MUSQUODOBOIT VALLEY

Multi-Use Pathway Concept Plan

Final Report

Submitted on
11.21.25

UPLAND

Acknowledgments

The Project was managed and locally coordinated by Musquodoboit Valley Communities Association (MVCA) with a special thanks to Anne Warburton and funded by CertainTeed Canada.

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Introduction

View of Route 224 looking southwest.

About This Project

Middle Musquodoboit is a growing rural community located within the Halifax Regional Municipality (HRM) along the Musquodoboit River. Strategically positioned in between several smaller communities, it serves not only its own people, but nearby residents and visitors as well.

Middle Musquodoboit and the surrounding area are currently designed to prioritize automobiles. Wide roads, high speed limits, and a lack of active transportation infrastructure has made walking, rolling, and cycling in the area dangerous endeavours. However, its central location, and proximity to natural amenities such as the Musquodoboit River position it to become a model of active living and placemaking.

Furthermore, there is an upcoming project planned for the Antrim Gypsum Mine by Certainteed Canada, which will involve increased truck traffic along Highway 224 between Cooks Brook and Sheet Harbour in 2027, if the project is approved.

Recognizing the long-term community desire for an active transportation route in this area, combined with the potential for increased industrial use along the highway, the Musquodoboit Valley Communities Association (MVCA), with financial support from Certainteed, has initiated this project. Therefore, the goal is to work towards the vision of a community where people can prioritize their well-being and quality of life by being able to safely walk, roll or cycle.

To address the current lack of safe and comfortable active transportation options and the anticipated future increase in truck traffic in the area, the MVCA has identified a need to protect pedestrians and active transportation users - particularly students moving to and from the Musquodoboit Valley Education Centre and the Musquodoboit Rural High School.

The goal of this project is to design a new multi-use pathway that is well connected and accessible for students and residents, regardless of age, income, gender, or ability and reflects the important role that active transportation plays in ensuring safe, accessible, and sustainable transportation options for everyone living in and visiting Middle Musquodoboit.

Community Benefits of Active Transportation

The development, promotion, and increased accessibility of active transportation routes can provide numerous benefits to individuals and communities like Middle Musqoudoboit. While there are unique challenges to developing active transportation in rural communities, including environmental, political, and social factors, a successful concept will ensure that active transportation routes are accessible to as diverse a range of community members as possible.

Notably, active transportation benefits the health, wellness, and overall quality of life of individuals, but it also supports community wellness through various environmental, economic, and social advantages. These individual and community benefits are interrelated and provide a compelling reason to invest in an active transportation infrastructure.

Health & Wellness
Safe and accessible active transportation facilities help improve the mental and physical health of users. Engaging in physical activity can reduce the risk of chronic diseases, sharpen cognitive health, improve emotional wellness, and support a connection to community and the environment. For students in particular, the Public Health Agency of Canada (PHAC) recommends children participate in at least one hour of physical activity every day. Walking, rolling, or cycling to school can encourage students to be more active and create lifelong habits for a more active lifestyle.

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

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

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

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

Challenges for Rural Active Transportation

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

Misconceptions

Rural areas often face the misconception that investments in walking, rolling, cycling, and other forms of active transportation are only desired in urban areas. Yet, community members have been asking for safe and accessible active transportation options for years. In this area, active transportation improvements will support the physical health, mental well-being, and safety of community members, especially the students.

Limited Resources

The rural landscape in Middle Musquodoboit presents financial challenges due to the smaller population compared to communities with larger, high-density urban areas. Therefore, it is important that active transportation initiatives are intentional, cost-effective, and sustainable in the long term. This project will have a significant positive impact for the community and will be designed with relatively low maintenance costs in mind.

Furthermore, the highway that the pathway will run parallel to is owned by the Province, which limits the community's ability to directly improve conditions for residents. Collaboration with the Province will be imperative to improve conditions.

Lower Density

When it comes to active transportation, closer is better. How far people will travel depends on their physical ability as well as the safety, comfort, and interest provided by their route. Oftentimes, even the most committed active transportation user will seek other methods of transportation if the distance between their origin and destination is simply too far. Prioritizing this active transportation pathway will provide a key connection between key destinations in the community, and could eventually be part of a larger network.

Context

Middle Musquodoboit is a rural community located within the Halifax Regional Municipality, located about 50 minutes from Metro Halifax. Northeast of Halifax Stanfield International Airport, the community sits along the Musquodoboit River. Surrounded by rolling farmland and forested landscapes, the area offers abundant opportunities for recreation and outdoor adventures.

