

Active Transportation Plan

Town of Torbay
Final Report

August 7, 2026
02508477.000



Town of Torbay

Prepared and Approved by:



Andrew Northmore, PhD, P.Eng., RSP1
Transportation Engineer
Civil and Transportation Engineering

Reviewed by:



Adriana Terán, P.Eng.
Transportation Engineer
Civil and Transportation Engineering

Production team

Town of Torbay

Project Manager, Housing Accelerator Program	Jason Slade, CPT
Director of Planning & Development	Julia Schwarz, MCIP, CSLA

Englobe Corp.

Project Manager, Transportation Lead	Andrew Northmore, PhD, P.Eng., RSP1
Transportation Engineer	Adriana Terán, P.Eng.
Junior Transportation Engineer	Abigail Cartwright, M.Sc.E., EIT
CAD Support	Grant Buote

Revisions and publications log

REVISION No.	DATE	DESCRIPTION
0A	June 9, 2026	Draft submission
0B	August 7, 2026	Final submission

Executive Summary

The development of an Active Transportation (AT) Plan for the Town of Torbay presents an opportunity to re-envision how people move through and interact with the Town. Well implemented AT has the ability to make communities equitable, accessible, environmentally friendly, and safer, all of which contribute to an improved quality of life for all residents. Improving transportation options through improved AT is particularly important in this period of growth, where the Town is planning for residential growth through their Housing Action Plan and the new and existing residents will need safe and reliable options for moving through their community.

Through this study, our team reviewed the existing conditions for AT in the Town, engaged with the public through surveys and an open house to learn from residents, developed a vision for the future AT network, and reviewed Town policies to identify how AT could be better incorporated into the Town's practices going forward

Existing Conditions

The existing AT network in the Town is a combination of facilities that have been designed and maintained by an organization such as the Town, the East Coast Trail Association, or the Grand Concourse Authority; and unmaintained facilities that include historic road right-of-way and established nature trails. These facilities leave many gaps in the Town's network, from both a walkability and bikeability perspective.

A review of available AT data through Strava showed that people walk in the Town around the Town centre and then in localized pockets near parks and other outlying destinations. Running and cycling are less clustered due to the longer distance nature of these activities, and as a result they use many of the main roadways due to these being the best options for travelling longer distances in the Town.

Our team also reviewed the Town's Housing Action Plan, Recreation Master Plan, Open Space Management Strategy, and Pedestrian Safety Review to gain an understanding of what the underpinnings of the existing network are, as this is the most natural platform for growing the AT network.

Public Engagement

To plan and create facilities that work best for residents of Torbay, we asked them about themselves and how they move through their community. The public engagement included two initiatives: a public survey and an open house. The public survey was hosted for one month from mid February to mid March. The open house happened on April 15, 2026 at the Torbay Common.

From the survey we learned that residents see the Town as a potentially more walkable space than bikeable. People use AT regularly for recreation purposes but far less frequently for commuting, which makes sense given the lack of strong regional AT and/or transit connections.

The open house was an opportunity to learn about more specific challenges faced by the Town. We learned about the desires of residents for specific trail improvements, improved winter maintenance, needing safer connections to schools, better regional connections, and more.



Envisioned Network

The ideal future AT network would make use of a combination of existing road right-of-way, upgraded nature trails, and new connections through undeveloped areas to help bridge existing gaps and provide broader connectivity. The map shown in Figure ES1 presents a future network concept that identifies a core network through the Town, secondary connections, and upgraded nature paths. This map focusses on where facilities should be, with separate reviews developing sets of facilities that focus on walkability and bikeability separately.

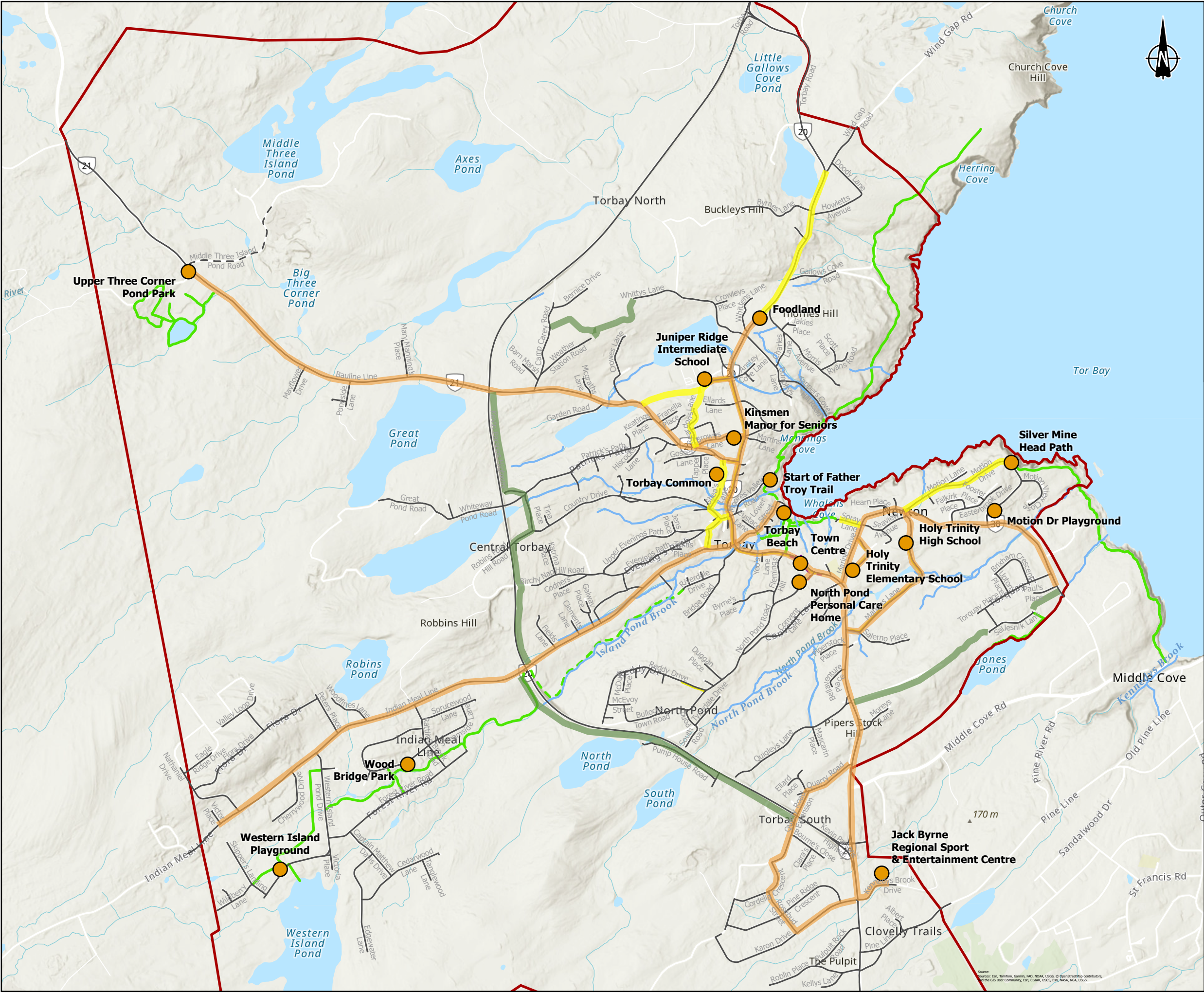
The proposed walking network for the Town aims to improve walkability by expanding the sidewalk network, adding accessible shoulders, and adding upgraded nature paths to the network. Sidewalk would extend through the core of Torbay from Foodland to the Regional Sport and Entertainment Centre, with branches that lead towards schools, key destinations, and along some major roads. Future extension of the network would be reliant on accessible shoulders while the upgrade nature paths are used to provide shortcuts between sections of the network. The estimated cost to implement the walkable network would be between \$4,762,200 and \$15,001,400.

The proposed cycling network for the Town would involve establishing a multi-use path through the core of Torbay from Foodland to the Jack Byrne Arena. This facility was selected due to the higher volume of traffic and higher speeds along Torbay Rd, which would lead to an uncomfortable on-road cycling experience for most potential riders. The rest of the network would be comprised of accessible shoulders, shared roadways, and upgraded nature paths, much like the plan that focusses on walkability. The estimated cost to implement the bikeable network would be between \$8,165,100 and \$19,828,400.

This section of the plan also provides technical detail on the types of AT facilities considered and the criteria used when selecting them. Reference cross-sections that incorporate the facilities used in the walkable and bikeable network plans are also provided.

Supporting Policy Review

Some of the Town's existing policies were reviewed to identify ways in which AT could be better integrated to the Town's processes from the ground up. This included the new Municipal Plan, Development Regulations, and Open Space Management Strategy. Many of the recommendations focus on requiring the inclusion of facilities and amenities for active transportation and densifying development around AT facilities.



NOTES

Legend

Boundaries

Watercourse

Road Network

Gravel

Paved

Sidewalk

Proposed Walking Trail

Walking Trail

Power Line

Proposed Network

Core Network

Secondary Connections

Upgraded Nature Paths

Key Destination

No.	Date	Revisions	By	Appr.
ENGLOBE				
beautiful				
PROJECT TITLE				
TORBAY AT PLAN				
TOWN OF TORBAY				
DRAWING TITLE				
PROPOSED NETORK				
Scale				
00.20.40.60.8Km 1 : 25,000				
Drawing By				
JTGB				
Design By				
N/A				
Checked By				
AC				
CADD Check				
AN				
Sheet 2 of 4				
File Name				
2504299-12508477-11TorbayATPlan.aprx				
Date : 2026-05-29				
Drawing No.				
Figure ES1Proposed Network				

Table of Contents

1	Introduction	1
1.1	Local Setting	1
1.2	What is Active Transportation?	2
1.3	Transportation Mode Hierarchy	2
1.4	Study Objectives and Scope	3
2	Existing Conditions.....	4
2.1	Existing Network	4
2.2	Network Gap Analysis	7
2.3	Active Transportation Use in Torbay.....	8
2.4	Site Visits	10
2.5	Background Review	11
3	Public Engagement	13
3.1	Public Survey	13
3.2	Open House	15
4	Envisioned Network.....	18
4.1	Types of Facilities	19
4.2	Future Network Map.....	24
4.3	Facility Design Standards.....	28
4.4	Crosswalks.....	30
4.5	Cost Estimate.....	33
5	Supporting Policy Review	38
5.1	Municipal Plan.....	38
5.2	Development Regulations	39
5.3	Open Space Management Strategy.....	40

TABLES

Table 1: AT Facility Per Kilometre Cost Estimates (2026)	33
Table 2: AT Facility Capital Cost Estimates for Walking Network	34
Table 3: AT Facility Capital Cost Estimates for Cycling Network	36

FIGURES

Figure 1: Example Transportation Mode Hierarchies	3
Figure 2: Existing Conditions	5
Figure 3: Torbay Environment and Trails Committee Hiking Trails Map (2006)	6
Figure 4: Strava Walking Heatmap	8
Figure 5: Strava Running Heatmap	9
Figure 6: Strava Hiking Heatmap	9
Figure 7: Strava Cycling Heatmap	10
Figure 8: Survey Demographics	14
Figure 9: Survey Feedback on Cycling	14
Figure 10: Survey Feedback on Walking	15
Figure 11: Open House “What you’re saying:” Board	16
Figure 12: Open House Map Feedback	17
Figure 13: Speeds and the Risk of Serious Injury to Pedestrians (Source: TxDOT)	19
Figure 14: Geller's Four Types of Cyclists	20
Figure 15: TAC Bicycle Facility Classification by Traffic Volume and Speed Limit	21
Figure 16: Proposed Network Map	25
Figure 17: Proposed Walking Network	26
Figure 18: Proposed Cycling Network	27
Figure 19: Reference Cross Section - Shared Road	28
Figure 20: Reference Cross Section - Accessible Shoulders	28
Figure 21: Reference Cross Section - Sidewalk	28
Figure 22: Reference Cross Section - Multi-Use Path	29
Figure 23: Side Mounted Sign (GM) Crosswalk [Image from Google Streetview]	31
Figure 24: Rectangular Rapid Flashing Beacon (RRFB) Crosswalk	31
Figure 25: Overhead Flashing (OF or RA-5) Crosswalk [Image from Google Streetview]	32
Figure 26: Traffic Signal (TS) Crosswalk	32

APPENDICES

Appendix A	Public Survey Questions
Appendix B	Open House Display Boards
Appendix C	Reference Cross Sections



1 Introduction

The development of an Active Transportation (AT) Plan for the Town of Torbay presents an opportunity to re-envision how people move through and interact with the Town. Well implemented AT has the ability to make communities equitable, accessible, environmentally friendly, and safer, all of which contribute to an improved quality of life for all residents. Improving transportation options through improved AT is particularly important in this period of growth, where the Town is planning for residential growth through their Housing Action Plan and the new and existing residents will need safe and reliable options for moving through their community.

Developing a strong AT Plan is based on four key objectives: **understanding existing conditions**, **planning network improvements**, **revising transportation policies**, and **engaging with the community**. Each of these objectives is critical to the process and all are highlighted within our work plan. In the context of Torbay, it will also be critical to build the AT Plan upon the foundations laid through the Town's existing plans and policies.

1.1 Local Setting

The Town of Torbay is located just north of St. John's, Newfoundland and Labrador on the Avalon Peninsula, nestled along the rugged coastline. The area has documented permanent settlements that date back to the 18th century¹ and has been part of the ancestral homelands of the Mi'kmaq and Beothuck since time immemorial.

The geography and history of the Town create a challenging environment for modern transportation priorities. The initial settlements would have developed around human and animal powered transportation, resulting in narrow laneways which over time were adapted to work with motor vehicles. Motor vehicles take up a lot of space, so unfortunately this adaptation did not leave much room for other modes of transportation in the Town such as walking or cycling. This is exacerbated by the age of the Town, where properties were established up to the original rights-of-way and the

¹ [Torbay | The Canadian Encyclopedia](#)

topography and provincial highway network makes it challenging to create alternative pathways. This situation is not unique to Torbay as many communities are now working to reintegrate human powered modes of transportation into their networks, though the geography and history of the Town do provide additional layers to the challenge.

1.2 What is Active Transportation?

Active Transportation generally refers to ways of moving between places by human powered means. While this can encompass a broad range of transportation options, in an urban context it typically refers to **walking, cycling**, and related forms of '**wheeling**'. Designing for accessibility is a key consideration to ensure that people using **mobility devices** are able to safely move through their communities. In recent years, there has been a significant increase in the use of **e-bikes** and **e-scooters**, which are often able to use AT infrastructure for cycling even if not explicitly human powered.

There are several reasons why incorporating robust AT options into communities can improve the quality of life for residents, some of which include:

- **AFFORDABILITY:** Owning and maintaining a car is expensive, whereas AT has a much lower cost barrier to entry; on the low-end the cost is a pair of walking shoes and on the high-end it is a few thousand dollars for an e-bike.
- **DRIVING ISN'T FOR EVERYONE:** There are significant groups of the population that either can't or don't drive for one reason or another. This includes children who aren't old enough yet, elderly people who may be aging out from the ability to drive, and people with a disability that limits their ability to drive.
- **HEALTHY TRANSPORTATION:** There are numerous health benefits to having an active lifestyle, and AT can be a significant part of that for many people.
- **SAFE TRANSPORTATION:** All forms of transportation come with a degree of risk, but it is widely accepted that AT is far safer to yourself and the other transportation users around you than driving is. When collisions do happen, they happen at lower speeds and with less energy than if a motor vehicle is involved.
- **LESS ROADWAY CONGESTION:** As a means of moving people, cars are very space inefficient. The more people who move around by AT means that there are fewer drivers congesting roadways and, potentially, less roadway could be required to accommodate their vehicles. This is especially valuable to communities as residential densities increase.
- **CLEANER TRANSPORTATION:** AT modes, even those that include electric motors, require less energy than driving, which leads to less localized pollution from tailpipe emissions and less regional pollution from energy generation for.

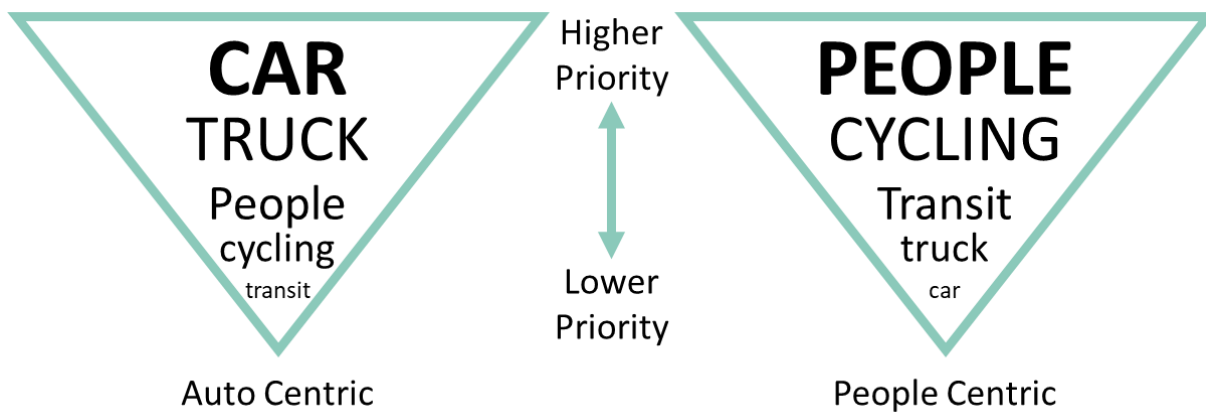
As alluded to previously, the definition of AT that is being used in this plan is limited to a few forms of human powered and electric assisted mobility. Other forms of AT can be considered on a case-by-case basis such as rollerblading, cross-country skiing, rowing, etc. depending on the context of the area or facility. This definition explicitly excludes other motorized vehicles from this plan, such as ATVs.

1.3 Transportation Mode Hierarchy

The first component to developing an effective AT network is recognizing that a significant change in how right-of-ways are prioritized is required. Traditionally, transportation networks have been personal vehicle focussed first and people (pedestrian, cyclist, etc.) focussed last. To create an AT network that

truly serves the community, that hierarchy needs to be flipped on many of the roads in the Town. This is visualized in Figure 1, which provides examples of auto centric and people centric transportation hierarchies.

Figure 1: Example Transportation Mode Hierarchies



1.4 Study Objectives and Scope

The overall objective of this project is to develop a plan for how AT can be better integrated into Torbay to help support the overall growth and wellbeing of the community. To accomplish this, our team undertook the following tasks:

- Visited the Town to gain an understanding for the movement of people and the existing infrastructure
- Reviewed background documents that provide a foundation for the implementation of and need for AT in the Town
- Mapped the Town's existing AT infrastructure
- Hosted and survey and open house to gain feedback from residents on their desire for AT
- Developed maps for potential AT infrastructure in the Town with separate foci on walking and cycling
- Prepared planning level cost estimates for implementing the AT infrastructure
- Recommended design standards to use for the recommended infrastructure
- Provided guidance on crosswalk infrastructure and wayfinding sign implementation
- Reviewed and made recommendations on updates to the Municipal Plan, Open Space Management Plan, and Development Regulations surrounding AT



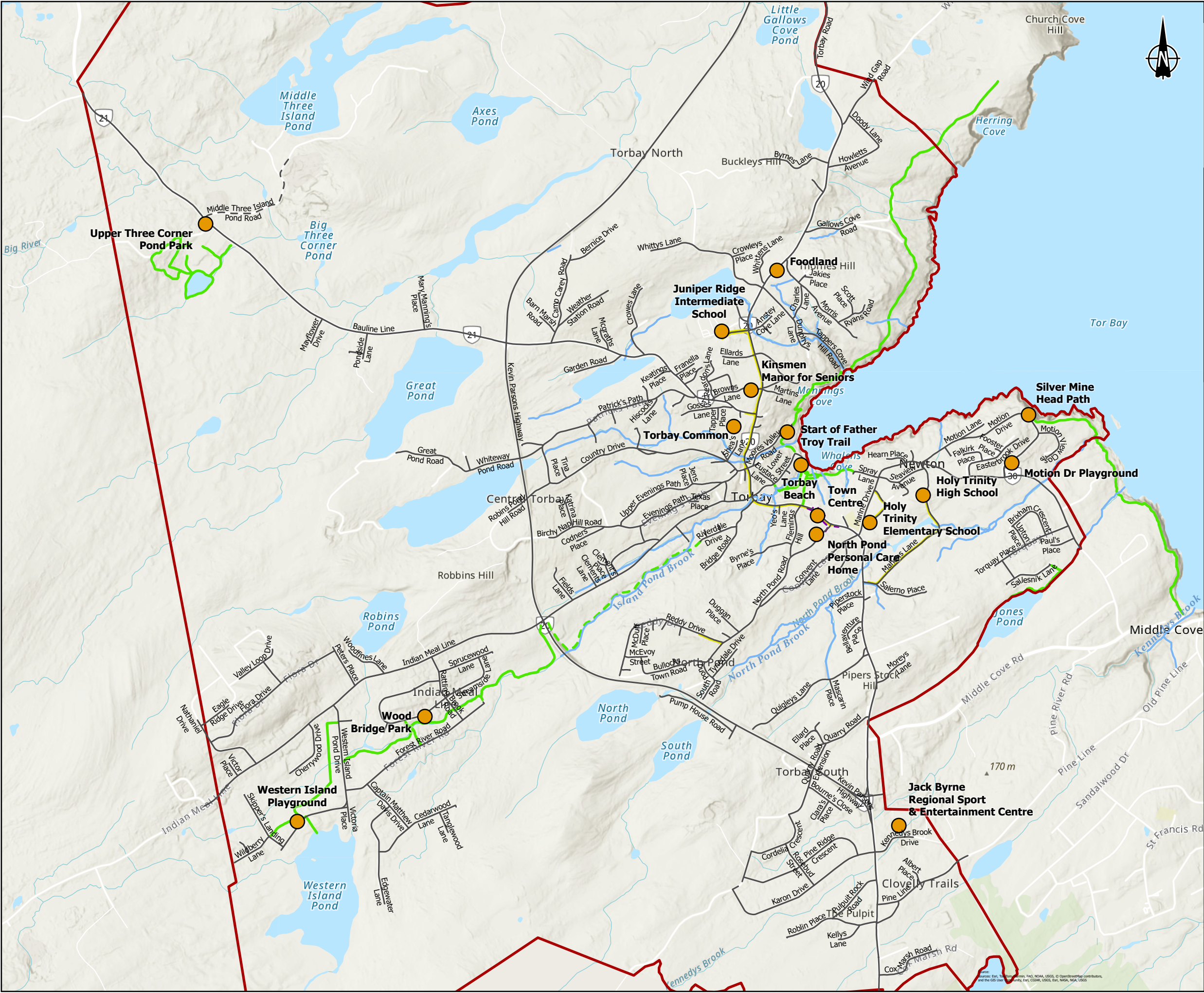
2 Existing Conditions

2.1 Existing Network

The existing AT network in the Town is a combination of facilities that have been designed and maintained by an organization such as the Town, the East Coast Trail Association, or the Grand Concourse Authority; and unmaintained facilities that include historic road right-of-way and established nature trails.

