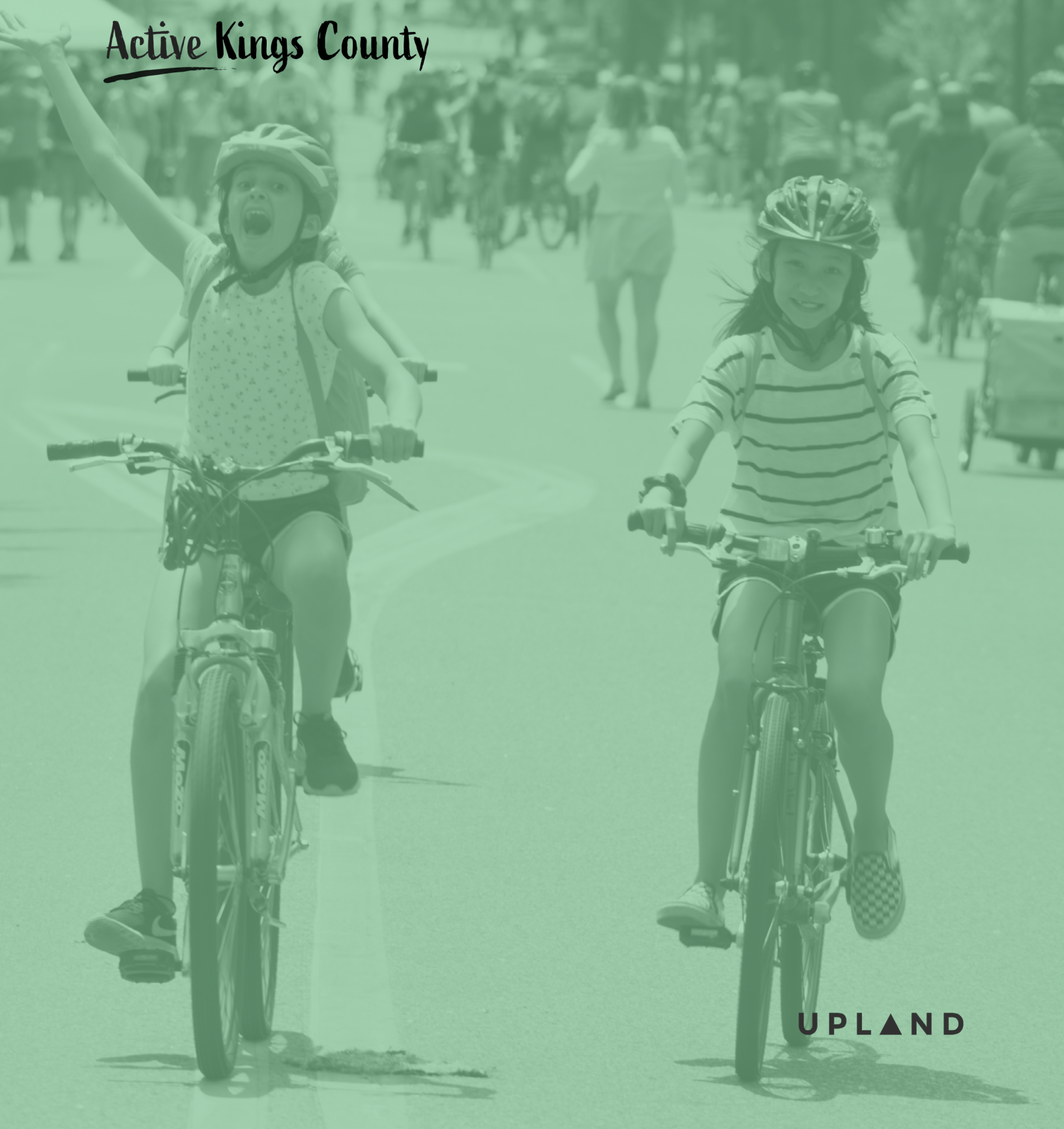


Active Transportation Plan

Draft, March 2021

Active Kings County



Acknowledgments

UPLAND would like to thank all the community members, groups and Municipality of the County of Kings staff and officials who made this project possible. We would particularly like to thank the Active Transportation project team including Ashley Brooker, Rob Frost, Emily Kennedy, Holly Sanford, Mark Fredericks, and Tim Bouter for their time, expertise, and dedication. Thank you to the partners with the Annapolis Valley and Glooscap First Nations Communities, the Towns of Berwick, Kentville and Wolfville, and the Villages of Greenwood, Kingston, Port Williams, Canning, and New Minas for their participation in this process, and to all the Kings County community members who generously shared their time, input and stories.

This Active Transportation Plan was prepared by UPLAND Planning + Design Studio, including Juniper Littlefield, Bruce Mans, Angharad Wiley, Kevin Cooper, and Erica Brook.

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Photo: Adobe Photo Stock

Introduction

What is Active Transportation?

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

Active transportation improves the physical and mental health of users, reduces carbon footprints, attracts visitors, and boosts local businesses through increased foot traffic. Done thoughtfully, improvements that support active transportation often improve equity and accessibility, creating a safer, more comfortable and convenient network of streets and trails for everyone.

Why Active Transportation?

Although North America has prioritized the car in recent decades, active transportation has steadily been gaining popularity with residents and government across the continent because of the health, social, environmental, economic and tourism benefits. There is clear evidence of the advantages associated with designing cycling- and pedestrian-friendly communities which enable and encourage residents to be more active by walking and biking for both recreational and utilitarian purposes.

This Active Transportation Plan aims to enhance how people move throughout the County, recognizing the importance of high quality transportation options. The Municipality has already made many investments into trails and amenities. This plan will provide an all-encompassing strategy to connect and expand existing facilities and improve access to local destinations and services.

About this Plan

[Active Kings County](#) is a project to develop an Active Transportation Plan for the Municipality of the County of Kings, with the goal of making all forms of human-powered transportation safe, comfortable, and convenient. Connecting residents to where they live, work, learn, and play.

One key component of the final Active Transportation Plan is a recommended network design for Kings County, including connections along the Harvest Moon Trailway and Trunk 1; connections from this corridor into adjacent communities; and connections within more isolated communities. In addition to this network design the plan includes recommendations for amenities, education and programming, and marketing and promotions. An Implementation Plan included in the final version of this plan will cover policy recommendations, cost estimates, phasing, and a decision-making framework.

Engagement and recommendations included in this plan have prioritized education, equity and accessibility to ensure that resulting changes benefit all users.



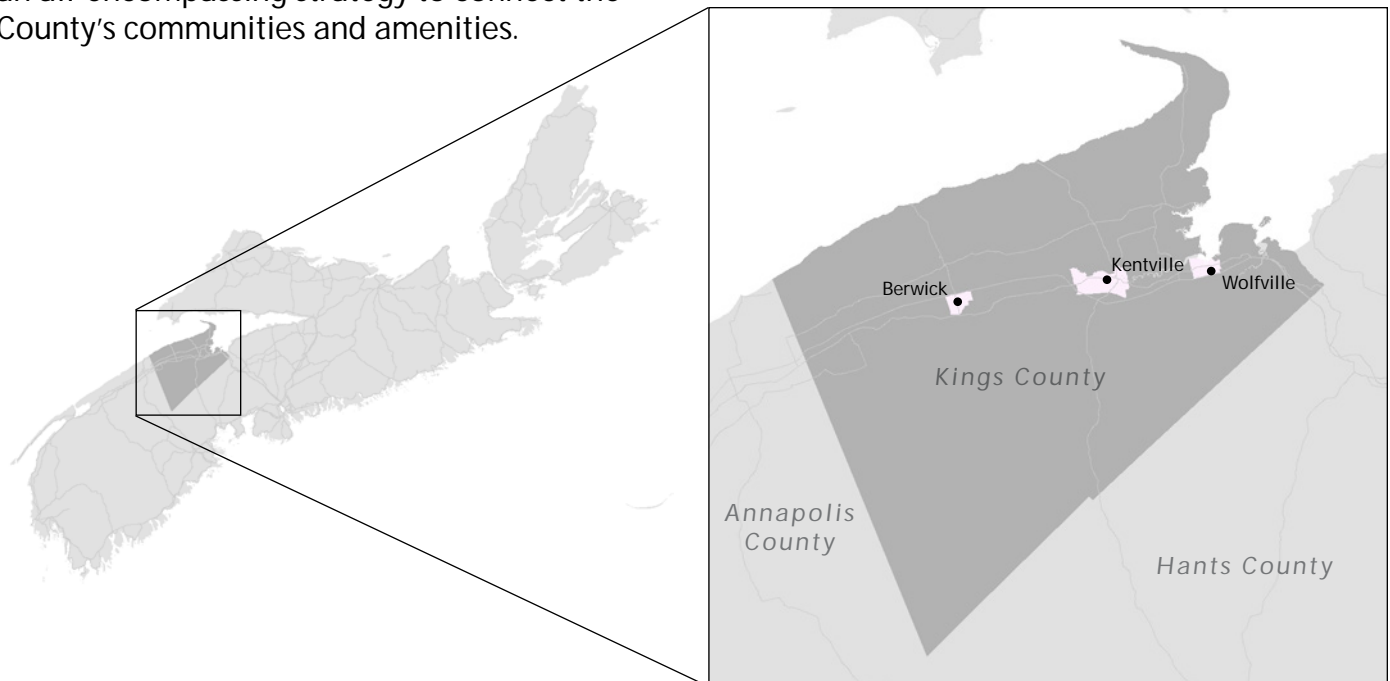
Photo: Adobe Photo Stock

About Kings County

Kings County is set on the Bay of Fundy, and the County's eastern tip forms the edge of the Minas Basin, where Blomidon Provincial Park leads into the Cape Split Trail. Bordered by the counties of Lunenburg to the south, West Hants to the east, and Annapolis County to the west, Kings County shapes a portion of Nova Scotia's Annapolis Valley. The Valley is prized for its agricultural production and is home to countless picturesque farms and vineyards. The Bay of Fundy has the world's highest tides and its nutrient-rich coast attracts diverse marine life.