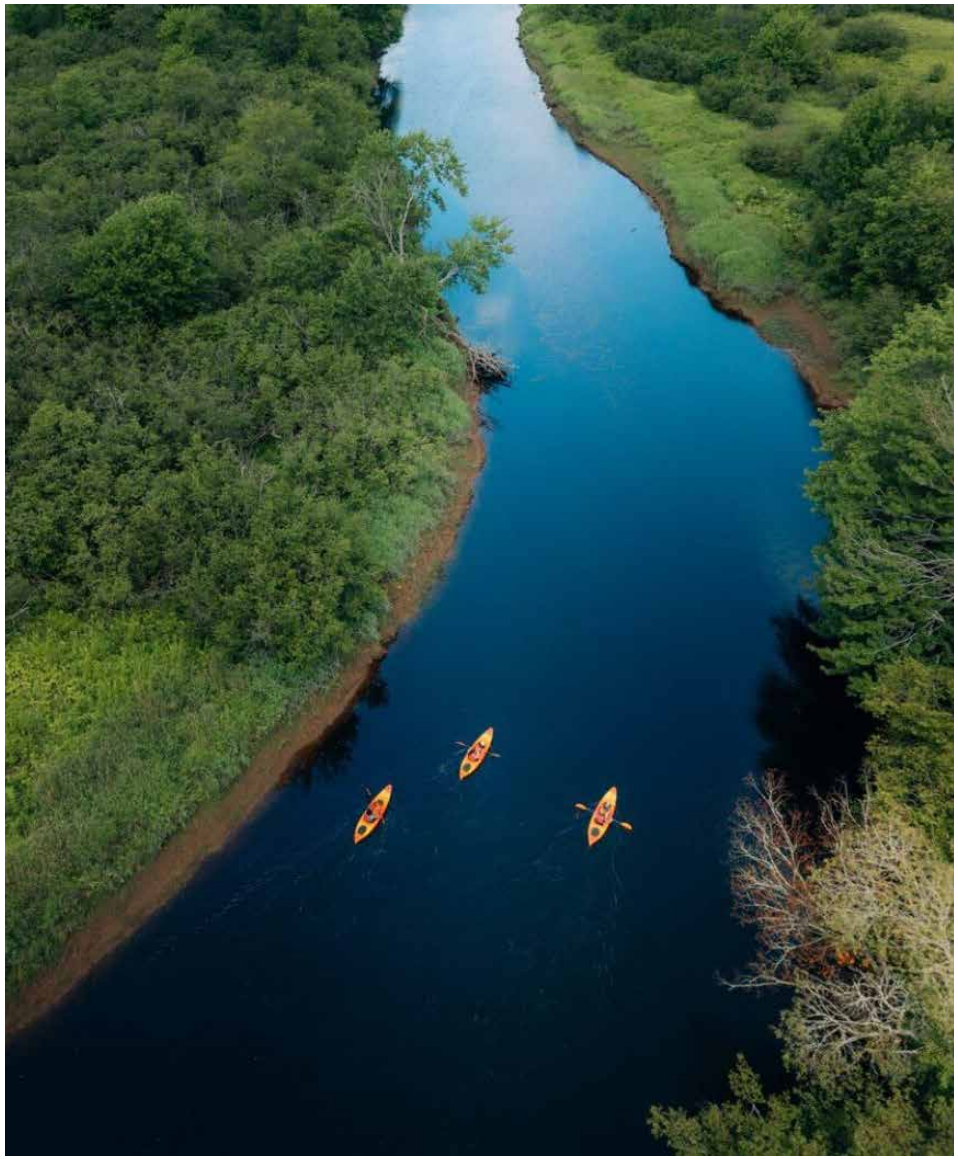
In recent years, residential development has been increasing in the area. According to a 2022 survey by HRM, the population of Middle Musquodoboit is 371 while the population of Middle Musquodoboit and neighbouring communities combined is 1,123.

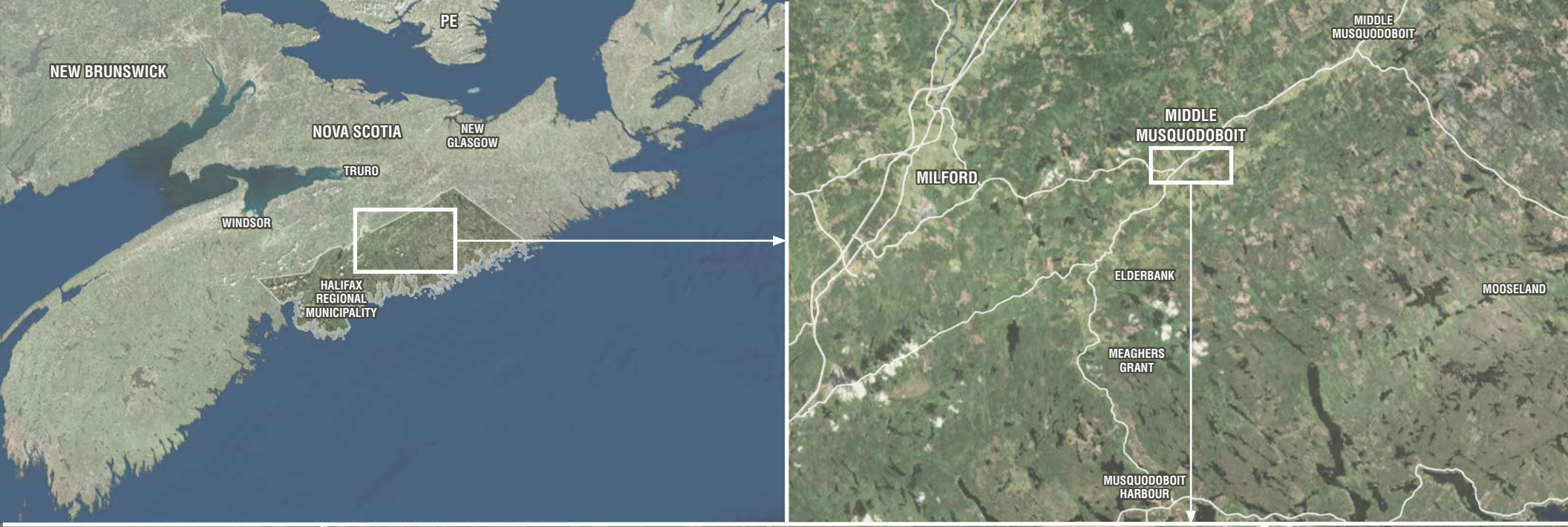
The community has two schools: Musquodoboit Valley Education Centre and Musquodoboit Rural High School, located side by side along Highway 224. Additionally, CornerStone Park acts as the primary green space for the area, located centrally within the community.