The maintained facilities in the Town largely consist of sidewalks along Torbay Rd. and near schools, the East Coast Trail, and select nature trails. These are illustrated in Figure 2 along with the key destinations in the Town which include schools, community centres, parks, senior homes, and trailheads. Most of the key destinations are clustered along Torbay Rd. through the heart of the Town.

Historic road right-of-ways and established nature trails form a large recreational network that runs through undeveloped lands around the outskirts of the Town. The last known mapping exercise of these facilities, shown in Figure 3, was conducted in 2006 by the Torbay Environment and Trails Committee.



NOTES

Legend

Boundaries

Watercourse

Road Network

Gravel

Paved

Sidewalk

Proposed Walking Trail

Walking Trail

Power Line

Key Destination

No.	Date	Revisions	By	Appr.

ENGLOBE

beautiful

PROJECT TITLE

TORBAY AT PLAN

TOWN OF TORBAY

NL

DRAWING TITLE

EXISTING CONDITIONS

Scale

0

0.2

0.4

0.6

0.8

Km

1 : 25,000

Drawn By

JTGB

Design By

N/A

Checked By

AC

CADD Check

AN

Sheet 1 of 4

File Name

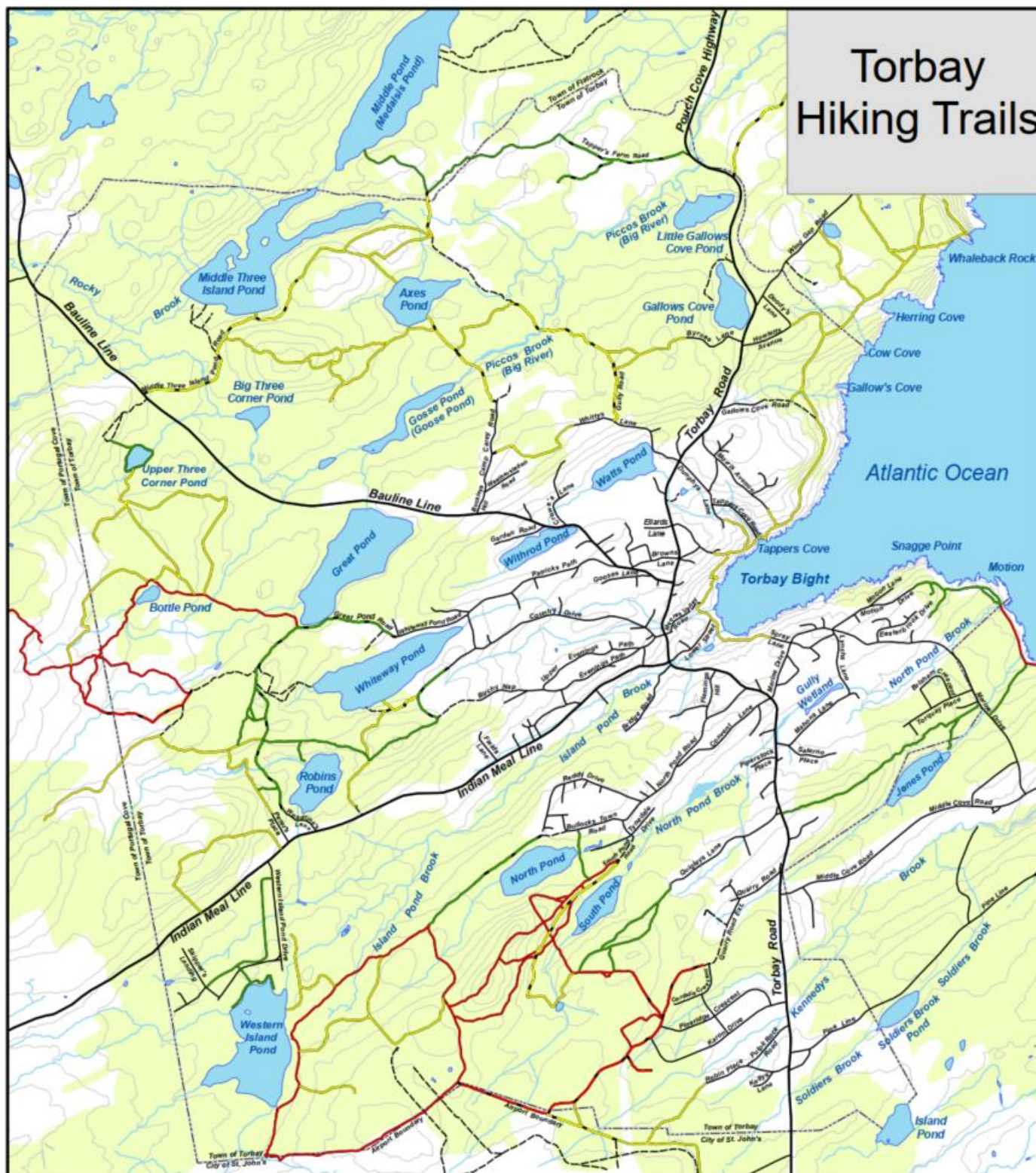
2504299-12508477-11 Torbay AT Plan approx

Date : 2026-05-29

Drawing No.

Figure 2 - Existing Conditions

Figure 3: Torbay Environment and Trails Committee Hiking Trails Map (2006)



2.2 Network Gap Analysis

2.2.1 Gap in the East Coast Trail Through Torbay

A significant gap exists in the **East Coast Trail (ECT)** as it winds along the coast through Torbay. The trail currently **ends at the Silver Mine Head Trailhead** and then **begins again at the Battery Trail**, creating an interruption in what is intended to be a continuous coastal route. As a result, trail users must leave the coastal trail and travel along local streets—**Motion Drive, Marine Drive, and Spray Lane**—in order to reconnect with the ECT at the Battery Trailhead.

This gap presents several challenges:

- **Loss of continuity** in a major regional trail system, reducing the recreational and tourism value of the ECT within Torbay.
- **Reduced safety and comfort**, as users must transition from protected natural trail environments to local roadways with limited pedestrian facilities.
- **Accessibility concerns**, since these connecting streets do not offer the same surface conditions, grades, views or separation from vehicles as the formal trail.
- **Wayfinding challenges**, requiring users to navigate multiple turns through residential areas to re-join the trail.

Addressing this gap would provide a more consistent, safe, and appealing experience for both residents and visitors who rely on the East Coast Trail as a key recreational and tourism asset.

2.2.2 Incomplete Pedestrian Facilities on Torbay Road Near Holy Trinity Elementary

A second, locally significant network gap is found on **Torbay Road near the elementary school**, where pedestrians walking to school must use the gravel shoulder **without any buffer** separating them from live traffic. The lack of a boulevard, curb, or protected space makes this walking route uncomfortable, especially for the children and families who use it daily.

In contrast, **Torbay Road north of the elementary school at North Pond Rd is equipped with a sidewalk**, providing a safe, predictable, and separated space for pedestrians. This mismatch in infrastructure creates a **disconnected pedestrian corridor** through what should function as a continuous, high-priority school-zone walking route.

Key issues include:

- **Safety risk**: pedestrians—particularly children—walk directly adjacent to moving vehicles.
- **Seasonal accessibility problems**: shoulders narrow or disappear entirely during winter due to snow storage.
- **Equity and mobility barriers**: people using mobility aids, strollers, or bikes face uneven surface.
- **Network inconsistency**: the transition from sidewalk to unprotected shoulder disrupts the continuity approaching a school area.

Addressing this gap by extending a sidewalk or creating a separated multi-use path would support safer school travel, improve accessibility, align with best practices for pedestrian protection along collector roads, and better align the area with the desired feel for the Town Centre.

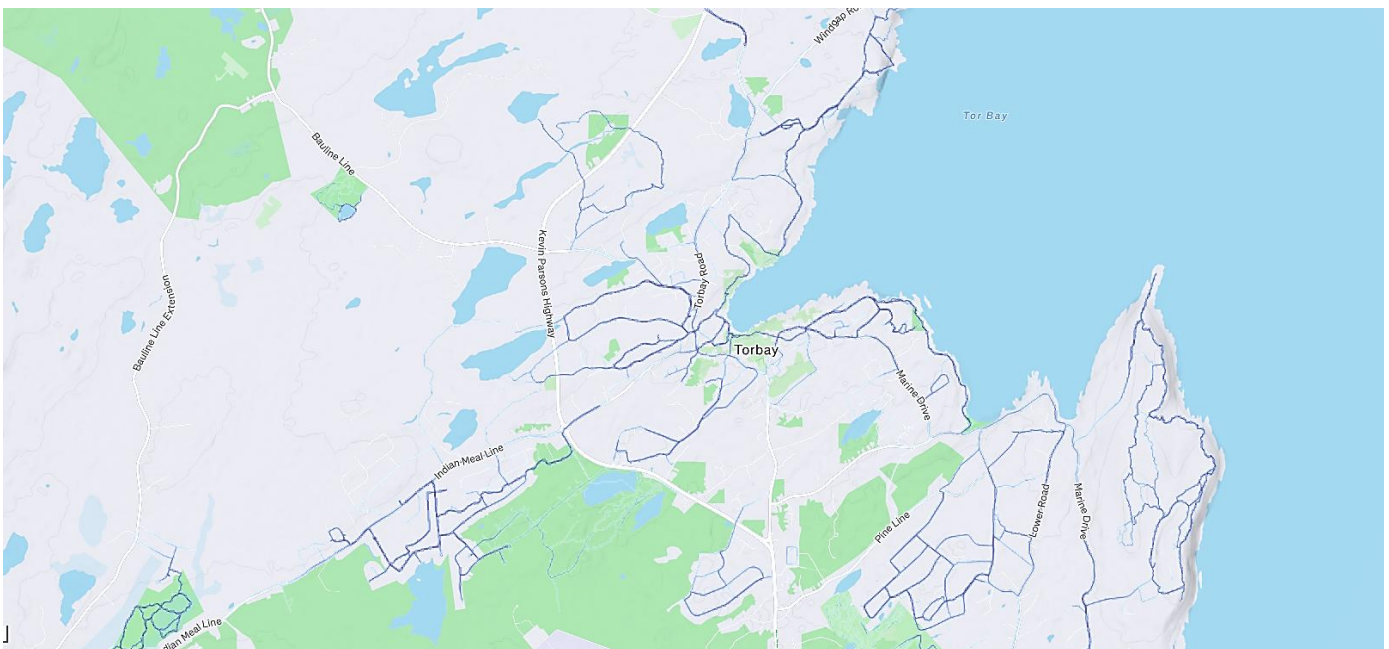


2.3 Active Transportation Use in Torbay

One way of exploring how people currently engage in AT in Torbay is through Strava, which advertises itself as a running, cycling, and hiking platform where users can track their excursions and participate in their social environment. The data available through this platform is all self-reported and self-categorized by people within the Strava community, who are typically AT enthusiasts and not casual users. Despite these limitations, the data provides a useful window into how people move by walking, running, hiking, and cycling through the Town.

The heatmap shown in Figure 4 shows the tracked walks through the town, with the darker the line illustrating more walks along that route, though the exact number of users shown is unknown. This data shows that there is a cluster of walking activity around the Town Centre with pockets of localized walking in several other areas with nature trails and parks. Walking is a relatively distance limited activity, so having localized pockets of walking for more recreational purposes around the Town makes sense. This could also be a reflection of the missing links in a clear walking network that connects the Town as a whole.

Figure 4: Strava Walking Heatmap



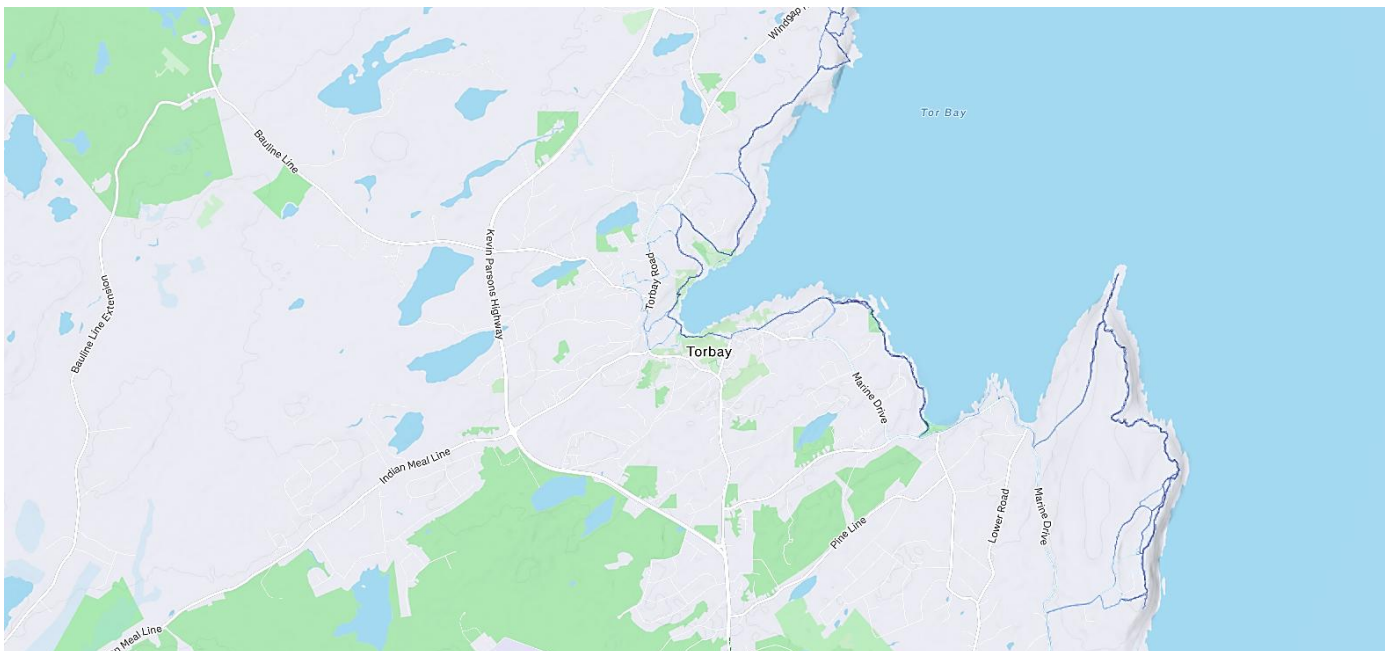
The heatmap shown in Figure 5 illustrates where people run through the Town. Running tends to cover longer distances than walking, which results in the running heatmap showing more continuous lines of motion along Town right-of-way than the pockets of activity observed on the walking map. Running tends to be done for recreational / exercise purposes and is unlikely to be used to travel to a destination within Town, unless as part of a run club or tour, which limits the use of this data in understanding where people need to go within the Town.

Figure 5: Strava Running Heatmap



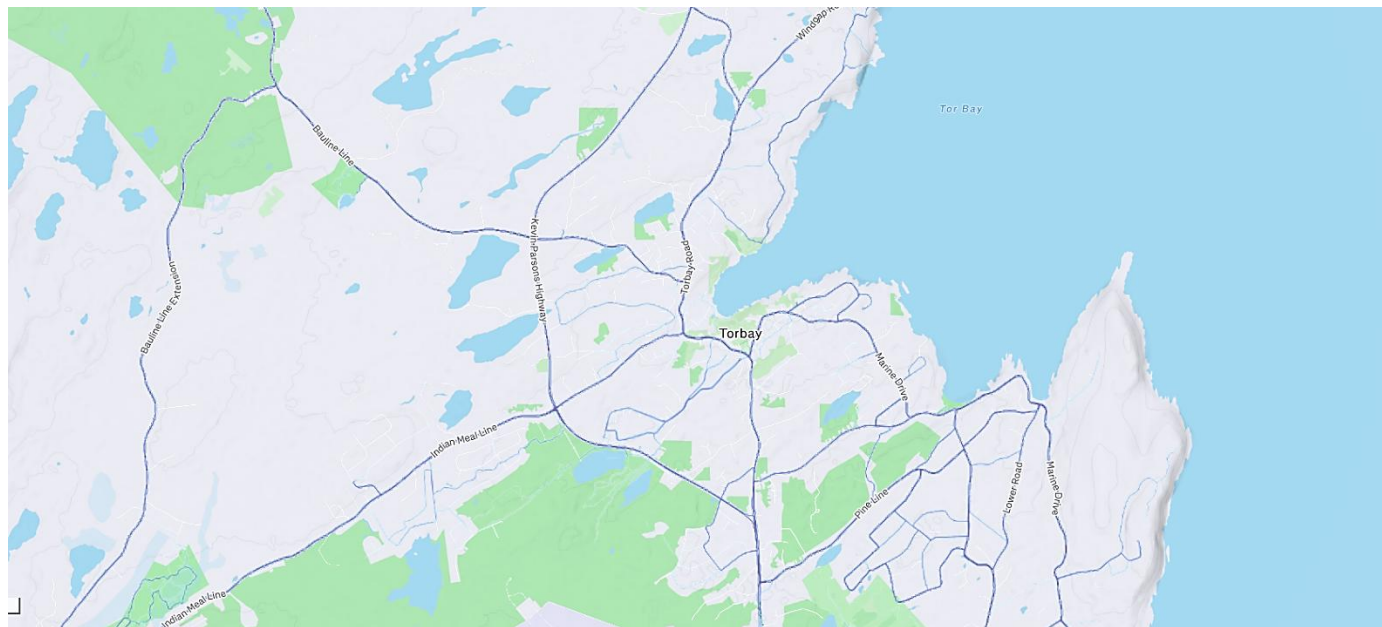
The heatmap shown in Figure 6 shows where people report going hiking through the Town, which is very narrowly confined to the East Coast Trail. The distinction between ‘walking’ and ‘hiking’ is self-reported, which may lead to some overlap between these heatmaps.

Figure 6: Strava Hiking Heatmap



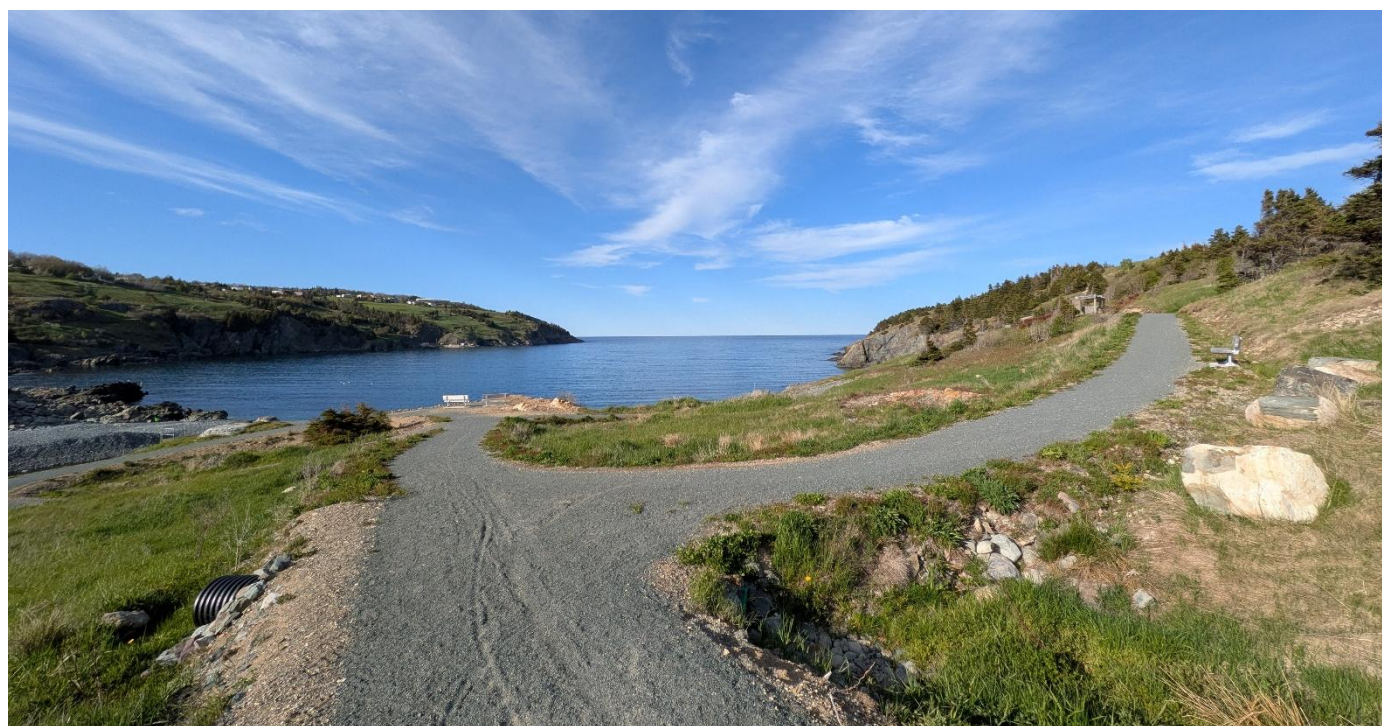
Lastly, Figure 7 shows the heatmap for cycling in Torbay. Cycling covers a broad range of the map but is focussed on the major roadways, including along the Kevin Parsons Highway. These are the roadways that would be connecting cyclists out for longer distance rides than necessarily a shorter trip within Town.

