a sidewalk on the north side of the road from the Stratford Town Centre to Jubilee Road.

In order to make the access to amenities in the Stratford Town Centre safer, a sidewalk should be added to connect the sidewalk on Shakespeare Drive to the skatepark, the dog park, and the recreation centre.

The existing crosswalk at the Stratford Town Centre entrance should be relocated 30 metres west of its current location, and a bicycle crossing added. This would place it at the northern terminus of the new street connecting Lottie Way and Shakespeare Drive proposed as part of the Crossroads Development, and the southern end of the Stratford Trail.



Facility recommendation
 Other proposed facility

Crossing or intersection recommendation
 Existing facility

PRIORITY



REASONS

▽
 Intersection safety

🚗
 Higher traffic route

🌐
 Regional connection

🏠
 Local connection

💰
 Tourism/ economic development

🚶
 Recreation opportunity

🏢
 Higher density neighbourhood/ future development

IMPLEMENTATION

1. Prepare a preliminary design for the proposed sidewalk and intersections.
2. Develop detailed design drawings that can be used to hire a construction company.
3. Work with a construction company to build and improve the proposed sidewalk and intersections.

PROBABLE COST

- + Lottie Way intersection: Further study required
- + Sidewalk: (170m): \$125,800

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure

NETWORK COMPONENT

F25

STRATFORD TOWN CENTRE / WILLIAMS GATE MULTI-USE PATH CONNECTION

DESCRIPTION

The existing trail connection between the Stratford Town Centre and Williams Gate should be upgraded to paved multi-use path standards to provide a more direct connection between the facilities at the Town Hall and the neighbourhoods to the east.



Facility recommendation
 Other proposed facility
 Existing facility

PRIORITY



REASONS

Intersection safety
 Higher traffic route
 Regional connection
 Local connection
 Tourism/economic development
 Recreation opportunity
 Higher density neighbourhood/future development

IMPLEMENTATION

1. Develop detailed design drawings that can be used to hire a local trail builder or contractor.
2. Work with the trail builder or contractor to build the proposed multi-use path.

PROBABLE COST

+ Paved multi-use path (370m): \$114,700

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure
- + Land owners

F26

TRANS CANADA TRAIL REALIGNMENT EAST AND WEST OF MASON ROAD

DESCRIPTION

With the redevelopment of downtown Stratford and the Stratford Campus, there is an opportunity to improve the Trans Canada Trail through this section. The new alignment of the Trans Canada Trail could form a direct paved multi-use path connection between Jubilee Road and Park Street.



Facility recommendation
 Other proposed facility
 Existing facility

PRIORITY



REASONS



IMPLEMENTATION

1. Develop detailed design drawings that can be used to hire a local trail builder or contractor.
2. Work with the trail builder or contractor to build the proposed multi-use path.

PROBABLE COST

+ Paved multi-use path (800m): \$248,000

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure
- + Developers
- + Land owners
- + Trans Canada Trail

NETWORK COMPONENT

F27

PARK STREET MULTI-USE PATH

DESCRIPTION

The Community Campus Plan includes a central access street that connects Hollis Avenue in the business park with Bunbury Road. This street is imagined as a tree-lined parkway, and includes a 3 metre wide paved multi-use path along the east side.

At the north end, the multi-use path along this street would connect to the existing paved shoulders and sidewalk along Bunbury Road. At the south end it would connect with the Trans Canada Trail at Hollis Avenue. This section of the Trans Canada Trail is currently surfaced with aggregate, and should be paved between Highway 1 and the new central access street through the Community Campus.



Facility recommendation
 Other proposed facility
 Existing facility

PRIORITY



REASONS



IMPLEMENTATION

1. Ensure that the construction of the Community Campus central access street is constructed with a multi-use path alongside.
2. Upgrade the unpaved section of Trans Canada Trail along Hollis Avenue to a 3m paved surface between Highway 1 and the new central access street through the Community Campus.

PROBABLE COST

- + Park Street multi-use path (1,744m): \$540,506
- + Hollis Avenue multi-use path (293m): \$90,683

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure
- + Trans Canada Trail

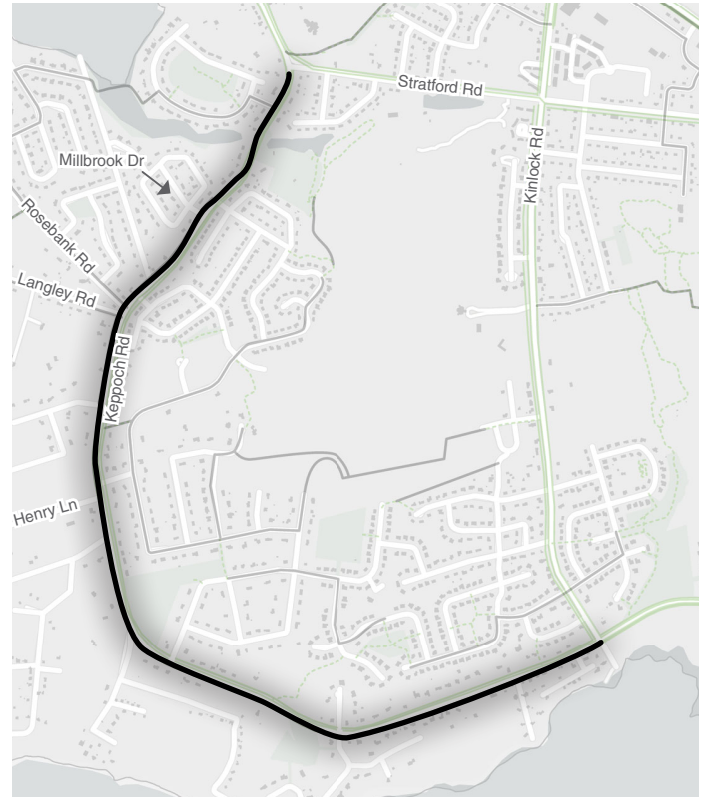
F28

PAVED SHOULDER ON KEPPOCH ROAD

DESCRIPTION

The majority of Keppoch Road has a paved shoulder on both sides with a width similar to a standard one-way bike lane. However, where Keppoch Road curves between Millbrook Drive and Henry Lane, the shoulder narrows significantly. The paved shoulder may vary in width along this section beyond Henry Lane as well.

The paved shoulder should be widened to 1.8 metres, or a minimum of 1.5 metres, from Stratford Road to Kinlock Road. Obstacles (e.g., deep-set grates, power poles) should be relocated from within the paved shoulder along this section. These improvements would provide adequate space for a cyclist to stay outside of the traffic lane for the length of Keppoch Road, making this popular cycling route safe for a wider range of ages and abilities.



— Facility recommendation
 — Other proposed facility
 — Existing facility

PRIORITY



REASONS



IMPLEMENTATION

1. Conduct a detailed survey of the paved shoulders on Keppoch Road to identify all obstacles and locations where the shoulder narrows to less than 1.5 metres.
2. Remove obstacles and widen the shoulder where necessary to bring the facility up the width of a standard bike lane.

PROBABLE COST

- + 1.5m paved shoulders (2 x 1,550m): \$496,000
- + 2.0m Paved shoulders (2 x 2,330m): \$932,000

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure

NETWORK COMPONENT

F29

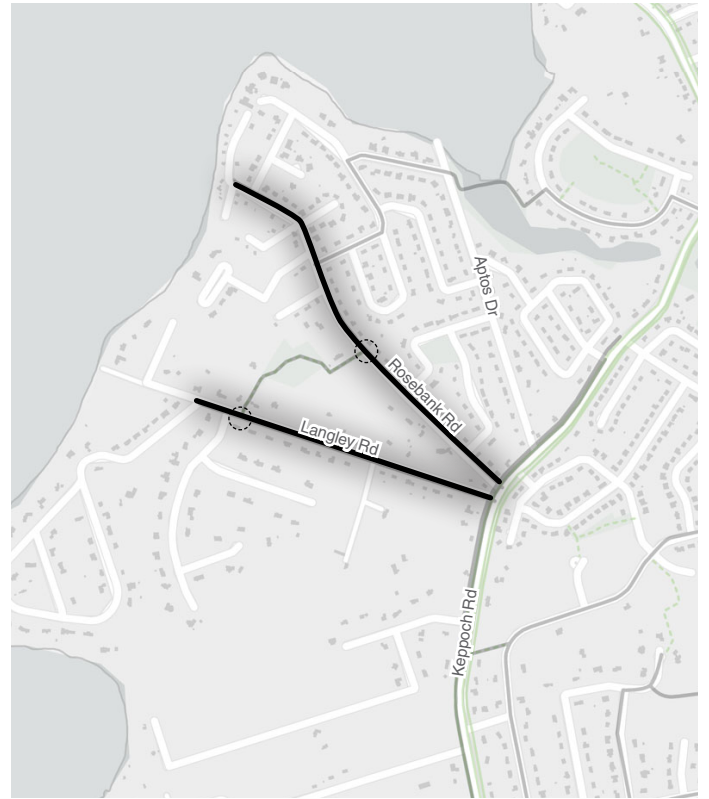
MULTI-USE PATHS ON ROSEBANK ROAD AND LANGLEY ROAD

DESCRIPTION

Rosebank Road and Langley Road are both straight roads that connect between several residential subdivisions and Keppoch Road. Because these are busier residential roads, paved multi-use paths should be constructed along them to improve safety for pedestrians and cyclists.