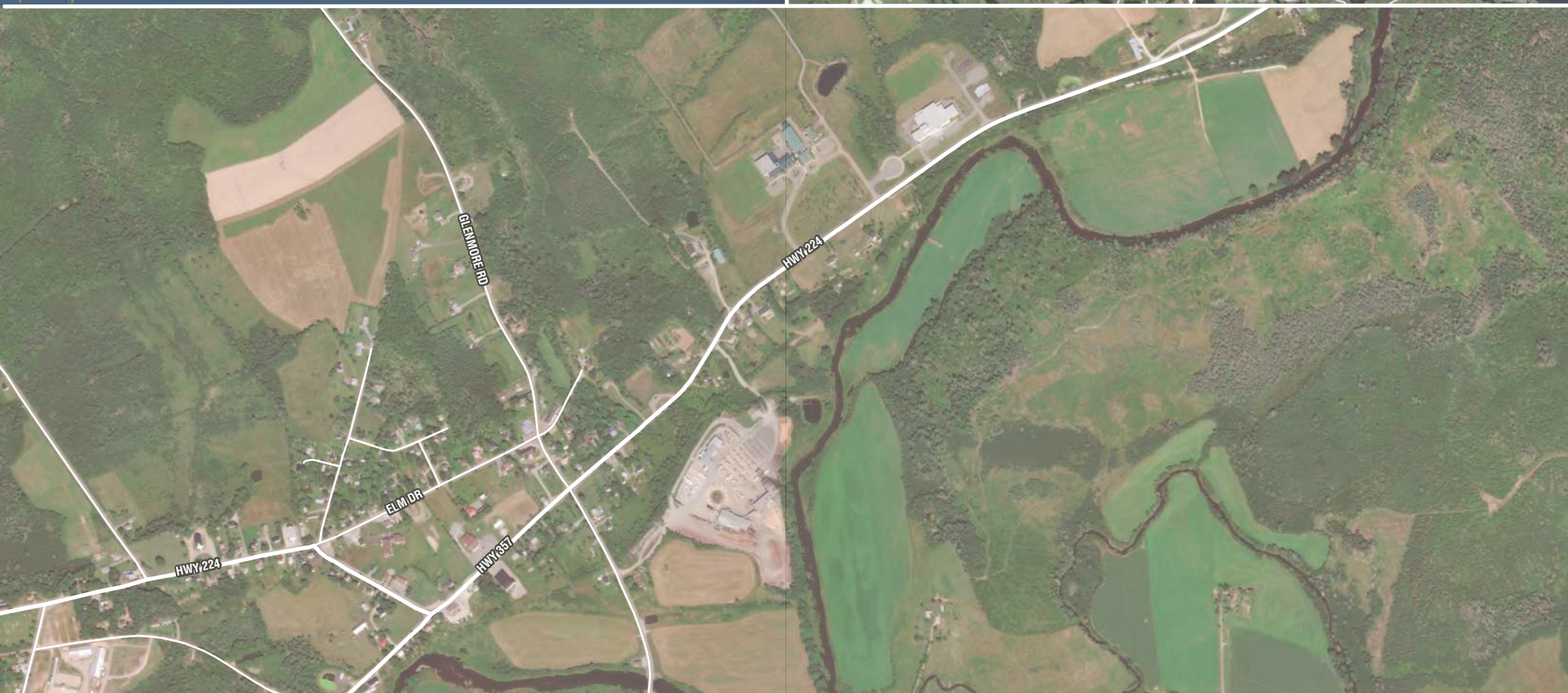
As a local hub, Middle Musquodoboit offers a variety of key services and amenities, including the aforementioend shcools, the Musquodoboit Valley Memorial Hospital, a fire station and RCMP depot, the Bicentennial Theatre, and the Halifax County Exhibition Grounds.

While there is connectivity to nearby urban centres in Elmsdale and Metro Halifax, the rural character, natural features, and infrastructural limits provide both exciting opportunities and logistical constraints in planning and development.

The study area for the active transportation pathway is located in the heart of Middle Musquodobit. It will extend from the village square to the Musquodoboit Valley Education Centre and Musquodoboit Rural High School, creating a safe and comfortable route for students and community members to use for both recreation and daily travel.




PE
NEW BRUNSWICK
NOVA SCOTIA
NEW GLASGOW
TRURO
WINDSOR
HALIFAX REGIONAL MUNICIPALITY
MIDDLE MUSQUODOBOIT
MILFORD
MIDDLE MUSQUODOBOIT
ELDERBANK
MOOSELAND
MEAGHERS GRANT
MUSQUODOBOIT HARBOUR


GLENMORE RD
HWY 224
ELM DR
HWY 224
HWY 357

Existing Conditions

The road network in the region reflects its rural character. While all roads in the community are paved, many stretches are in need of repair due to wear and tear. The community mainly consists of an arterial road and a handful of local streets that connect to the Trans-Canada Highway. Road ownership and maintenance is the responsibility of the Province.

There is limited data on overall active transportation usage, including for commuting to work, school, and amenities, as well as for leisure and recreation. As Middle Musquodoboit is a part of the Halifax Regional Municipality, Census data is not accurate to use for the community itself. However, based on observation and engagement, the majority of residents use their personal vehicle for transportation, rather than active transportation. This can likely be attributed to the lack of active transportation infrastructure.


Musquodoboit Valley Education Centre
Musquodoboit Rural High School
Dep't of Natural Resources
School Garden
Heli Pad
HWY 224
GLENMORE RD
ELM DR
Fire Dep't
ELM DR
GLENMORE RD
HWY 224
Taylor Lumber
HIGGINSVILLE RD

Community Input

Aerial view of Route 224 and Glenmore Road, looking east.

Community Engagement

To ensure community members and key stakeholders had the opportunity to provide feedback on the presented route, we hosted three engagement events, including:

High School Design Charette

On May 27th, the project team hosted a design charette with 28 students from the Options and Opportunities (O2) program at Musquodoboit Rural High School. The project team shared a brief background about the project and the civic process, and then invited students to develop creative designs for a portion of the pathway that is nearest the school. Results from the design charette are shared in the following section.

Drop-in Sessions for Property Owners, Business Owners, and the Public

The project team hosted two evening drop-in sessions on May 27th and May 28th at Enterpriser's Hall. Property owners, business owners, and the public were invited to drop-in to learn more about the project and ask questions about the preferred design option. Four community members participated in the drop-in sessions.

What We Heard

High School Design Charette

For the off-road portion of the active transportation pathway, we wanted to hear from students what they would like to see. The following section summarizes what we heard from the students.

Safety and Accessibility

+ Students would like for the path to be paved. It is more accessible for everyone and easier to clear in the winter.
+ There is a strong preference for the pathway to be away from the road.
+ Students want to avoid gravel so they will not get dirty.
+ Students suggested the trail be fenced to protect them from animal encounters.
+ We heard about the importance of visibility and having clear sight lines.

Nature and Environment

+ Students would like to have shady areas to gather.
+ Students said they would like to see more trees planted along the path and have landscaped/ garden areas.
+ There is an interest in planting fruit trees along the path.

Amenities and Features

+ Students expressed an interest in seeing waste stations along the trail, with recommendations for specific locations.
+ There is an interest in creating “hangout” spaces with picnic benches, hammocks, or a gazebo.