The Municipality is home to many active transportation opportunities including parks, beaches, recreation facilities, and trails. The Harvest Moon Trailway forms a backbone which will serve as the foundation of this plan—an all-encompassing strategy to connect the County's communities and amenities.

As illustrated below, Kings County geographically encompasses the Towns of Berwick, Kentville, and Wolfville, while the Municipality of the County of Kings governs the land surrounding these areas. Also within county boundaries are the communities of Annapolis Valley and Glooscap First Nations, the Military Bases of Greenwood and Aldershot, several growth centres and villages, as well as many other small rural communities. This plan focuses on recommendations within the Municipality of the County of Kings, while recognizing the regional nature of active transportation, and aligning with the active transportation goals of local Towns and surrounding Municipalities.



Cultural Context

In 2020, the COVID-19 pandemic shut down schools, offices, shops, and transit, closing borders and whole communities, leaving many people without work and without access to services and amenities they depend on. The pandemic highlighted the underlying disparities in our systems. While some had the security of staying home, front line workers (such as grocery cashiers, healthcare workers, and cleaning staff) were at high risk of infection. Indigenous, Black, and low-income communities faced health disparities due to specific health risks, discrimination, and inequitable access to healthcare.

Due to the pandemic, some trails, parks, and recreation facilities were shut down for several months. Once facilities were able to reopen, Kings County saw an increase in active transportation use as many residents who were without work or remained fortunate to have good health and leisure time sought to escape the confines of home and explore alternatives to indoor recreational activities which remained closed for much of the year. Some communities quickly implemented slow streets and active transportation routes.

The Black Lives Matter movement and the ongoing demands for decolonization, including local fisheries disputes, forced a reckoning around the daily experiences of Black and Indigenous peoples in all aspects of life, and emphasized the dangers faced by Black and Indigenous people occupying public spaces throughout Nova Scotia and globally. This extends to active transportation, where concerns about racism, police violence, and a lack of sense of belonging may cause Black and Indigenous residents and visitors to prefer the safety and protection of a private vehicle. Further, systemic barriers to participation in civic processes has historically meant that communities have built active transportation systems that do not adequately serve their marginalized residents.

Although the pandemic is not over and systemic racism is ongoing, this plan aims to address the changing social, economic and environmental climate, and an equity lens will make careful consideration of the disparities faced by the county's diverse residents.

Photo: Global News



Impacts and Benefits

Municipalities throughout Canada are realizing the benefits of investing in human-powered transportation. Some of the benefits of human-powered transportation impact community health, environmental protection, economic savings, tourism, social equity, and more.

The rise of physical inactivity throughout North America is often referred to as an epidemic (Velo Quebec, 2010; Mapes J, 2009) and although determinants of health are complex, the 2015 Framework for Recreation suggests that increased levels of physical activity could lead to healthier, more productive lives, thus lowering health care spending and increasing GDP. Fitness, regardless of body mass has been shown to be the best indicator of mortality risk (Parker-Pope, 2008). Research suggests that increasing physical activity rates is one of the most effective ways to create a culture of healthy living (Department of Health and Wellness, 2012).

While human-powered transportation is a popular form of recreation in Kings County, car culture is still dominant in the largely rural region. Adopting alternative modes like walking and cycling within daily transportation (not just as leisure) could allow community members to reap added benefits of an active lifestyle. Nova Scotia's Thrive health initiative (2015) reports that 45% of trips in the province are spent shopping and running errands—tasks that are easily done using active transportation if residents feel safe and comfortable.

Another way that human-powered transportation benefits community health is through a reduction in carbon emissions and air pollution. Active forms of transportation and its associated infrastructure have a low environmental impact, particularly when compared with driving a vehicle. Car use contributes to air pollution through harmful greenhouse gases like nitrous oxide, carbon dioxide, and low level ozone, and road and parking maintenance create additional impacts on the environment. Repaving and snow removal lead to soil contamination and jeopardize water quality. Impermeable pavement increases the degree of contaminated storm water runoff and contributes to the urban heat island effect.

In addition to significant healthcare savings, reductions in car use come with several noteworthy economic benefits. On a personal level, car ownership is the second largest expense for Canadian families (CAA, 2013), with expenses relating to the price of a car as well as fuel, repair and maintenance (not to mention parking). The same source indicates that the average annual costs for a small compact car are \$9,500, compared to the almost nonexistent costs of walking or cycling. Property values also tend to increase for home owners along quieter streets and trail networks.

At a larger scale, cost savings also come from reduced costs associated with road construction, widening, and maintenance in certain areas and reduced or centralized parking which requires less investment for land, construction maintenance and operations.

Tourism related to cycling, walking, connections with nature, and exploration has been increasing in popularity in recent years. This growing trend stems from the shifting inclination of tourists to healthier, more experiential and contemplative methods of travel. Locally, a 2016 study of the Rum Runners Trail on Nova Scotia's South Shore found that 82% of the \$4.2 million in trail-related spending came from visiting users, with \$409,000 spent within 20 minutes of the trails. This spending generated by active tourism goes a long way to supporting local businesses when visitors make use of shops within close proximity of trails. Nova Scotia's 2015 Thrive report also indicates that 80% of tourist money is spent in walkable areas. Active transportation provides a way to enjoy the natural landscape, and playful aspects of recreation and design can attract visitors as well as build community amongst residents.

A strong human-powered transportation network can have major impacts on social equity and inclusion, as well as overall quality of life, by designing networks and public spaces which are accessible to everyone. This requires removing barriers which were designed within the environment, and have created inequities for marginalized users.

The Safe Routes to School report from 2015 looks at the ways in which low-income households and people of colour face barriers to transportation making access to basic needs difficult, dangerous or impossible. When paired with strong systems of social services, affordable housing and living wage employment, equitable access to convenient human-powered transportation can make daily trips easier and less costly and help break the cycle of poverty.

However, human-powered transportation is not inherently equitable. Although trends have been changing, 2011 research by Sightline Institute indicates that about 80% of American cyclists identify as white, while all income ranges were fairly equally represented among cyclists. Human-powered transportation promotions often feature white men not living with visible disabilities, wearing high performance gear. This creates a cultural barrier, along with barriers in the location, design, and cost of active transportation facilities.

Active transportation systems must be designed with the needs of all users in mind to create opportunities that are physically, geographically, socially, and economically, accessible to all.

Local Barriers

There are several unique challenges associated with Kings County's density, climate, and size, which must be understood when promoting human-powered transportation.

The rural settlement patterns of many of the communities within Kings County typically result in greater travel distances when compared with more dense urban areas such as Kentville or Wolfville. Many residents commute to work or school outside their home community, and active transportation may not be feasible for longer commutes. Poverty is a major issue in Kings County, and time is a particularly crucial factor for families and lower income residents who have limited time between multiple jobs and may rely on social services that require many trips.

In addition to these settlement patterns, the dominance of car culture throughout North America, especially in rural areas, has made driving the default for a long time. Although vehicle use is necessary for many rural routes, there may be some shorter trips that could be made using active modes of transportation but are not, simply because of the habitual nature of vehicle use.

Most Canadian rural roads continue to be designed for efficient car use without much consideration for pedestrian and cyclist safety. Although this conventional approach to road design is changing, many existing roads are straight, two-lane right-of-ways that encourage high traffic volumes and high speeds, and do not incorporate other space for human-powered transportation modes. This results in transportation corridors that favour fast automobile traffic without offering any safe corridors for slower and more vulnerable users.

Accessibility of active transportation routes affect people with physical, sensory, or developmental disabilities, people with temporary disabilities, seniors, families with young children, and more. Accessibility includes the design and maintenance of the built environment, amenities, programs, and promotions. Inaccessible spaces can make human-powered transportation less comfortable and navigation of these spaces becomes difficult or impossible for some users.

The hilly terrain in parts of Kings County also contribute to accessibility barriers, making cycling and other wheeled transportation difficult, particularly for less experienced riders, people using assistive devices, and people who do not have the physical strength or stamina for such high-effort routes.

Climate can be a major deterrent to the use and enjoyment of active transportation. Nova Scotia's North Atlantic climate is mild in summer months, but harsh and unpredictable in winter months. Subzero temperatures, strong winds, heavy precipitation and ice can be a physical barrier in colder months when winter maintenance is lacking, particularly for anyone with mobility challenges. Varying temperatures and freeze-thaw cycles also increase the amount of road maintenance required for roads and pathways.

The geographic size of Kings County, as well as the governmental structure means that active transportation networks are the jurisdiction of several (at times overlapping) bodies. These include the Municipality, the Province, Towns, Villages, First Nations communities, and various trail owners and managers. This complex system necessitates strong communications and relationship building, and can sometimes slow or complicate the process of implementing changes that must align with the goals, budgets, capacity, and regulations of various groups and communities.



Photo: Flickr user Dennis Jarvis

Local Opportunities

The existing active transportation network is a significant asset for Kings County. The existing routes, including the Harvest Moon Trail, local trails such as Blackrock Trails and Cape Split, local community cores and the supporting regional transit network all come together to create an excellent starting point for a well-connected network. The region has a strong culture of recreation, and community and political support for these amenities has been fueling the discussion around how to expand on these assets.

While the winter weather can be a barrier, the mild climate of Kings County makes it a popular destination from the spring season into fall. The natural beauty and pleasant temperatures are ideal for active transportation, and draw visitors from around the province and beyond.

Collaborative partnerships are essential to active transportation management, and can overcome some of the challenges associated with the regional scale of transportation networks, and overlapping jurisdictional boundaries. One example of this type of partnership is the Annapolis Valley Trails Coalition, which supports the development and maintenance of trails throughout Kings County and the broader region. This group also champions and manages the Harvest Moon Trail, which is divided into several segments and managed by ten different Municipalities, Towns, Villages, and community groups.

Supporting these bodies, the Trails Coalition advocates for the trail and coordinates policy, maintenance standards, and other matters, between its members, as well as providing trail development and maintenance on some segments.

