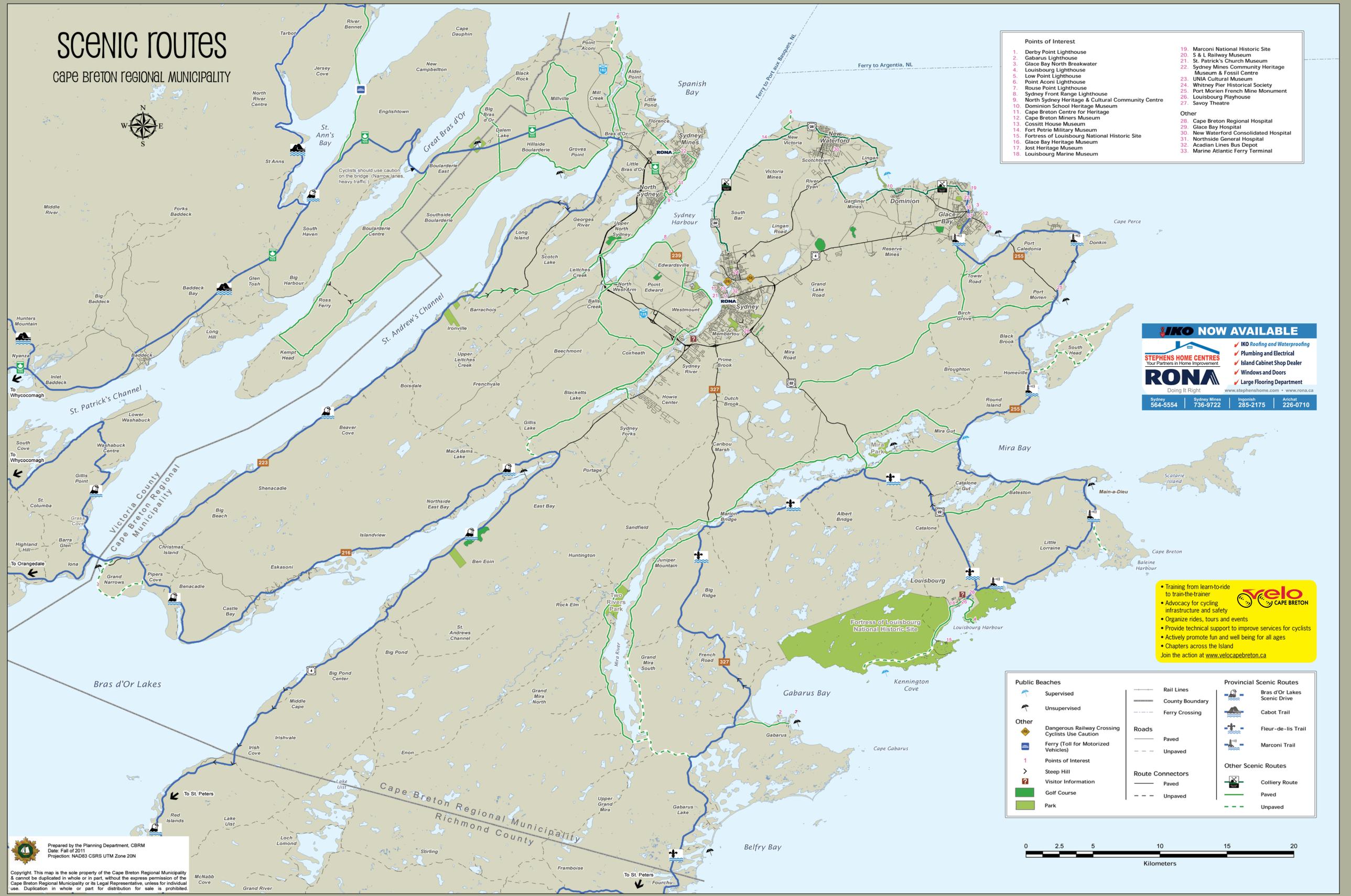


SCENIC ROUTES

CAPE BRETON REGIONAL MUNICIPALITY



- ### Points of Interest
1. Derby Point Lighthouse
 2. Gabarus Lighthouse
 3. Glace Bay North Breakwater
 4. Louisbourg Lighthouse
 5. Low Point Lighthouse
 6. Point Aconi Lighthouse
 7. Rouse Point Lighthouse
 8. Sydney Front Range Lighthouse
 9. North Sydney Heritage & Cultural Community Centre
 10. Dominion School Heritage Museum
 11. Cape Breton Centre for Heritage
 12. Cape Breton Miners Museum
 13. Cossitt House Museum
 14. Fort Petrie Military Museum
 15. Fortress of Louisbourg National Historic Site
 16. Glace Bay Heritage Museum
 17. Jost Heritage Museum
 18. Louisbourg Marine Museum
 19. Marconi National Historic Site
 20. S & L Railway Museum
 21. St. Patrick's Church Museum
 22. Sydney Mines Community Heritage Museum & Fossil Centre
 23. UNIA Cultural Museum
 24. Whitney Pier Historical Society
 25. Port Morien French Mine Monument
 26. Louisbourg Playhouse
 27. Savoy Theatre
- ### Other
28. Cape Breton Regional Hospital
 29. Glace Bay Hospital
 30. New Waterford Consolidated Hospital
 31. Northside General Hospital
 32. Acadian Lines Bus Depot
 33. Marine Atlantic Ferry Terminal

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VELO CAPE BRETON

- Training from learn-to-ride to train-the-trainer
- Advocacy for cycling infrastructure and safety
- Organize rides, tours and events
- Provide technical support to improve services for cyclists
- Actively promote fun and well being for all ages
- Chapters across the Island

Join the action at www.velocapebreton.ca

| Public Beaches | Rail Lines | Provincial Scenic Routes |
|---|--|------------------------------|
| Supervised | County Boundary <td>Bras d'Or Lakes Scenic Drive </td> | Bras d'Or Lakes Scenic Drive |
| Unsupervised | Ferry Crossing <td>Cabot Trail </td> | Cabot Trail |
| Dangerous Railway Crossing Cyclists Use Caution | Roads | Fleur-de-lis Trail |
| Ferry (Toll for Motorized Vehicles) | Paved | Marconi Trail |
| Points of Interest | Unpaved | Other Scenic Routes |