- + Rosebank Road: A multi-use path should be constructed on the north side of the road. A crosswalk is recommended at the access to the trail connecting Rosebank Road and Langley Road (across from 26 Rosebank Road.)
- + Langley Road: A multi-use path should be constructed on the south side of the road. A crosswalk is recommended at the access to the trail connecting Langley Road and Rosebank Road (Across from 35 Langley Road.)

Traffic calming measures such as speed tables or chicanes may also be used in combination with pavement markings (e.g., "SLOW") to decrease traffic speeds on these roads.



- Facility recommendation
- Other proposed facility
- Crossing or intersection recommendation
- Existing facility

PRIORITY

LOW PRIORITY

MEDIUM PRIORITY

HIGH PRIORITY

OPPORTUNITY

REASONS



Intersection safety



Higher traffic route



Regional connection



Local connection



Tourism/economic development



Recreation opportunity



Higher density neighbourhood/future development

IMPLEMENTATION

1. Prepare a preliminary design for the proposed multi-use paths and crossings.
2. Develop detailed design drawings that can be used to hire a construction company.
3. Work with a construction company to build and improve the proposed multi-use paths and crossings.

PROBABLE COST

- + Rosebank Road paved multi-use path (1,080m): \$334,800
- + Langley Road paved multi-use path (810m): \$251,100
- + Rosebank Road crossing: Further study required
- + Langley Road crossing: Further study required

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure

F30

SIDEWALK AND CROSSINGS ON KEPPOCH ROAD NEAR ROSEBANK ROAD

DESCRIPTION

There is currently a sidewalk along the east side of Keppoch Road between Stratford Road and Isleview Road, but because there is no pedestrian facility on the west side, it is not possible to install crosswalks across Keppoch Road. In order to permit crosswalks in the vicinity of Rosebank Road, a sidewalk is recommended for construction on the west side of Keppoch Road between Woodlane Drive and Radcliffe Drive.

Once the sidewalk is installed, crosswalks should be installed at Woodlane Drive, Rosebank Road, and the Radcliffe Drive. These crossings would align with the existing transit stops along Keppoch Road. Rectangular rapid flashing beacons (RRFB) should be installed at these three new crossings.



PRIORITY



REASONS



IMPLEMENTATION

1. Prepare a preliminary design for the proposed sidewalk and intersections.
2. Develop detailed design drawings that can be used to hire a construction company.
3. Work with a construction company to build and improve the proposed sidewalk and intersections

PROBABLE COST

- + Keppoch Road sidewalk (1,550m): \$1,147,000
- + Woodlane Drive crossing: Further study required
- + Rosebank Road crossing: Further study required
- + Radcliffe Drive crossing: Further study required

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure

NETWORK COMPONENT

F31

STEWART COVE / KEPPOCH SHARED STREETS

DESCRIPTION

Several opportunities exist to connect an alternate route to Stratford Road and Keppoch Road through the Rosebank neighbourhood. This route would connect the proposed multi-use paths on Rosebank and Langley Roads (F29) to the north end of Keppoch Road via a series of shared roads and trail segments. This route would require the construction of a new multi-use path along the weir between Aptos Drive and Glencove Drive, as well as improvements to the existing trail between Rosebank and Langley Roads.

To create safe shared streets, traffic calming measures such as speed tables or chicanes may be used in combination with pavement markings (e.g., "SLOW") and signage to decrease traffic speeds and improve driver awareness.

There may be opportunities to connect this route to Keppoch Road near Celtic Lane, but this would require further exploration with land owners in the area.



PRIORITY

LOW PRIORITY

MEDIUM PRIORITY

HIGH PRIORITY

OPPORTUNITY

REASONS



Intersection safety



Higher traffic route



Regional connection



Local connection



Tourism/economic development



Recreation opportunity



Higher density neighbourhood/future development

IMPLEMENTATION

1. Construct a multi-use path along the weir between Aptos Drive and Glencove Drive, utilizing the public right-of-way between 25 Glencove Drive and 27 Glencove Drive.
2. Upgrade trail as necessary to make them suitable for all ages and abilities.
3. Install calming measures such as speed tables or chicanes.
4. Install shared street signage; see A3 for wayfinding recommendations.

PROBABLE COST

- + Shared streets (1150m): \$2300
- + Paved multi-use path on the weir (330m): \$102,300
- + Trail upgrade to unpaved multi-use path (410m): \$65,600

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure
- + Land owners

F32

PONDSIDE / KINLOCK SHARED STREETS

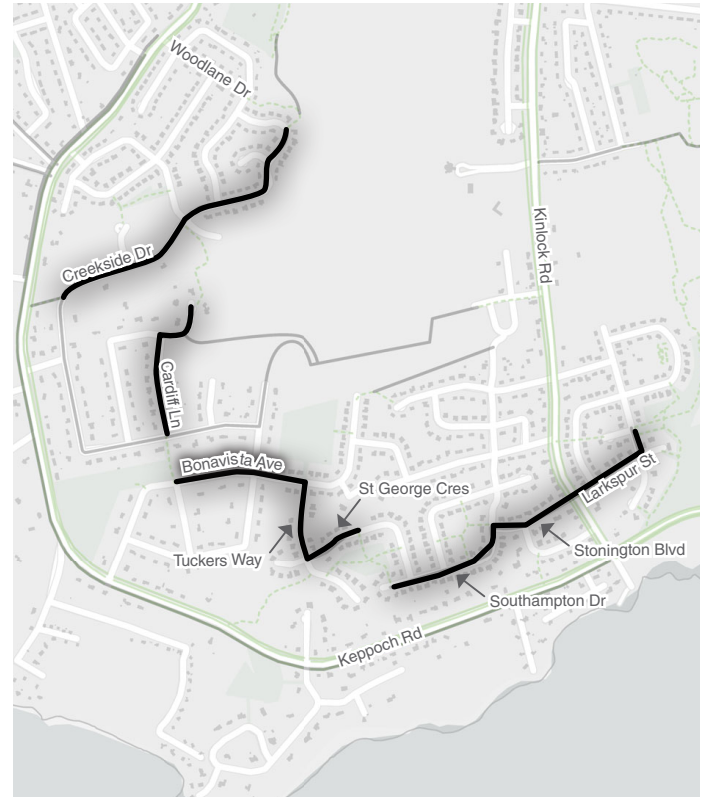
DESCRIPTION

The local streets in the neighbourhoods between Keppoch Road and the Fox Meadow Golf Course are linked by a number of short trail segments. Because the streets in this area have low traffic volumes and speeds, they can be established as shared streets by adding traffic calming measures such as speed tables or chicanes, and by adding road markings and route signage for active transportation wayfinding (see A3).

These local streets, in combination with the existing trail segments, could form a continuous connection between Pondside Park in the northwest and Kinlock Creek Park in the southeast. This route would provide an alternative to Keppoch Road for people who wish to avoid higher traffic roads when traveling by active transportation in the area.

This route would include segments of Harvest Drive, Stonington Boulevard, Southampton Drive, St. George Crescent, Tucker's Way, Bonavista Avenue, Cardiff Lane, Callaway Close, and Creekside Drive.

Some trails may need to be widened and upgraded from natural-surface to crusher-dust or a paved surface in order to be made suitable for bicycles.



Facility recommendation
 Other proposed facility
 Existing facility

PRIORITY

LOW PRIORITY

MEDIUM PRIORITY

HIGH PRIORITY

OPPORTUNITY

REASONS



Intersection safety



Higher traffic route



Regional connection



Local connection



Tourism/economic development



Recreation opportunity



Higher density neighbourhood/future development

IMPLEMENTATION

1. Conduct a survey of existing neighbourhood trails to identify which trails are in need of upgrades.
2. Upgrade trails where necessary to make them suitable for all ages and abilities.
3. Install shared street signage; see A3 for wayfinding recommendations.

PROBABLE COST

+ Shared streets (3,020m): \$6,040

POTENTIAL PARTNERSHIPS

+ PEI Department of Transportation and Infrastructure

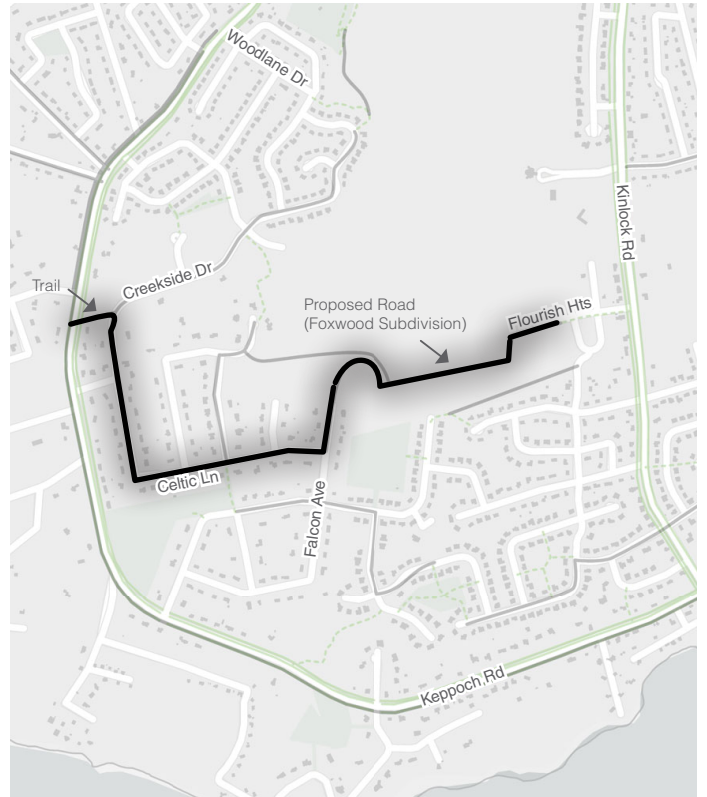
NETWORK COMPONENT

F33

FLOURISH HEIGHTS / KINLOCK ROAD MULTI-USE PATH

DESCRIPTION

The existing paved multi-use path on Flourish Heights should be extended through the proposed Foxwood subdivision, as well as the residential neighbourhoods of Kinlock and Keppoch, to connect to Keppoch Road at Skye Lane. This would provide a continuous high quality active transportation facility through this area as an alternative to traveling in mixed traffic on residential streets, or traveling along the paved shoulders on Keppoch Road and Kinlock Road.