The geographic size and make-up of Kings County comes with its own challenges and opportunities, but the Municipality has a rare chance to design an active transportation network which extends beyond community boundaries, forming a regional system of interconnected routes. The Municipality features a wide diversity of landscapes and destinations, and by working with all local stakeholders and governments, there is an opportunity to connect residents to any place they need to go. This size and population base also comes with more resources and skills than some smaller rural communities.

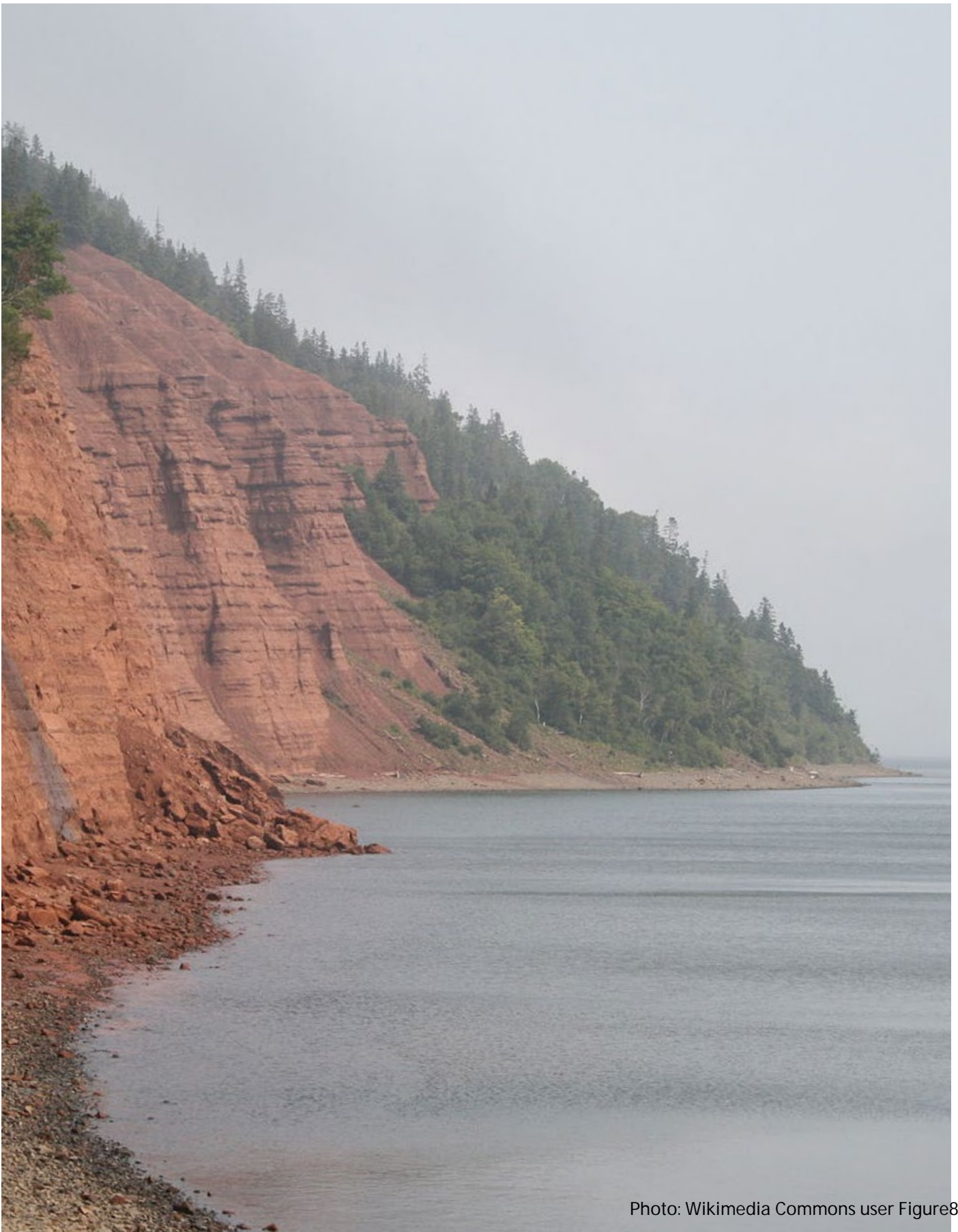


Photo: Wikimedia Commons user Figure8



Engagement

Active Kings County began with an extensive initial engagement process. This process sought to understand community members' perspectives, insights, opinions and priorities regarding all forms of human-powered transportation such as walking, rolling, cycling, skateboarding, and more. In October and November 2020, residents, community members, and other stakeholders provided input on active transportation in Kings County. A series of in-person and online engagement activities took place, resulting in approximately 554 points of interaction. Information for the initial phase of engagement was collected through the following means:

- » An online community survey
- » An online interactive map
- » Pop-up events throughout the County
- » An online public workshop
- » Stakeholder interviews

The results from these activities demonstrate a series of themes and key findings. Vehicle traffic and a lack of adequate infrastructure were the main barriers to comfortable use of human-powered transportation for most engagement participants. Key infrastructure priorities focused on both connecting neighbourhoods within communities and connecting isolated communities to key destinations including the Harvest Moon Trailway and local schools. Participants added that this must include safe connections from the Harvest Moon Trailway to nearby destinations, as well as improved facilities along Trunk 1 and local streets.

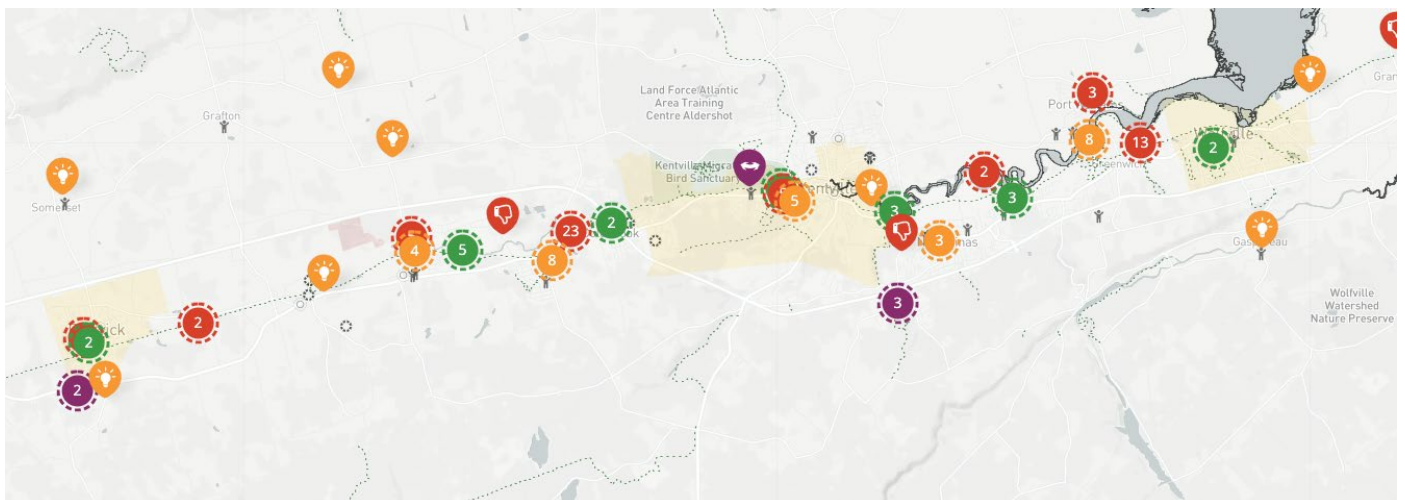
On the Harvest Moon Trailway, many responses related to the inconsistency of surfacing and maintenance along the trail (particularly towards the western end), as well as a desire for amenities like good public washrooms and directional signage to and from trails.

Some participants discussed challenges related to personal finances and time constraints, and two key recommendations to improve equitable access to all modes of transportation were upgrades to local transit and expanded equipment loans.

Some participants noted that more promotional and mapping products are needed, targeted towards local residents. They added that these materials should be available on- and offline, and introduce community members to all local trails and route options, also indicating available amenities and connections with parking, transit, and shuttles. As for tourism marketing, several stakeholder expressed a desire to see sustainable promotions which encourage economic diversity and avoid concentrating traffic on a few sites.

[The second phase of engagement](#) will seek input on the draft recommendations included within this document, and ask community members about their priorities.

As is the case throughout Canada, uptake of human-powered transportation increased dramatically since the arrival of the COVID-19 pandemic in 2020. Stakeholders warned of the need for systemic shifts and infrastructure improvements in order to keep up this momentum long-term. Participants added that these changes must include relationship building and forward-looking financial commitments to factor human-powered transportation into all government operations.



An screenshot taken from the Active Kings interactive map shows comments places throughout Kings County.

Photo: Px Here



Objectives

These objectives flow from the Active Kings County Background Analysis, as well as site visits and community feedback. The following concepts guide the Active Transportation Plan and proposed network.



Improve regional connections

Human-powered transportation has the ability to connect people to where they need to go, open up more opportunities for housing and employment for those without a car, and address the impacts of social isolation. This plan aims to improve connections between communities, networks, and amenities, particularly in more rural, isolated areas.



Create welcoming public spaces

This plan recognizes that it is a privilege to feel welcome and safe in public spaces, and to have the time and resources necessary to use human-powered transportation for commuting or leisure. This plan aims to make human-powered transportation an accessible and affordable choice that is welcoming of all residents, community members and visitors regardless of their abilities, age, race, class, gender, or sexuality.



Expand local connections

Kings County is home to many communities, each with their own unique identity and transportation networks. Improvements to these local networks will focus on service centres, and also within more rural areas where human-powered transportation facilities are limited.



Prioritize safety & comfort

Safety concerns arose as the number one deterrent for community members wishing to use human-powered transportation more often. This plan aims to make human-powered transportation options desirable for everyone, and to develop a network that does not require anyone to sacrifice their comfort.



Make it easy & intuitive to navigate

With three Towns and several villages, Kings County is an expansive and mostly rural community. Recommendations for intuitive orientation and wayfinding are identified in this plan, which will prioritize access to essential services, improve connections between routes, and encourage exploration.