Recreation and Play

+ There is a desire to use various modes of active transportation for travel, including skateboards and scooters.
+ Students suggested including a dog park near the trail for community members to use.
+ Several students shared an interest in bike-friendly features, including bike rails and obstacles.

Aesthetics and Identity

+ Students suggested several aesthetic elements, including bird houses, fairy doors, fruit trees, and a pond or water feature.
+ While students want a direct route, they also would like a secondary scenic route for leisure rather than travel.

Drop-in Sessions for Property Owners, Business Owners, and the Public

The project team hosted two drop-in open house events for property owners, business owners, and community members to share their feedback on the proposed route.

Input received during these sessions was largely location-specific, focusing on individual private properties. This feedback was carefully reviewed and incorporated into the development of the conceptual design.

Vision & Guiding Principles

In Middle Musquodoboit, active transportation is a safe, practical, and enjoyable aspect of life for residents and visitors of all ages and abilities. Active transportation supports wellness and fosters a meaningful connection to the community, amenities, and the natural environment.

The following guiding principles flow from the existing conditions analysis in this report, as well as site visits and community engagement. The following concepts will guide the design of the active transportation pathway.

The goal throughout these principles is to support a design that allows active transportation to be accessible, safe, and also playful and inviting for all users.

1. Safety at the Forefront

During conversations with residents and community members, safety was the most prominent topic of discussion. Currently, those walking, rolling, or cycling in this area are travelling on the local streets or the edge of the highway with no barriers or protections. Prioritizing safety is paramount for creating an active transportation path that is comfortable and enjoyable for all.

2. Access for All Ages and Abilities

Designing for all ages and abilities requires special attention to both younger and older generations. Kids need to be able to safely travel to school and other commitments, while maintaining mobility in older ages is important for health and socialization. By considering the needs of all users, the pathway will be accessible to residents and visitors alike.

3. Planning for Connectivity

A desirable active transportation path needs to be connected to key points of interest. Creating a practical route that leads to amenities, essential services, and community spaces in a safe manner is integral. Being able to walk, roll, or cycle to destinations such as schools, workplaces, and community hubs will encourage more people to use it.

Design Concepts

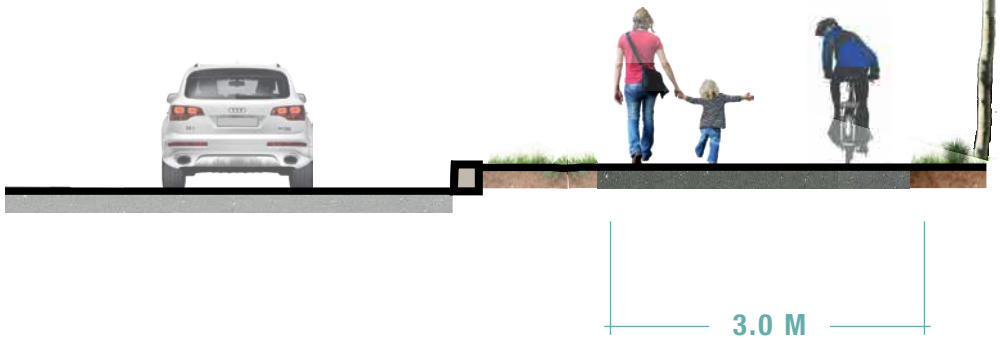
Vew of Route 224 looking west.

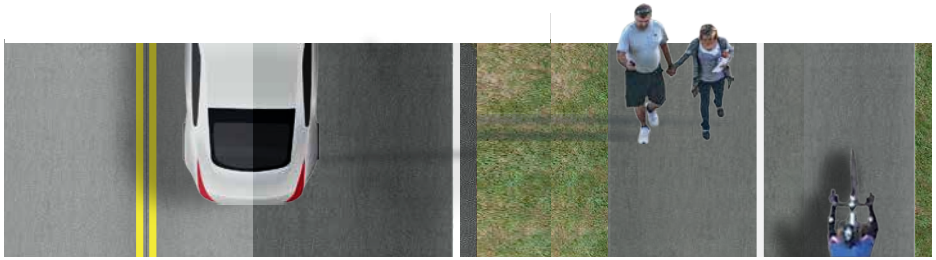
Multi-Use Pathway Types

The proposed multi-use pathway consists of two different types of routes (or facilities) - an on-road **separated multi-use pathway**, and an off-road **multi-use pathway**. Together, these pathways form to make up a safe, direct, comfortable, and logical route that is enticing for residents and visitors of all ages and abilities. 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.

SEPARATED MULTI-USE PATHWAY

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





MULTI-USE PATHWAY

Multi-use pathways are off-road pathways shared by a variety of non-motorized active transportation users. These types of routes are typically 3.0 metres wide and surfaced with asphalt and are typically accessible for the use of most assistive devices.

Multi-Use Pathway Design

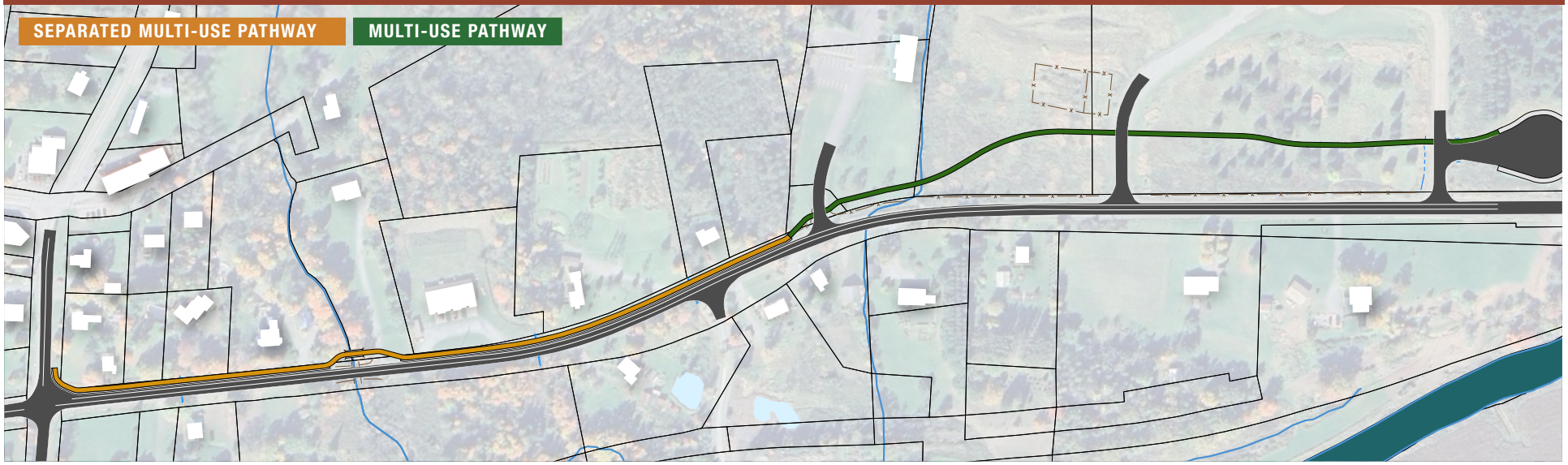
The proposed active transportation route is proposed to start at the north-east corner of the intersection of Route 224 and Glenmore Road. From here, a separated multi-use pathway will begin heading northeast for one kilometre toward the Musquodoboit Rural High School along Route 224. The separated multi-use pathway will be offset from the northern side of the road, separated from the traffic lane by a curb and one metre wide vegetation buffer, replacing the existing ditch. Stormwater measures, such as a storage pipe or relocated ditch, will be required. A handful of culverts that cross over Route 224 will also likely need to be upsized.