| Steep Hill | Route Connectors | Colliery Route |
| Visitor Information | Paved | Paved |
| Golf Course | Unpaved | Unpaved |
| Park | | |

Prepared by the Planning Department, CBRM
Date: Fall of 2011
Projection: NAD83 CSRS UTM Zone 20N

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Planning a cycling trip in another part of the CBRM? Why not travel part of the way on one of the CBRM transit buses? The entire bus fleet is equipped with bike racks that hold either 2 or 3 bikes. The racks come in handy when the weather unexpectedly changes for the worse, too! For more information on transit fares, routes and schedules, check out www.cbrm.ns.ca/transit.html

CBRM's Active Transportation Plan makes many recommendations to improve conditions for walking and cycling in the CBRM. Although not confirmed at the time of publication, the following improvements are planned for 2012:

- Bike lanes on George Street between Desbarres and Townsend Streets
- Paved shoulders on the SPAR Road in Sydney between Lingan Road and Garth Wilson Drive

For more information on the Active Transportation Plan, visit www.cbrm.ns.ca/active-transportation.html



CBRM CYCLING ROUTES 2011-2012



ABOUT THIS MAP

This map was prepared by the Cape Breton Regional Municipality's Active Transportation Committee in partnership with Velo Cape Breton.

The CBRM has published this map to encourage cycling as a practical and healthy means of transportation and recreation. The map should not be construed as representing the absence of hazards for cyclists on any particular street, nor is it intended to suggest that cycling is only permitted on the identified streets. Cycling is allowed on all streets and roads except where expressly prohibited and the prohibition is indicated by signs.

You should use your own judgment, based on your level of experience and cycling ability in dealing with vehicular traffic, in deciding if you should take these suggested routes. Caution is advised on all routes at all times. The routes suggested in this map are not intended as a guide for children.