Support community resiliency

Quality of life depends on a community's ability to adapt to ongoing change and major events, whatever they are. This plan aims to foster long-term sustainability by protecting sensitive environments, supporting economic diversity, and promoting inclusion and healthy lifestyles.



Reframe transportation values

Infrastructure and cultural elements have to align to support human-powered transportation. This plan aims to highlight the benefits of human-powered transportation, as well as awareness of local opportunities, and safety and etiquette guidelines.



Network Design



The primary component of a strong system of human-powered transportation is a well connected and well designed network. The Kings County network is composed of a combination of sidewalks, crosswalks, trails, pathways, footpaths, bike lanes, paved shoulders, on-road bike routes, and more. The Harvest Moon Trailway and Trunk 1 serve as a central spine east to west, while regional routes connect communities throughout the county, and local Towns, Villages, and communities contain their own smaller networks.

Recommended improvements to this network include three main components, 1) connections along the Harvest Moon Trailway and Trunk 1; 2) connections from this corridor into adjacent communities; and 3) connections within more isolated communities.

The location and design of these facilities, as well as their links to other forms of transportation, will determine the network's success. The ideal network will connect routes, communities, parks, recreation facilities, schools, workplaces, commercial centres, tourist destinations, and essential services such as grocery stores, libraries, food banks, healthcare, and childcare. A thoughtful and effective network that makes these links will establish human-powered transportation as the most convenient and desirable choice.

Networks within the Town boundaries of Berwick, Kentville, and Wolfville have been excluded from these recommendations, but the proposed network has been designed in consultation with these Towns, and [Kentville's Active Transportation Plan is available online.](#)



Approach

The most obvious way to encourage active transportation in Kings County is by simply providing safe and convenient routes to do so. Active transportation routes should be safe, direct, comfortable and logical.

Safe

Our roads are designed using standards to make it as safe as possible to drive a vehicle. Stopping distances and corner sight lines are two things traffic engineers consider when designing our roads. The same approach to safety should be taken with active transportation so that users are not anxious, stressed, or feeling unsafe while traveling.

Direct

Everyone loves shortcuts. Like our roads, active transportation routes should provide options for short and direct routes between origins and destinations.

Comfortable

Roads full of potholes create safety concerns for vulnerable users of roads and other facilities, particularly cyclists and people with mobility limitations. As well, no one enjoys a bumpy ride. For active transportation users, an even surface with a decent amount of space is essential to making the facilities usable.

Logical

While driving, particularly in new places, we rely on a system of wayfinding signs to help us arrive at our intended destination. The active transportation network should also make sense to a visitor - signage should be available to help active transportation users easily plan their trip and navigate the network.



Route Types

The Kings County Active Transportation Network is made up of many existing and proposed route types - each with different roles and characteristics. Each route within the network has a specific hierarchy and class.

Hierarchy

A clear network hierarchy helps establish a logical structure to the active transportation network. Just as neighbourhood streets, collector streets, and highways work together to form an effective street network, the different types of active transportation routes work together to form an effective active transportation network.

Regional routes are the “spine” of the Kings County Active Transportation Network. These are longer, uninterrupted routes that may also provide connections to neighbouring municipalities. These routes typically enable efficient travel over long distances.

Local routes enable shorter distance active transportation trips within a neighbourhood or district. They connect common origin and destination points to allow active transportation to be better used for utilitarian purposes.

Class

There are many different classes of active transportation routes that accommodate different transportation modes, trip types and spatial contexts. The Kings County Active Transportation Network includes signed bike routes, bike lanes, paved shoulders, multi-use pathways, nature trails and more. Each of these route classes can be regional or local route types.

The following pages describes the route classes used in the Kings County Active Transportation Network. The design of these routes should be based on the route’s mix of users, their volume and speed, the context of the route and what it is used for, and any requirements based on funding and regulations. Conflicting uses on a route can be mitigated through design and designated spaces, amenities, and signage.

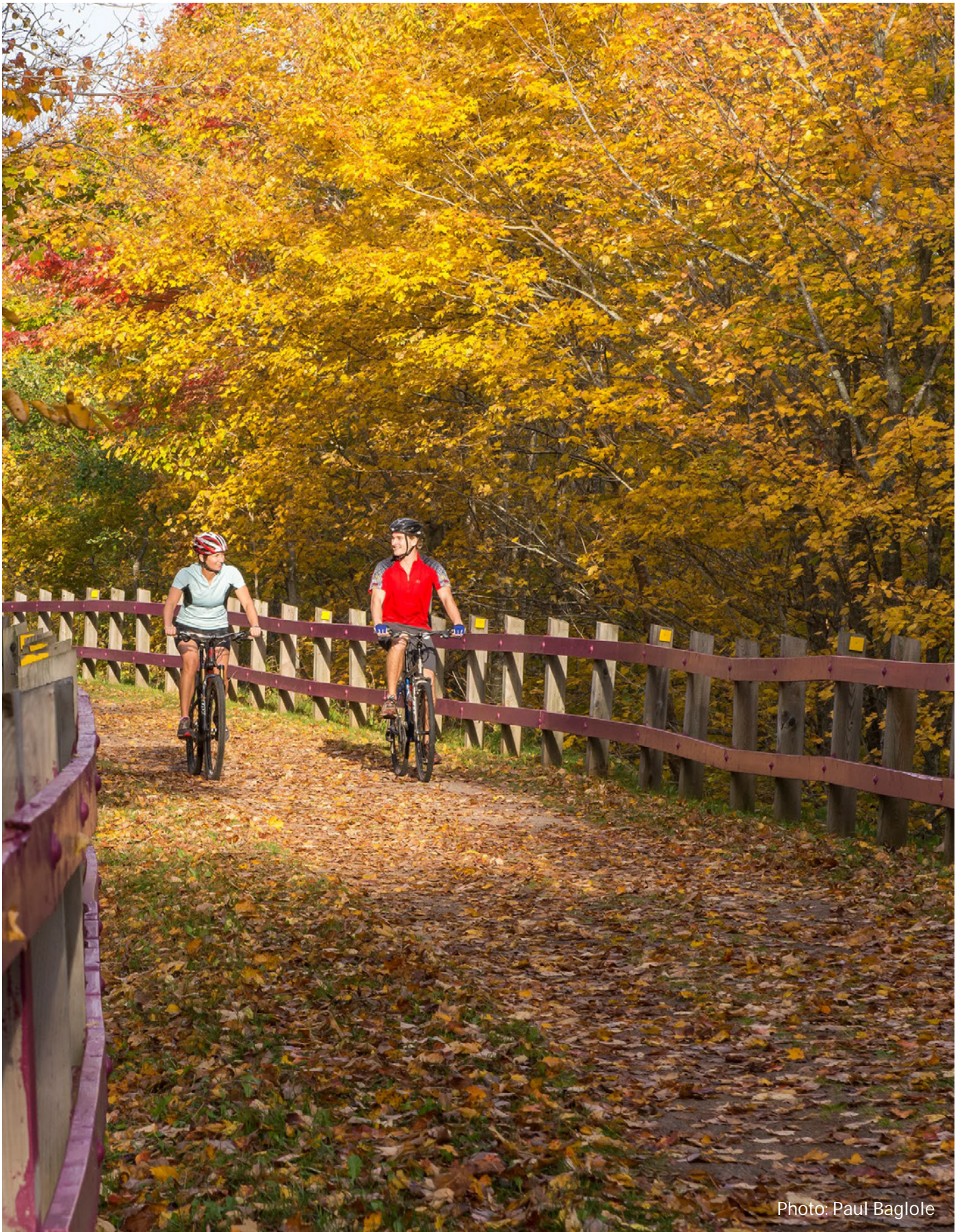


Photo: Paul Baglione

Sidewalk

Cost:



AT Modes:



Level of Comfort:



Sidewalk

The sidewalk area is the part of a road between the curb line and the adjacent property line that is for pedestrian traffic. It is usually constructed of concrete or asphalt. With regular maintenance and the inclusion of curb cuts and ramps, a sidewalk can accommodate assistive devices and strollers.

Those younger than 11 years old are permitted to ride a bicycle on a sidewalk, though bicycles on a sidewalk must keep right, if practicable, except when passing, and may travel no faster than 7 km/h. Rules around other forms of human-powered transportation like skateboarding and roller-blading or rollerskating are less clear, and in the Municipality of Kings County it is not specified where these users are permitted. Prohibiting these faster modes of transportation from sidewalks can create a barrier for users not comfortable riding on the road (particularly for modes like skateboards, where they may be ticketed), but it can also improve the comfort of pedestrians, runners, and people using assistive devices.

Motor vehicles must not be driven on a sidewalk except to cross over it to enter or exit an alley, a permanent or temporary driveway, or a parking garage adjacent to a road. A driver who is about to cross a sidewalk must yield to sidewalk traffic. Vehicles must yield to pedestrians at every intersection, which may be characterized by an unmarked crosswalk, a painted crosswalk, overhead or roadside lights, or a signaled crosswalk.

Sidewalks should be kept clear of debris, snow, and ice to facilitate active transportation. In Kings, the Municipality provides snow removal for all sidewalks outside of Village boundaries, while maintenance varies within Village jurisdictions.

Sidewalks should meet the guidelines set out by the Transportation Association of Canada (TAC) as closely as possible.

Rendering to come

Paved Shoulder

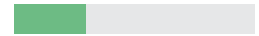
Cost:



AT Modes:



Level of Comfort:



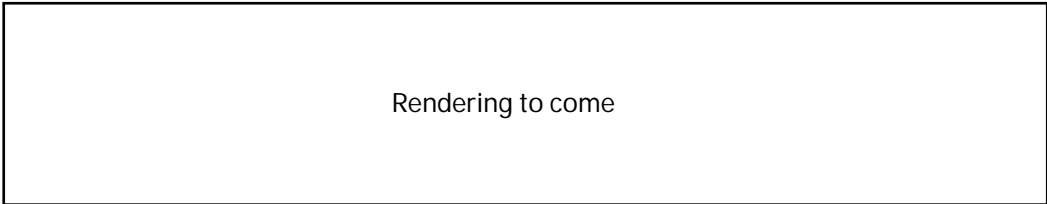
Paved Shoulder

The paved shoulder is the area to the right of the travel lane, between the white painted line and the edge of pavement. Paved shoulders provide a separate space for active transportation, but are not designated or marked as a bicycle lane or sidewalk.