Facility recommendation
 Other proposed facility
 Existing facility

PRIORITY



REASONS



IMPLEMENTATION

1. Develop detailed design drawings that can be used to hire a local trail builder or contractor.
2. Work with the trail builder or contractor to build the proposed multi-use path.

PROBABLE COST

+ Paved multi-use path (2,100m): \$651,000

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure
- + Developers

F34

FOXWOOD SUBDIVISION TRAILS

DESCRIPTION

The two trails proposed in the Foxwood Subdivision Plan are recommended to be developed to the standard of an unpaved pedestrian trail. They will provide a natural trail connection through this residential neighbourhood.



Facility recommendation
 Other proposed facility
 Existing facility

PRIORITY



REASONS



IMPLEMENTATION

1. Develop detailed design drawings that can be used to hire a local trail builder or contractor.
2. Work with the trail builder or contractor to build the proposed trail.

PROBABLE COST

+ Pedestrian trail (860m): \$86,000

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure
- + Developers

NETWORK COMPONENT

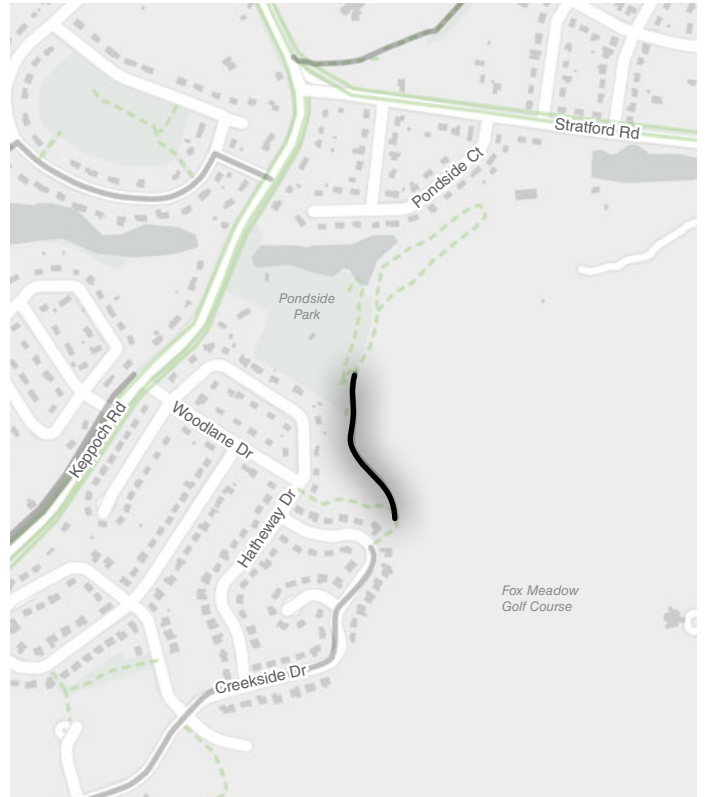
F35

PONDSIDE PARK / FOX MEADOW TRAIL CONNECTION

DESCRIPTION

There are a number of neighbourhood trails connecting between residential streets in Stratford. A new unpaved pedestrian trail segment is recommended to connect Pondsider Park to the adjacent neighbourhood to the south. This would allow residents of that neighbourhood to access the park without having to travel along Keppoch Road to the main entrance.

The new trail should connect to the existing trail segment between Hatheway Drive and Creekside Drive. A right-of-way would have to be established with the Fox Meadow Golf Course.



— Facility recommendation — Other proposed facility
 — Existing facility

PRIORITY



REASONS

Intersection safety
 Higher traffic route
 Regional connection
 Local connection
 Tourism/economic development
 Recreation opportunity
 Higher density neighbourhood/future development

IMPLEMENTATION

1. Communicate with landowners to determine the viability for various trail placement options.
2. Once a preferred right-of-way is established, construct the trail.

PROBABLE COST

+ Pedestrian trail (260m): \$26,000

POTENTIAL PARTNERSHIPS

+ Fox Meadow Golf Course

F36

INTERSECTION IMPROVEMENTS ON KEPPOCH ROAD

DESCRIPTION

Three intersection improvements are recommended along the southern half of Keppoch Road:

- + Owen Lane: Keppoch Road intersects with Owen Lane at an acute angle. This intersection should be realigned so that Owen Lane meets Keppoch Road at 90 degrees, reducing the crossing distance for people crossing Owen Lane and improving visibility for people turning at this intersection.
- + Kinlock Road: The northwest corner of this intersection should be reconstructed with a tighter corner radius to reduce the crossing distance of both Keppoch Road and Kinlock Road. The crosswalk across Kinlock Road should be upgraded with zebra markings, and user-activated rectangular rapid flashing beacons (RRFB) should be installed over Keppoch Road.
- + Georgetown Road: A realignment of this intersection is planned by the PEI Department of Transportation and Infrastructure. The new intersection configuration should include RRFB and a crosswalk/crossride to ensure a safe connection between the Keppoch Road multi-use path and the existing sidewalk on Georgetown Road.



○ Crossing or intersection recommendation — Other proposed facility
 — Existing facility

PRIORITY

LOW PRIORITY

MEDIUM PRIORITY

HIGH PRIORITY

OPPORTUNITY

REASONS



Intersection safety



Higher traffic route



Regional connection



Local connection



Tourism/economic development



Recreation opportunity



Higher density neighbourhood/future development

IMPLEMENTATION

1. Prepare a preliminary design for the proposed intersections.
2. Develop detailed design drawings that can be used to hire a construction company.
3. Work with a construction company to build and improve the proposed intersections.

PROBABLE COST

- + Owen Lane Intersection: Further study required
- + Kinlock Road Intersection: Further study required
- + Georgetown Road Intersection: Further study required

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure
- + Land owners along Owen Lane

NETWORK COMPONENT

F37

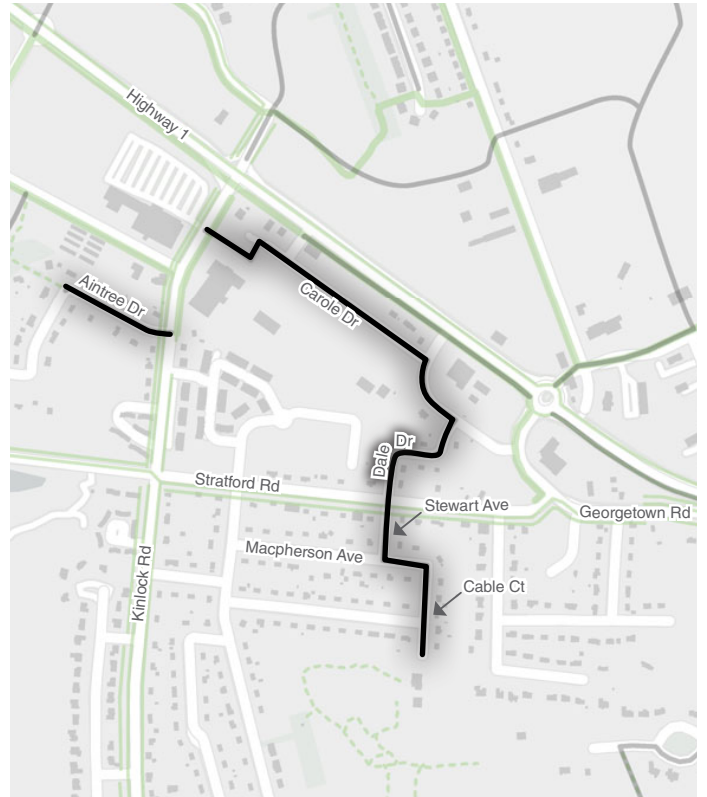
CROSS ROADS SHARED STREETS

DESCRIPTION

The local streets in the neighbourhoods south of Highway 1 around the Cross Roads have low traffic volumes and speeds, and can be established as shared streets to create a connection between Aintree Drive and the north end of the Kinlock Creek Park trail system. This can be done by adding traffic calming measures such as speed tables or chicanes, and by adding road markings and route signage for active transportation wayfinding (see A3). It would take advantage of the new multi-use path being constructed on the east side of Kinlock Road between Highway 1 and Aintree Drive.