The pathway is proposed to continue along the route, but will take a short detour where it crosses over a small watercourse. Here, a new short bridge will be required for active transportation across the watercourse.

As the pathway reaches the Department of Natural Resources office, the proposed pathway exits the right-of-way and continues northeast as a typical multi-use pathway along several parcels of land owned by various government agencies. The pathway will cross over three driveway access roads, where crosswalks are proposed. The section of pathway will meander through a treed landscape in front of the Musquodoboit Valley Education Centre, before connecting with an existing sidewalk that flanks a cul-de-sac at the Musquodoboit Rural High School. From here, active transportation users can continue along the sidewalk to get to the high school.

The proposed design is described in more detail on the site plan drawing provided on the following page.

Conceptual Site Plan

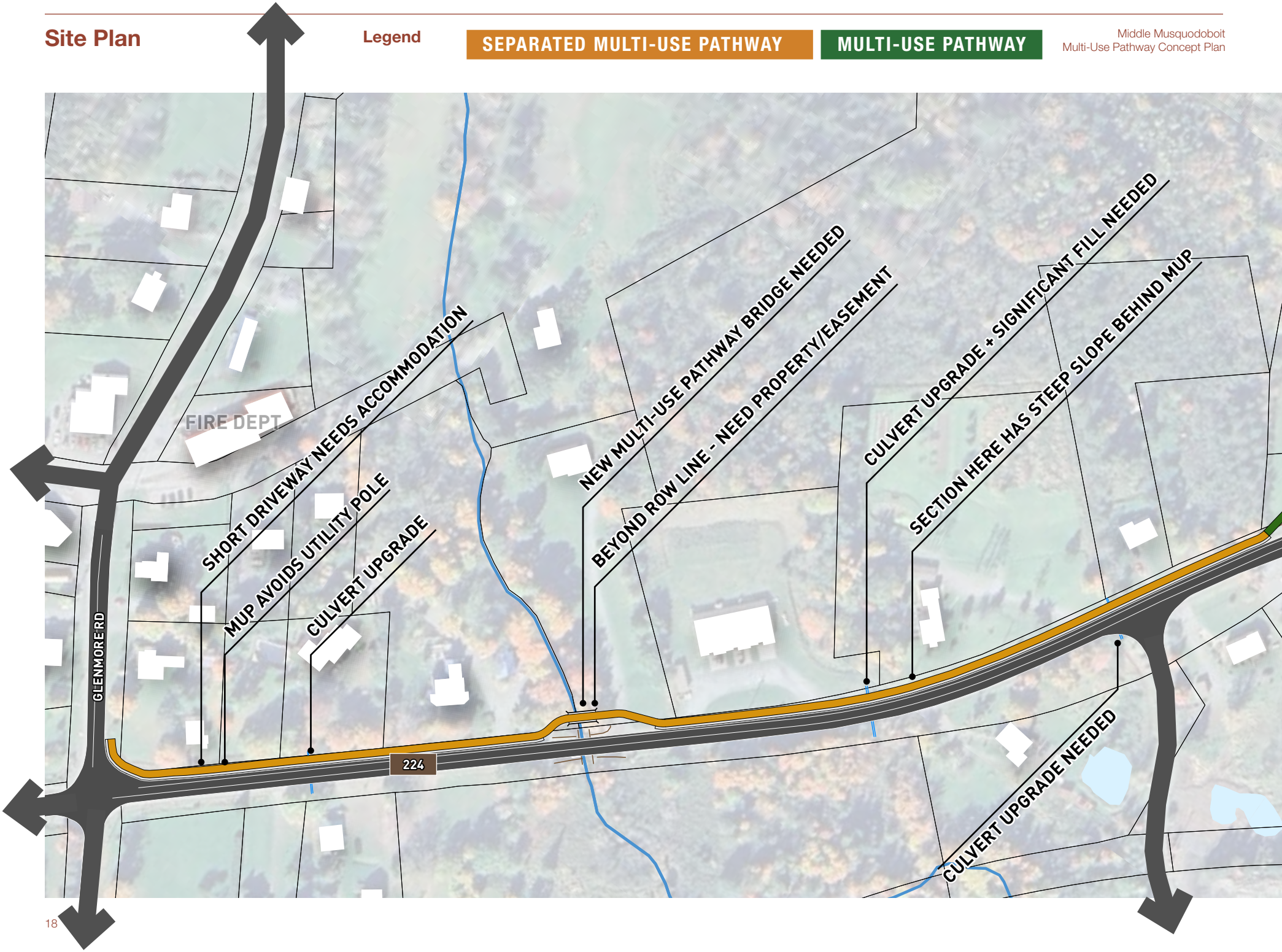


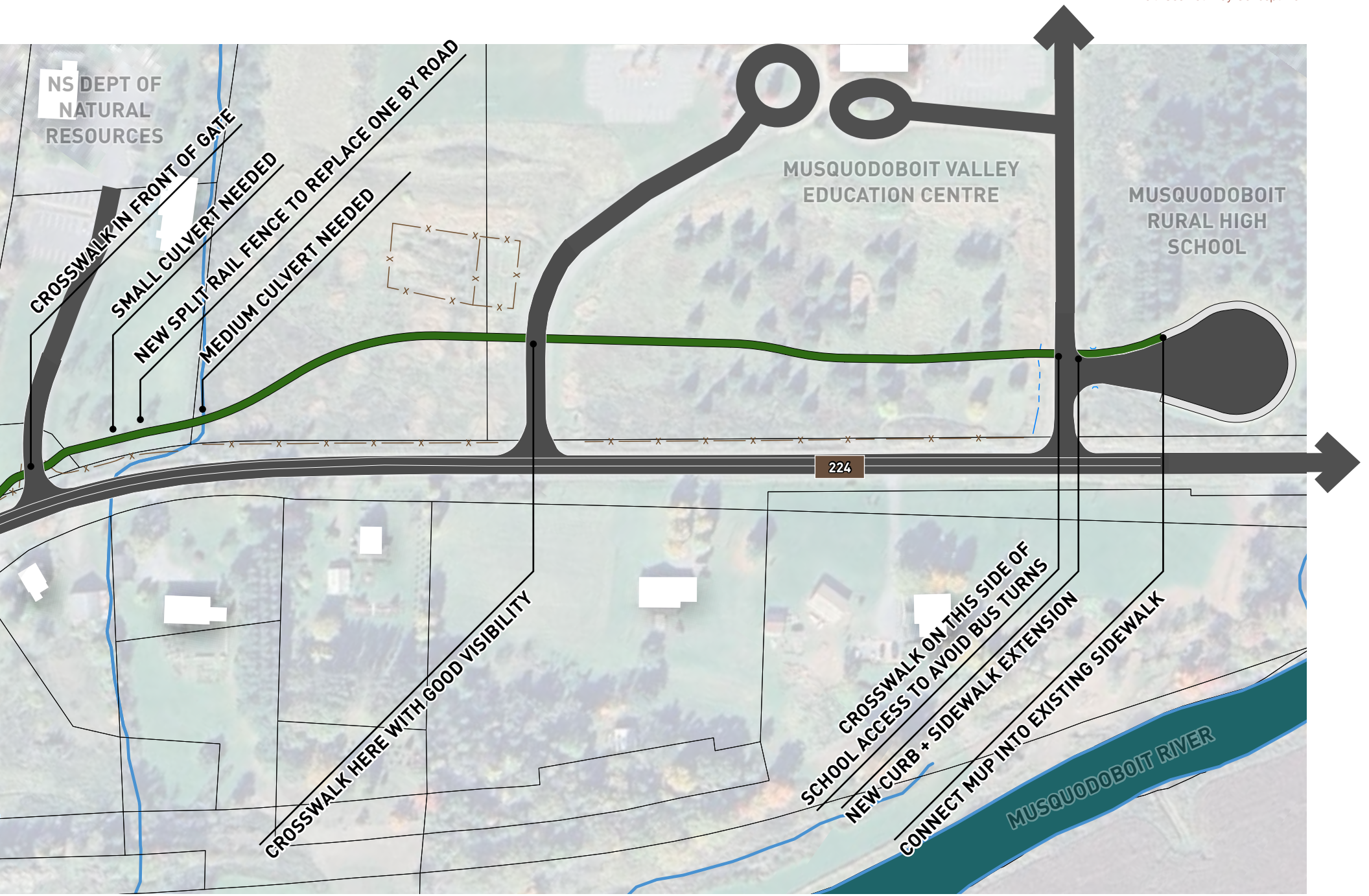
Site Plan

Legend

SEPARATED MULTI-USE PATHWAY

MULTI-USE PATHWAY




NS DEPT OF NATURAL RESOURCES
CROSSWALK IN FRONT OF GATE
SMALL CULVERT NEEDED
NEW SPLIT RAIL FENCE TO REPLACE ONE BY ROAD
MEDIUM CULVERT NEEDED
MUSQUODOBOIT VALLEY EDUCATION CENTRE
MUSQUODOBOIT RURAL HIGH SCHOOL
224
CROSSWALK HERE WITH GOOD VISIBILITY
CROSSWALK ON THIS SIDE OF SCHOOL ACCESS TO AVOID BUS TURNS
NEW CURB + SIDEWALK EXTENSION
CONNECT MUP INTO EXISTING SIDEWALK
MUSQUODOBOIT RIVER

Perspective Renderings

Perspective rendering of the separated multi-use pathway section along Route 224.

Perspective rendering of the multi-use pathway section along Route 224.