Provincial roads are eligible for shoulder paving when the annual average daily traffic is greater than 1000 vehicles per day, the posted speed zones are 80 km/h or less, the road is part of new road construction, and the road is included in capital paving and repaving projects.

Some factors that may be considered when determining the suitability of paved shoulders for active transportation are the Municipal Council approved Active Transportation plan, designation of the road as a bicycle route, and proximity of the road to common destinations such as schools, shops, and libraries.

Drainage and any other infrastructure should be kept out of the shoulder area in order to ensure a clearway that is sufficiently wide for active transportation users to travel safely. In order to support active transportation throughout the year, paved shoulders should be kept clear of debris, snow, and ice.



Signed Bicycle Route

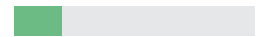
Cost:



AT Modes:



Level of Comfort:

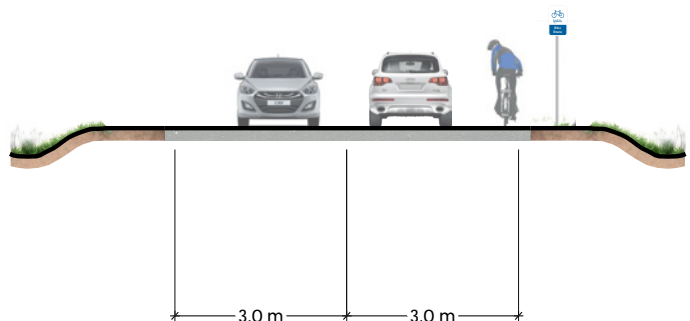


Signed Bicycle Route

Signed bicycle routes are designated on-road 'shared use lanes', and use signs to indicate that the road is to be shared by motorists and cyclists. These routes are suitable on lower volume and lower speed roads, and in locations where it is important to maintain continuity of a bicycle facility though an area where it is too narrow to fit other active transportation route types.

As compared to a road with no bicycle signage, signed bicycle routes provide some improvement to the level of comfort for cyclists. However, these routes still require a high degree of confidence and skill as the bicycle travel lane is shared with motor vehicles. Novice and intermediate riders may not be comfortable in a shared use lane.

Signed bicycle routes should feature "Bike Route" signage, or directional signage that acknowledges that the road is a designated bicycle route. For longer distance routes, "Share the Road" signs can also be placed to reinforce that the road must be shared by all road users.



Bicycle Lane

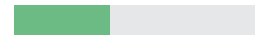
Cost:



AT Modes:



Level of Comfort:



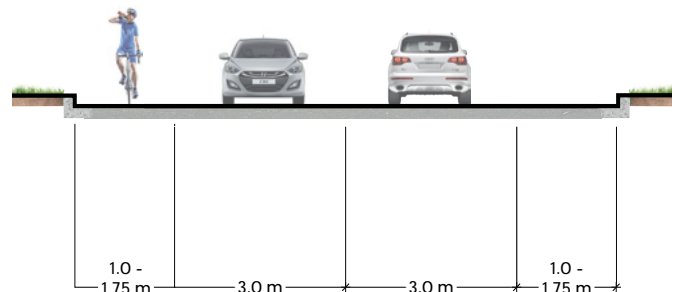
Bicycle Lane

Bicycle lanes provide dedicated space for cyclists between the adjacent travel lane and the curb, road edge, or parking lane. They increase the level of comfort for cyclists over shared use lanes because they delineate a dedicated space. They should be 1.8 metres wide (but must be at least 1.0 metres wide) and are demarcated with a bicycle stencil placed in the center of the lane.

It is important that bicycle lanes are well maintained and stay obstacle-free and are kept clean of debris, snow, and ice. Drainage and any other infrastructure should be kept out of the bicycle lane in order to ensure a clearway that is sufficiently wide for active transportation users to travel safely.

It is also important for local law enforcement to ensure that bicycle lanes aren't used for parking or loading. If cars regularly obstruct bike lanes, cyclists are forced to swerve into vehicular lanes, which creates very dangerous situations. Several of the designated on-road bicycle routes and key regional corridors within the County currently experience sufficiently high motor vehicle traffic volumes to warrant the installation of dedicated bicycle lanes. This would allow cyclists to use both sides of the road in a safe and comfortable manner.

The cost to develop bike lanes depends on the context. If unused, paved space alongside the travel lane(s) already exists, then all that may be required is paint and other minor improvements. However, if the road shoulders are not paved, the installation cost can rise considerably. Furthermore, if on-street parking needs to be removed to accommodate a bike lane, costs could include relocating the parking spaces elsewhere.



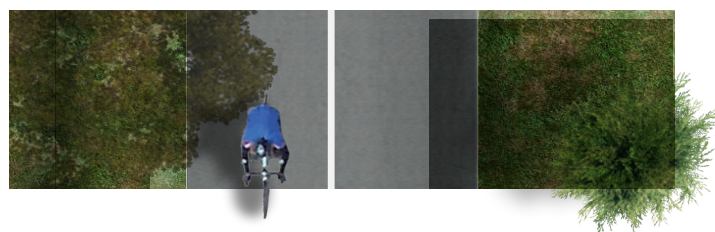
Multi-Use Pathway

	Cost:	AT Modes:	Level of Comfort:
Paved	\$\$\$	Wheelchair, Pedestrian, Bicycle	High
Crusher Dust	\$\$	Wheelchair, Pedestrian, Bicycle	Medium
Gravel	\$	Wheelchair, Pedestrian, Bicycle	Low

Multi-Use Pathway

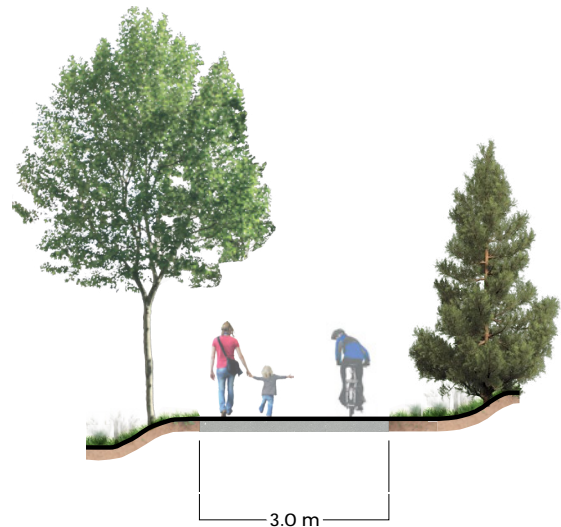
A multi-use path can be used for recreation while also serving as the backbone of an active transportation network. Depending on the surface type, these paths can be shared by a variety of travel modes including walking, cycling, skateboarding, in-line skating, and the use of strollers and assistive devices. In some cases, motorized trail uses are also permitted.

Surface type also impacts the level of comfort. In general, paved surfaces are the most appropriate for the use of assistive devices and cycling, while crusher dust may be accessible for some assistive devices like walkers and wheelchairs, as well as cyclists. Both crusher dust and gravel surfaces are not suitable for small-wheeled modes (e.g. skateboarding). As the number of users grows, pedestrian and other modes could be separated by a line. Curbs, driveways, gates, bollards, sharp turns, and crossings all impact the level of comfort along multi-use pathways.



To function well for transportation, multi-use paths should connect to a network of on-street routes that provide a similar level of comfort. Paved paths should be plowed and salted or sanded in the winter, while some unpaved trails can be groomed for cross-country skiing.

- Trail treads must be min. of 3m (8') wide
- Both sides should be kept clear of branches and brush for a minimum of 0.8 m (2.5')
- Vertical clearance must be a min. of 3m (10')
- Asphalt or concrete base trail base
- Desired Grade: 0 to 5%
- Max. Grade: 8% sustained, 12% less than 20m (160')
- Outslope Grade: 4% (max.)



Separated Multi-Use Pathway

Cost:



AT Modes:



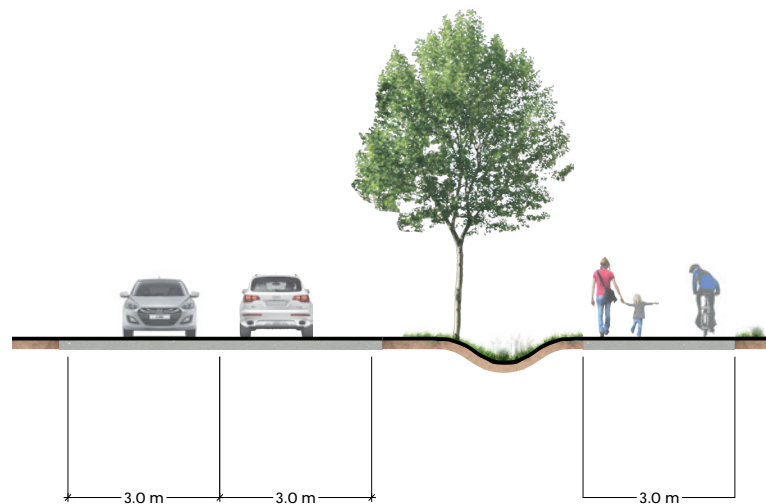
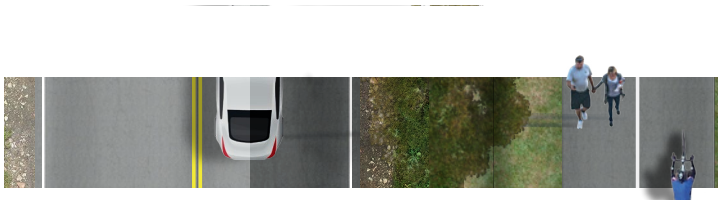
Level of Comfort:



Separated Multi-Use Pathway

Separated multi-use pathways are similar to multi-use pathways, but are located within a road right-of-way and are offered in lieu of a sidewalk and bike lane combination. Depending of the surface type, these paths can be shared by a variety of travel modes including walking, cycling, skateboarding, in-line skating, and the use of strollers and assistive devices. In some cases, motorized trail uses are also permitted.