USERS OF THIS MAP BEAR FULL RESPONSIBILITY FOR THEIR OWN SAFETY AS WELL AS THE RESULTS OF THEIR OWN NEGLIGENCE.

FEEDBACK

It is intended that this map will be updated periodically, so map users are encouraged to contact CBRM to report errors or to suggest improvements to the map. Send all comments by email to AIMap@cbrm.ns.ca.

To report road hazards, please call:

563-5225 (Sydney)
842-1171 (Glace Bay, Dominion, New Waterford and Louisbourg)
794-6450 (North Sydney and Sydney Mines)
563-2240 (Rural and Suburban roads)



Bicycle Safety

The Cyclist - According to the Nova Scotia Motor Vehicle Act cyclists have the same rights and responsibilities as motorists. When cyclists and motorists follow the same set of rules, the chance of a collision is greatly reduced.

Cycling Strategies: Be Alert, Be Visible, Be Predictable

Where To Ride on the Road - Ride on the right side of the road with the flow of traffic. Use as much of the lane as required to be safe from roadside hazards.

Signals - Cyclists should use these hand signals to indicate a turn or a stop. An alternate right hand signal is widely recognized.

Ride a Straight Course

Don't weave between parked cars. Otherwise, a motorist may lose sight of you and there could be a collision if you suddenly pop out in traffic again. Stay at least one metre from parked cars to avoid opening doors.

Look Behind You - Learn to quickly scan the traffic behind you without swerving. A rear view mirror helps to view traffic, however a lane change requires a look behind, which also signals your intention to motorists.

Be Careful at Intersections

Intersections can be dangerous for cyclists. At a four-way stop, it is important for cyclists to remain in line with the flow of traffic and to wait their turn. Right turn lanes are for traffic that is making a turn; don't go into a turn lane if you are going to travel straight ahead.

Vehicular Left Turn - Signal and look behind you. When there's an opening, move into the left lane and turn from near the centre line.

Pedestrian Left Turn

The safest way to turn left on a busy street includes a little walking too. Get off your bicycle and walk it across the intersection using the crosswalk. Wait for the light to change and walk your bicycle across to the next corner, using the crosswalk.

Safety Equipment

Lights - When riding at night, you must use a white front light and red rear reflector or light. A flashing red rear light, increases visibility. **Clothing** - In daylight wear brightly coloured and/or reflective clothing. At night wear light coloured and/or reflective clothing. Reflective material on clothing, shoes, helmet and bike further increases visibility. **Bell or Horn** - You must have a bell or horn to warn pedestrians and other vehicles that you are approaching. **Helmet** - By law, you must wear a bicycle helmet that complies with the regulations. A properly designed and fitted helmet greatly reduces the risk of brain injury, the leading type of fatal or disabling injury to cyclists. To ensure proper fit, consult with sales staff when you buy a helmet and follow manufacturer's instructions. Generally speaking, the helmet should be snug, low on the forehead and with the chin strap tight enough to only allow one finger between it and your chin.

Common Car-Bike Collisions

"Right Hook" - Many motorists misjudge the speed of bicycles; they can travel faster than you think! (Experienced cyclists can travel at 25-35 km/h on a flat surface and up to 50km/h going downhill.) This misjudgment causes the motorist to pass and turn directly in front of the bicyclist. Scan the side of the road for bicyclists, and if it is not safe to pass before turning, slow down and move behind the cyclist before making the turn. DO NOT pass and cut!

"Left Cross"

Motorists making turns which cross oncoming traffic must watch for cyclists as well as motor vehicles. Too often, motorists misjudge the speed of an oncoming bicyclist and turn in front of them. Motorists should always stop and wait for oncoming traffic, including bicycles, to pass before turning.

Getting Doored - When exiting your car, look behind you for approaching bicyclists. Don't open your door unless it's safe to do so.

Please keep in mind that bicycles are much more vulnerable in a collision. Motorists must realize that they are operating a large vehicle and with that comes the responsibility to ensure that it is safely operated.

Always follow the rules of the road!