This route would provide an alternative to Stratford Road and Kinlock Road for people who wish to avoid these routes when traveling by active transportation in the area.

This route would include segments of Aintree Drive, Kinlock Road, Irving Avenue, McCallum Drive, Dale Drive, Stewart Avenue, and Cable Court.



— Facility recommendation — Other proposed facility
 — Existing facility

PRIORITY



REASONS

Intersection safety
 Higher traffic route
 Regional connection
 Local connection
 Tourism/economic development
 Recreation opportunity
 Higher density neighbourhood/future development

IMPLEMENTATION

1. Install calming measures such as speed tables or chicanes.
2. Install shared street signage; see A3 for wayfinding recommendations.

PROBABLE COST

+ Shared streets (1,500m): \$3,000

POTENTIAL PARTNERSHIPS

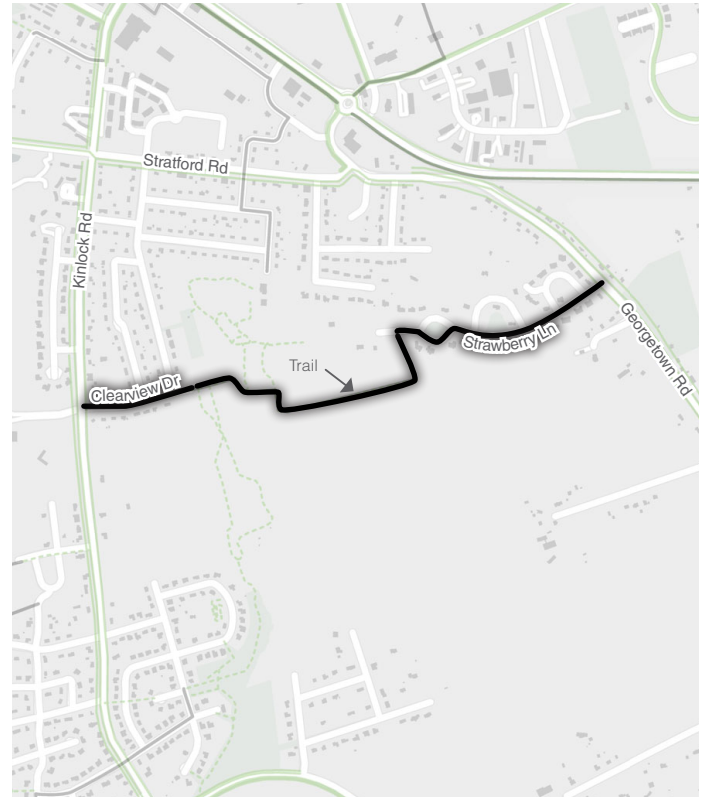
- + PEI Department of Transportation and Infrastructure
- + Developers

F38

CLEARVIEW DRIVE / STRAWBERRY LANE CONNECTION

DESCRIPTION

This component of the network would provide a connection between Kinlock Road and Georgetown Road, south of Stratford Road. It includes shared street conditions along Clearview Drive and Strawberry Lane, and upgrades to the existing trail between Clearview Drive and Strawberry Lane. To ensure this connection works for people walking, cycling, and rolling, the trail should be upgraded to paved multi-use path standards.



Facility recommendation
 Other proposed facility
 Existing facility

PRIORITY

LOW PRIORITY

MEDIUM PRIORITY

HIGH PRIORITY

OPPORTUNITY

REASONS



Intersection safety



Higher traffic route



Regional connection



Local connection



Tourism/economic development



Recreation opportunity



Higher density neighbourhood/future development

IMPLEMENTATION

1. Prepare a preliminary design for the proposed multi-use pathway and shared street.
2. Develop detailed design drawings that can be used to hire a construction company.
3. Work with a construction company to build and improve the proposed multi-use pathway and shared street.

PROBABLE COST

- + Paved multi-use path (890m): \$275,900
- + Shared streets (970m): \$1,940

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure
- + Land owners

NETWORK COMPONENT

F39

FUTURE NEIGHBOURHOOD CONNECTIONS

DESCRIPTION

There are four areas of Stratford in which future active transportation connections could play an important role in shaping growth within the Town. These are:

1. East of the Stratford Community Campus;
2. Between Kinlock Road and Georgetown Road, south of Stratford Road;
3. Between McGregor Drive and Georgetown Road; and
4. South of Langley Road, west of Keppoch Road.



Facility recommendation
 Other proposed facility
 Existing facility

PRIORITY



REASONS



IMPLEMENTATION

1. Further study required

PROBABLE COST

- + Area 1 (~5,000m): ~\$10,000
- + Area 2 (~5,000m): ~\$10,000
- + Area 3 (~1,500m): ~\$3,000
- + Area 4 (~2,000m): ~\$4,000

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure
- + Land owners

5 AMENITIES



A well-connected network of active transportation routes will accomplish many of the goals of this Active Transportation Plan, but must be accompanied by public amenities to improve safety, accessibility and overall enjoyment. Amenities can also help to create comfortable and welcoming public spaces in the Town. They can be provided along trails and streets, and at parks, schools, recreation facilities, commercial centres, and other key destinations.

This chapter includes a variety of recommended amenities that could be provided by the Town or partners such as businesses, institutions, trail groups, or other community organizations.

Wherever possible, amenities should follow the most recent CSA-B651 accessibility guidelines, and may refer to other accessibility standards for outdoor spaces. These guidelines include amenities that are:

- + Connected to an accessible route
- + Placed in consistent locations
- + Not obstructing the pathway or route
- + Are easy to see and contrast against their surroundings
- + Are installed at accessible heights and consider users in wheelchairs or other mobility devices
- + Utilize cane-detectable surface markings

A1

LIGHTING

DESCRIPTION

Lighting along active transportation routes extends the usable hours, and can increase the sense of safety and comfort for users of these facilities after daylight hours. It also creates a more accessible environment for people who are blind or have low vision, as well as people who use sign language. Proper lighting can address perceptions of personal safety, especially for vulnerable populations such as people with disabilities, women, people of colour, and people walking alone. Lighting should be installed in public spaces and along high volume on-road routes and trails, such as:

- + The Bunbury Road sidewalk and paved shoulder: a busy road with high traffic volume
- + The Shakespeare Drive multi-use path on the south side of the road
- + The Glen Stewart Drive / MacKinnon Drive multi-use path and paved shoulder
- + The Stratford Trail connection between Hopeton Road and Shakespeare Drive
- + The Stratford Trail connection between Shakespeare Drive and Glen Stewart Drive, particularly in the underpass

PLACEMENT

- + Routes with heavy pedestrian or bicycle traffic
- + Trails with low visibility
- + Crosswalks and other conflict points
- + High profile locations

DESIGN GUIDANCE

- + Ensure lighting is continuous and even
- + Select lighting that minimizes shadows
- + Ensure lighting levels are adequate (at least 50 lx at ground level)
- + Select dark sky compliant lighting, where desired
- + Illuminate stairs, ramps, rest areas, and signage



PROBABLE COST

- + \$4,000-8,000 per pole (including electrical transmission lines)

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure

A2

BIKE REPAIR STATIONS

DESCRIPTION

Bike repair stations include tools for basic bike repair and maintenance. Having this amenity throughout Stratford can make cycling more accessible by reducing the cost of bike maintenance, and can make cycling safer by ensuring that riders can repair and tune up their bike no matter where they are in Town.

Repair stations can be installed at parks, businesses, Town facilities, or wherever there is interest. The recommended locations are:

- + Stratford Community Campus
- + Stratford Elementary School
- + Stratford Recreation Centre
- + Stratford Waterfront Park

Repair stations can be custom made or ordered from a company like Dero, who make off-the-shelf products like the [Fixit with Air Kit](#).

PLACEMENT

- + High traffic areas like trailheads, parks, community centres, bridge approaches, and commercial areas

DESIGN GUIDANCE

- + Tools should be attached to the stand with stainless steel cables and tamper-proof fasteners.
- + Include hex keys, screwdrivers, wrenches, tire levers, and an air pump compatible with both Schrader and Presta valve types.



PROBABLE COST

- + \$2,000-5,000 each (for pump and repair station)

POTENTIAL PARTNERSHIPS

- + Community partners or business owners

A3

WAYFINDING

DESCRIPTION

A wayfinding signage system for the Town's active transportation network would increase awareness for routes that are underexposed due to the lack of off-site directional signs, and would improve navigability and linkages in the network. Trailhead or park entrance signs could also be used to improve the sense of arrival for active transportation users and visitors.

Wayfinding signage would be particularly useful on the Hillsborough Bridge multi-use path and on the Trans Canada Trail at the eastern Town boundary. Many long-distance cyclists crossing from Charlottetown into Stratford would benefit from a route map installed in the Waterfront Park and signage directing them to the various routes within Town. An automated pedestrian and bicycle counter could be installed here to show how many people are arriving by active transportation.

Trans Canada Trail wayfinding signage should continue along its length at all intersections to ensure that users can find their way easily through the urban trail segments to where the off-road segment begins again in Mount Herbert. Confirmation signs should be used at a regular interval along long stretches between intersections.