Cyclists and pedestrians can usually share 30 metre wide multi-use paths without conflict. However, multi-modal facilities can increase anxiety for some users and as the volume of path users grows, the trail width should be increased to 4.5 meters, and pedestrians and other modes can be separated by a line. Separated fast lanes and pull-over stops at key look-offs and intersecting nodes can also ease conflicts on any multi-use pathway.



Pedestrian Trail

Cost:



AT Modes:



Level of Comfort:

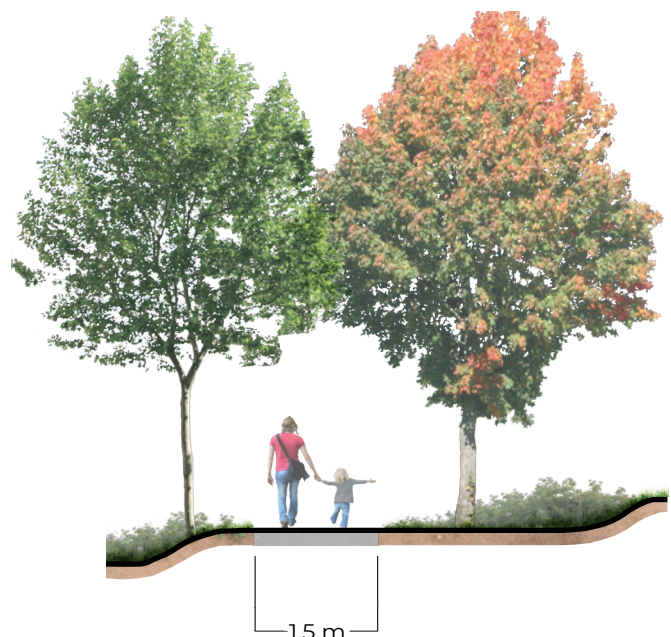
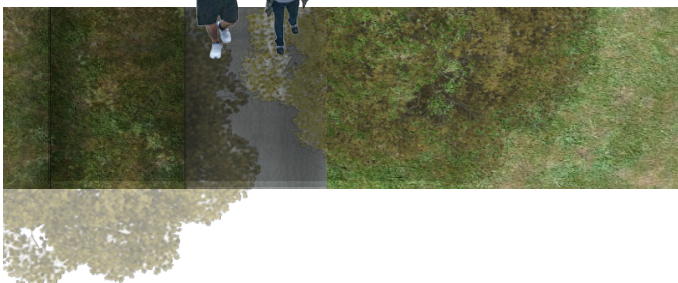


Pedestrian Trail

Pedestrian trails are basic trails that are narrower than multi-use paths and too narrow or steep to accommodate cycling, skateboarding, in-line skating, and the use of strollers and assistive devices. They can be used for walking, running, cross country skiing, and snowshoeing.

Natural trails cannot be effectively plowed, but can be suitable for snowshoeing which does not require special winter trail maintenance. Snow grooming and track-setting may be required to facilitate cross country skiing.

- Trail treads must be a min. of 1m (3') wide
- Both sides of the trail should be kept clear of branches and brush for a min. of 0.6m (2')
- Vertical clearance must be a min. of 3m (10')
- Trail surface consists of natural/native soil
- Desired Grade: 0 to 5%
- Max. Grade: 10% sustained, 15%, less than 20m (160')
- Outslope Grade: 4% (max.)
- Straight or switchback ramps should be provided for slopes over 5%
- Staircases and ramps should be provided for any grades greater than 15%
- Ramps and staircases should be slip-resistant with colour contrasting strips and continuous handrails



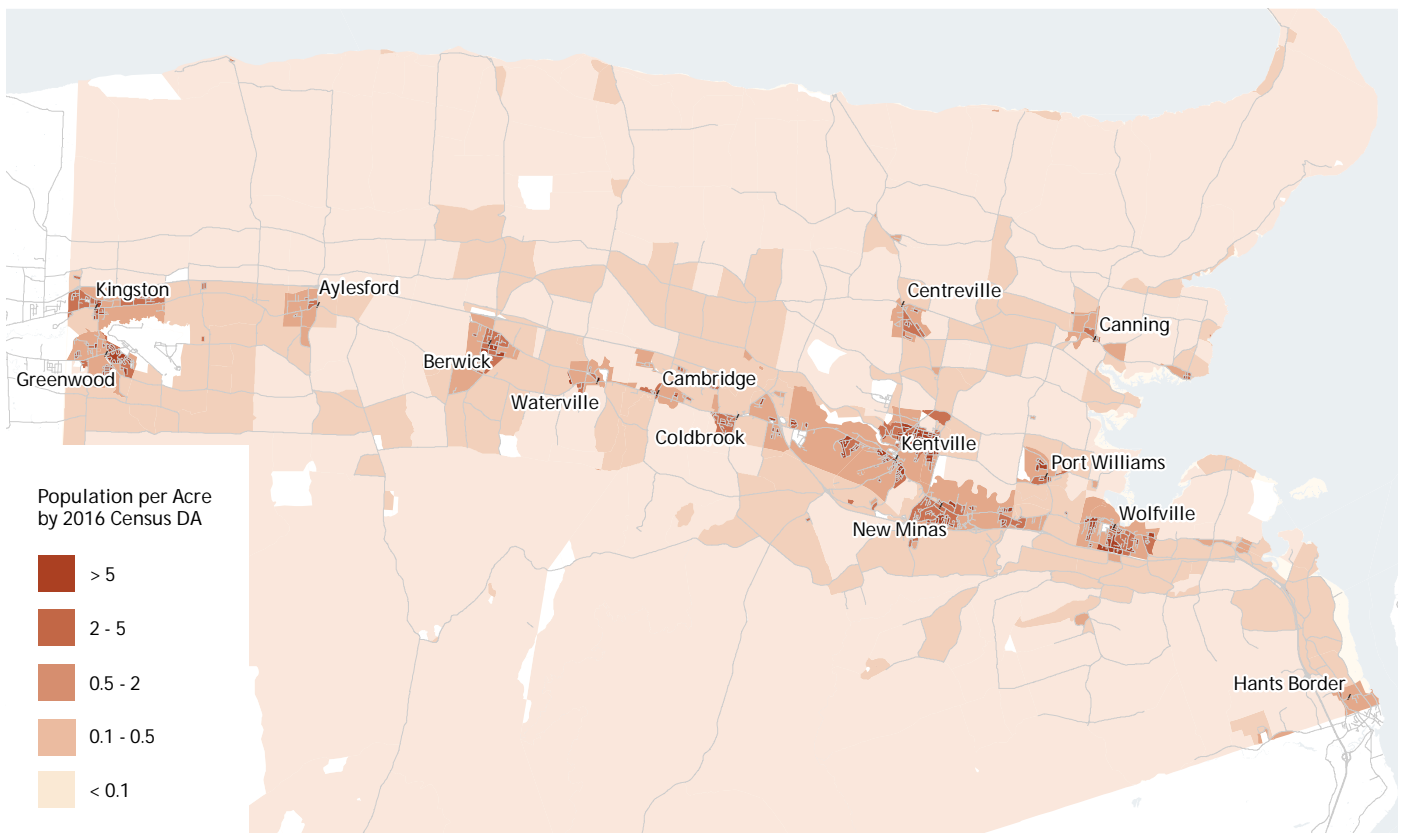
Population Distribution

The population distribution provides a strong starting point for the design of an active transportation network, and identifies areas of higher density that should be connected along proposed routes.

Kings County is made up of numerous individual communities, mostly clustered along Trunk 1. The growth centres of Kingston, Greenwood, Aylesford, Waterville, Cambridge, Coldbrook, North Kentville, Centreville, New Minas, Port Williams, Canning, and Hants Border all have high population densities (see below map), as well as the Towns of Berwick, Kentville, and Wolfville, and Annapolis Valley and Glooscap First Nations communities.

Population density drops off towards the north and south boundaries, and the Cloud Lake Wilderness Area covers an area along the western edge, where there is no development.

This settlement pattern has its benefits, and it supports a strong spine along the central Trunk 1 and Harvest Moon Trailway, both of which offer strong transportation options. On the other hand, rural communities disconnected from this network are currently isolated.



Key Destinations

Key destinations tend to overlap with population density, and together they illustrate where active transportation connections are most important. These amenities are a good starting place to understanding the daily trips residents make within the County, and the dots that may need connected amongst them. The destinations illustrated on the map on the following page include:

Arts and Culture

Arts and culture venues include museums, theatres, cinemas, and arts centres. There are small clusters of arts and culture facilities in Kentville, New Minas, and Wolfville.

Community & Health

Community services range from libraries and recreation centres, to community centres and halls. Community halls are located throughout the County, though some are more active than others.

Health services include the Valley Regional Hospital north of Kentville, the Kings Regional Rehabilitation Centre, several professional centres and community health centres spread throughout the communities, as well as shelters, food banks, resource centres, and more.

Education

There are a total of 29 schools, the majority of which are public elementary and secondary schools, including one French-speaking school, as well as some private schools such as Landmark East School and the Booker School. Also included in this inventory are the Kings County Adult High School, Acadia University, and the Nova Scotia Community College.

Employment

Although places of work are spread throughout Kings County, Figure 11 shows select major employers. These include the following:

- » 14-Wing Greenwood Airforce Base
- » Berwick Industrial Park
- » Kings Regional Rehabilitation Centre
- » The Nova Scotia Youth Centre
- » Michelin Tire Waterville Plant
- » Coldbrook Industrial Park
- » Kentville Business Park
- » Valley Regional Hospital
- » NSCC Kingstec Campus
- » Agriculture & Agri-Food Canada's Kentville Research & Development Centre
- » Acadia University
- » Kentville & Wolfville downtowns

Public Swimming

There are many opportunities for swimming in Kings County, including both indoor and outdoor pools, lakes and beaches. Pools are concentrated along the Trunk 1 corridor, while beaches are spread along the eastern coast.