Figure 7: Strava Cycling Heatmap



2.4 Site Visits

Members of our team visited the Town of Torbay to review active transportation facilities in December 2025 and April 2026.



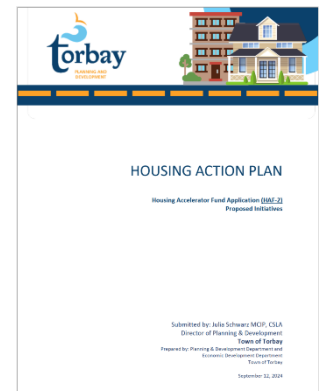
2.5 Background Review

Relevant plans prepared for and by the Town of Torbay were reviewed to understand the relevant background context for Torbay’s Active Transportation (AT) network. At a high-level, this includes:

- The **Housing Action Plan** was created by the Town of Torbay and includes goals for denser housing by leveraging active transportation network links.
- The **Recreation Master Plan** listed 31 demands highlighted by stakeholders, which included a demand for integrated linear park systems connecting green space with active transportation facilities.
- The **Open Space Management Strategy** followed up the Recreation Master Plan as a guide to developing space in Torbay. The Strategy recommends an outer and inner active transportation loop connecting neighborhoods using AT corridors.
- The **Pedestrian Safety Review** highlights issues with the existing AT network, showing examples of young pedestrians walking in travel lanes.

2.5.1 Housing Action Plan (2024)

The Housing Action Plan created by the planning and development department at the Town of Torbay is an integral part of preparing for the anticipated growth of the Town and to close gaps in the Town’s housing mix. The integration of the Housing Action Plan goals within the Active Transportation Plan creates a more complete community. A more complete transportation network can support denser housing development, creating a better supply of housing for residents in a low-income bracket. Conversely, having a plan for housing development shows the key destinations for the active transportation network. The plan mentions the importance of developing the Town Center to be a dense walkable core, the need for connected walkable communities, and the need for interconnected active transportation networks to reduce car dependencies and move towards a “complete community”. Understanding the needs and future plans of housing in Torbay provides a map of where links to the existing active transportation network are best suited.



2.5.2 Recreation Master Plan (2009)

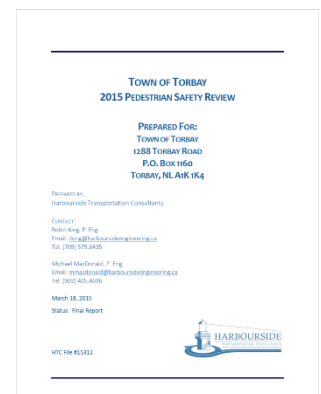
The Recreation Master Plan is intended to guide the development of parks and recreation services in the town, primarily by identifying stakeholder demands. One of the 31 demands was to create an integrated linear park system. The park system would include designated biking and walking trails corridors linking residential areas with schools, recreational facilities, and other destinations. Stakeholders also asked for more cycling facilities, as some previously available facilities have been lost to development. The Recreation Master Plan lists a variety of surfacing options for the AT corridors such as asphalt or natural terrain. The variety of surfacing options could provide a range of activities from walking and rolling to hiking. These stakeholder demands show the need for active transportation facilities, laying a foundation for this plan.





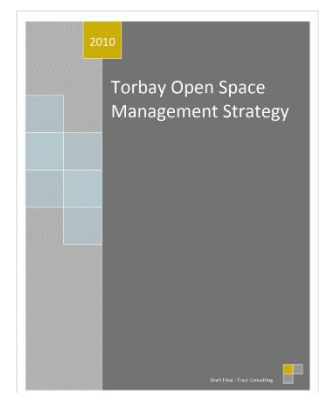
2.5.3 Pedestrian Safety Review (2015)

The Pedestrian Safety Review presents data collected in 2015 including average daily traffic counts (ADT), speed data and crosswalk count data. This data creates a baseline to build on with this AT Study. The review included public consultation and presented the feedback from residents. Residents noted speeding as one of their main concerns, followed by a lack of crosswalks on Torbay Rd. The safety review also included observations of school traffic patterns along Marine Dr and Torbay Rd at both Holy Trinity High School and Holy Trinity Elementary School. Children attending both schools are required to navigate across roads, and along narrow shoulders to get to school. The lack of sidewalk can be addressed within this AT plan, creating a network based on key attractions such as Holy Trinity High School and Holy Trinity Elementary School.



2.5.4 Torbay Open Space Management Strategy (2010)

The Torbay Open Space Management Strategy was created based on recommendations from the Recreation Master Plan, as a guiding document for open space development in Torbay. The main recommendation of the Open Space Management Strategy is the creation of an Outer Loop Corridor and an Inner Loop Corridor multiuse trail system. The corridors would interconnect residential neighborhoods in Torbay. The strategy reiterates the need for more bicycle trails in Torbay, especially connection to key destinations like schools and shops.





3 Public Engagement

To plan and create facilities that work best for residents of Torbay, we asked them about themselves and how they move through their community. The public engagement included two initiatives: a public survey and an open house. The public survey was hosted for one month from mid February to mid March. The open house happened on April 15, 2026 at the Torbay Common.

3.1 Public Survey

3.1.1 Development

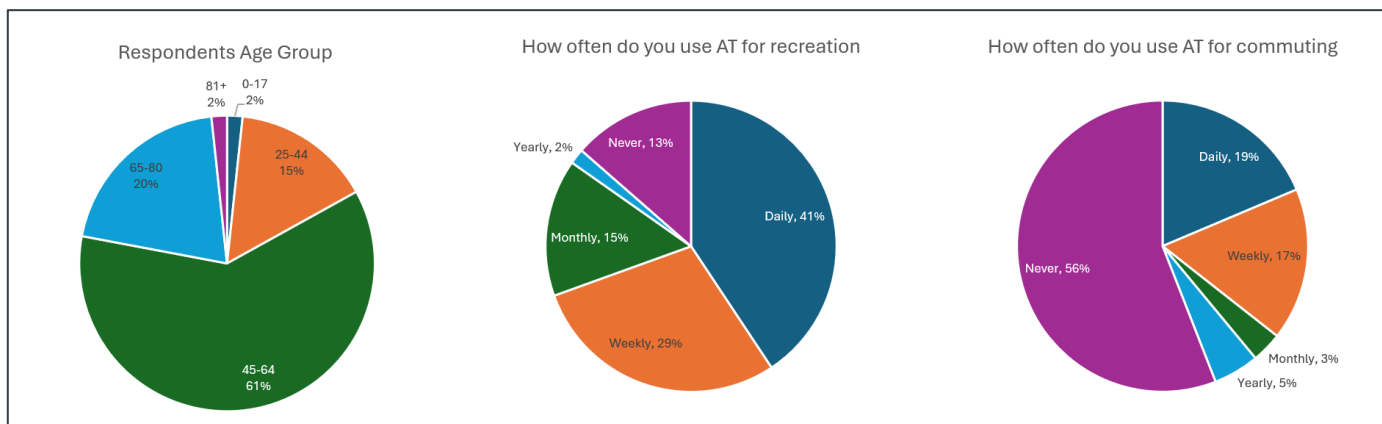
The public survey was available online and comprised of 13 multiple choice questions. There were demographic questions such as age and location included to offer perspective about which portion of the community is responding. The survey included questions about how often respondents use active transportation, their comfort level walk and biking, what infrastructure would make them comfortable, and barriers they have experienced in the town. Understanding the level of comfort of pedestrians and cyclists in the town, will give the project team information on how residents will use active transportation (AT) facilities, and how to best support them. Respondents were asked about key destinations in the town, to understand where AT network links would most benefit residents. A listing of the questions asked in the survey is provided in Appendix A.

3.1.2 What We Heard

The public survey was active for 3 weeks and received 59 responses. Most respondents (61%) were 45-64 years old. The respondents typically (56%) never use AT to get to a destination. Among respondents who do use active transportation to reach a destination, most do so daily and some do so weekly. Respondents more frequently use active transportation for recreation, with 41% doing so daily. When asked which destinations should be connected to the AT network, schools received the

strongest support. Respondents also indicated that connecting senior housing and activity centers to the AT network was important to them. The quality of the Town’s AT network was more frequently rated acceptable (60%) during the warmer months and was more frequently rated subpar (70%) during the colder months by respondents.

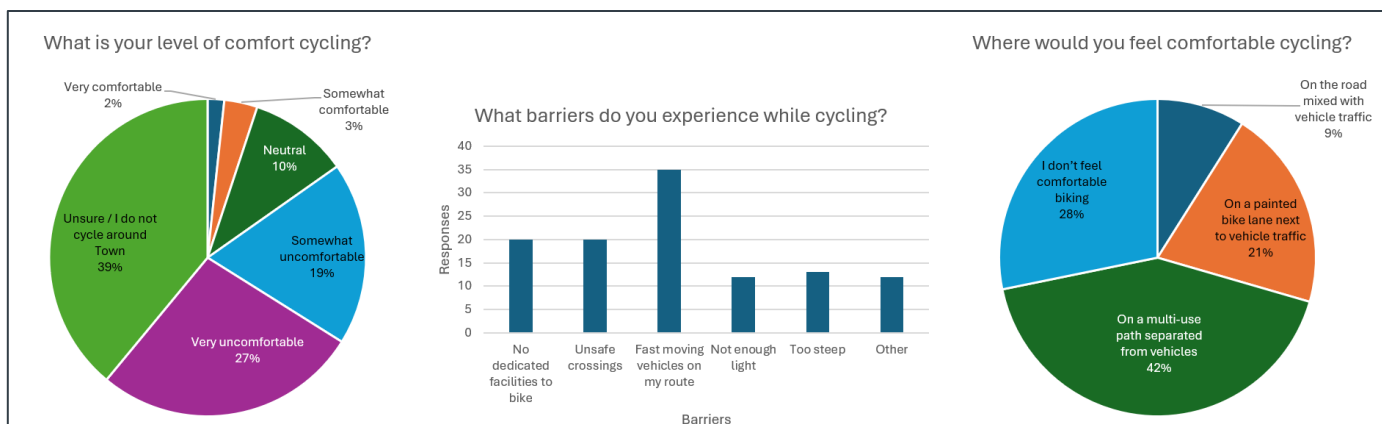
Figure 8: Survey Demographics



3.1.2.1 Cycling

Most respondents do not cycle. Of the respondents who do cycle most are not comfortable cyclists (46%). Cycling comfort was split between respondents who were “interested but concerned” (46%) and respondents having no interest in cycling (39%). The cycling infrastructure that makes respondents the most comfortable is a multi-use path separated from vehicles. The most frequent barrier experienced by respondents was fast moving vehicles on their route. The lack of safe crossings and dedicated cycling facilities both received 18% of responses. No respondents felt comfortable biking in the winter.

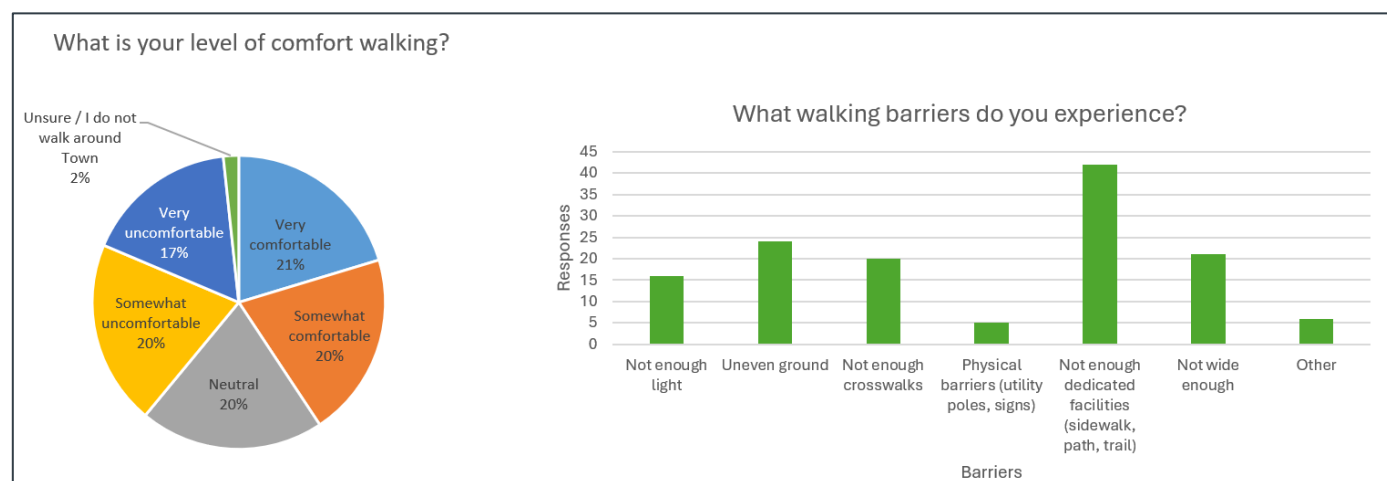
Figure 9: Survey Feedback on Cycling



3.1.2.2 Walking

The respondent’s comfort level walking around town was very mixed. The barrier most frequently experienced by respondents was insufficient trails, sidewalks and paths. The other barriers also experienced by respondents by order of magnitude were uneven ground, insufficient crosswalks, facilities not being wide enough, and insufficient light.

Figure 10: Survey Feedback on Walking



3.2 Open House

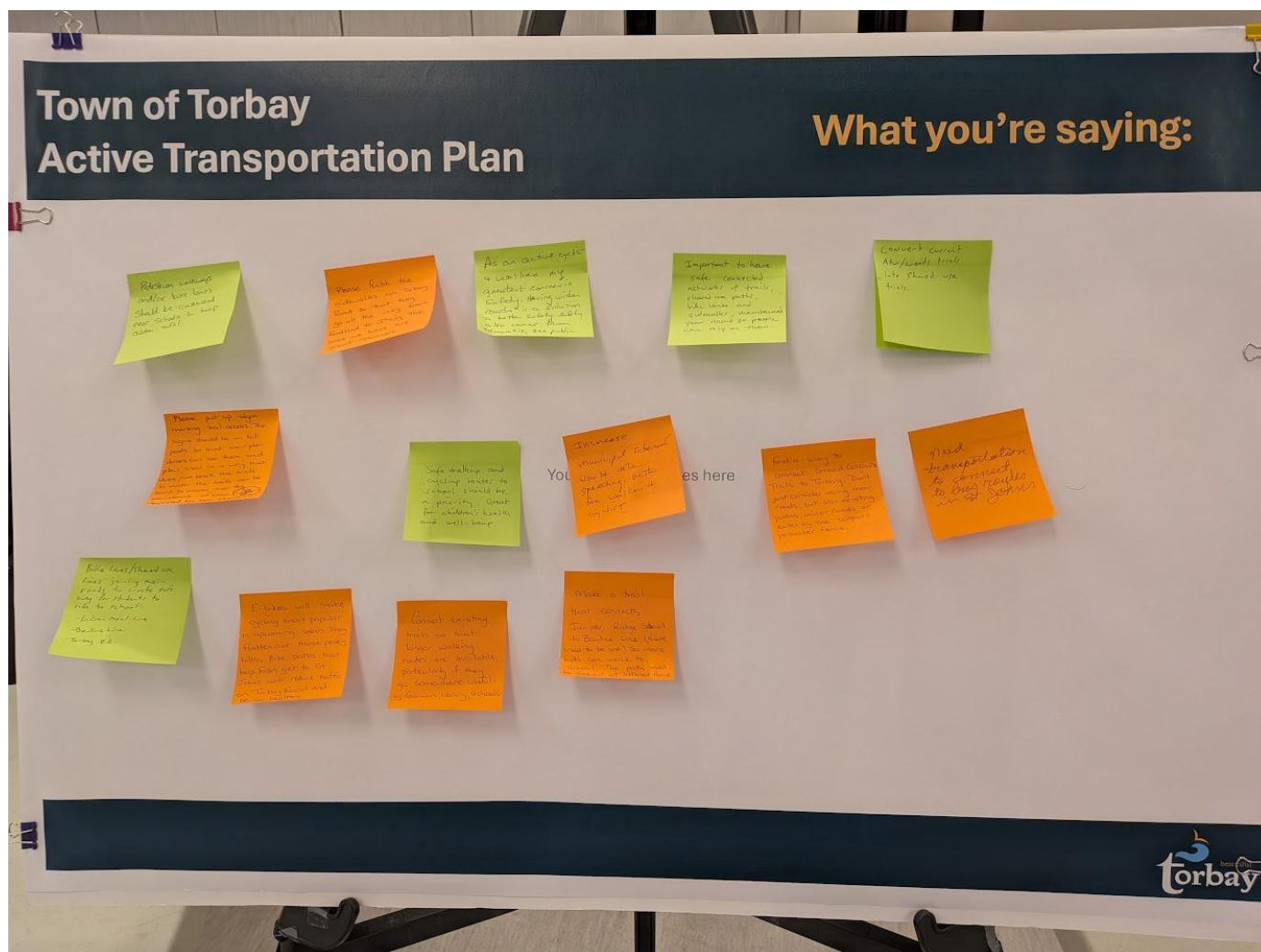
Our team hosted an open house for the Torbay Active Transportation Plan on April 15, 2026 in the Torbay Common. The purpose of the open house was to show the community what we had learned to that point about the existing conditions for AT in the Town and to gain feedback from the community on what their preferences are for AT. 18 community members participated in the open house. Copies of the boards that were presented are provided in Appendix B.



There were two main opportunities for participants to provide feedback during the open house: with sticky notes on the “What you’re saying:” board and the map of Torbay. The sticky notes placed on the “What you’re saying” board (shown in Figure 11) presented several common themes, as follows:

- Need to provide better / safer connections to schools
- Need to mark and maintain trails and trailheads year round
- Completing trail and sidewalk networks to bridge gaps in the Town
- Make use of existing minor roads and nature trails instead of just relying on major roads
- Connection to the trail and transit networks in St. John’s
- Need to make safer cycling facilities through lower speeds, wider roads

Figure 11: Open House “What you’re saying:” Board



Feedback provided on the map (Figure 12) was directed at more location specific improvements, but numerous opportunities for improved connections were identified. Some of these included a multi-use trail along the Kevin Parsons Highway, bridging the gap in the East Coast Trail, improvements on Indian Meal Line and Bauline Line, and the need for bike lanes.

Figure 12: Open House Map Feedback





4 Envisioned Network

The starting point for developing an AT network in Torbay is a relatively blank slate. As was previously identified, there are areas with sidewalk and some nature trails, but the vast majority of the transportation network in the Town is auto-centric. This is a network that works well for moving cars, but leaves much to be desired for the ability to move people.

It is important to consider what being “people centric” means in the context of Torbay. Most roads in the Town are narrow 2-lane roads that cannot be substantially narrowed to accommodate new AT facilities, nor can they be substantially widened due to either the natural geography of the roadway or potential property impacts. A road being “people centric” in Torbay could include metrics such as:

- Restricting on-street parking to keep people from parking in shoulders dedicated to cyclists;
- Accepting lower vehicle Levels of Service and lower posted speed limits along road segments as space is dedicated to active transportation facilities;
 - The space that would be used to widen a road or add turning lanes is prioritized for AT facilities;
- Improving accessibility for vulnerable road users; and
- Incorporating AT improvements in ongoing road projects as they align with the Town’s Future AT map.