There are several short trail connections within the residential areas south of Highway 1 (e.g., Stonington and the neighbourhood between Keppoch Road and the Fox Meadow Golf Course) that could use wayfinding signage that identifies on-street connections between trail sections (see F16, F31, F32, F37, and F38)



DESIGN GUIDANCE

- + Messaging on signs should be large and clear to ensure legibility for all users at the appropriate travel speeds.
- + Sign posts should be placed as close to the active transportation route right-of-way without getting in the way of travelers.

PROBABLE COST

- + \$750 per signpost
- + \$4,000-6,000 for trailhead signs

POTENTIAL PARTNERSHIPS

- + PEI Department of Transportation and Infrastructure
- + Trans Canada Trail
- + City of Charlottetown

A4

MULTI-MODAL TRANSIT HUB

DESCRIPTION

An efficient public transit system, combined with a well connected active transportation network can significantly improve the overall transportation system by providing different options to combine modes of transportation for trips. Whenever possible, improvements to both the public transit system and the active transportation network should be conducted in an integrated manner, such as aligning bus stops, crossings, and key active transportation routes.

In order to improve multi-modal transportation in Stratford, active transportation amenities could be sited conveniently near existing and future bus stops. For example, the Sobeys Plaza shopping area located at Kinlock Road and Highway 1 is one of the busiest destinations in Stratford and is located centrally within

the Town's commercial centre. As a central destination itself, this would be an excellent location to provide a cluster of amenities for people who wish to use multi-modal transportation. This could include free parking for transit customers, covered bicycle racks and secure bike lockers, a bike repair station, wayfinding signage, and transit and active transportation network maps to help people navigate the system.

POTENTIAL PARTNERSHIPS

- + Sobeys Plaza
- + Developers



A5

REST AREAS

DESCRIPTION

Rest areas are clusters of amenities that provide shelter and a space for trail users to stop and recharge, thus improving accessibility and comfort along the trail. These amenities should be available at various locations throughout Stratford to provide comfortable spaces to sit and rest, socialize, and access water or washrooms. Rest areas can include benches, picnic tables, water fountains, restrooms, bike parking, and bike repair stations. A complete rest area that includes all of the above amenities is recommended for the Stratford Waterfront Park.

Rest areas with additional amenities such as water fountains, public restrooms, and picnic areas should be located along routes commonly used by longer-distance commuters or travelers.

PLACEMENT

- + Along trailheads and where trails pass through community cores

DESIGN GUIDANCE

- + Construct trail surfaces with pavement or crusher dust to prioritize accessibility.
- + Provide parking facilities and safe crossings.
- + Include a variety of seating options and sheltered picnic areas.
- + Ensure picnic tables are wheelchair accessible.



POTENTIAL PARTNERSHIPS

- + Community partners or business owners

AMENITIES

A6

SEATING

DESCRIPTION

Seating improves accessibility and comfort for everyone, and provides places to stop and rest. Public seating can also reduce stigma associated with “loitering” often placed on marginalized groups, and instead support the public use of public spaces.

Benches should be installed throughout the active transportation network wherever a route has a significant slope, a long segment between intersections, at destinations like parks or viewpoints, and where a route is intended to be fully accessible.

Recommended locations for benches include:

- + Along the Stratford Trail between Stratford Road / Keppoch Road and MacKinnon Drive
- + On Kinlock Road at Stonington Boulevard / Larkspur Street (steep slope)
- + Along the accessible loop in central Stratford, spaced every 400m (see A8)

PLACEMENT

- + Every 500 metres on pedestrian trails (as well as key viewpoints)
- + Every 250 - 400 metres in populated areas
- + Not blocking the path
- + Face towards human activity
- + Face south for peak solar exposure
- + Provide shade

DESIGN GUIDANCE

- + Provide windbreaks such as trees and shrubs.
- + Provide a clear paved space next to the seating to accommodate all sizes of wheelchairs, motorized scooters, bicycles, and strollers.
- + Select benches without center arm rests or spikes.
- + Offer a variety of seating styles, including some with back support.



PROBABLE COST

- + \$1,500-\$2,000 per wooden or plastic bench
- + \$2,000-\$3,500 per steel bench

POTENTIAL PARTNERSHIPS

- + Community partners or business owners

A7

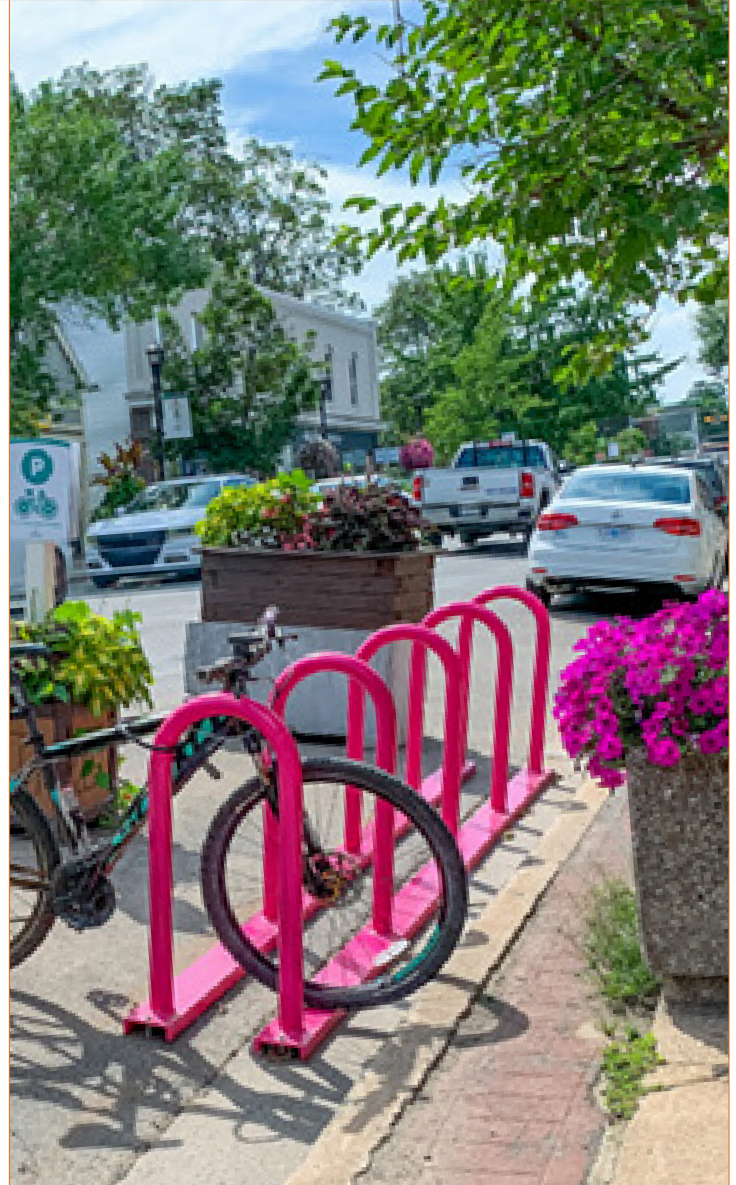
BIKE PARKING

DESCRIPTION

Secure bike parking facilities, such as bike racks and lockers, encourage cycling by providing a safe place for cyclists to store their bikes during everyday trips like commutes, errands, and social activities. Providing adequate bike parking can make common destinations easier for people to access by bicycle. Locations where bike parking should be installed or expanded include:

- + Tea Hill Park and Beach
- + Fullerton Marsh
- + Robert Cotton Park
- + Pondside Park
- + Stratford Elementary School
- + Stratford Recreation Centre
- + Stratford Community Campus
- + The rest area at Waterfront Park (see A7)
- + The transit hub at Sobeys Plaza (see A6)

The Town can incorporate bicycle parking regulations or guidelines into its Zoning and Development By-law where the Town would like to require or encourage this parking at businesses and institutions. Businesses could also be incentivized to provide bike parking outside of their stores.



DESIGN GUIDANCE

- + Visible from the street
- + At secondary and post-secondary schools
- + At community centres
- + Outside businesses and professional offices
- + At shopping centres and commercial areas
- + At parks and beaches

PROBABLE COST

- + \$250-\$350 for single or double rack
- + \$750 for 5-bike rack

POTENTIAL PARTNERSHIPS

- + Business owners
- + Business associations
- + Community partners

A8

ELEPHANT'S FEET CROSSINGS

DESCRIPTION

Elephant's Feet crosswalks indicate a designated crossing for both pedestrians and cyclists. The standard crosswalk marking are flanked by two lines of white squares that are supposed to resemble the footprints on an elephant. Where crosswalks feature Elephant's Feet, people on bicycles do not need to dismount as they would be required to do at a regular crosswalk.

Elephant's Feet crossings are intended to improve cyclist safety and are part of a system that aims to make riding more accessible in the city. Drivers approaching a crosswalk with Elephant's Feet should be prepared to stop for cyclists as well as pedestrians.

Cyclists should always yield to pedestrians within a shared crossing, slow down when approaching the crossing, and only cross when it's safe. Elephant's Feet are mostly found on bike paths and multi-use trails, such as the Spirit Trail and Green Necklace.