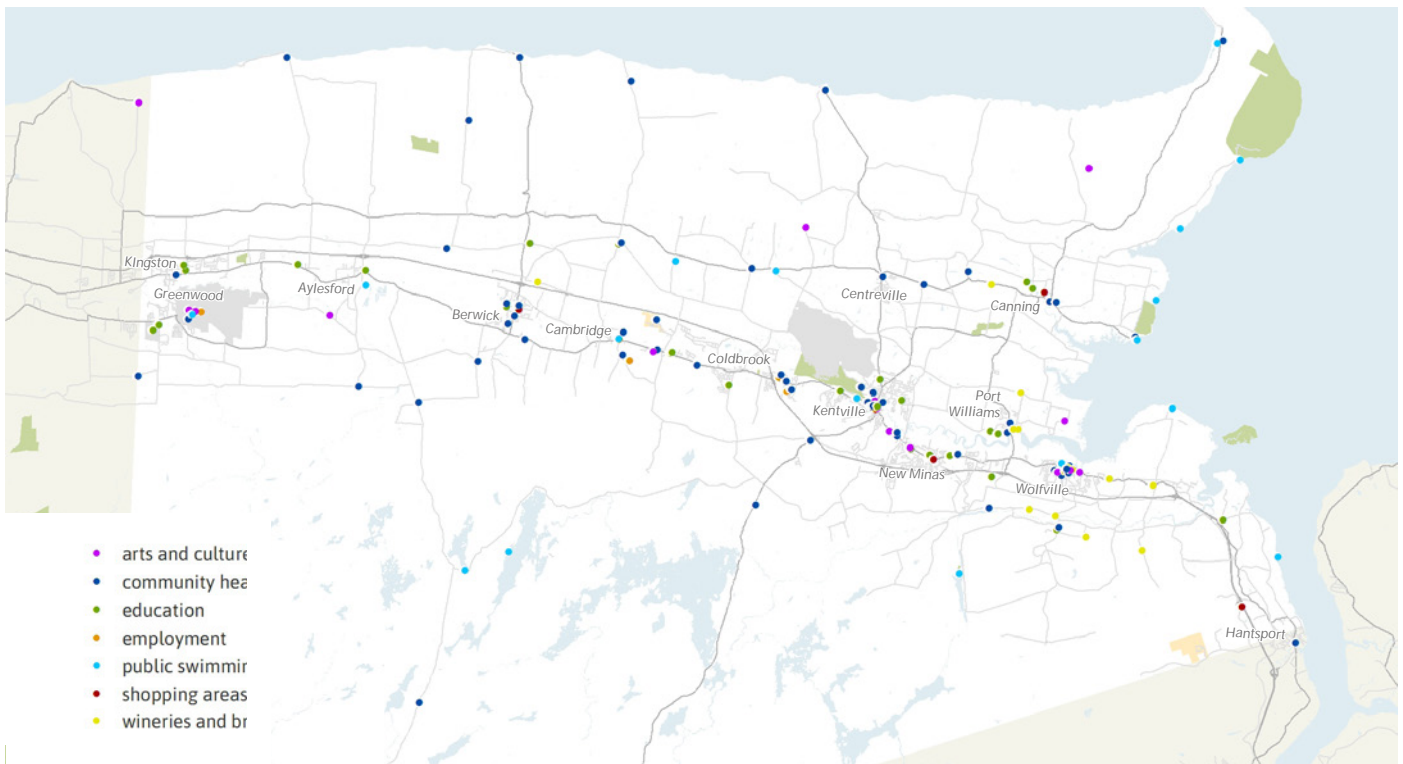
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Shopping Areas

Some of the key shopping areas of Kings County include commercial strips in Greenwood, Coldbrook and New Minas. Other key shopping areas are commercial cores in Berwick, Kentville, Wolfville, and Canning, where there are clusters of amenities such as restaurants, retail, institutional buildings, and services providers are located.

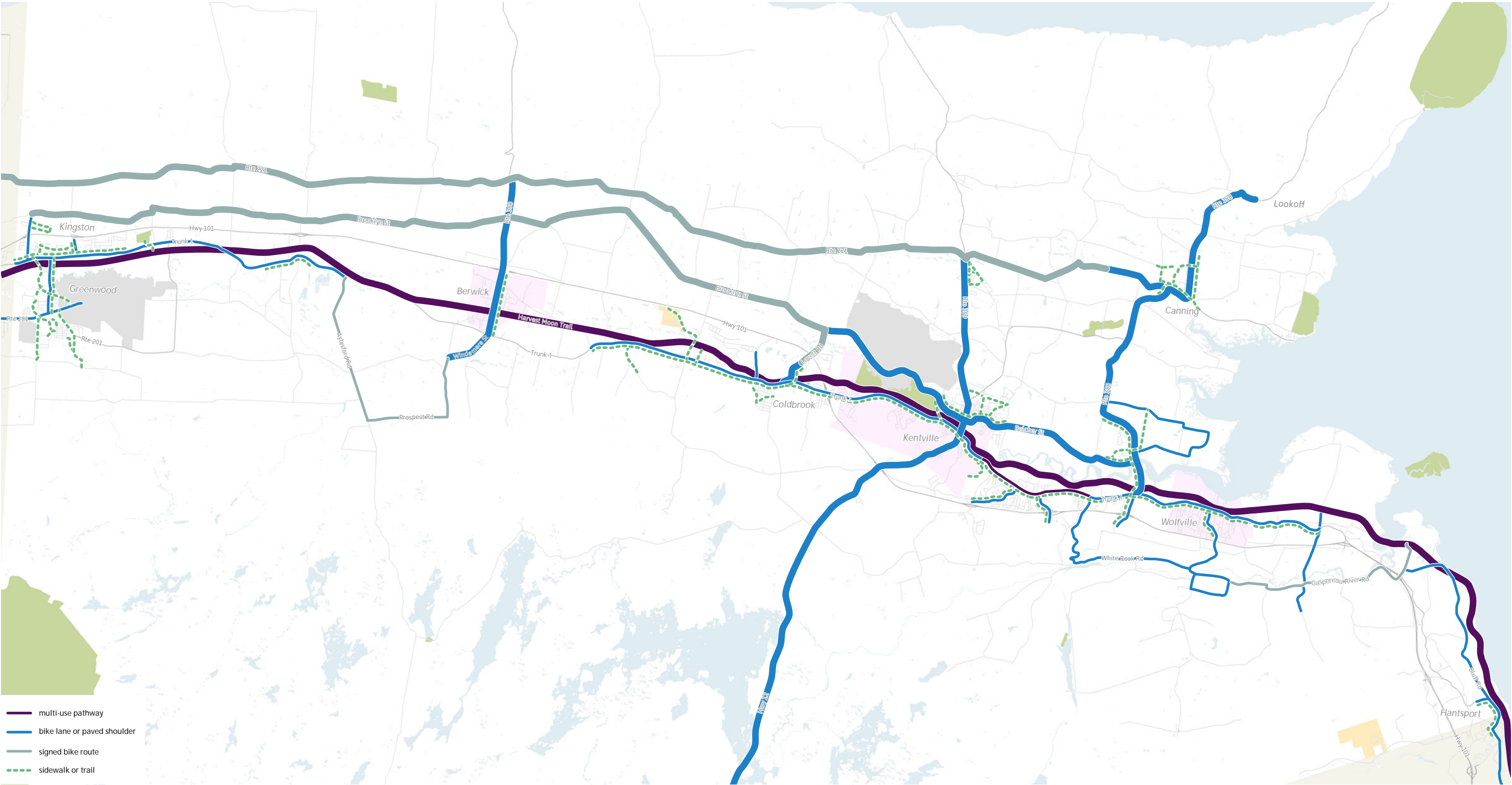
Wineries & Breweries

The valley is known for its wineries and breweries, and these locations are a focal point of local tourism and a major employer through the summer season. They are spread throughout the County, with a cluster forming in Wolfville.