Amenities

A well-connected and continuous pathway is crucial for achieving the goal of this project. However, to further encourage use, enhance safety, accessibility, and overall enjoyment, it is important to complement the pathway with some practical amenities. These amenities not only improve the facility but also contribute to creating comfortable and inviting public spaces throughout the Middle Musquodoboit area.

Lighting

Lighting along the multi-use pathway can improve safety and comfort, and encourage use outside of daylight hours. Along the on-road multi-use pathway, existing street lighting will provide adequate lighting for pathway users. Along the off-road multi-use pathway, pedestrian-oriented lamp posts should be provide, which are shorter and provide a full spectrum light at lower wattages for a warmer and fuller light that is safer and more aesthetically pleasing. These types of street lamps currently exist along the driveway entrances to both schools. A similar style should also be placed along the multi-use pathway, and should be placed approximately every 40-50 metres apart. The street lamps can include arms on them that accommodate hanging baskets or banners that advertise upcoming events or attractions, and help with beautification and placemaking.

Waste Stations

Waste stations should be strategically placed along the pathway to help reduce the amount of littering and in areas that makes emptying them easy, such as access points near roadways. Waste stations should also be critter proof, wherever possible. Dog bag dispensers can also be placed near waste stations to help prevent unwanted and smelly messes along the multi-use pathway.