DESIGN GUIDANCE

- + Visible from the street
- + At secondary and post-secondary schools
- + At community centres
- + Outside businesses and professional offices
- + At shopping centres and commercial areas
- + At parks and beaches

PROBABLE COST

- + \$250-\$350 for single or double rack
- + \$750 for 5-bike rack

POTENTIAL PARTNERSHIPS

- + Business owners
- + Business associations
- + Community partners

A9

"AAA" NETWORK

DESCRIPTION

Many streets in Stratford feature active transportation facility designs that exclude slower or less confident bicycle riders, and instead favour people who are very experienced and comfortable riding in mixed traffic. The Town of Stratford should establish an inviting and connected network of cycling routes that is safe and comfortable for people of all ages and abilities, including children, seniors, and people with disabilities. This is a critical part of ensuring that active transportation options are available to everyone.

In general, active transportation routes for all ages and abilities, or "AAA", can include local streets designed to ensure low motor vehicle speeds and volumes, and busy streets that feature physical separation between motor vehicle traffic and active transportation modes. These routes should provide a particular emphasis on inclusive and accessible design features, including facilities that are wide enough to accommodate people using adaptive bicycles, tricycles, recumbent bikes, and other assistive mobility devices. Additionally, these types of routes also include intersection designs that prioritize pedestrian and cyclist safety, including protected intersection designs, tactile strips, and signalized crossings that use Accessible Pedestrian Signals (APS) (formerly known as audible pedestrian signals).

In order for a given active transportation route to be considered part of the "AAA" network, the route needs to feature most of the amenities described in this section, including bike parking, signage and wayfinding systems, lighting, street furniture, and integration between public transit and active transportation infrastructure. Other examples of infrastructure that can be incorporated into a "AAA" network include:

- + Dedicated bike lanes physically separated from motor vehicle traffic
- + Wide and well-maintained sidewalks
- + Clearly marked crossings
- + Pedestrian-activated signals or countdown timers

- + Intersection design features such as separate signal phases for pedestrians and cyclists, protected left-turn lanes, and advanced stop lines for cyclists
- + Traffic calming measures such as speed bumps, raised intersections, chicanes, or roundabouts
- + Shared space designs that prioritize pedestrians and cyclists by minimizing or removing traditional traffic controls and emphasizing eye contact and communication between road users
- + Accessibility features such as curb ramps, tactile indicators, and crosswalk push buttons with audible signals to ensure accessibility for individuals with visual impairments or mobility limitations.

By investing in "AAA" active transportation infrastructure, the Town can take a proactive approach to building inclusive communities that prioritize the well-being and mobility of all individuals, regardless of their age or ability. There are several candidate routes in the Town that would be worthy of this designation.



--- Recommended "AAA" route — Existing facility

A10

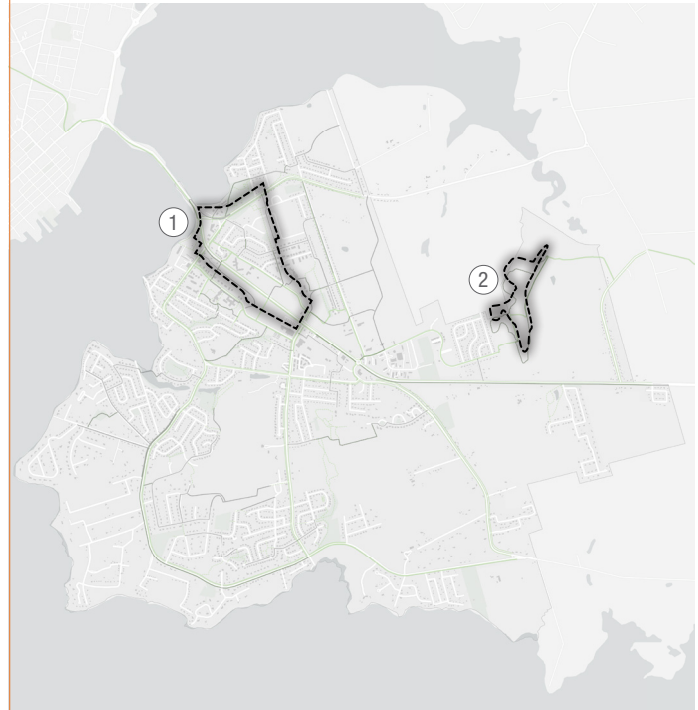
"AAA" LOOPED ROUTES

DESCRIPTION

Fully accessible looped routes would provide recreation opportunities as well as access to amenities for active transportation users of all ages and abilities, or "AAA". An existing looped trail in the Fullerton's Creek Conservation Park as well as an urban loop consisting of several existing and proposed facilities in central Stratford would provide two distinct options for AT users requiring more accessible facilities. Both of these loops currently exist to some extent but require upgrades in order to consistently meet "AAA" standards.

1. This route connects several key destinations within downtown Stratford, extending from the Waterfront Park to the Sobeys Plaza at Highway 1 and Kinlock Road. It also serves the schools on Glen Stewart Drive, the Stratford Youth Centre, and the public facilities at Stratford Town Centre. This route would primarily support utilitarian active transportation users, but could be used for recreation purposes as well. It should include the following amenities:

- + Tactile paving to indicate curb cuts, road crossings, and hazards like grade-changes
- + Accessible Pedestrian Signals (APS) at all crossings
- + Trails paved and built to multi-use path width
- + Benches at a standard interval of 400m or less, to ensure adequate opportunities for rest
- + Consistent street and trail lighting
- + A multi-modal transit hub, with bike parking



--- Recommended "AAA" route Existing facility

2. This route is the looped trail at Fullerton's Creek Conservation Park. This trail is a major recreation destination for residents of the Town of Stratford, and the trail itself is already built as a wide multi-use pathway with an even crusher-dust surface suitable for most users. To bring this recreation facility to "AAA" standards and improve the experience for a wider range of users, the following amenities could be added:

- + A Braille rope for trail users with low sight
- + A wide and even trail surface
- + Benches at a standard interval of 400m or less, to ensure adequate opportunities for rest
- + Consistent trail lighting

6 PROGRAMS +
INITIATIVES



Establishing a functional active transportation network relies on the ongoing maintenance of infrastructure. Having regular status checks on trails, routes and amenities is critical in ensuring that the infrastructure the town has constructed is continually serving residents and visitors.

The Town can encourage engagement in active transportation by providing fun, social and accessible activities and events focused around biking, walking and wheeling. Educational or social events, partnerships with schools and businesses, and promotion of the amenities available will all contribute to building momentum and community around active transportation in Stratford.

PM1

SAFE STREETS

TACTICAL URBANISM

In some cases, rapid, low cost project implementation techniques designed to enhance the built environment can provide opportunities for the community to re-imagine the look, function, and role of their public spaces in real world situations.

Jurisdictions around the world have been applying tactical urbanism techniques to test projects over hours, days, weeks, or longer, to determine the benefits and challenges of making permanent changes to the built environment. These projects can be initiated and led by many different organizations, agencies, or groups in Stratford, including the Town, the Province, the Public Schools Branch, and other community partners.

The overarching goal of tactical urbanism is to test designs, ideas, and changes to the built environment that aim to improve traffic safety, public health, equity, accessibility, and happiness.

The Town of Stratford should develop a tactical urbanism toolkit in order to guide demonstration and interim projects focused on active transportation and placemaking. The Town should collect data and feedback during the temporary changes to understand the impact of the intervention and build political will and public support for the project



VISION ZERO

The concept of Vision Zero stems from the principle that no society should accept fatalities and serious injuries as inevitable consequences of mobility. Under Vision Zero, even one road fatality or serious injury is not an option.

The availability of data on traffic collisions in Stratford is limited. However, we know that traffic collisions on our streets result in people being injured and killed.

The Town of Stratford should adopt the principles of Vision Zero by pledging to eliminate death and serious injury from its roads. It can do this by prioritizing the safety of vulnerable road users in the transportation system, and by continuously and preemptively removing possibilities of serious injury and death as a consequence of mobility. In doing so, the Town can help to ensure that the streets and roads in Stratford are safe for travel.



PM2

PUBLIC EVENTS AND SCHOOL TRAVEL PLANNING

ACTIVE TRANSPORTATION EVENTS

Hosting biking and walking events can build momentum by encouraging and supporting residents in choosing active transportation. Examples include:

- + Bike rodeos and fun runs catered to youth to promote family engagement with active transportation (can incorporate safety education)
- + Bike maintenance workshops, which could be held in partnership with a bike shop or be held at a public bike repair station
- + Walk, bike, and wheel to work days promoted by the town and in partnership with local employers can be used to incentivize active commuting or mid-day active breaks
- + Social bike trips or walks, to build a community of active transportation users



SCHOOL TRAVEL PLANS

Work with the Public Schools Branch and the Department of Education and Early Years to develop an Active School Travel Plan for each school, working collaboratively with the schools, the Provincial government, and community partners. School travel plans should be designed to accommodate flexible work schedules, and take an equity lens.

SCHOOL STREETS

In partnership with the schools and the Provincial government, explore implementing a School Streets program that involves closing Glen Stewart Drive to motor vehicles between Mutch Drive and Perley Drive during school pick-up and drop-off times. School Streets is a popular program in jurisdictions around the world, and has been shown to create a safer environment for children, improve air quality, encourage active travel to school and promote independent mobility, and reduce congestion and vehicle volumes around schools.

OTHER SCHOOL PROGRAMMING

Collaborate with local schools to develop additional programming designed to encourage students to use active transportation to get to and from school. This can include walk, bike, and wheel to school days, extracurricular activities related to active transportation, and incorporating outdoor education into regular classes.