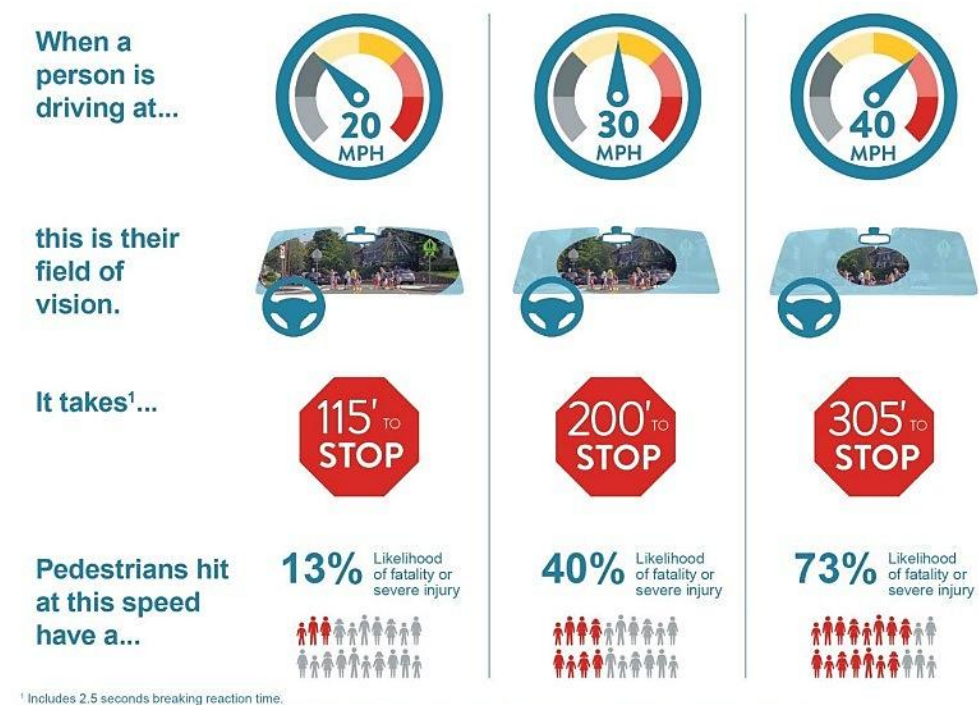
Still, the traffic volumes and speeds on some Town roads may make for an uncomfortable experience to walk or cycle along the shoulders, particularly those that fall under provincial jurisdiction. Additionally, a popular mode of travel is through the use of ATV’s which are not compatible with pedestrians and cyclists on shared shoulders. Fortunately, a compelling feature of the Town of Torbay are the numerous existing nature trails for multiple user groups.

For Torbay, the nature trails predominantly serve as recreational facilities for its citizens to enjoy, however prioritizing moving people from neighbourhoods to nearby destinations by non-auto modes can also be obtained. There is potential to expand the network, formalize existing trails, and regulate trails for a safe user experience.

4.1 Types of Facilities

When designing the Town's AT network and selecting AT facilities, the main criteria used to determine the types of facilities that are appropriate for a given road are the speed and volume of vehicle traffic. This is because motor vehicles present the greatest risk to AT users, so when speeds and volumes of traffic are higher there needs to be more separation or protection for AT users from motor vehicles. The Texas Department of Transportation illustrates in Figure 13 below the severity of increased speeds near nonmotorized users. It is notable that many of the roads in Torbay have posted speed limits lower than 50 km/h and that, aside from Torbay Rd., many of the roads in Torbay have low to moderate traffic volumes. These factors make it more reasonable to implement less protection for AT users on local roads in the Town, but the busier roads like Torbay Rd., Bauline Line, and Indian Meal Line would still require dedicated facilities.

Figure 13 Speeds and the Risk of Serious Injury to Pedestrians (Source: TxDOT)



4.1.1 Dedicated Pedestrian Facilities

Modern guidelines on pedestrian facility width are based on the physical needs of sidewalk, walkway, and trail users. Typical design widths that assumed for pedestrian facility users are different than those for shared spaces and trails. **The preferred minimum sidewalk width for new facilities is 1.8 m** which accommodates multiple adults and/or wheelchairs comfortably. **The minimum recommendation for a trail is generally 3.0 m** to allow for the ease of movement between multiple types of trail users.

While most urban pedestrian facilities run alongside a roadway (monolithic), ideally these facilities are offset, or buffered, from the side of the street (furnishing zone) and buildings or other property structures (frontage zone) by 0.5 to 3.0 m. Both zones provide more space for pedestrian amenities along the right of way and provide buffers from potential hazards on the roadway (i.e. vehicles) and properties. The furnishing zone, or boulevard, helps provide separation from traffic, making the pedestrian environment safer and more welcoming to users of all ages and abilities. Maintaining a furnishing zone should be a priority on roads with high traffic speeds and/or high traffic volumes.

The grade of pedestrian facilities can also have a large impact on their accessibility and friendliness to all road users. While sidewalks generally follow the grade of the adjacent roadway, most guidelines recommend that pedestrian facilities maintain a grade of 5% or flatter to accommodate users of all ages and abilities without requiring handrails or landings. While these criteria should not limit the application of sidewalk along steep sections of roadway, they should be considered when implementing priority AT corridors throughout the Town.

In a rural context, sidewalks are not normally provided to pedestrians. Instead, the main types of pedestrian facilities are walkable shoulders and separated trails. Selecting the appropriate type of facility depends on the speed limit and pedestrian volume. **Walkable shoulders are more acceptable at lower speed limits (60 km/h and below) and with lower pedestrian volumes.** At higher speed limits (70 km/h and above) and higher pedestrian volumes, separated trails become more appropriate. Trails are also more viable in areas where other uses are anticipated; such as cross-country skiing or snowshoeing during the winter. **A walkable shoulder should be at least 1.2 m wide, though if it is intended to be shared with cyclists a minimum width of 1.8 m should be maintained.**

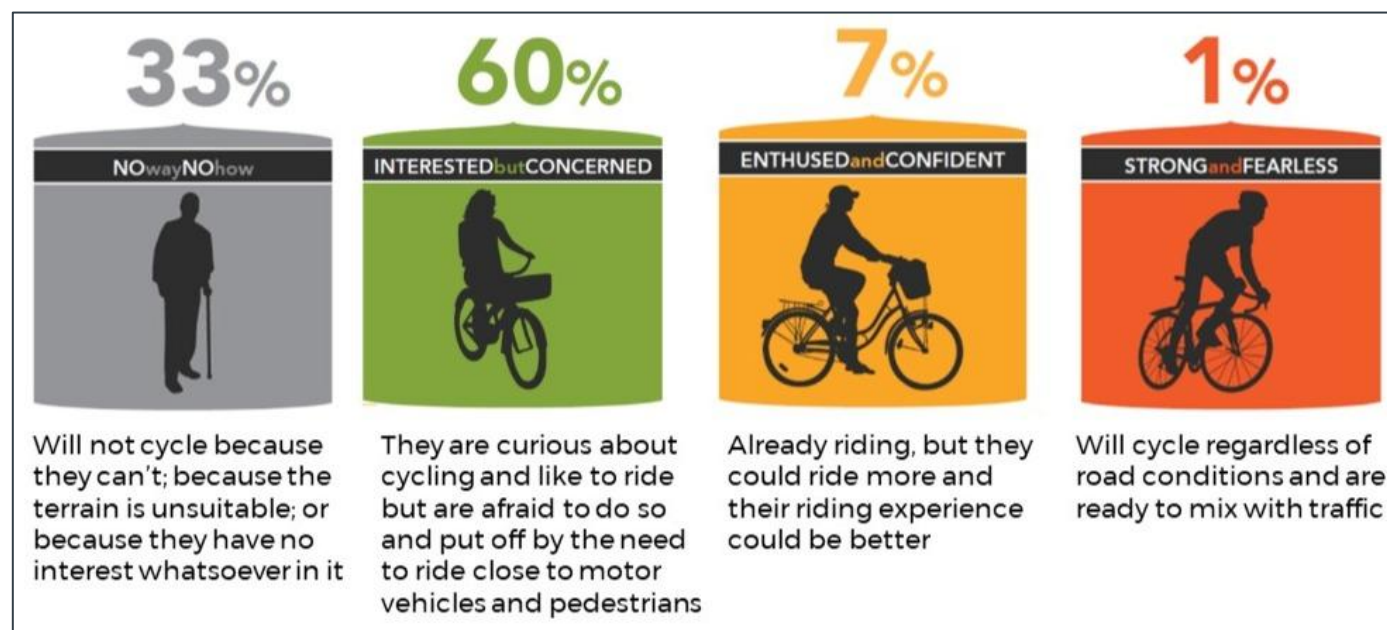
In addition to the paved/maintained surface, there are a variety of amenities that can be included alongside pedestrian infrastructure to make the environment more welcoming and accommodating. These include lighting, benches, garbage cans, scenic lookouts, and so on. The implementation of street furniture, lighting, and other roadside amenities should be determined on a case-by-case basis with an emphasis on well furnished pedestrian destinations and making safe pedestrian corridors.

4.1.2 Dedicated Bicycle Facilities

4.1.2.1 Types of Cyclists and Levels of Traffic Stress

Before discussing the types of cycling facilities that should be included within AT corridors, it is important to understand the levels of comfort that varying types of cyclists have. In 2006, Roger Geller presented a classification of four types of cyclists based on information he collected in Portland, OR. These classifications of cyclists, and their approximate proportions in the population of Portland at the time, are illustrated in Figure 14. Note that when this question was asked in the survey for this project, 3% responded “Strong and Fearless”, 13% responded “Enthusied and Confident”, 44% responded “Interested but Concerened” and 39% responded “No way No how”.

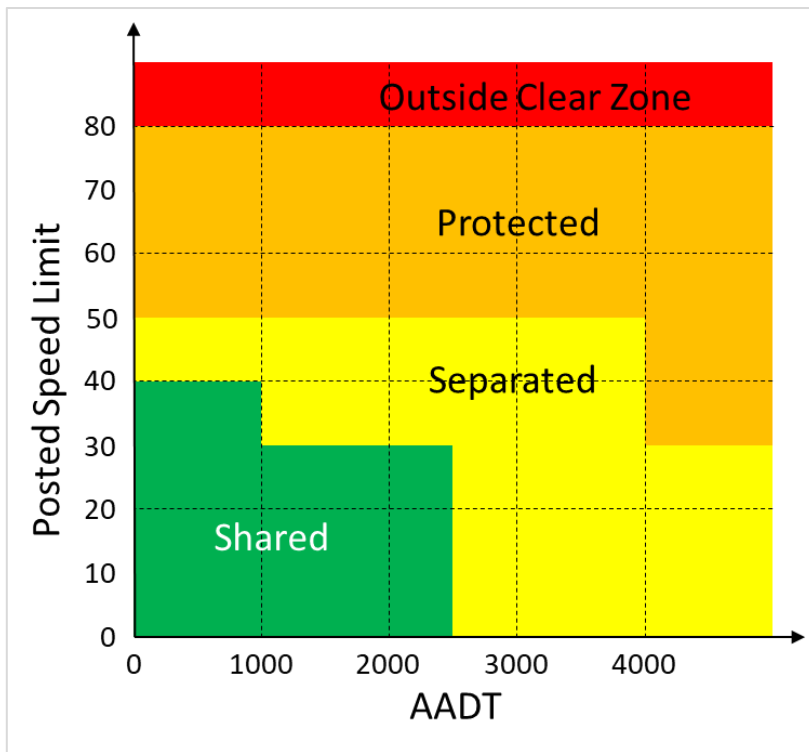
Figure 14: Geller's Four Types of Cyclists



4.1.2.2 Facility Selection Guidelines

With the above classifications in mind, the Transportation Association of Canada (TAC) also provides guidelines on what types of bicycle facilities are appropriate along roadways of varying posted speed limit and traffic volume. These guidelines are not a standard, but instead outline good practice to be followed when constructing new facilities. The TAC guidelines generally correspond to facility selection for an “Interested but Concerned” cyclist, as outlined in the previous section. The broad classifications of these facilities (Shared, Adjacent, Separated/Protected, Outside Clear Zone) are summarized in Figure 15.

Figure 15: TAC Bicycle Facility Classification by Traffic Volume and Speed Limit



4.1.2.3 Shared Facilities

Shared facilities are those where vehicles and cyclists both make use of the same space for transportation. Due to the potential risk to cyclists in this scenario, these types of facilities are most appropriate on low speed and low volume roadways. Some types of shared facilities are as follows:

Bike Boulevard: This type of facility is a shared roadway that emphasizes a continuous corridor for cyclists, typically integrated with traffic calming measures to slow and deter vehicle traffic. Stop controlled intersections should give the right-of-way to the bike boulevard and signalized intersections should have bicycle detection or bike friendly actuation.



Shared Roadway/Lanes: These facilities are similar to bike boulevards, but without the prioritization for bicycle traffic. Roadways are signed for shared use through roadside signs and pavement markings (sharrows). While the traffic calming measures of a bike boulevard are not necessarily present, these should also only be used on low volume, low speed roadways.



Advisory Bike Lanes: This type of facility is a hybrid between a shared roadway and bike lanes. Advisory bike lanes feature dashed lines that demarcate the space for cyclists on the side of the road, but as they are dashed lines they also allow for vehicle encroachment when safely passing other vehicles or cyclists. The roadway itself is not necessarily made any wider to accommodate the lanes, which is why vehicles are allowed to enter the advisory lanes for passing. The advisory bike lane should be 1.8 to 2.1 m wide.



4.1.2.4 Separated Facilities

Adjacent facilities feature distinct spaces for vehicles and cyclists within the road environment, but there is limited other protection afforded to cyclists. These types of facilities include:

Bike Lanes: These are exclusive travel lanes for bicycles that are located alongside the vehicle lanes and are delineated by pavement markings. Bike lanes are generally 1.8 to 2.1 m wide and can also include a hatched buffer between the vehicle and bike lanes that is 0.3 to 0.9 m wide.



Bike Accessible Shoulders: This type of facility is effectively a bike lane for rural environments. The shoulders of roadways are not typically designed to be a travelled portion of the right-of-way, but if they are well maintained they can be used by cyclists much like a bike lane in an urban environment. For shoulders to be bike accessible, they should be 1.8 to 3.0 m wide. These shoulders can also be buffered from vehicle lanes, if space permits. Unlike bike lanes which are reserved exclusively for cyclists, bike accessible shoulders may also be used by pedestrians especially in rural areas where other pedestrian facilities such as sidewalks do not exist.



4.1.2.5 Protected Facilities

Separated and protected facilities provide additional protection to cyclists over adjacent facilities by either increasing the space between the vehicle and bicycle rights-of-way or by providing a physical barrier between them. Some types of separated and protected facilities include:

Protected Bike Lanes: This type of bike lane is an exclusive bicycle travel lane that is generally alongside a roadway but has a 0.3 to 1.0 m wide physical barrier separating the lane from vehicle traffic. Barriers can include a wide range of treatments, spanning from flexible delineators to concrete bollards/barriers. Protected bike lanes may also be raised and protected by a curb and buffer from vehicle lanes. The bike lane component of a protected bike lane is generally 1.8 to 2.5 m wide; if bidirectional bike lanes are being accommodated then the combined bike lane width is generally 3.0 to 3.6 m.



Multi-Use Paths: Like a bike path, a multi-use path is located within the roadside but is not exclusively for cyclists, instead being a shared AT facility. To accommodate the varying combinations of uses, multi-use paths are often wider than other bicycle facilities at 3.0 to 6.0 m, depending on the scenario.



4.1.2.6 Outside Clear Zone Facilities

This type of facility does not add any additional facility categories, but instead moves protected facilities further away from the road to the point they are outside the clear zone for the roadway. These are almost exclusively **protected bike lanes** or **multi-use paths**, as detailed in the previous section.

4.1.2.7 Bicycle Facility Geometry

One factor that makes designing cycling infrastructure for Torbay challenging is the topography of the town. According to TAC, grades of up to 4% are ideal for cyclists. At higher grades it becomes more challenging to pedal uphill and downhill coasting speeds can become quite high for unskilled cyclists. The topography of Torbay is not conducive to these grades, which may limit the ability to which Torbay could become a bike friendly community. A potential caveat to this is the increasing popularity of e-bikes and scooters, which have built-in motors that can assist users when travelling uphill. In areas where the Town is providing a shared cycling facility, or otherwise cannot manipulate the grade of the bicycle facility to provide rest areas and gentler grade, the Town should consider widening the bicycle facilities to accommodate users that may need space to walk their bikes in these areas. Areas with steep grades should also be a higher priority for implementing cycling infrastructure.



4.2 Future Network Map

The ideal future AT network would make use of a combination of existing road right-of-way, upgraded nature trails, and new connections through undeveloped areas to help bridge existing gaps and provide broader connectivity. The map shown in Figure 16 presents a future network concept that identifies a core network through the Town, secondary connections, and upgraded nature paths.

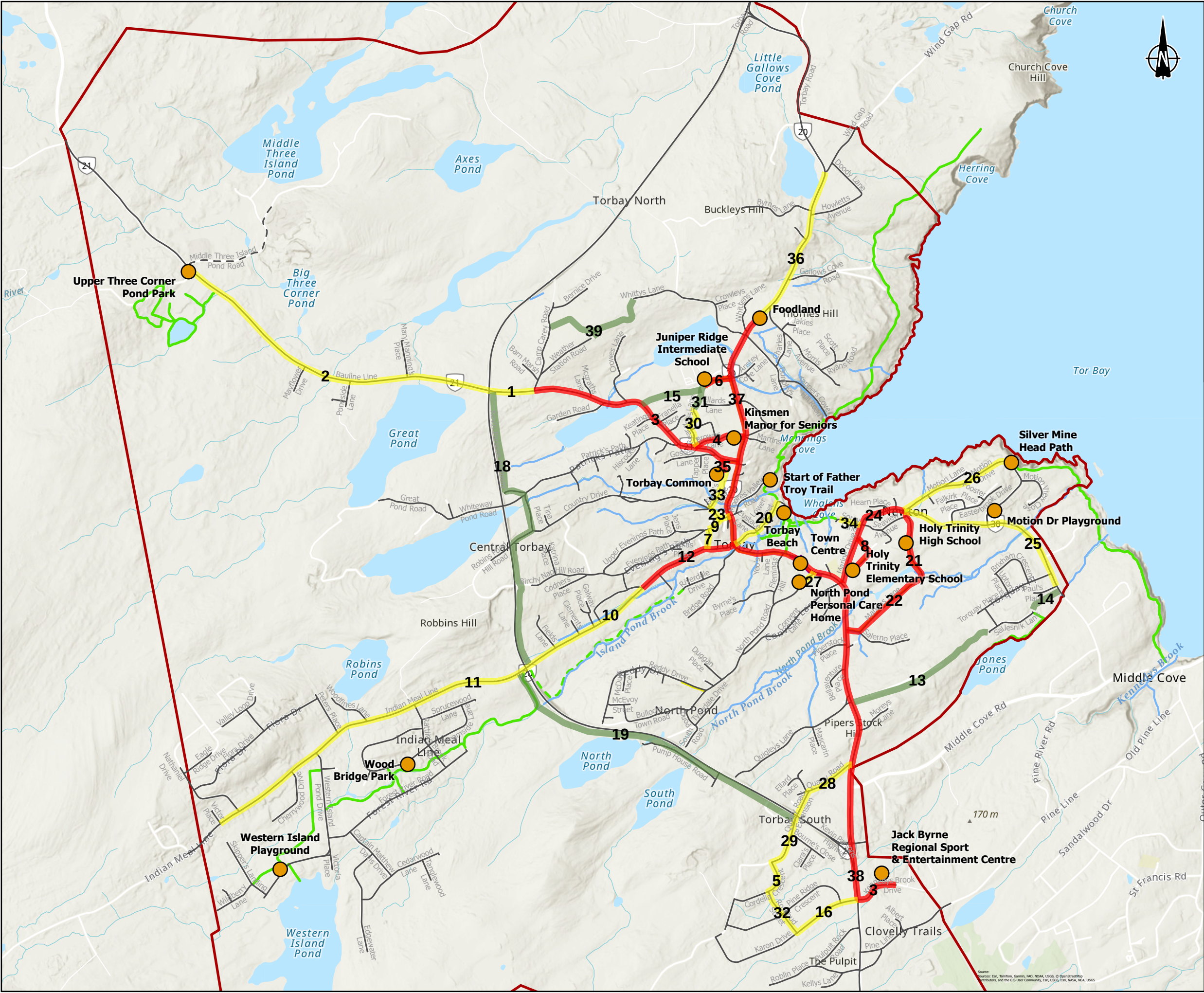
This map focuses on where the connections should be instead of what facility each connection should be composed of; that will be discussed over the following sections from walkability and bikability lenses. From the survey and open house, there was far more interest in having a walkable town than a bikeable town. Given some of the additional challenges in integrating cycling into Torbay that have been discussed previously, it makes sense to present a generalized vision for AT connections (Figure 16) and then separate perspectives on what making the network walkable or bikeable would be.

4.2.1 Focus on Walkability

The proposed walking network for the Town aims to improve walkability by expanding the sidewalk network, adding accessible shoulders, and adding upgraded nature paths to the network, as shown in Figure 17. Sidewalk would extend through the core of Torbay from Foodland to the Regional Sport and Entertainment Centre, with branches that lead towards schools, key destinations, and along some major roads. Future extension of the network would be reliant on accessible shoulders while the upgrade nature paths are used to provide shortcuts between sections of the network. Note that the numbers on facilities in Figure 17 relate to the cost breakdown of implementing the network discussed later in this report.