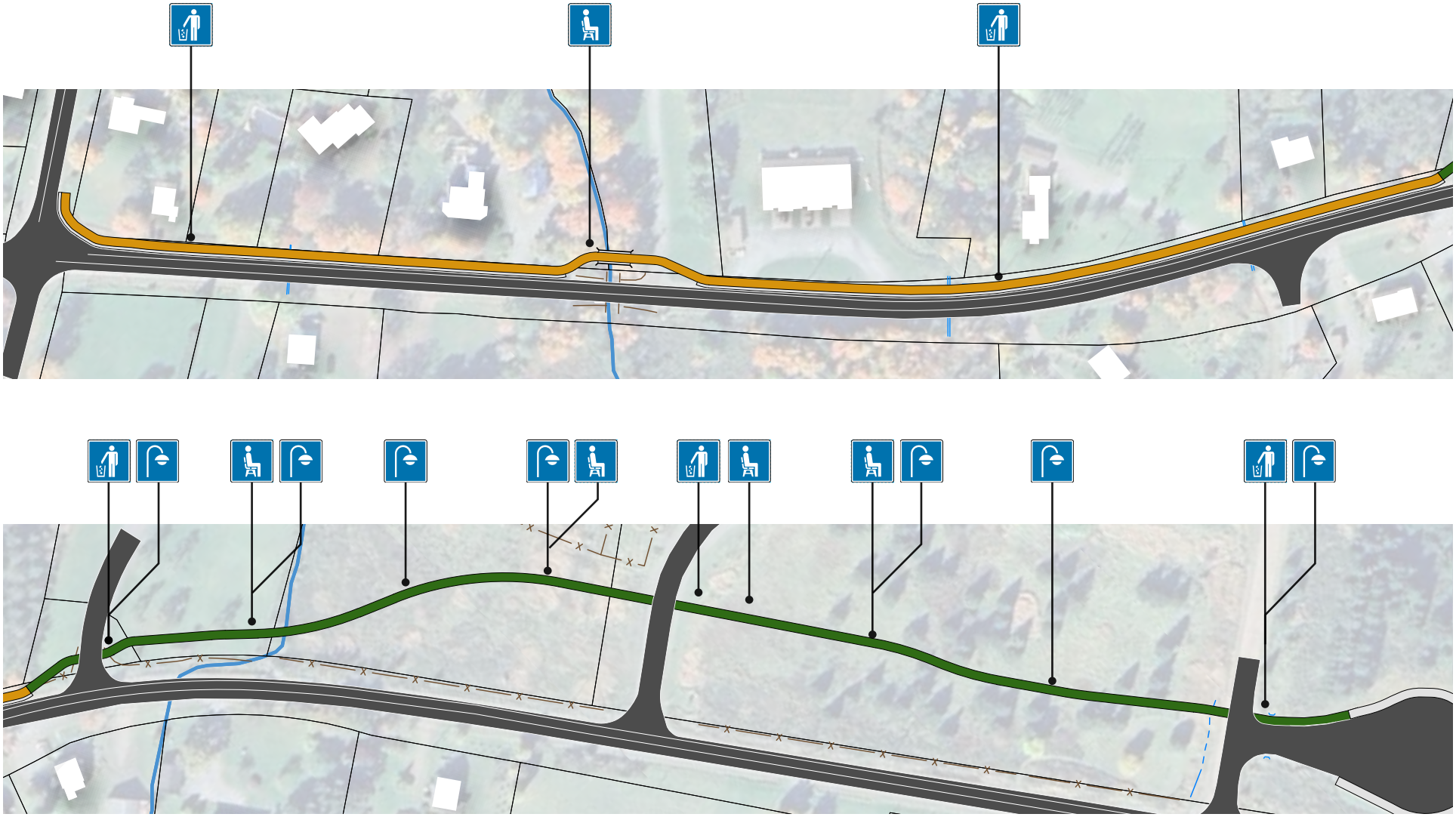
Bike Racks

Bike racks allow cyclists to use their bikes for everyday trips along the multi-use pathway. Priority locations for bike racks would be near the school entrances. The provision of bike parking not only facilitates easier access to common destinations but also encourages the adoption of cycling as a mode of transportation. Bike racks currently exist at the entrance to the Musquodoboit Rural High School, but none were seen at the Musquodoboit Valley Education Centre.

Benches

Seating improves accessibility and comfort for all trail users by providing places to stop and rest, especially for trail users. People of all ages and abilities will have an easier time walking to their destinations or enjoying the trail if there are places to stop and rest and/or seek protection from the elements. To be useful, benches must be carefully placed, with special consideration to comfort and view. The following criteria should be accounted for when placing outdoor seating:

+ Face towards human activity or scenic views
+ Face south for peak solar exposure
+ Provide windbreaks such as shrubbery to provide protection from the elements and a sense of enclosure
+ Do not block pedestrian thoroughfare
+ Placed every 200-300 metres, whenever possible



Waste Station Street Light Bench

Aerial view of land in front of Musquodoboit Valley Education Centre.

Phasing

As with most trail construction projects, it is typically the most cost effective (overall) to build the trail all at once, but this may be challenging to obtain the total funding and permits necessary (for the on-road segment) to achieve this. Recognizing this, a two- or three-phased approach is feasible and also offers the ability to spread out capital expenditures, evaluate design outcomes in build-outs and make the appropriate adjustments in subsequent phases.

Phase 1: Support, Funding and Detailed Design

The first phase of work will focus on attracting funding and developing support for the project. Support for this project will be required from the appropriate authorities (NS Department of Natural Resources, Department of Public Works, and Halifax Regional Municipality). Once support has been achieved, another level of design will be required to prepare engineering drawings that can be used to construct the pathway. This step in the process will also include more detailed cost estimates to build the pathway. With these cost estimates in hand, the final step of this first phase will then be attracting funding to build the pathway. As previously mentioned, ideally these will be built at the same time, but they can also be broken down into two sub-phases:

Phase 2a: Multi-Use Pathway Construction

The off-road segment of the multi-use pathway is located within publicly owned lands and the facility type is much more predictable and easy to build, and will also be much more affordable. It will also provide almost half a kilometre of safe pathway that is off the road for students and other trail users, which will improve safety conditions even without the on-road segment.