PM3

LOCAL BUSINESS AND MARKETING

MARKETING

Stratford has an excellent and improving active transportation network, as well as a network of green spaces and trails readily accessible within the town. These amenities can be highlighted in materials promoting both tourism and residence in Stratford.

Brochures or pocket maps illustrating Stratford's active transportation network and amenities and identifying active transportation-friendly businesses could help publicize and promote use of the available resources.

**ACTIVE
ARGYLE**



A Guide to Cycling in the
Municipality of Argyle



BUSINESS PARTNERSHIPS

Encourage local businesses to incentivize active transportation by installing amenities such as bike racks, bike lockers, covered outdoor areas, and accessibility ramps at their locations, or by providing public washroom access or bike repair kits on site.

The Town can encourage uptake by providing subsidies for infrastructure, printed materials such as active transportation guides, marketing and promotional opportunities, and inclusion on town-led cycling tours.



PM4

MAINTENANCE

FACILITY MAINTENANCE

Active transportation facilities must be monitored and maintained regularly to ensure they are in working order.

The Town should invest in compact maintenance equipment as the active transportation network is rolled out. A wide range of attachments may be procured to promote their usage for maintenance all year, such as:

- + Rotary sweepers for paved multi-use paths
- + Drop spreaders for sand and salt
- + Snow plow
- + Power washer

AMENITY MAINTENANCE

Amenities such as benches, lighting, water fountains, and pedestrian-activating crossings must also be monitored and maintained regularly to ensure they are in working order. An interactive online map or feedback form where users can report out-of-order amenities may help make maintenance staff aware of issues.

SUMMER MAINTENANCE

Multi-use paths, bike lanes and sidewalks must be monitored and regularly swept to remove debris. Trail surfaces must be maintained, including re-surfacing as necessary, particularly in the spring for non-paved paths that are plowed over winter.

WINTER MAINTENANCE

Paved multi-use paths, paved shoulders and sidewalks should be cleared by plow and salted to remove snow to the same standards as is applied to roadways.

Non-paved paths used primarily for commuting should be plowed in winter as well, whereas certain recreational paths (e.g., Trans Canada Trail through Fullerton's Marsh) could be groomed for cross-country skiing, and smaller trails left unmaintained for snowshoers.



7 *IMPLEMENTATION*



7.1 METHODOLOGY

This Active Transportation Plan is a long-term vision for walking, cycling, and rolling in the Town of Stratford, and represents the first step in the process of planning, designing, and building Stratford's active transportation network. This chapter explains the methodology that was used for ranking the recommendations included in this Plan, and establishes guidelines for future decision-making. Policy recommendations are also included, which may help guide the growth of active transportation through new and updated existing policies.

PROCESS

Before any part of the network recommended in this Plan can be used by the public, it must go through the remaining stages in the planning and design process: Project Study, Preliminary Design, Detailed Design, and Construction.

At the Project Study stage, a conceptual design consisting of approximately 30% of the level of detail required for construction is completed. This stage also includes a revised estimate of how much it will cost to build the project. Additional studies may be undertaken to help support decision-making at this stage. The final result of this stage is a recommendation that may be brought to Town Council for direction to move forward with preliminary design.

The Preliminary Design stage helps to refine the conceptual designs from the project study and prepare them for detailed design. This is also the stage where Town staff begin to coordinate with other stakeholders to determine how to make the new facility possible. This may mean negotiating with land owners, determining how drainage will work, or getting permission to move utility poles. The level of detail captured in the preliminary designs is approximately 60% of what would be required for construction.

At the Detailed Design stage, the designs are refined to the point that they become ready for construction. This includes preparing final designs for drainage, intersections, and traffic signals. Once the designs are nearing completion, several Town departments review the designs to ensure that they are able to be constructed and meet the needs of each department. The final drawings and cost estimates are then prepared.

Based on the detailed designs, the Town of Stratford or the PEI Department of Transportation and Infrastructure may issue a tender for construction in order to select which company will build the new facility. The selected construction company then builds the new facility according to the detailed designs. When construction is done, the new facility can be opened to the public.



7.2 PRIORITIZATION

PHASING

The network recommendations included within this Plan have been organized into high priority, medium priority, low priority, and opportunity projects. While these categories correspond to the desired order of implementation, the actual scheduling of these projects will vary based on budget, partnerships, and other factors.

The phasing of the full set of network recommendations should be updated on an ongoing basis.

HIGH PRIORITY

The high priority recommendations are intended for implementation within the first five years, or as soon as possible. These include items which will have a big impact and help set the stage for other improvements, as well as items which are already planned or budgeted for implementation. While these are the most important recommendations, they are often the most costly or complex to implement.

MEDIUM PRIORITY

The medium-term recommendations should be implemented within ten years, and include generally lower cost items which can be accomplished relatively easily.

LOW PRIORITY

The low priority recommendations should be implemented beyond the ten-year plan horizon.

OPPORTUNITY

The remaining recommendations should be implemented as opportunities arise, such as scheduled street resurfacing. Depending on the circumstances, these recommendations may be completed beyond the ten-year plan horizon.

CRITERIA

To sort the network recommendations into the four phases (high priority, medium priority, low priority and opportunity), each recommendation has been ranked according to the following criteria:

PLANNING

Some recommendations in this Plan have already been identified as priorities for the Town, and will be completed first. The ranking of the remaining facilities should consider the current street paving schedule, and where recommended routes are already included in the Town budget or other local or regional plans or strategies.

CONNECTIVITY

The extent to which each recommended network component intersects with other existing or planned active transportation facilities is another criteria. As new active transportation facilities connect with other ones, they contribute to the growth of the overall active transportation network.

LEVEL OF COMFORT

Factors that impact the level of comfort of a recommended network component include the surface quality of the facility and the degree of separation from other transportation modes. Feedback from the public about the degree to which users of the facility perceive the facility to be safe is also a key indicator.

PRIVATE LAND

There may be land ownership issues or opportunities that affect the feasibility of specific routes or facility types.

COST

This is a key consideration in determining the feasibility of new projects. The cost estimates for the linear components included with each network recommendation in Chapter 4 are derived from rough calculations based on the linear costs of each facility type (see Chapter 3). Those linear costs incorporate estimates for resolving potential issues such as relocating culverts and drains, but they are preliminary and based on the current high-level conceptual designs. They are not site-specific, and as such do not account for the total costs of implementation, which will vary from site to site. The costs given in this report are intended as a guide for initial budgetary discussions only.

Chapter 4 also describes several network recommendations that require further study to derive accurate cost estimates. This includes a variety of intersection modifications, and more complex infrastructure projects such as grade-separated crossings. In order to cost these network components, it is recommended that the Town undertake a comprehensive functional costing study of these elements.

The cost estimates provided in this Plan are based on the following assumptions:

- + Sidewalk:
\$590,000 - \$740,000 per km
- + Paved multi-use path:
\$310,000 per km
- + Unpaved multi-use path:
\$160,000 per km
- + Unpaved pedestrian trail:
\$100,000 per km
- + Paved pedestrian trail:
\$180,000 per km
- + Paved shoulder:
\$65,000 - \$400,000 per km
(depending on desired width
and existing shoulder space)
- + One-way bike lane:
\$370,000 per km or
\$10,000 per km where
a paved shoulder exists
- + Shared street:
\$2,000 per km

All values are provided in 2023 Canadian dollars, and will shift with inflation and market changes.

7.3 CRITERIA FOR NEW PROJECTS

New active transportation projects can be added to the list of recommendations provided in this report for any of the reasons identified at the beginning of Chapter 4: Network Design. Those include projects that improve safety at intersections, on high traffic routes, or in dense or densifying neighbourhoods, provide regional or local active transportation connections, or promote recreation, tourism or economic development in Stratford.

New projects may then be analyzed based on the prioritization criteria identified in section 7.2 of this report to determine how they should be prioritized. In all cases, the professional judgment of staff is required to determine the eligibility and prioritization of a project, and the Town should remain flexible in order to take advantage of new opportunities as they arise.

In addition to the above, staff should consider the following additional criteria as they assess new projects:

- + Opportunities for cost sharing,
- + Town Council directives,
- + Current community priorities, and
- + Opportunities to coordinate with other investments or maintenance.

In the case of new active transportation network facilities, the following additional factors should also be considered:

- + Distance to key amenities,
- + Proximity to transit, and
- + Connectivity to other existing or planned active transportation facilities.

FUNDING OPPORTUNITIES

When budgeting for active transportation projects (including network facilities, infrastructure, programming, and more), the possibility of cost sharing should be considered. Current funding opportunities for active transportation projects include:

- + Investing in Canada Infrastructure Fund, through Infrastructure Canada
- + Active Transportation Fund, through Infrastructure Canada
- + Canada Community-Building Fund, through Infrastructure Canada
- + Green Municipal Fund, through Federation of Canadian Municipalities
- + Canada Community Revitalization Fund, through Atlantic Canada Opportunities Agency
- + Community Revitalization Program, Rural Growth Initiative, through PEI Fisheries and Communities
- + Active Transportation Fund, through the PEI Active Transportation Working Group
- + Additional funds unrelated to active transportation may offer grants based on other criteria.