4.2.2 Focus on Bikeability

The proposed cycling network for the Town would involve establishing a multi-use path through the core of Torbay from Foodland to the Jack Byrne Arena. This facility was selected due to the higher volume of traffic and higher speeds along Torbay Rd, which would lead to an uncomfortable on-road cycling experience for most potential riders. The rest of the network would be comprised of accessible shoulders, shared roadways, and upgraded nature paths, much like the plan that focusses on walkability. This plan is illustrated in Figure 18, with the numbers on facilities relating to the cost breakdown of implementing the network discussed later in this report.



NOTES

Legend

Boundaries

Watercourse

Road Network

Gravel

Paved

Sidewalk

Proposed Walking Trail

Walking Trail

Power Line

Walking Focus Network

Sidewalk

Accessible Shoulder

Upgraded Nature Path

Key Destination

No.	Date	Revisions	By	Appr.

englobe

PROJECT TITLE

TORBAY AT PLAN

TOWN OF TORBAY

NL

DRAWING TITLE

PROPOSED NETWORK
(WALKING FOCUS)

Scale

1 : 25,000

Drawn By

Checked By

AC

Design By

CADD Check

AN

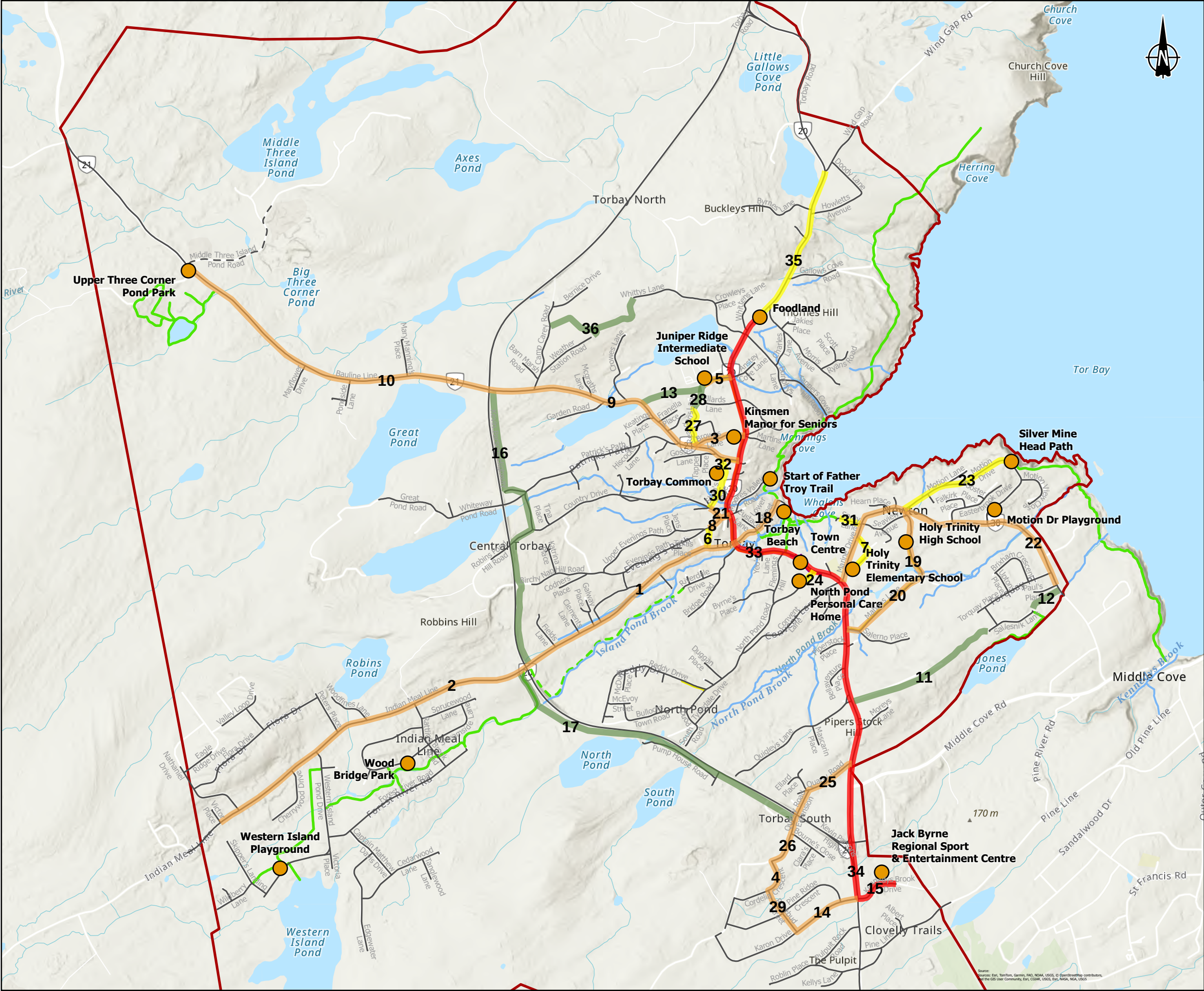
File Name

2508477-1 Torbay AT Plan.aprx

Date : 2026-05-29

Drawing No.

Figure 37 - Walking Focus Network



NOTES

Legend

Boundaries

Watercourse

Road Network

Gravel

Paved

Sidewalk

Proposed Walking Trail

Walking Trail

Power Line

Cycling Focus Network

MUP

Shared Road

Upgraded Nature Path

Accessible Shoulder

Key Destination

No.	Date	Revisions	By	Appr.

ENGLOBE

PROJECT TITLE

TORBAY AT PLAN

TOWN OF TORBAY

NL

DRAWING TITLE

PROPOSED NETWORK
(CYCLING FOCUS)

Scale

00.20.40.60.8Km

1 : 25,000

Drawn By

Checked By

AC

Design By

CADD Check

AN

File Name

250847-Torbay AT Plan.aprx

Sheet 4 of 4

Date : 2026-05-29

Drawing No.

Figure 1: Cycling Focus Network

4.3 Facility Design Standards

4.3.1 Cross Sections

Cross-sections for the proposed AT facilities are attached in Appendix C and shown in the figures below. These were developed with a focus on what the practical minimums would be to upgrade the existing roads in the Town, which are largely narrow, instead of modifications to the wide new road widths required by the Town for new subdivision developments. The principles of the AT elements shown below could easily be incorporated into a wider road for new developments. The only proposed AT facility not shown below is the Upgraded Nature Path, which would be a 3.0m wide trail with either a compacted gravel or asphalt surface, as appropriate for the setting.

Figure 19: Reference Cross Section - Shared Road

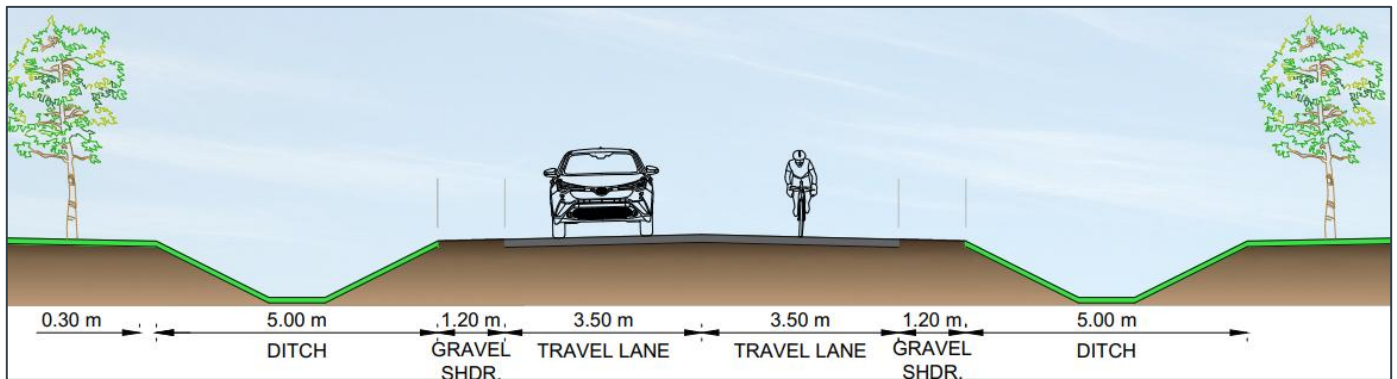


Figure 20: Reference Cross Section - Accessible Shoulders

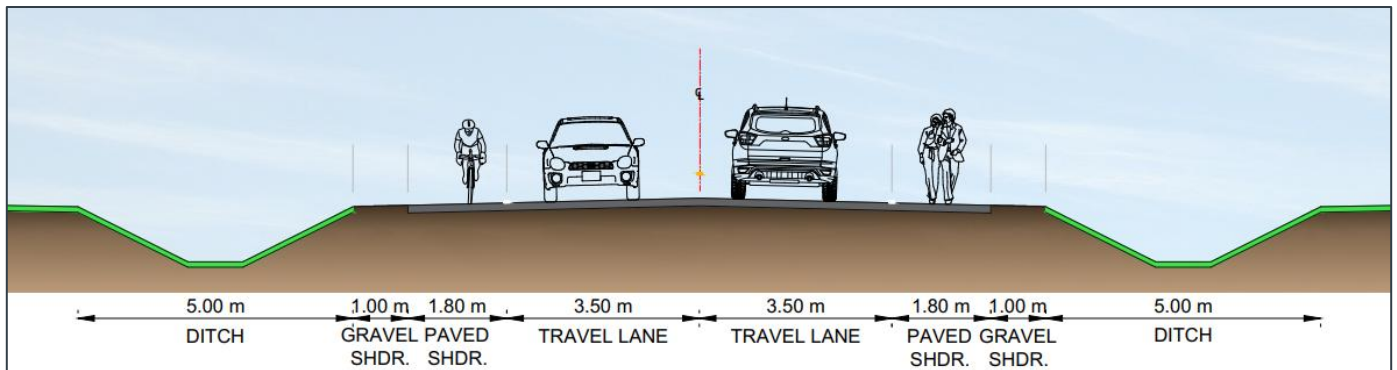


Figure 21: Reference Cross Section - Sidewalk

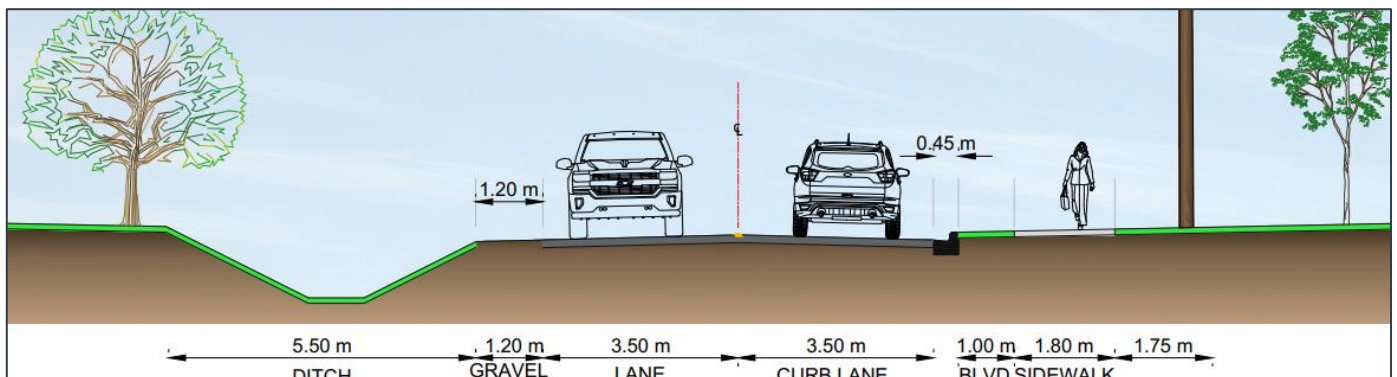
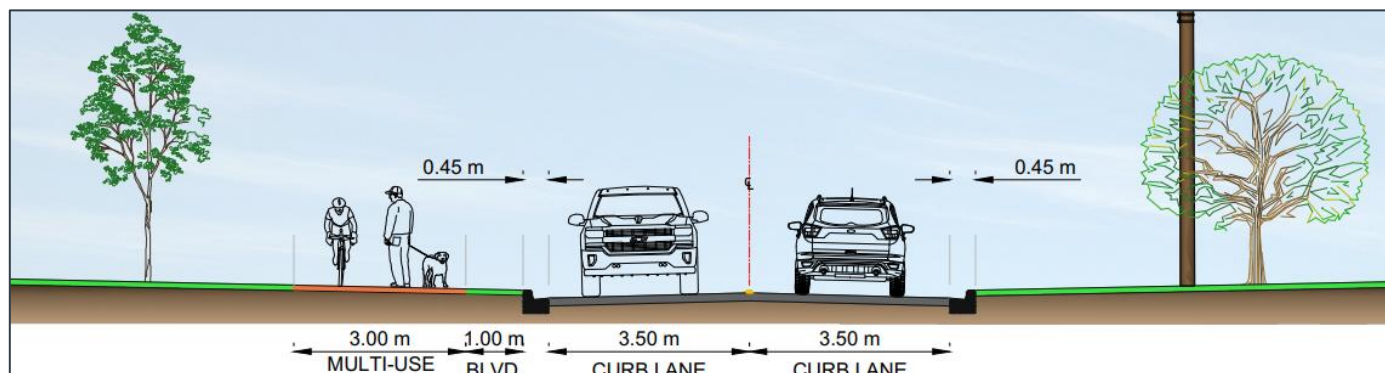


Figure 22: Reference Cross Section - Multi-Use Path



While most urban pedestrian facilities run alongside a roadway, ideally these facilities are offset from the side of the street (furnishing zone) and buildings or other property structures (frontage zone) by 0.5 to 3.0 m. Both zones provide more space for pedestrian amenities along the right of way and provide buffers from potential hazards on the roadway (i.e. vehicles) and properties. The furnishing zone, or boulevard, helps provide separation from traffic, making the pedestrian environment safer and more welcoming to users of all ages and abilities. Maintaining a furnishing zone should be a priority on roads with high traffic speeds and/or high traffic volumes (e.g. Torbay Rd.).

4.3.2 Transitions Between Facilities

Designing effective transitions between different types of AT facilities (i.e. bike lanes to multi-use trail) is critical to ensuring that AT users can efficiently and safely travel the network. The design of transitions is almost always unique to the specific situation being encountered; therefore, it is challenging to provide broad guidance on how to implement said transitions. Guidelines that can be referred to in the design of facility transitions includes the TAC *Geometric Design Guide for Canadian Roads* and various publications by the National Association of City Transportation Officials (NACTO).

4.3.3 Signage and Pavement Markings

In terms of signage and pavement markings there are two key components that need to be considered: facility designation and wayfinding.

Facility designation is a broad term that encompasses all of the signs and pavement markings that are used to convey to road users which parts of the right-of-way are designated for use by different road users (drivers, cyclists, pedestrians, etc.). These signage and marking requirements are specified in the TAC Manual of Uniform Traffic Control Devices for Canada or the TAC Geometric Design Guide for Canadian Roads (Chapters 5 and 6). Some notes on facility designation signage are provided below:

- Shared facilities are often designated primarily through a combination of longitudinal (dashed) and special pavement markings (sharrows). This is shown in the Advisory Bike Lanes example in **Section 4.1.2.3 Shared Facilities**. Signage becomes important in constricted environments where side-by-side travel is not possible, such as on narrow bridges.
- Adjacent and protected facilities in urban environments use a combination of signs, markings, and in some cases barriers. At a minimum they use pavement markings to delineate the bike lane, with hatching designating a buffer zone (if applicable). Regulatory signage is also used to designate bike lanes. In some cases, a fixed or flexible barrier is installed between the vehicle right-of-way and the bike lanes, though these are not recommended as part of this AT plan due to right-of-way constraints.

- Adjacent and protected facilities in rural environments typically forgo the signage found in urban areas but will still have pavement markings delineating or buffering the shoulder.
- Trails and bike paths have a separate set of signs and markings that can be applied depending on the intended use of the facility. Many will have a centreline suggesting a directional split between users and some may have signage indicating speed limits, pedestrian vs. cyclist zones, and other features depending on their design. Trails also require special signage at road crossings to provide advance warning (if sight distances are limited) and to confirm who has the right-of-way at the crossing (typically the trail user is required to stop/dismount before crossing).

Wayfinding signage helps AT facility users stay on course to their destination. Often this takes the form of signs at junctions between facilities that point users towards destinations and indicates the distance to the destination. In some locations where a trail or facility can be disjointed, such as along the East Coast Trail, wayfinding signs should be used to tell users how to keep going forward on the facility. The most important design factor for these signs is to remain consistent in their design and application across the network. Care should also be taken that the size, colour, and placement of wayfinding signage does not conflict with regulatory and warning signage. The Town has several signs at key locations that serve this purpose; however, they will need to be updated and expanded as the Town's AT network grows. One of the Town's signs and examples of these types of signs from Fredericton, NB and Shediac, NB are shown below.



4.4 Crosswalks

Another integral component to a good AT network is the crosswalks that connect facilities and/or bring users to the AT facilities. Planning exact crosswalks as part of the proposed networks at this stage would be premature as design details such as the side of the road that a new AT facility would be going on need to be determined first, but it is important to keep the need for crosswalks in mind when doing AT network planning.

There are a few types of crosswalks that are typically installed in Canadian municipalities. The leading guideline on the selection and design of crosswalks in Canada is the *Pedestrian Crossing Control Guide*, published by the Transportation Association of Canada (TAC). The most common types of crosswalk facilities recommended by TAC include:

Side Mounted Signs (GM): This is a standard crosswalk that features crosswalk signs on either side of the road and pavement markings delineating the crossing area, at a minimum. This is a “passive” crosswalk due to the lack of active signaling to road users that there is a pedestrian at the crossing.

Figure 23: Side Mounted Sign (GM) Crosswalk [Image from Google Streetview]



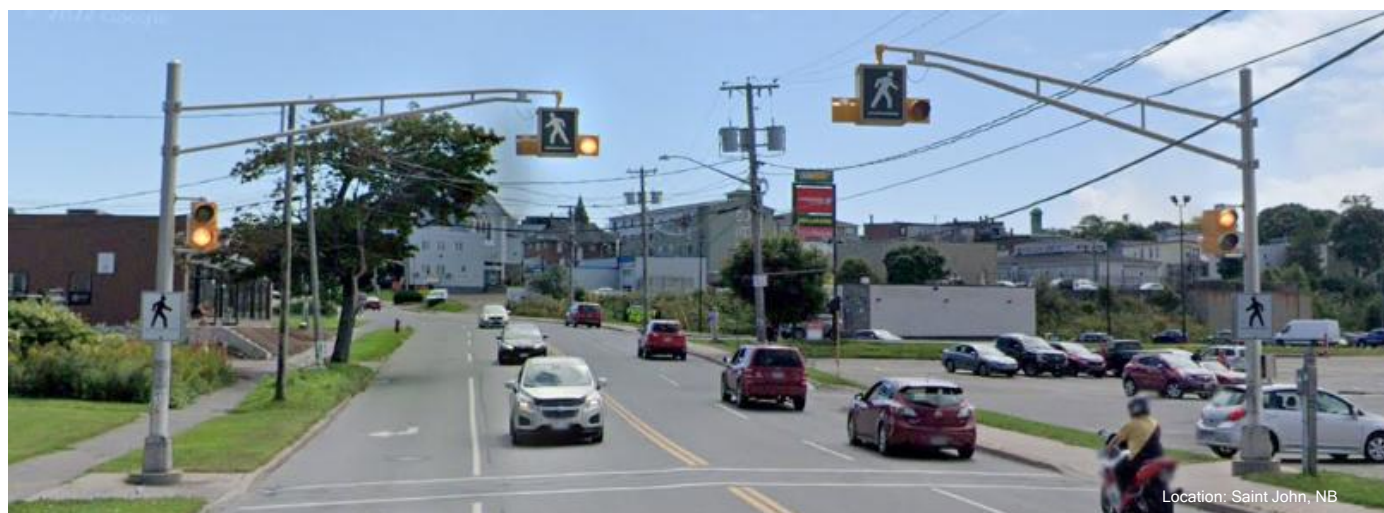
Rectangular Rapid Flashing Beacon (RRFB): This upgrades the GM crosswalk by adding rapid flashing rectangular lights to the top of the standard crosswalk sign. This crosswalk is operated by a pushbutton and actively informs road users that the crosswalk is in use.

Figure 24: Rectangular Rapid Flashing Beacon (RRFB) Crosswalk



Overhead Flashing (OF or RA-5): This type of crosswalk features two pairs of flashing lights that are suspended over the roadway, and should incorporate flashing lights mounted on the roadside poles. The overhead assemblies also include downward facing lights that illuminate the sidewalk. Pedestrian crossing signs are featured as part of the overhead assembly and on the roadside, and pavement markings delineate the crossing area. Like the RRFB, this crosswalk is operated by a pushbutton and actively informs road users that the crosswalk is in use.

Figure 25: Overhead Flashing (OF or RA-5) Crosswalk [Image from Google Streetview]



Traffic Signals (TS): This type of crosswalk features full traffic signals with red, amber, and green lights that control traffic specifically for crosswalks. The traffic signals are accompanied by pedestrian signal heads and pavement markings that delineate the crossing area. This crosswalk is operated by a pushbutton and actively informs road users that the crosswalk is in use.

