

## 2.5 TRANSPORTATION POLICIES

The responsibility for the provision and development of the transportation system is split between the private sector, which is responsible for providing and developing local roads in conjunction with subdivision development, and the public sector, primarily the Provincial Department of Transportation and Public Works, which is responsible for the maintenance and upkeep of the local roads and the development of the inter-provincial trunk system. At the same time, future land use patterns, which are the responsibility and concern of the Municipality, are directly affected by the shape and form of the transportation system.

It is, therefore, very important that transportation planning within the Village becomes a mutual and cooperative venture, to ensure the provision of an efficient and effective transportation system designed to achieve the land use and development goals of the Municipality.

The original Plan in 1975 had several objectives that have been achieved or are in the process of being achieved. The left turn lane has been constructed on Commercial Street to alleviate commercial traffic congestion through the Business District, and traffic lights have been installed, along with crosswalks, to improve traffic control and pedestrian traffic movement.

One of the major transportation objectives was to provide an extension to the 101 across the Cornwallis River through New Minas. Over the last several years, there have been representations made by local officials to the Nova Scotia Department of Transportation and Public Works regarding this goal. These representations have proved to be successful and it is expected that construction of the bypass will begin early in 1982.

At the present time, Highway No. 1 accommodates the major traffic movement within the Village. New Minas cannot continue to grow and prosper while being dependent on one road to meet its' transportation needs. Attempts must be made to separate traffic functions and to provide alternatives for the movement of traffic through the community. It is, therefore, essential that the Municipality, Village, Department of Transportation and Public Works and the private sector recognize the extent of the problem and that only through the cooperation of these parties, can a satisfactory solution be attained.

The North and South Collectors have been designed to complement Highway No. 1 and to provide alternative routes through and within the Village. The North Collector is intended to move future industrial traffic from Highway No. 1 and to provide easy access to Highway 101 for this industrial traffic. The South Collector is designed to move residential traffic between the residential areas located south of Highway No. 1, thus removing this pressure from Highway No. 1.

In 1992, Council for Kings County adopted new policies and regulations. Prior to that time, the same regulations that applied in the County also applied to New Minas. In 1995, the Village of New Minas asked Council to adopt the same policies for New Minas as apply in the rest of the County particularly with regards to businesses permitted in residences. In order to apply the new regulations equally in New Minas it is necessary to refine the road classifications. Therefore, a statement distinguishing among categories of local roads is added. This refinement of local road classifications applies only to Bed and Breakfast operations that can be operated in a residence.

**POLICIES**

1. *It shall be a policy of Council to classify all roads within the Village according to their planning function and designate them on the Transportation Map # 4.*
2. *It shall be the policy of Council to designate Commercial Street and the access roads to Highway 101 on the Future Land Use Map as arterial roads. The function of the arterial roads will be to facilitate major traffic movement within and between regions.*
3. *It shall be the policy of Council to designate the following collector roads on the Future Land Use Map, which will facilitate the flow of traffic between major land uses within the Village:*

<i>Highbury Road</i>	<i>White Rock Road</i>
<i>Prospect Road</i>	<i>Jones Road</i>
<i>North Collector</i>	<i>Cornwallis Avenue</i>
<i>Milne Avenue</i>	<i>Valley View Drive (as realigned and renamed)</i>
<i>Granite Drive</i>	

4. *It shall be the policy of Council to designate all roads in New Minas other than arterial and collector roads as local roads.*

*Local Roads are distinguished as follows:*

- i. *Residential Local Collector Roads are those that provide movement of traffic from Interior Local Roads to Arterial Roads in Growth Centres.*
- ii. *Local Collector Roads include Lockhart Drive, Highland Avenue, the Southern part of Aalders Avenue and the Aalders Avenue Extension.*
- iii. *Interior Local Roads are those that feed traffic to other Interior Local Roads or Collector Roads.*
- iv. *Exterior Local Roads are those Local Roads that lead directly to Arterial Roads.*
5. *It shall be the policy of Council to discourage the construction of any other local or collector road with access to Commercial Street within the designated Business District, as shown on the Future Land Use Map # 1.*
6. *It shall be the policy of Council to permit limited access onto Commercial Street, east of Cornwallis Avenue, for local roads serving residential development subject to the following conditions:*
  - i. *The road is necessary to the development of lands located adjacent to Commercial Street.*

- ii. *The road will serve as a collector for future development of adjacent lands.*
7. *It shall be the policy of Council to require deeper setbacks from arterial and collector roads to facilitate future road widening and to afford protection to abutting property owners from increased traffic volumes, noise and speed.*
8. *It shall be the policy of Council to recognize the need to complete the construction of the South Collector (Milne Avenue), as shown on the Transportation Map # 4. The purpose of this collector is to direct residential traffic around Highway No. 1, and to make inter-residential traffic movement within the residential areas located south of Highway No. 1, easier and more efficient.*
9. *It shall be the policy of Council to recognize the need to construct the North Collector, as shown on the Transportation Map # 4, with short term emphasis on construction of the section between the proposed 101 access on the west and Jones Road on the east.*
10. *It shall be the policy of Council to request that the Nova Scotia Department of Transportation and Public Works restrict vehicular movement on the South Collector to residential and service vehicles only.*
11. *It shall be the policy of Council to request the Nova Scotia Department of Transportation and Public Works to approve streets largely in conformance with Map # 4.*
12. *It shall be the policy of Council to request subdividers to establish a configuration of collector roads in new subdivisions in conformance with Map # 4.*
13. *It shall be the policy of Council to require a 50 foot right of way for all roads or such width as is necessary to meet the requirement of the Nova Scotia Department of Transportation and Public Works.*
14. *It shall be the policy of Council that the following classifications of roads will be used when naming streets for future development in the Village of New Minas:*
- i. *Avenues - a collector running principally in an east-west direction.*
- ii. *Crescents - short streets that begin and end on the same street.*
- iii. *Courts - permanently closed street with a single common ingress and egress, and with a turn around at the end, normally called a cul-de-sac.*
- iv. *Drives - collector streets running principally in a north-south direction.*
- v. *Lanes - curving streets ending in a cul-de-sac.*
- vi. *Roads - local streets running principally in a north-south direction.*

vii. *Streets - a local road running primarily in an east-west direction.*

<b>PART 2</b>	<b>AMENDED DATE</b>	<b>SECTION</b>
	November 30, 1982	2.5 – 5, 11, 12
	January 4, 1996	2.5 / 2.5 – 4
	August 19, 1996	2.5 – 3
	May 10, 2005	2.5 / 2.5 – 10, 11, 13