7.4 POLICY RECOMMENDATIONS

The Town of Stratford's existing plans and strategies are the foundation for this Active Transportation Plan. The Official Plan is the Town's guiding land use document, which enables the regulations set out in the Zoning and Development Bylaw. Other relevant documents include the Erosion and Sediment Control Guidelines, the Stormwater Management Plan and associated Low Impact Development Guidelines, the Temporary Speed Hump Installation Policy, among others.

Between them, these documents include policies and regulations that determine how future streets and green space will be developed. As primary locations for active transportation, it is essential that these policies and regulations about streets and parkland align with the goals and recommendations of this Active Transportation Plan.

The following recommendations include opportunities for adjustments to existing policy (additions in **bold**, subtractions in ~~strike-through~~) and the creation of new policies which will support active transportation and enable the implementation of this Active Transportation Plan.

SUBDIVISION

The Zoning and Development Bylaw sets out standards for subdivision of land.

4.3.1. (G)

No person shall subdivide land within the Town unless the proposed subdivision will provide for safe street access and traffic flow based on an assessment by the Province's Department of Transportation, Infrastructure and Energy, or any successor Department of Transportation;

BICYCLE PARKING

The Zoning and Development Bylaw sets out standards for bicycle parking. Recommended additions to existing regulations include indicating which uses should be required to provide bicycle parking, and how much, and includes additional design standards to ensure parking is secure and easy to use.

10.8 BICYCLE PARKING

Within the Multiple Unit Residential (R3), Planned Unit Residential Development (PURD), Waterfront Residential (WR), Town Centre Residential (TCR), Mason Road Residential (MRR), Waterfront Mixed Use (WMU), Town Centre Mixed Use (TCMU), Mason Road Mixed Use (MRMU), General Commercial (C1), Highway Commercial (C2), Neighbourhood Commercial (C3), Town Centre Commercial (TCC), Mason Road Commercial (MRC), Business Park (M1), Light Industrial (M2), Open Space (OS), Waterfront Public Space (WPS), Public Service Institutional (PSI), and Town Centre Institutional (TCI) Zones, for every building or structure to be erected or enlarged, or for any change of use, bicycle parking spaces shall be provided in accordance with the following table:

Use	Bicycle Parking Spaces Required
Accommodations	1 space for every 10 sleeping units
Other Commercial Uses	2 spaces
Multi-unit Dwellings	1 space per dwelling unit

SPEED HUMPS

The Temporary Speed Hump Installation Policy 2022-SS-01 establishes the circumstances and criteria under which speed humps will be considered for installation on a residential street.

The following policies are currently in place; the crossed-out items are recommended to be removed in order to relax the criteria. This would ensure that the installation of speed humps is decoupled from the installation of signage and other less intrusive traffic calming measures.

2. MINIMUM CRITERIA

- + Speed hump requests will not be accepted until the Speed Hump Request form (APPENDIX A) is completed and submitted by the person or persons making the request;
 - + ~~Speed humps will be considered only after other less intrusive traffic calming measures have been rejected as not feasible or ineffective; e.g., mobile radar signs, additional speed signs, etc.;~~
 - + Speed humps will be available only on residential streets carrying fewer than 2,500 vehicles per day;
 - + Speed humps will not be installed on any street that is, in the judgment of the Town, inadequate vertical and horizontal alignment and sight distances to allow for safe installation;
 - + Speed humps will not be installed on any street that is a primary access route for emergency vehicles and would cause, in the judgment of the Town, unacceptable delay in response time to emergencies; and
- + Speed humps will not be installed on any street ~~with a posted speed limit of 50 km/hr. or above, or streets~~ considered to be collector streets or main arteries.

3. CONSTRUCTION STANDARDS

The installation of speed humps and associated traffic control devices shall conform to Provincial Design Standards.

Speed humps will be installed on logical segments of local residential streets and separated from each other by approximately 300 feet. Logical segments are considered to be segments between arterial streets or between natural discontinuities, such as jogs in the street. Speed humps will not be installed ~~in isolated blocks along a continuous street, or~~ on relatively short (less than 800 feet) cul-de-sac-streets.

PARKS AND OPEN SPACE

Parkland and Open Space Policy 2012-PH-01 establishes policy designed to create appropriate high quality parkland within the community and provide equal opportunities for all residents to access a public park close to their neighborhoods.

POLICY 13.

Create and maintain a network of trails and linear park **that aligns with the Town's Active Transportation Plan** in order to develop the Town's Green Infrastructure Network.

7.5 *ANNUAL REVIEW*

The success of this Active Transportation Plan will require regular monitoring and evaluation to measure how well the Town is achieving the goals and actions identified in the Plan. Monitoring and evaluation will enable the Town, its neighbouring jurisdictions, and funding partners to ensure that sufficient resources have been allocated to achieve the recommended actions.

Overall, it is recommended that the Town review the implementation of this Active Transportation Plan on an annual basis. The annual review should include any updates to the implementation schedule to reflect what has been implemented and what remains to be done. The Town should also use this review as an opportunity to update the priority level assigned to each recommendation in this Plan, and consider additions to the Plan based on emerging best practice and progress within the Town and region.

A PRIORITY AND COST SUMMARY



The following table summarizes the reasons and prioritization for each of the recommended network components included in Chapter 4: Network Design.

No.	Action	Reasons	Priority
F01	Trans Canada Trail Improvements at Waterfront Park	Intersection safety, higher traffic route	High
F02	Multi-use Path and Access Control on Glen Stewart Drive	Intersection safety, higher traffic route, local connection, higher density neighbourhood/future development	High
F04	Stratford Trail Underpass	local connection, higher density neighbourhood/future development	High
F06	Reddin Meadows Multi-use Path	local connection, recreation opportunity	High
F08	Intersection Improvements on Kinlock Road	Intersection safety, higher traffic route, higher density neighbourhood/future development	High
F13	Hillsborough Bridge Underpass	intersection safety, regional connection, tourism/economic development, recreation opportunity	High
F14	Intersection Improvements on Bunbury Road	intersection safety, higher traffic route	High
F20	Ducks Landing Sidewalk + Paved shoulders	higher traffic route, local connection, higher density neighbourhood/future development	High
F21	Kelly Heights / Lottie Way Multi-use Path	local connection, higher density neighbourhood/future development	High
F29	Multi-use paths on Rosebank Road and Langley Road	higher traffic route, local connection	High
F30	Sidewalk and Crossings on Keppoch Road near Rosebank Road	Intersection safety, higher traffic route, local connection, higher density neighbourhood/future development	High
F33	Flourish Heights / Kinlock Road Multi-use Path	local connection, higher density neighbourhood/future development	High
F05	Stratford Elementary School South Perimeter Trail Upgrades	local connection, recreation opportunity	Medium
F09	Multi-use Path On Highway 1	higher traffic route, regional connection, tourism/economic development	Medium
F12	West Bunbury Road shoulders, sidewalks + Crossing	higher traffic route, regional connection, local connection	Medium
F18	Rankin Drive Multi-use Path	higher traffic route, local connection, higher density neighbourhood/future development	Medium
F19	Heron Drive Multi-use Path	local connection, higher density neighbourhood/future development	Medium
F24	Crossing + Sidewalk to Stratford Town Centre	local connection	Medium
F28	Paved Shoulder on Keppoch Road	higher traffic route	Medium
F38	Clearview Drive / Strawberry Lane Connection	local connection, recreation opportunity	Medium
F10	Reeves Boulevard Multi-Use Path	local connection, regional connection	Low
F16	Bunbury Neighbourhood Shared Streets	local connection, recreation opportunity	Low
F31	Stewart Cove / Keppoch Shared Streets	local connection, recreation opportunity	Low
F32	Pondside / Kinlock Shared Streets	local connection, recreation opportunity	Low
F34	Foxwood Subdivision Trails	local connection, recreation opportunity	Low
F35	Pondside Park / Fox Meadow Trail Connection	local connection, recreation opportunity	Low
F37	Cross Roads Shared Streets	local connection, higher density neighbourhood/future development	Low
F03	Saint John Avenue Extension	higher traffic route, local connection, tourism/economic development, higher density neighbourhood/future development	Opportunity
F07	Intersection Improvements on Stratford Road	intersection safety, higher traffic route	Opportunity
F11	Grade-Separated Crossing at Jubilee Road / Kinlock Road	Intersection safety, higher traffic route, higher density neighbourhood/future development	Opportunity
F15	Mason Road Multi-use Path	higher traffic route, local connection	Opportunity
F17	Bunbury-Mount Herbert Rail Trail	regional connection, tourism/economic development, recreation opportunity	Opportunity
F22	Squire Lane Extension	local connection, higher density neighbourhood/future development	Opportunity
F23	Jubilee Road / Williams Gate Multi-use Path	intersection safety, local connection, higher density neighbourhood/future development	Opportunity
F25	Stratford Town Centre / Williams Gate Multi-use path connection	local connection, recreation opportunity, high density neighbourhood/future development	Opportunity
F26	Trans Canada Trail Realignment East and West of Mason Road	regional connection, local connection, tourism/economic development, recreation opportunity, higher density neighbourhood/future development	Opportunity
F27	Park Street Multi-use Path	local connection, recreation opportunity, higher density neighbourhood/future development	Opportunity
F36	Intersection Improvements on Keppoch Road	intersection safety, higher traffic route	Opportunity
F39	Future Neighbourhood Connections	local connection, recreation opportunity, higher density neighbourhood/future development	Opportunity



UPLAND