Figure 26: Traffic Signal (TS) Crosswalk



The TAC Guide provides a framework for selecting appropriate crosswalk infrastructure as a function of the road cross-section, vehicle traffic volume, and vehicle traffic speed. Generally speaking, the wider the road, higher the traffic volume, and higher the traffic speed, the more crosswalk infrastructure is recommended as a minimum. In the context of Torbay, a GM or RRFB system would be appropriate on most streets, but an RRFB or higher would likely be required on Torbay Rd. depending on the specific location being evaluated.

4.5 Cost Estimate

Implementing AT infrastructure does come with capital and maintenance costs. Our team prepared high-level ranges for the cost of implementing different types of AT infrastructure as standalone projects, as summarized in Table 1. The table includes notes on what is considered when developing the Low and High estimates; notably, right-of-way acquisition, significant cuts/fills, retaining walls, cantilevered facilities, and other variable expense items were excluded from these estimates.

Table 1: AT Facility Per Kilometre Cost Estimates (2026)

Facility	Range	Capital Cost (2026 \$/km)	Notes
Shared Facility (bidirectional)	Low	\$3,000	Pavement markings (sharrows) only at 100m spacing
	High	\$57,000	Thermoplastic sharrows with green background at 100m spacing
Accessible Shoulders (per side)	Low	\$140,000	75mm granular top dressing, 75mm base and 50mm top coat (existing width gravel shoulder) add solid line, 100m spaced symbols, 400m spaced signs
	High	\$280,000	Double above to account for re-ditching and full depth granulars (still assumes no property or utility impacts)
Sidewalk (single side)	Low	\$350,000	Just a S/W in available ROW, minor curb cuts
	High	\$1,100,000	As above but move curb, round up for storm reconnections (existing storm assumed), road restoration
Trail (single bidirectional)	Low	\$140,000	Top dress rail to trail conversion, no structures, minor culvert work and road crossing improvements
	High	\$650,000	Rural environment with clearing required but no major challenges or structures, some crossing improvements
Roadside Trail (single bidirectional)	Low	\$565,000	ROW available, just removing sod and placing new granulars, 75mm base, 50mm surface 3m wide asphalt trail roundup for minor pavement markings and signs, minor curb work, no signals
	High	\$1,300,000	Urban environment with no major challenges or structures, no road work, paved trail, curb relocated on one side

The above per-kilometre estimates assume that the AT facilities are being built as standalone projects. It is often more cost effective to incorporate installing these facilities alongside capital work being done to renew the adjacent roadway, when possible. Sometimes this is not possible for key routes, or there would be a substantial wait to be able to install key linkages in the network, at which point a standalone project would be appropriate.

The per-segment cost estimates for the walking network and cycling network are provided in Table 2 and Table 3, respectively. The specific facilities can be cross-referenced against their respective maps (Figure 17 and Figure 18) using the numbers in the left hand column. The walking network would have an overall lower cost to implement, due to leveraging some existing sidewalk infrastructure and the lower cost of a sidewalk versus a trail along Torbay Road. The walking network could also be pared down if sidewalk was not extended as far along Bauline Line and Indian Meal Line.

It is also important to consider that all infrastructure needs to be maintained over time. Much of the proposed networks focus on shared roads and accessible shoulders, which should be able to be plowed and maintained by the existing winter maintenance crews for the Town. Sidewalks and maintained trails would require different equipment, which the Town may need to acquire more of as the network expands over time.

Table 2: AT Facility Capital Cost Estimates for Walking Network

#	Segment	Extents	Type	Length (km)	Cost (2025 CAD)		Notes
					Low	High	
1	Bauline Line	Camp Carey Rd to K. Parsons Hwy	Accessible Shoulder	0.3	\$42,000	\$84,000	
2	Bauline Line	K. Parsons Hwy to Upper Three Corner Pond Park	Accessible Shoulder	2.3	\$322,000	\$644,000	
3	Bauline Line	Torbay Rd to Camp Carey Rd	Sidewalk	1.5	\$525,000	\$1,650,000	
4	Brown's Ln	Torbay Rd to Bauline Line	Sidewalk	0.4	\$140,000	\$440,000	
5	Cordelia Cres	Quarry Rd Ext to Rosebud St	Accessible Shoulder	0.3	\$42,000	\$84,000	
6	Darryl Pye Dr	Torbay Rd to End	Sidewalk	0	\$-	\$-	0.2 km existing sidewalk
7	Donovans Hill	Indian Meal Line to Evenings Path	Shared Road	0.1	\$300	\$5,700	
8	Doyles and Quigley's Ln	Marine Dr to Marine Dr	Sidewalk	0	\$-	\$-	0.3 km existing sidewalk
9	Evenings Path	Torbay Rd to Dovonans Hill	Accessible Shoulder	0.1	\$14,000	\$28,000	
10	Indian Meal Line	Goose's and Roger's Cres to K. Parsons Hwy	Accessible Shoulder	0.9	\$126,000	\$252,000	
11	Indian Meal Line	K. Parsons Hwy to Victor Pl	Accessible Shoulder	2.3	\$322,000	\$644,000	
12	Indian Meal Line	Torbay Rd to Goose's and Roger's Cres	Sidewalk	0.7	\$245,000	\$770,000	
13	Jones Pond Trail	Torbay Rd to Sallesnik Ln	Trail	1	\$140,000	\$650,000	
14	Jones Pond Trail	Sallesnik Ln to Marine Dr	Trail	0.2	\$28,000	\$130,000	
15	Juniper Ridge	Bauline Line to Darryl Pye Dr	Trail	0.5	\$70,000	\$325,000	
16	Karon Dr	Rosebud St to Torbay Rd	Accessible Shoulder	0.5	\$70,000	\$140,000	
17	Kennedys Brook Drive	Torbay Rd to Sport Centre	Sidewalk	0.3	\$105,000	\$330,000	
18	K. Parsons Hwy Trail	Bauline Line to Indian Meal Line	Trail	2	\$280,000	\$1,300,000	
19	K. Parsons Hwy Trail	Indian Meal Line to Quarry Rd Ext	Trail	2.2	\$308,000	\$1,430,000	
20	Lower St	Torbay Rd to End	Accessible Shoulder	0.4	\$56,000	\$112,000	

#	Segment	Extents	Type	Length (km)	Cost (2025 CAD)		Notes
					Low	High	
21	Lynchs Lane	Mahons Lane to Marine Dr	Sidewalk	0.3	\$105,000	\$330,000	0.5 km total, 0.2 km has existing sidewalk
22	Mahons Lane	Torbay Rd to Lynchs Lane	Sidewalk	0	\$-	\$-	0.7 km existing sidewalk
23	Mannings Hill	Torbay Rd to Shea's Ln	Accessible Shoulder	0.2	\$28,000	\$56,000	
24	Marine Dr	Torbay Rd to Motion Dr	Sidewalk	0.8	\$280,000	\$880,000	
25	Marine Dr	Motion Dr to Paul's Pl	Shared Road	1.3	\$3,900	\$74,100	
26	Motion Dr	Marine Dr to End	Shared Road	0.8	\$2,400	\$45,600	
27	North Pond Rd	Torbay Rd to North Pond Personal Care Home	Shared Road	0.1	\$300	\$5,700	
28	Quarry Rd	Torbay Rd to Quarry Rd Ext	Accessible Shoulder	0.4	\$56,000	\$112,000	
29	Quarry Rd Ext	Quarry Rd to Cordelia Cres	Accessible Shoulder	0.6	\$84,000	\$168,000	
30	Reardon's Ln	Brown's Ln to End	Shared Road	0.3	\$900	\$17,100	
31	Reardon's Trail	Darryl Pye Dr to Reardon's Ln	Trail	0.2	\$28,000	\$130,000	
32	Rosebud St	Cordelia Cres to Karon Dr	Accessible Shoulder	0.4	\$56,000	\$112,000	
33	Shea's Ln	Mannings Hill to End	Shared Road	0.2	\$600	\$11,400	
34	Spray Ln	Marine Dr to End	Shared Road	0.2	\$600	\$11,400	
35	Torbay Common	Bauline Line to Shea's Ln	Shared Road	0.2	\$600	\$11,400	
36	Torbay Rd	Foodland to Windgap Rd	Accessible Shoulder	1.1	\$154,000	\$308,000	
37	Torbay Rd	Foodland to K. Parsons Hwy	Sidewalk	2.5	\$875,000	\$2,750,000	4.2 km total, 1.7 has existing sidewalk
38	Torbay Rd	K. Parsons Hwy to Kennedys Brook Drive	Sidewalk	0.4	\$140,000	\$440,000	
39	Whitty's Trail	Whitty's Ln to Camp Carey Rd	Trail	0.8	\$112,000	\$520,000	
Totals					\$4,762,200	\$15,001,400	

Table 3: AT Facility Capital Cost Estimates for Cycling Network

#	Segment	Extents	Type	Length (km)	Cost (2025 CAD)		Notes
					Low	High	
1	Bauline Line	Torbay Rd to K. Parsons Hwy	Accessible Shoulder	1.8	\$504,000	\$1,008,000	
2	Bauline Line	K. Parsons Hwy to Upper Three Corner Pond Park	Accessible Shoulder	2.3	\$644,000	\$1,288,000	
3	Brown's Ln	Torbay Rd to Bauline Line	Accessible Shoulder	0.4	\$112,000	\$224,000	
4	Cordelia Cres	Quarry Rd Ext to Rosebud St	Accessible Shoulder	0.3	\$84,000	\$168,000	
5	Darryl Pye Dr	Torbay Rd to End	Accessible Shoulder	0.2	\$56,000	\$112,000	
6	Donovans Hill	Indean Meal Line to Evenings Path	Shared Road	0.1	\$300	\$5,700	
7	Doyles and Quigley's Ln	Marine Dr to Marine Dr	Shared Road	0.3	\$900	\$17,100	
8	Evenings Path	Torbay Rd to Donovan's Hill	Accessible Shoulder	0.1	\$28,000	\$56,000	
9	Indian Meal Line	Torbay Rd to K. Parsons Hwy	Accessible Shoulder	1.6	\$448,000	\$896,000	
10	Indian Meal Line	K. Parsons Hwy to Victor Pl	Accessible Shoulder	2.3	\$644,000	\$1,288,000	
11	Jones Pond Trail	Torbay Rd to Sallesnik Ln	Trail	1	\$140,000	\$650,000	
12	Jones Pond Trail	Sallesnik Ln to Marine Dr	Trail	0.2	\$28,000	\$130,000	
13	Juniper Ridge	Bauline Line to Darryl Pye Dr	Trail	0.5	\$70,000	\$325,000	
14	Karon Dr	Rosebud St to Torbay Rd	Accessible Shoulder	0.5	\$140,000	\$280,000	
15	Kennedys Brook Drive	Torbay Rd to Sport Centre	Multi-Use Path	0.3	\$169,500	\$390,000	
16	K. Parsons Hwy Trail	Bauline Line to Indian Meal Line	Trail	2	\$280,000	\$1,300,000	
17	K. Parsons Hwy Trail	Indian Meal Line to Quarry Rd Ext	Trail	2.2	\$308,000	\$1,430,000	
18	Lower St	Torbay Rd to End	Accessible Shoulder	0.4	\$112,000	\$224,000	
19	Lynchs Lane	Mahons Lane to Marine Dr	Accessible Shoulder	0.5	\$140,000	\$280,000	
20	Mahons Lane	Torbay Rd to Lynchs Lane	Accessible Shoulder	0.7	\$196,000	\$392,000	

#	Segment	Extents	Type	Length (km)	Cost (2025 CAD)		Notes
					Low	High	
21	Mannings Hill	Torbay Rd to Shea's Ln	Accessible Shoulder	0.2	\$56,000	\$112,000	
22	Marine Dr	Torbay Rd to Paul's Pl	Accessible Shoulder	2	\$560,000	\$1,120,000	
23	Motion Dr	Marine Dr to End	Shared Road	0.8	\$2,400	\$45,600	
24	North Pond Rd	Torbay Rd to North Pond Personal Care Home	Shared Road	0.1	\$300	\$5,700	
25	Quarry Rd	Torbay Rd to Quarry Rd Ext	Accessible Shoulder	0.4	\$112,000	\$224,000	
26	Quarry Rd Ext	Quarry Rd to Cordelia Cres	Accessible Shoulder	0.6	\$168,000	\$336,000	
27	Reardon's Ln	Brown's Ln to End	Shared Road	0.3	\$900	\$17,100	
28	Reardon's Trail	Darryl Pye Dr to Reardon's Ln	Trail	0.2	\$28,000	\$130,000	
29	Rosebud St	Cordelia Cres to Karon Dr	Accessible Shoulder	0.4	\$112,000	\$224,000	
30	Shea's Ln	Mannings Hill to End	Shared Road	0.2	\$600	\$11,400	
31	Spray Ln	Marine Dr to End	Shared Road	0.2	\$600	\$11,400	
32	Torbay Common	Bauline Line to Shea's Ln	Shared Road	0.2	\$600	\$11,400	
33	Torbay Rd	Foodland to K. Parsons Hwy	Multi-Use Path	4.2	\$2,373,000	\$5,460,000	
34	Torbay Rd	K. Parsons Hwy to Kennedys Brook Drive	Multi-Use Path	0.4	\$226,000	\$520,000	
35	Torbay Rd	Foodland to Windgap Rd	Accessible Shoulder	1.1	\$308,000	\$616,000	
36	Whitty's Trail	Whitty's Ln to Camp Carey Rd	Trail	0.8	\$112,000	\$520,000	
Totals					\$8,165,100	\$19,828,400	



5 Supporting Policy Review

5.1 Municipal Plan

The Town is currently undertaking the development of a new Municipal Plan that will define the future growth, development, and land use priorities for the Town over the coming decade. Given the broad scope of these plans, the Municipal Plan is the best document to integrate Active Transportation priorities into to ensure that AT is prioritized and incorporated meaningfully into the development and growth of the Town over the duration of the plan.

Some of the policies that can be incorporated into Municipal Plans to spur AT development include:

DISTRIBUTING LAND USES: The traditional approach to land use planning has been to group similar land uses together to either create centralized destinations or to centralize the impacts from the type of land use. In larger municipalities, this can lead to there being long distances between where people live and where they shop, work, and play. The distance required to make a trip can be a significant barrier to making active modes the default choice. Being a smaller municipality, Torbay does not have the types of challenges on this front that a larger city does; however, steps can still be taken to ensure that when new grocery stores, coffee shops, offices, parks, and other similar developments are being constructed that they are well distributed around new residential developments in a way that encourages walking and cycling to them over driving.

MIXED-USE DEVELOPMENT: On the opposite end of the spectrum from distributing land uses, promoting developments with several land uses combined into one area can create a one-stop shop for users. This approach can facilitate active transportation by only requiring people to travel to one destination to meet several needs, lowering the total distance that someone would have to walk or wheel to meet all of their needs from one trip. In some contexts, this can allow people to live right where their destinations are, such as constructing multi-family residential with ground floor retail and service space. The plan for the Town Centre area is a prime example of good mixed-use development.

REQUIRE AMENITIES FOR WALKING / CYCLING: When developments are being proposed, the Town would typically review needs for vehicles such as parking requirements, intersection sight distances, traffic control, site circulation, and others. This is an opportunity to also ensure that the needs of AT users

are being met. The Town should incorporate requirements such as reviews of connectivity to pedestrian and cycling networks, the allowance for safe AT paths through the site, incorporating bicycle parking, and other considerations as appropriate.

LOCATE PARKING BEHIND BUILDINGS: One of the main challenges for AT users is the need to navigate through a parking lot to get to a destination. Parking lots are inherently high-conflict environments, so where possible it would be preferable to not require people to walk through them to access facilities. A growing trend on this front is to require that parking be located behind buildings, so that the front door of the building is easily accessible for AT users.

CONSIDER VARIED FACILITIES: Sidewalks and trails are two excellent facilities for AT, with sidewalks focussed on pedestrians and trails being mixed-use; however, these are not the only options to provide context appropriate AT options for residents. Language within municipal policies should not recommend a one-size-fits-all facility type in all situations, but should instead allow some flexibility to align the context with the needs.

5.2 Development Regulations

The development regulations encourage growth as Torbay expands from a rural area, to a suburban area. The regulations highlight requirements for developers, and street development. Part 2 details the general development standards. Within the general development standards Accesses and Service Streets 37.1 states that:

“Access shall be located to the specification of the Council so as to ensure the greatest possible convenience and safety of the street system and the Council may prescribe the construction of service streets to reduce the number of accesses to collector and arterial streets.”

Service streets should include a space for AT users to connect with the collector or arterial streets, not abandoning and forcing users to share a space with vehicles. Parks and playgrounds represent an important opportunity to strengthen connections to the AT network. While the current policy appropriately states that parks and playgrounds should not be located in commercial or hazardous areas, it does not address their relationship to the AT network. Explicitly locating parks within, or directly connected to, AT facilities would significantly improve accessibility for AT users. Residents should be able to walk, roll, or cycle safely to nearby parks, rather than having to load strollers or equipment into a vehicle and drive several minutes to reach them.

When the development regulations outline considerations for permit approval under Section 73.1.e, they identify the transportation network and traffic densities affecting the site, which are important factors to assess. However, this consideration should extend beyond vehicular traffic to also include impacts on AT. Evaluating how a development affects walking, rolling, and cycling networks is essential to supporting a safe, connected, and balanced transportation system.

Torbay’s early agricultural roots have played a significant role in shaping the community, with development restricted in areas designated for agricultural use. Three primary agricultural areas remain within the Town: west of Bauline Line (Connor’s Farm), west of Torbay Road surrounding Axes Pond, and east of Torbay Road around Ryan’s Dairy Farm. This creates boundaries for development in the Town. Creating a network that encompasses the non rural developable areas would then connect to the existing recreational facilities places on the outskirts of the town.

Current policy states that:

“a minimum of 10% of the gross area of land developed for subdivision purposes shall be dedicated to the Town as public open space. Council may accept from the developer, in lieu of such area of land, payment of a sum of money equal to the fair market value of the land which would otherwise be required to be dedicated.”

While this policy establishes a baseline, it does not fully consider the long-term value of potential green connections. The monetary value of land alone does not capture the broader community, environmental, and AT benefits provided by continuous and well-connected green spaces. Cash-in-lieu arrangements are effective where those funds are clearly directed toward the development of future AT routes, and there is adequate space for future connections.

The development of land that is not owned by the Town or Province for a public purpose can be done by expropriating. Land expropriation in Newfoundland and Labrador is governed by the *Expropriations Act*. Section 3 permits expropriation for the establishment, construction, or improvement of recreational or sport facilities, as well as for use by the Crown or the public for other purposes. Expropriation is an expensive and time-consuming process so it should be avoided where possible. For this reason allowing developers to buy back green space, can actually be more costly down the road if that space would be ideal for an addition to the AT network.

5.3 Open Space Management Strategy

The Open Space Management Strategy was developed in 2010, to create tangible objectives for Torbay's growing community. The plan highlights social, environmental and cultural open spaces with significance to the Town of Torbay. One recommendation is to create two dominant open space corridors proposed within this strategy: an inner loop multi-purpose corridor and an outer loop green corridor.

Key elements of the Outer Loop Green Corridor from the strategy include:

- Key access points (gateways) from the East Coast Trail
- Linkages to neighbourhoods and parks
- Linkages to existing trail network

An additional recommendation for the outer green corridor would be to require future developments near the Outer Loop Green Corridor create connections to the corridor as part of their development. Creating a development strategy that does not only prioritize vehicle traffic but maintaining the 10% green space and creating meaningful AT connections.

Key elements of the Inner Loop Corridor from the strategy include:

- Community linkages
- Promotion of health living and active transportation
- Paved trail and sidewalks for adjacent roads
- Connection and access to Watts and Withrod Ponds

The strategy mentions alternative transportation, highlighting this as active transportation could be more helpful to frame it as an existing mode not an alternative. Torbay's population already walks and rolls throughout the community.

The section discussing the paved trail and sidewalks for adjacent road describes a multi purpose corridor, pave for cyclists and unpaved for pedestrians. A facility that is paved is easier for those who roll, including those who use wheelchairs as mobility devices, not only cyclists. Paving the entire facility creates a uniform surface, safer for all users. Paving is helpful for accessibility and snow clearing for year-round use of the facility.

Appendix A

Public Survey Questions



eNGLOBE

Torbay AT Plan Survey Questions

Englobe Reference: 2508477.00

Overall

- 1) How often do you use active transportation (bike, walk, run or roll) to get to a destination (work, school, shopping, etc.)?
 - a) Daily
 - b) Weekly
 - c) Monthly
 - d) Yearly
 - e) Never

- 2) How often do you use active transportation (bike, walk, run or roll) for recreation (exercise, enjoying outdoors, spending time with friends/family, etc.)?
 - a) Daily
 - b) Weekly
 - c) Monthly
 - d) Yearly
 - e) Never

- 3) On a scale from 1 to 5 (1=Poor, 5=Excellent), how important is it for the Town to have cycling and walking connections to the following types of destinations?
 - a) Municipal services
 - b) Shopping
 - c) Schools
 - d) Senior Centres
 - e) Activity Centres

- 4) On a scale from 1 to 5 (1=Poor, 5=Excellent), how well does the Town's active transportation network meet the needs of the Town during the **warmer months** (May-October)?

1

☐

2

☐

3

☐

4

☐

5

☐

- 5) On a scale from 1 to 5 (1=Poor, 5=Excellent), how well does the Town's active transportation network meet the needs of the Town during the **cooler months** (November-April)?