Phase 2b: Separated Multi-Use Pathway Construction

The on-road separated multi-use pathway segment is more complicated and costly and may require more time to be built because of this. Easements for encroachment onto private land will be required, and a permit will also be required from the Department of Public Works to build within the right-of-way.

Cost Estimates

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

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

All values are provided in 2025 Canadian dollars and allowances should be made for inflation. Not included in this budget are unanticipated environmental remediation costs, archaeological surveys, or applicable taxes. These cost estimates are calculated based on the standard unit costs for different facilities and amenities, which are summarized in the table to the right. These unit costs provide a ballpark figure only and will change over time with the varying costs of materials and services, and the conditions and particularities of each site will also impact the final costs of implementation. Costs for additional design work and engineering studies have been indicated wherever possible.

Work Category	Item No.	Description	Unit of Measurement	Quantity	Unit Price	Total Price
Roadside segment - asphalt trail 1m blvd						
Earthwork	5	Mass Excavation - Unsuitable Material	m³	600	$ 75.00	$45,000.00
Earthwork	7	Borrow	m³	1500	$ 90.00	$135,000.00
Street Construction	43.1	Concrete Curb and Gutter	m	450	$ 320.00	$144,000.00
Landscaping	50.1	Topsoil and Sod - 150 mm thick	m²	400	$ 31.50	$12,600.00
Street Construction	42.1.17	Type D-HF - 75 mm thick Asphaltic Concrete	m²	1500	$ 65.00	$97,500.00
Street Construction	40.3	Gravels - Type 1 - 150 mm thick	m²	1900	$ 27.00	$51,300.00
Street Construction	40.6	Gravels - Type 2 - 200 mm thick	m²	2400	$ 35.00	$84,000.00
Roadside segment - stormwater						
Storm Sewer	36.28	HDPE 750 mm dia. - culvert	m	80	$ 1,300.00	$104,000.00
Storm Sewer	32.1	1050 mm dia. Precast Concrete Catchbasin - c/w S361 frame and	ea	4	$ 9,000.00	$36,000.00
Storm Sewer	33.1.2	200 mm dia. PVC DR35 - storm CB lead including reinstatement	m	40	$ 1,100.00	$44,000.00
Timber bridge						
	Industrial Timber	Heavy Duty Bridge 14' Wide x 20' Long	ea.	1	$ 15,650.00	$15,650.00
		Delivery estimate	%	50%	$ 15,650.00	$7,825.00
		Installation estimate	%	50%	$ 15,650.00	$7,825.00
Landscaping	57.4	Handrail, ____ high, ____ gauge	m	22	$ 1,000.00	$22,000.00
Street Construction	45.1.8	Redi-Rock Retaining Wall including reinstatement	m²	80	$ 1,200.00	$96,000.00
Environmental Protection	70	Erosion and Sediment Control Plan	LS	1	$ 15,000.00	$15,000.00
Environmental Protection	71.1	Silt Fence	m	50	$ 20.00	$1,000.00
Environmental Protection	71.2	Turbidity Curtain	LS	1	$ 2,200.00	$2,200.00
Environmental Protection	73.2	Flow Diversions	LS	1	$ 10,000.00	$10,000.00
Offroad segment - crusher dust trail						
Earthwork	5	Mass Excavation - Unsuitable Material	m³	420	$ 75.00	$31,500.00
Street Construction	40.22	Crusher Dust	t	300	$ 80.00	$24,000.00
Street Construction	40.3	Gravels - Type 1 - 150 mm thick	m²	1320	$ 27.00	$35,640.00
Street Construction	40.6	Gravels - Type 2 - 200 mm thick	m²	1480	$ 35.00	$51,800.00
Landscaping	57.7	Wooden Railing	ea	65	$ 550.00	$35,750.00
Additional Items	65.1.5	Painted Zebra Crosswalk	m	20	$ 40.00	$800.00
Offroad segment - stormwater						
Storm Sewer	36.22	HDPE 450 mm dia. - culvert	m	30	$ 600.00	$18,000.00
Sidewalk upgrade at school						
Street Construction	43.1	Concrete Curb and Gutter	m	50	$ 320.00	$16,000.00
Street Construction	44.1	Concrete Sidewalk - 100 mm thick	m²	100	$ 245.00	$24,500.00
Amenities						
		Wooden Bench, with back and arm rests	ea	3	$ 3,000.00	$9,000.00
		Waste Bin, three-stream (waste, recycle, compost)	ea	5	$ 3,500.00	$17,500.00
Offroad segment - illumination						
		Pedestrian-Oriented Street Lamps	ea	7	$ 10,000.00	$70,000.00

Subtotal:		$1,265,390.00
Contingency	45%	$569,425.50
Net HST:	3.857%	$70,768.83
Budget Total:		**$1,905,584.33**

Funding Sources

Below is a list of potential funding opportunities that the community can explore. This list is not exhaustive but highlights key funding streams that can support the implementation of active transportation initiatives.

Federal Funding

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

Provincial and Municipal Funding

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

Conclusion

The vision for a multi-use pathway in Middle Musquodoboit presented in this Plan reflects a community that is ready to shape its future. Residents, students, and local partners have shown a clear desire to create safer and more welcoming spaces for walking, rolling, and cycling, and this Plan provides a strong foundation for making that vision real. Through this project process, it is clear how deeply people care about their community and how committed they are to improving daily life for everyone who calls it home.

This project represents an opportunity to strengthen the sense of connection between neighbourhoods, schools, and shared spaces. It will help students travel to school with confidence, support residents who want more active ways to move through the community, and offer visitors a new way to experience the beauty of the Musquodoboit Valley. Just as importantly, the project encourages new forms of gathering, recreation, and shared pride in local identity.

The next step is to build on the momentum initiated with this project. Continued collaboration with community members, provincial partners, and local organizations will be essential, along with efforts to secure funding and refine the concept through the detailed design phase. Each step forward will contribute to a pathway that reflects the values and aspirations of the entire community.

Middle Musquodoboit is at an exciting moment. The pathway is more than a piece of infrastructure. It is a commitment to health, safety, and community well-being. It is a chance to create a legacy for current residents and future generations. With shared effort, clear direction, and continued enthusiasm, this pathway can become a defining achievement that leads to a safer and more connected Middle Musquodoboit.

MUSQUODOBOIT VALLEY

UPLAND