1	2	3	4	5
☐	☐	☐	☐	☐

Cycling Focus

- 6) What is your level of comfort when it comes to cycling around Town?
- a) Very uncomfortable
 - b) Somewhat uncomfortable
 - c) Neutral
 - d) Somewhat comfortable
 - e) Very comfortable
 - f) Unsure / I do not cycle around Town
- 7) When it comes to cycling, which of these four categories sounds most like you?
- a) Strong and fearless
 - b) Enthusiastic and confident
 - c) Interested, but concerned
 - d) No way, no how (not interested)
- 8) On which types of bicycle infrastructure would you feel comfortable riding? (select all that apply)
- a) On the road mixed with vehicle traffic
 - b) In a bike lane next to vehicles
 - c) On a multiuse path separated from vehicles
 - d) I don't feel comfortable biking
- 9) Do you feel comfortable biking in the winter months?
- a) I have equipment to feel comfortable biking in the winter
 - b) I would like to but do not have equipment
 - c) I would if trails / bike routes were cleared for me
 - d) I do not feel comfortable in winter, but do bike during the warmer months
 - e) I do not bike at all

10) What barriers do you experience while biking? (select all that apply)

- a) No dedicated facilities to bike
- b) Unsafe crossings
- c) Fast moving vehicles on my route
- d) Not enough light
- e) Too steep
- f) Other (please provide detail)

Pedestrian Focus

11) What is your level of comfort when it comes to walking around Town?

- a) Very uncomfortable
- b) Somewhat uncomfortable
- c) Neutral
- d) Somewhat comfortable
- e) Very comfortable
- f) Unsure / I do not walk around Town

12) What barriers do you experience when walking or using a mobility device to get around Town? (select all that apply)

- a) Not enough light
- b) Uneven ground
- c) Not enough crosswalks
- d) Physical barriers in (utility poles, signs)
- e) Not enough dedicated facilities (sidewalk, path, trail)
- f) Not wide enough

13) How frequently do you use portions of the East Coast Trail?

- a) More than once a year but less than once a month
- b) More than once a month but less than once a week
- c) More than once a week but less than daily
- d) Never

Demographics

14) How old are you?

- ☐ 0-17
- ☐ 18-24
- ☐ 25-44
- ☐ 45-64
- ☐ 65-80
- ☐ 81+
- ☐ Prefer not to answer

15) Postal Code (required): _____

Appendix B

Open House Display Boards



Town of Torbay

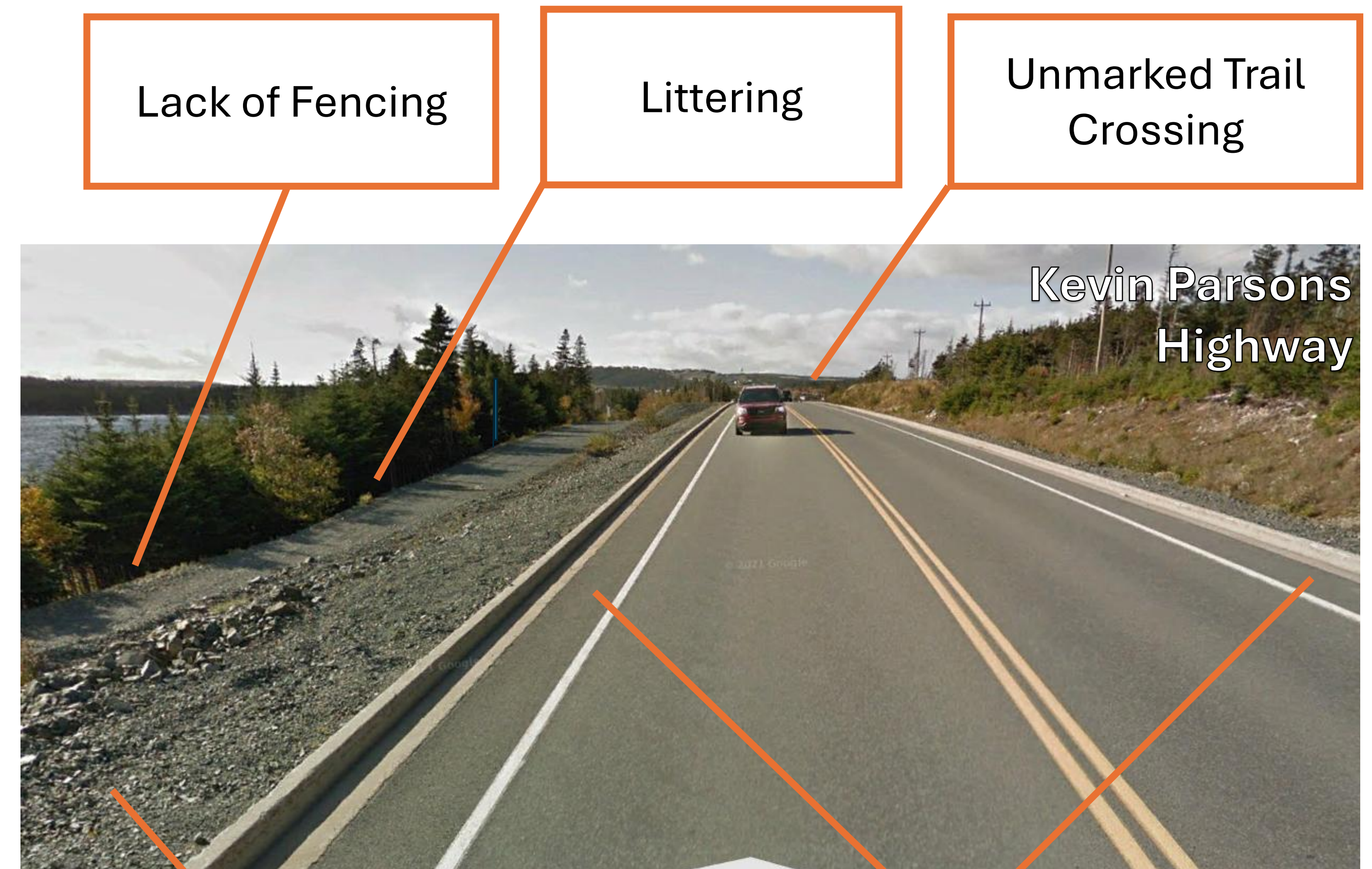
Active Transportation Plan

Why AT in Torbay?

Traditionally, road networks prioritize vehicle use; but what about:

- **Accessibility Needs**
- **Safety Concerns**
- **Environmental Impact**

Well planned AT can address these issues and more!



Active Transportation:

- Is sustainable and better for the environment
- Enhances the community
- Promotes healthy living
- Gives transportation options

healthy
walk cost roll
choices
bicycle emissions
lifestyle exercise
ride



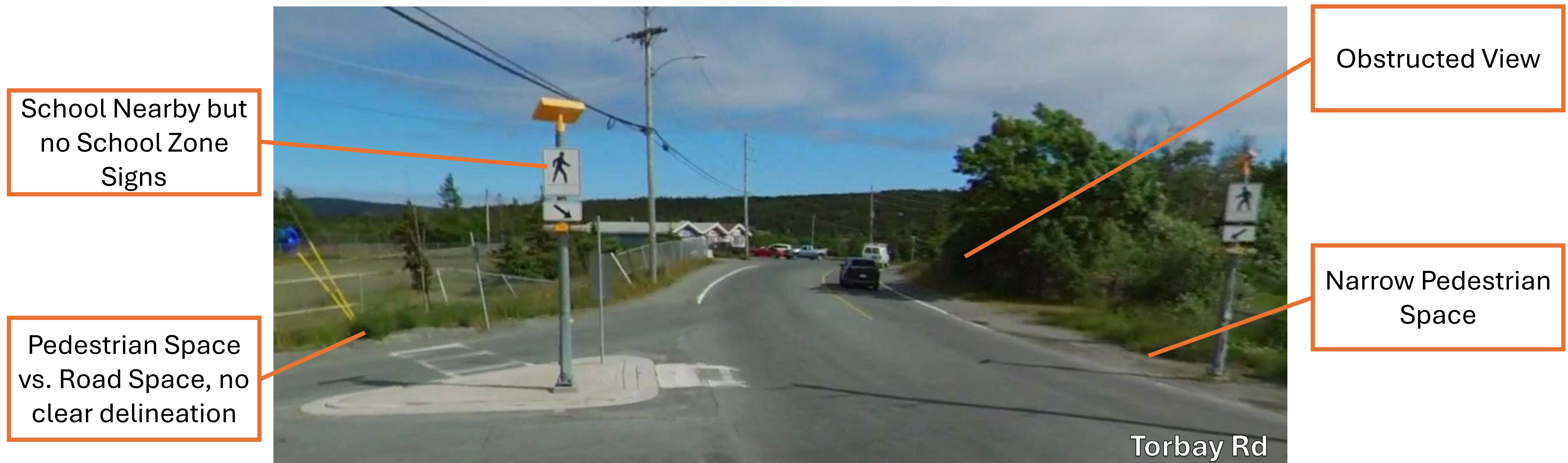
Town of Torbay

Active Transportation Plan

What is the AT Plan?

The plan will establish a vision for AT in Torbay that aligns with how residents want to be able to move through the Town. The vision will then be used to guide infrastructure and policy decision making over the coming years.

Some AT improvements have been made at this intersection, what can still be done?



Maintained by the Town, Province, or East Coast Trail



Town of Torbay

Active Transportation Plan

What we heard:

An online survey from February 2026– March 2026 asked:

- How residents use Active Transportation?
- What is the level of comfort with walking and biking?

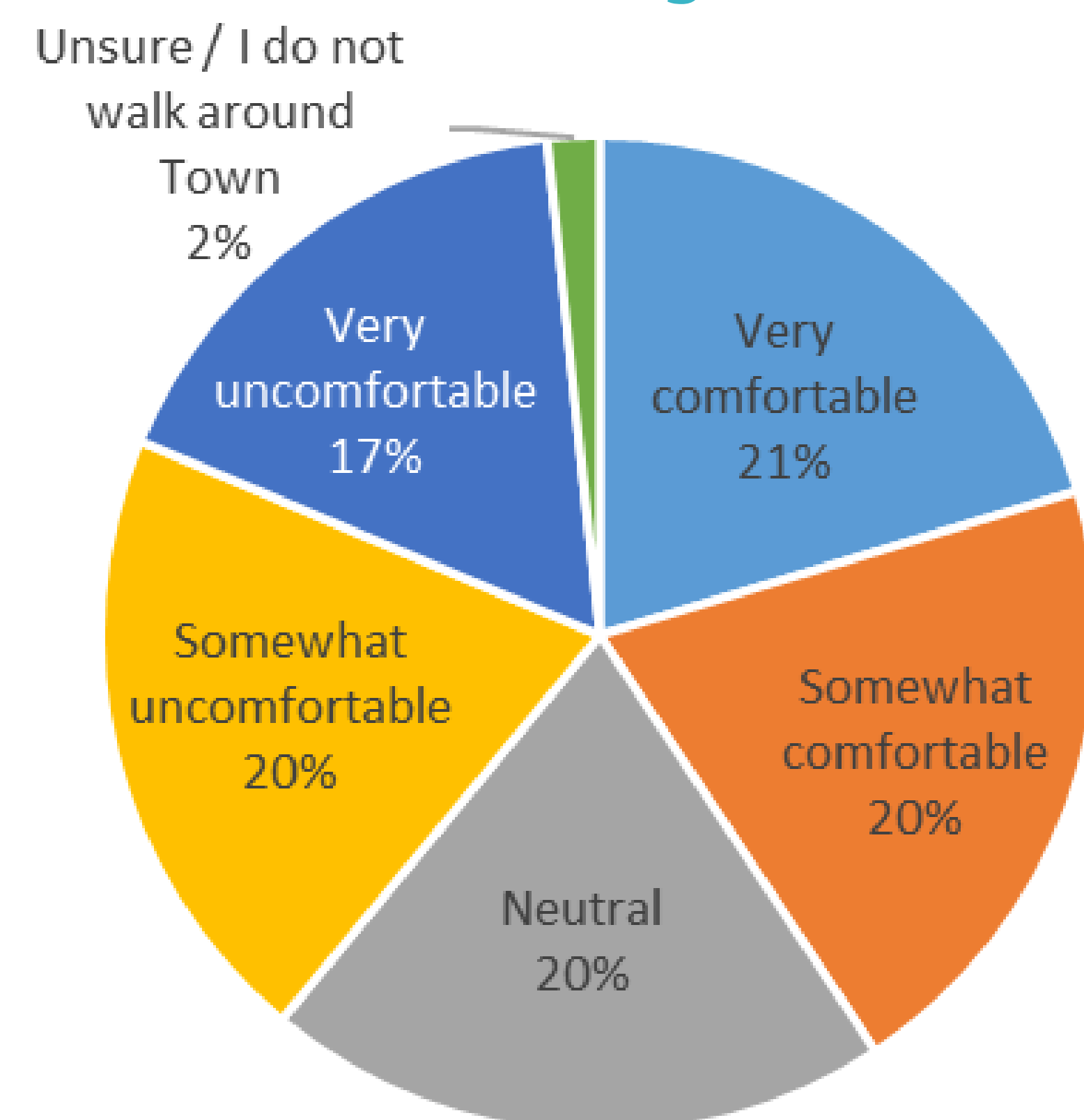
How feedback is used

Not enough places to walk → Add connections and infrastructure

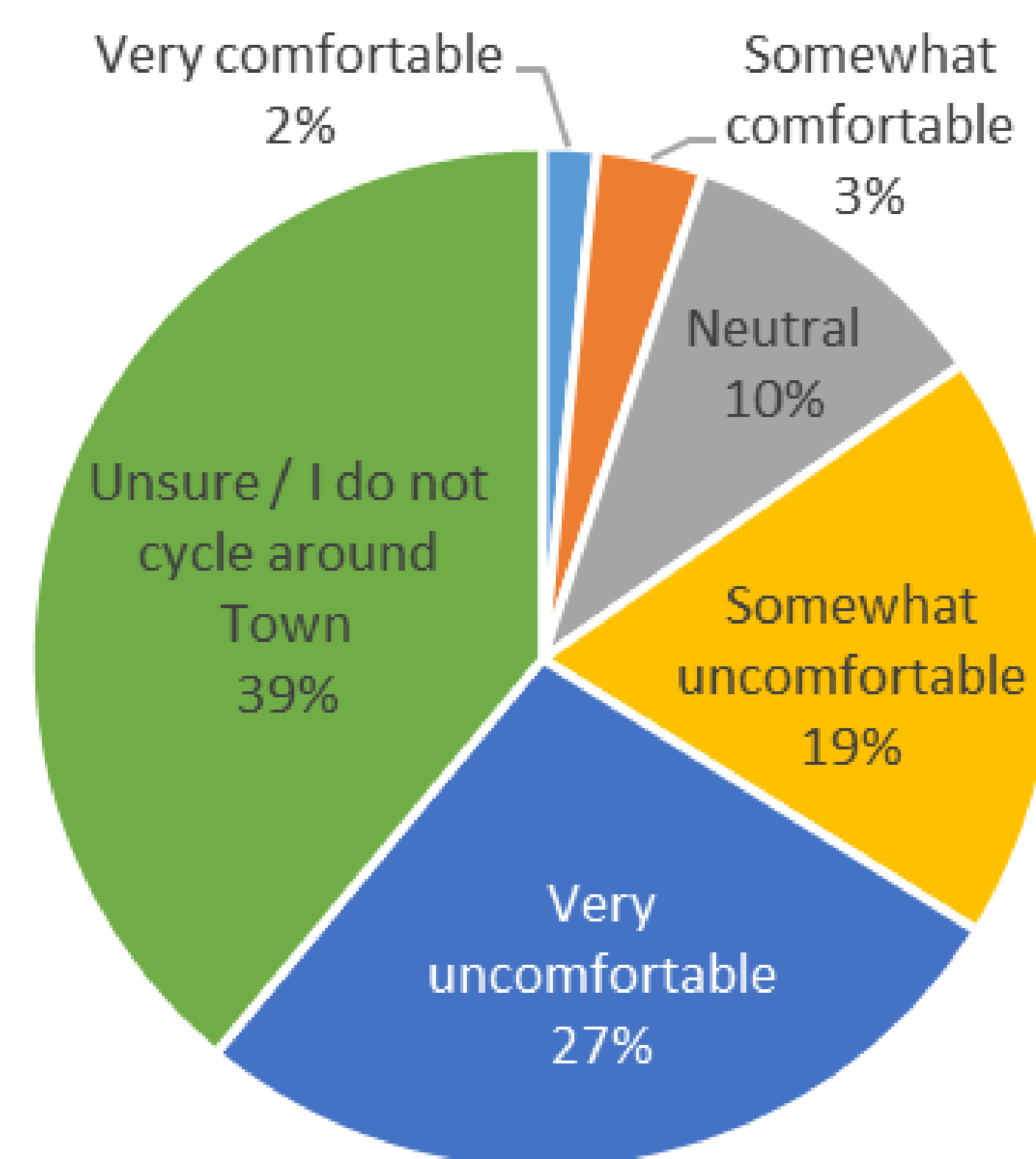
Fast moving vehicles along my route → Create separation between users and vehicles

Existing Comfort Level

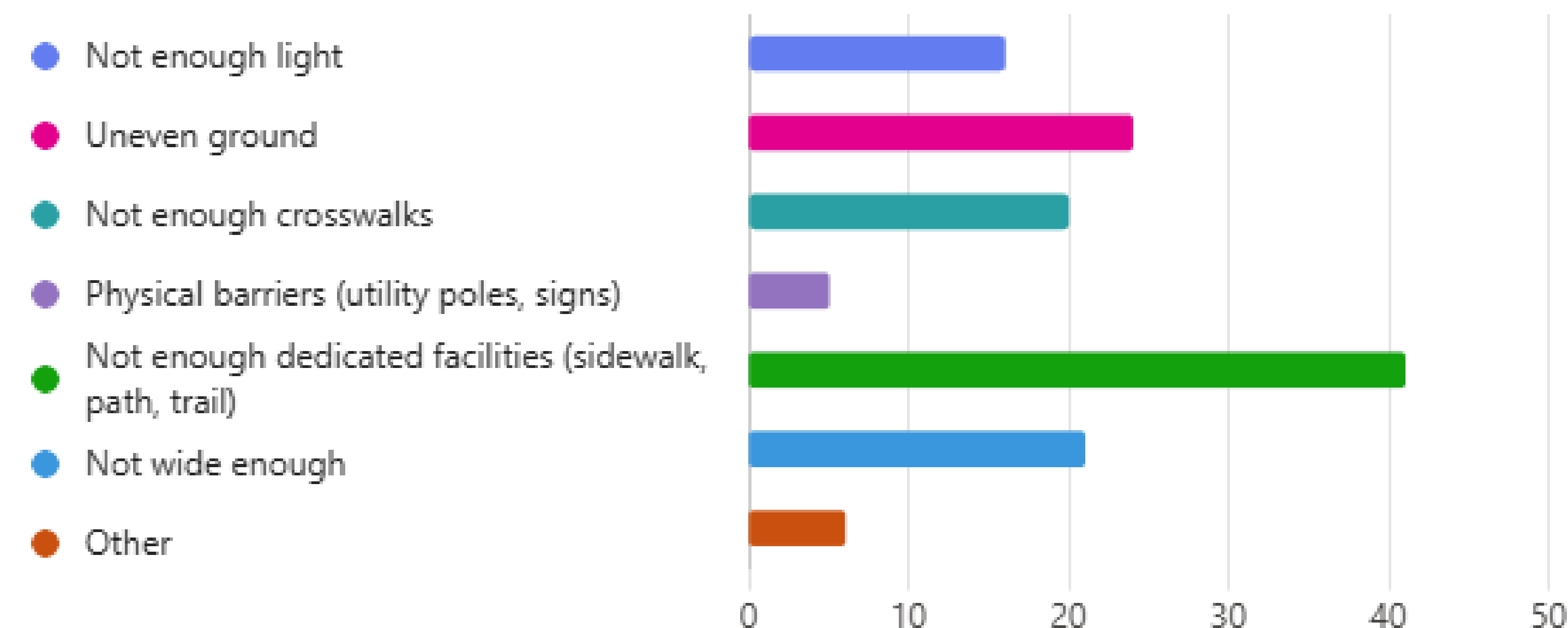
Walking



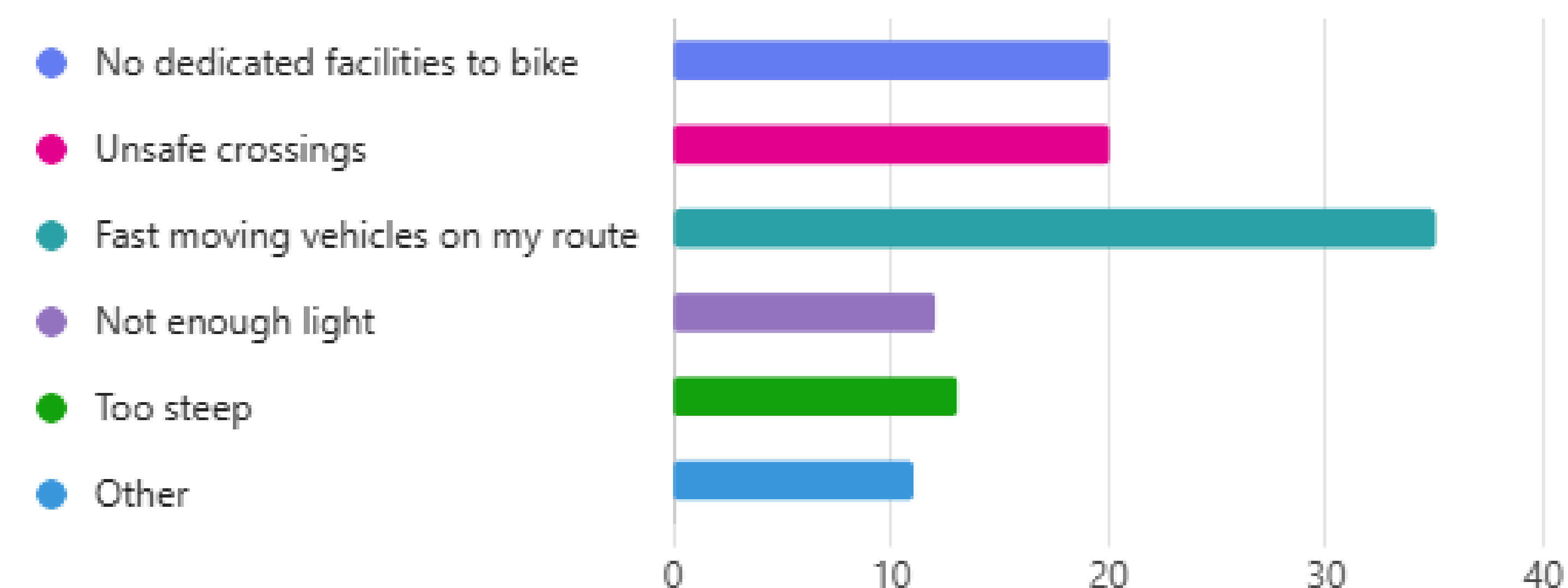
Biking



Barriers to walking around Town



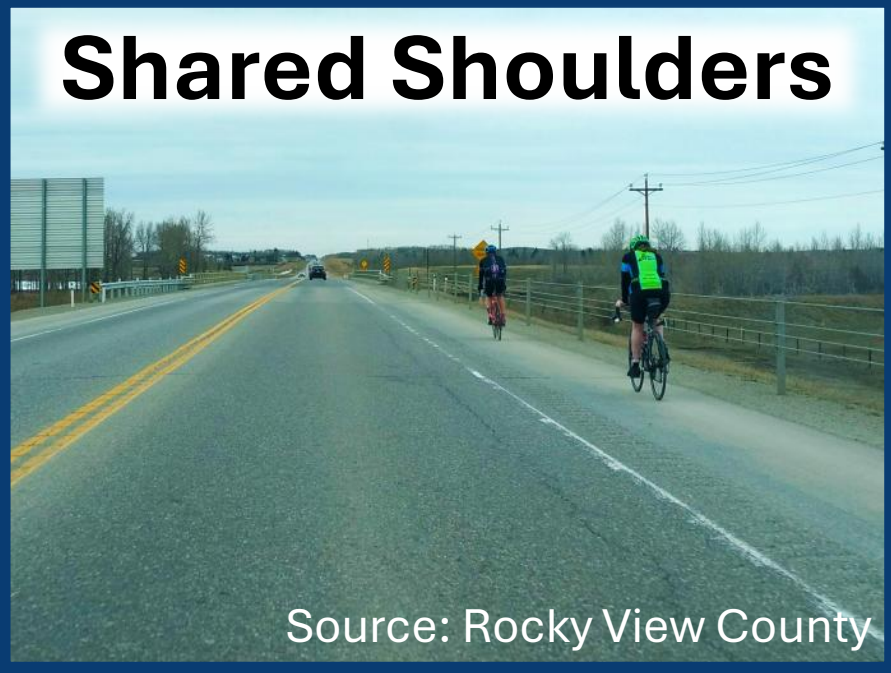
Barriers to biking around Town



Town of Torbay

Active Transportation Plan

What type of bicycle facility would be comfortable on...

Bike Facility	Torbay Rd.	Indian Meal Line	Marine Dr.	Mahons Ln.
Shared Shoulders 				
Bike Lanes 				
Protected Bike Lanes 				
Multi Use Path 				

Town of Torbay Active Transportation Plan

What you're saying:

Your sticky note goes here

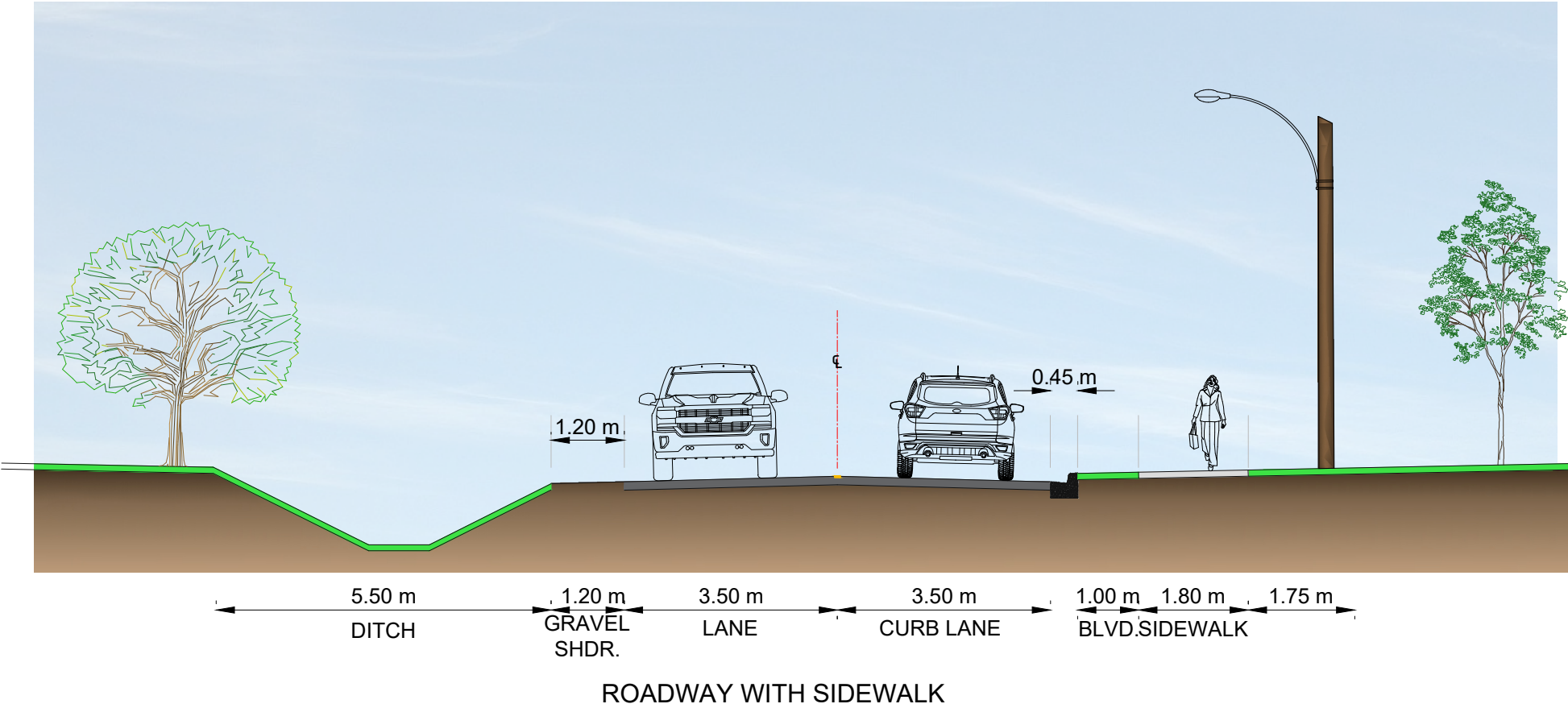
Appendix C

Reference Cross Sections



eNGLOBE

Y:\SHARED\CA\FREDERICTON\IFRWORK\2025\2508477 - TORBAY AT PLAN\CADD\DESIGN\DESIGN DRAWINGS\2508477-TORBAY AT PLAN-CONCEPT-CROSS SECTIONS.DWG, 07/08/2026 8:49 AM



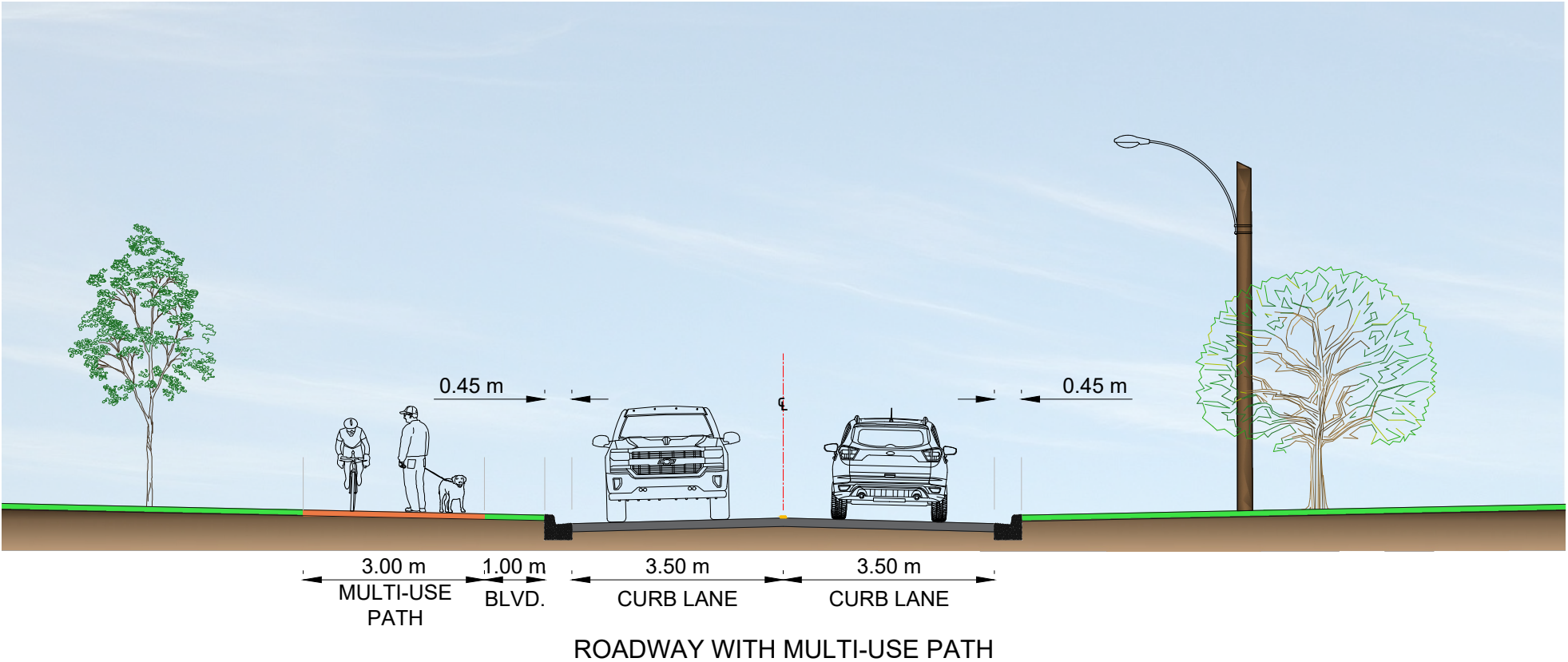
NOTE:

1. Sidewalk and boulevard can be replaced with a monolithic sidewalk in constrained areas.
2. Power poles and high mast light standards to be located behind sidewalk where possible.
3. Other municipal infrastructure to be located as per Town's Municipal Specifications.

Project Title:	TOWN OF SHEDIAC TRANSPORTATION MASTER PLAN	
Drawing Title:	Roadway with Sidewalk	
Cad Checked By:	--	
Drawn By:	JR	Checked: --
Scale:	1 : 100	Date: May 08/26
Drawing No:	T101	



Y:\SHARED\CA\FREDERICTON\IFRWORK\2025\2508477 - TORBAY AT PLAN\CADD\DESIGN\DESIGN DRAWINGS\2508477-TORBAY AT PLAN-CONCEPT-CROSS SECTIONS.DWG, 07/08/2026 8:49 AM



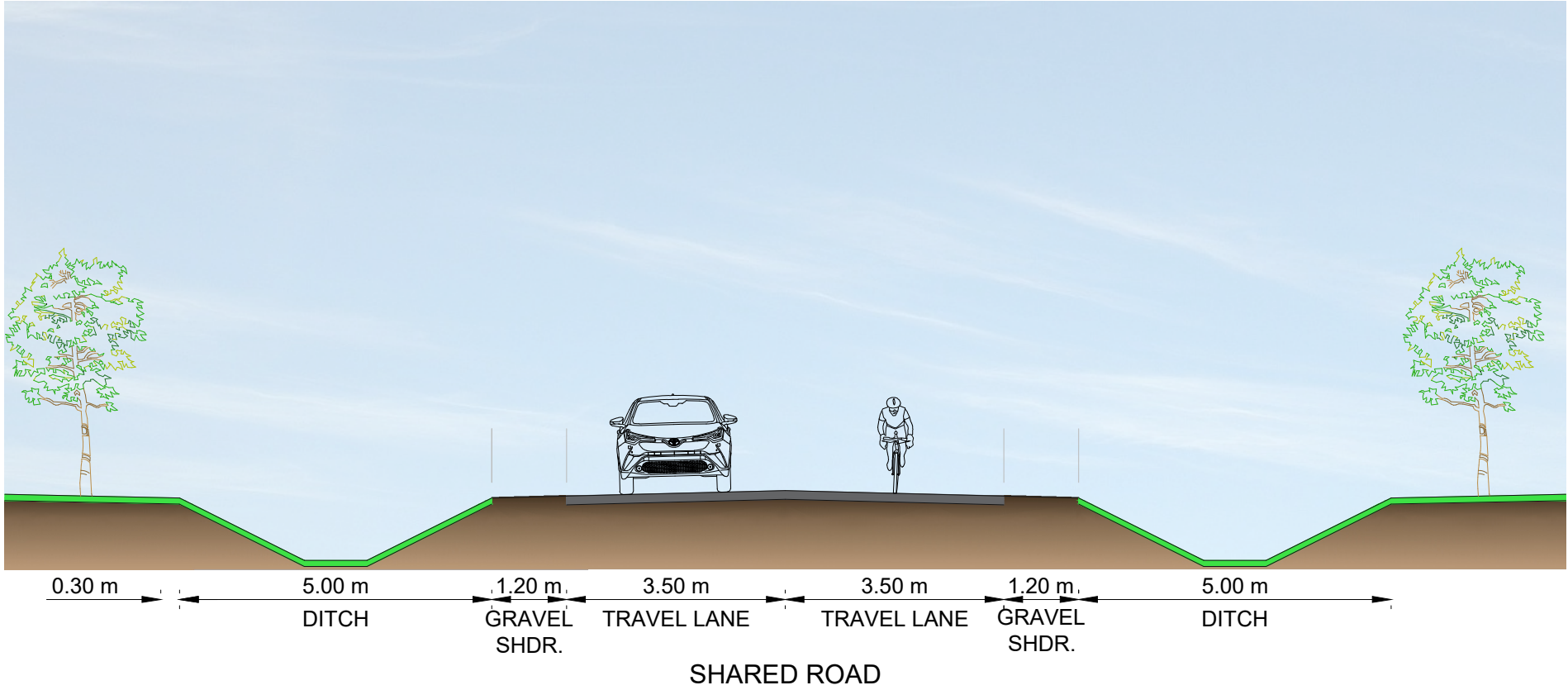
NOTE:

- 1. Buffer required between travel lanes, M.U.P. and sidewalk.
- 2. Power poles and high mast light standards to be located behind sidewalk where possible.
- 3. Other municipal infrastructure to be located as per Town's Municipal Specifications.

Project Title:	TOWN OF SHEDIAC TRANSPORTATION MASTER PLAN	
Drawing Title:	ROADWAY WITH MULTI-USE PATH	
Cad Checked By:	--	
Drawn By:	JR	Checked: --
Scale:	1 : 100	Date: May 08/26
Drawing No:	T102	



Y:\SHARED\CA\FREDERICTON\IFRWORK\2025\2508477 - TORBAY AT PLAN\CADD\DESIGN\DESIGN DRAWINGS\2508477-TORBAY AT PLAN-CONCEPT-CROSS SECTIONS.DWG, 07/08/2026 8:50 AM



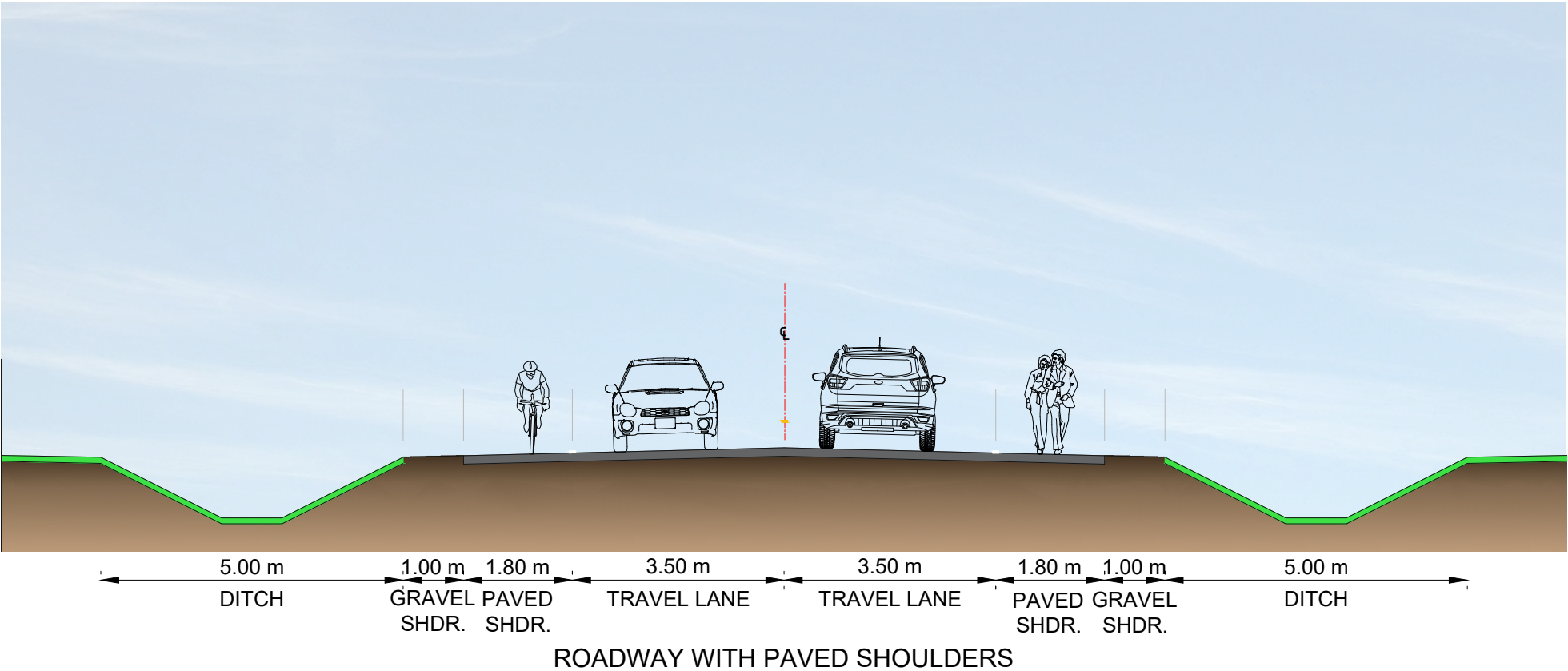
NOTE:

- 1. Sidewalk and boulevard can be replaced with a monolithic sidewalk in constrained areas.
- 2. Power poles and high mast light standards to be located behind sidewalk where possible.
- 3. Other municipal infrastructure to be located as per Town's Municipal Specifications.

Project Title:	TOWN OF SHEDIAC TRANSPORTATION MASTER PLAN	
Drawing Title:	SHARED ROAD	
Cad Checked By:	--	
Drawn By:	JR	Checked: --
Scale:	1 : 100	Date: May 08/26
Drawing No:	T103	



Y:\SHARED\CA\FREDERICTON\IFRWORK\2025\2508477 - TORBAY AT PLAN\CADD\DESIGN\DESIGN DRAWINGS\2508477-TORBAY AT PLAN-CONCEPT-CROSS SECTIONS.DWG, 07/08/2026 8:50 AM



NOTE:

- 1. 1.8 m paved shoulders are considered "bike accessible" and "walkable".
- 2. Other municipal infrastructure to be located as per Town's Municipal Specifications.
- 3. If target users are pedestrians only, then the paved shoulder width can be reduced to a 1.2 m minimum.

Project Title:	TOWN OF SHEDIAC TRANSPORTATION MASTER PLAN	
Drawing Title:	ROADWAY WITH PAVED SHOULDERS	
Cad Checked By:	--	
Drawn By:	JR	Checked: --
Scale:	1 : 100	Date: May 08/26
Drawing No:	T104	