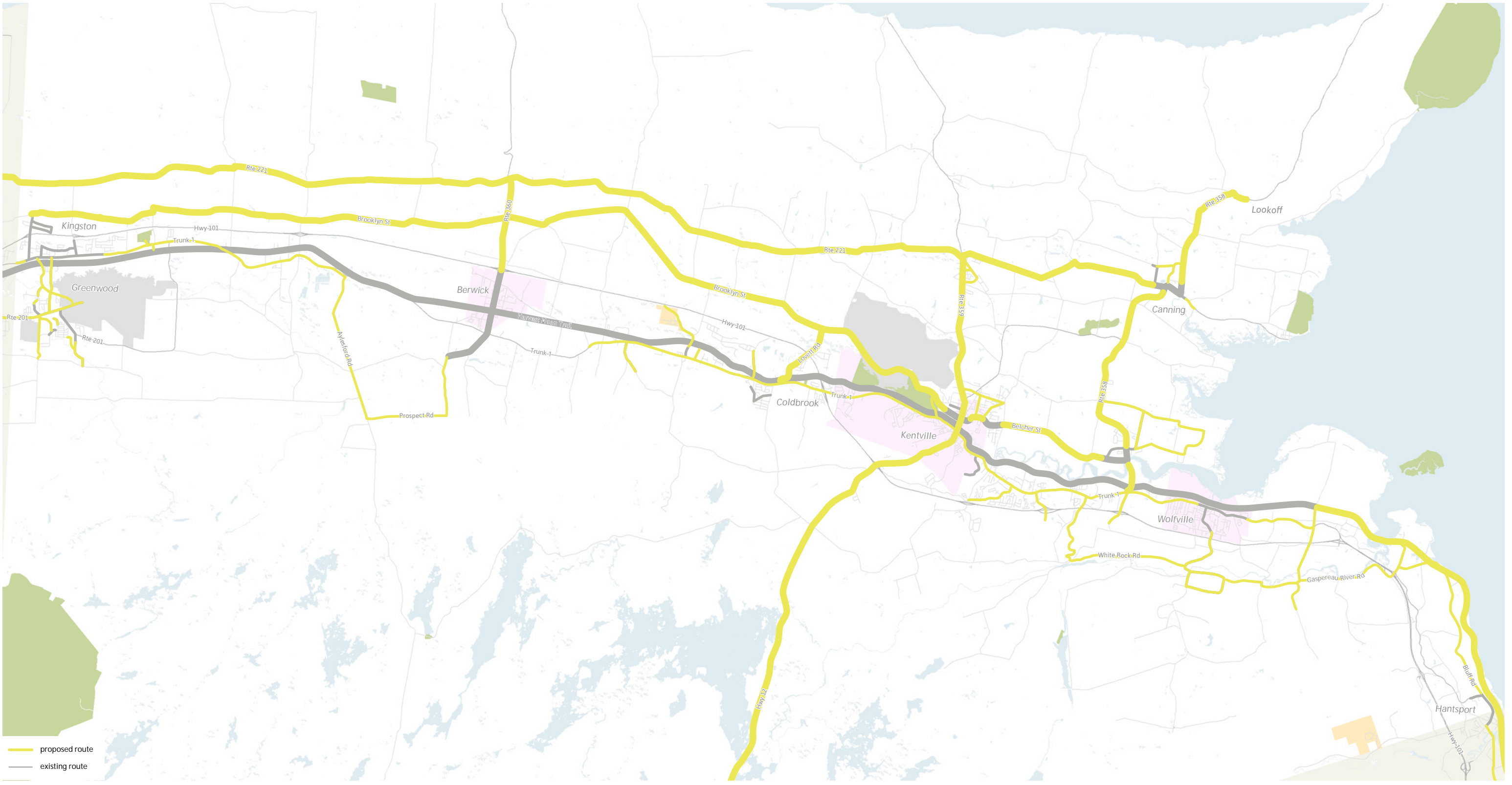
Complete Network

Proposed & Existing Routes



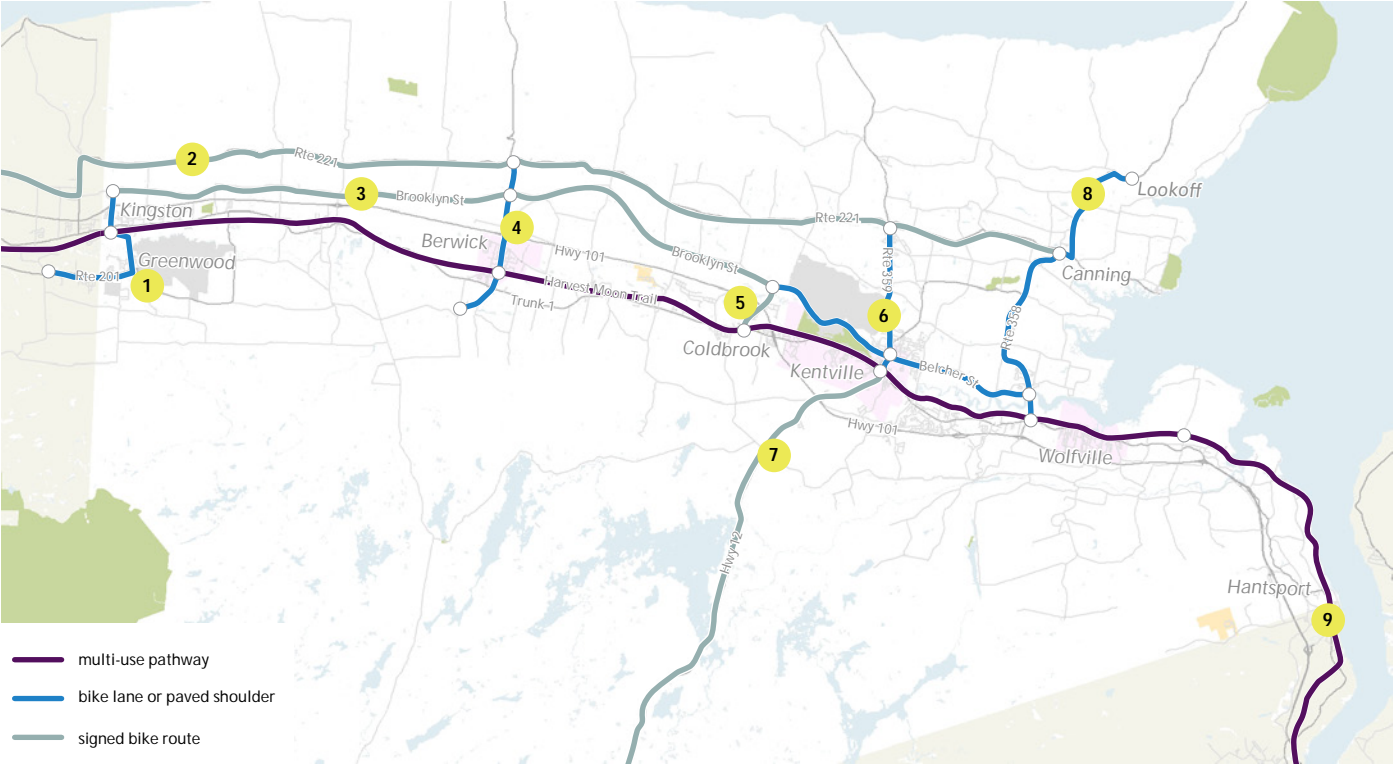
- multi-use pathway
- bike lane or paved shoulder
- signed bike route
- sidewalk or trail

Proposed Routes



Regional Network

Proposed & Existing Routes



Proposed Routes



1 Paved shoulders connecting Highway 101 with Route 201 in Greenwood

Length: 6.4 km

Paved shoulders are recommended to link Marshall Road, Bridge Street, and Route 201, running west into Annapolis County. This would create a connection into Greenwood from the Highway 101, Kingston, and the Meadowvale and Torbrook neighbourhoods.

Although a paved shoulder already exists along Bridge Street, the width is inconsistent, and does not cross either bridge. Recommendation 3 on page 43 discusses recommendations for the pedestrian network on this route.

2 Signed bike route along Route 221

Length: 48.6 km

A signed bike route is recommended for Route 221, from the Annapolis Valley boundary to Canning. This is one of the most northern connections recommended for the Kings County network, and serves as a quiet route for cyclists traveling east to west. This route connects with a series of north-south paved shoulders, allowing riders to access a variety of road routes or link onto the Harvest Moon Trailway. This is also a proposed section of the [Blue Route](#), a provincial network of signed cycling routes.

3 Cycling infrastructure on Brooklyn & Belcher Streets

Length: 50.6 km

Brooklyn Street is already popular with cyclists, and recommended improvements include both a signed bike route and a paved shoulder. The signed bike route would link into the [Blue Route](#) heading west into Middleton, and continue east to Tupper Road in Kentville. At this Kentville junction it is recommended that the signed route give way to paved shoulders from Tupper Road, continuing onto Belcher Road until it meets Route 358.

The section of Brooklyn Street east of Tupper Road is an access point to the hospital, as well as Kentville and Aldershot, currently only served by a sidewalk on one side. Belcher Street is also an important connection for the communities north of Kentville, and hosts the Nova Scotia Community College Kingstec Campus, connecting to Port Williams in the east. While some portions of this road currently have one-sided sidewalks and paved shoulders, a consistent facility would improve the experience for cyclists and pedestrians. Portions of the road are already in need of repaving, so improvements should be considered in conjunction with the maintenance schedule.

4 Paved shoulders on Route 360 and Windermere Road

Length: 8.4 km

Paved shoulders are recommended for Route 360, connecting from where it meets Route 221 and south turning into Windermere Road. This connection would create strong connections to the north and south of Berwick, linking the Brooklyn Street and Route 221 bike routes, Somerset School, and the Beattie Drive trailer court into the Town core and Harvest Moon Trailway.

A signed bike route discussed on recommendation 2 on page 48 would pick up on the south end of this route.

5 Signed bike route along Lovett Road

Length: 2.9 km

A signed bike route is recommended for Lovett Road, connecting the Coldbrook commercial centre to the Brooklyn Street bike route. Lovett Road is a quiet residential street which links directly onto the Harvest Moon Trailway, and signage would reinforce this strong cycling route.

6 Paved shoulders along Route 359 between North Kentville and Centreville

Length: 6.9 km

Centreville is one of the only communities in Kings County with a relatively dense population that is very set back from the central spine of the Harvest Moon Trailway and Trunk 1. This paved shoulder would allow Centreville residents to use human-powered transportation to access services and employment in Kentville, as well as the Harvest Moon Trailway, and improve connections within the Aldershot community.

7 Signed bike route along Trunk 12

Length: 29 km

Although Kings County is a popular destination with long-distance cyclists across the province, there are currently no formalized routes connecting the region with Nova Scotia's south shore. A signed bike route is recommended for Trunk 12, which stretches from Kentville to Chester Basin.

8 Paved shoulders along Route 358 between Trunk 1 and The Lookoff

Length: 31 km

Paved shoulders are recommended for Route 358. This facility covers a popular cycling route between Greenwich and the Lookoff, with stops in the Port Williams and Canning growth centres. The highway continues north of the recommended facility all the way to the Cape Split Trailhead, but this quiet section of road has lower traffic levels that do not require active transportation infrastructure.

The proposed route would connect residents and tourists between the Harvest Moon Trailway in Greenwich north to Port Williams, Canning, and the Lookoff. To ensure the safety of pedestrians and cyclists accessing the Harvest Moon Trailway from this route, page 78 recommends an improved crosswalk at the trail entry. Recommendation 1 on page 61 also discusses recommendations for a sidewalk extension and bridge improvements in Port Williams. Finally, recommendation 2 on page 58 discusses a southern extension of this route.

9 Harvest Moon Trailway extension

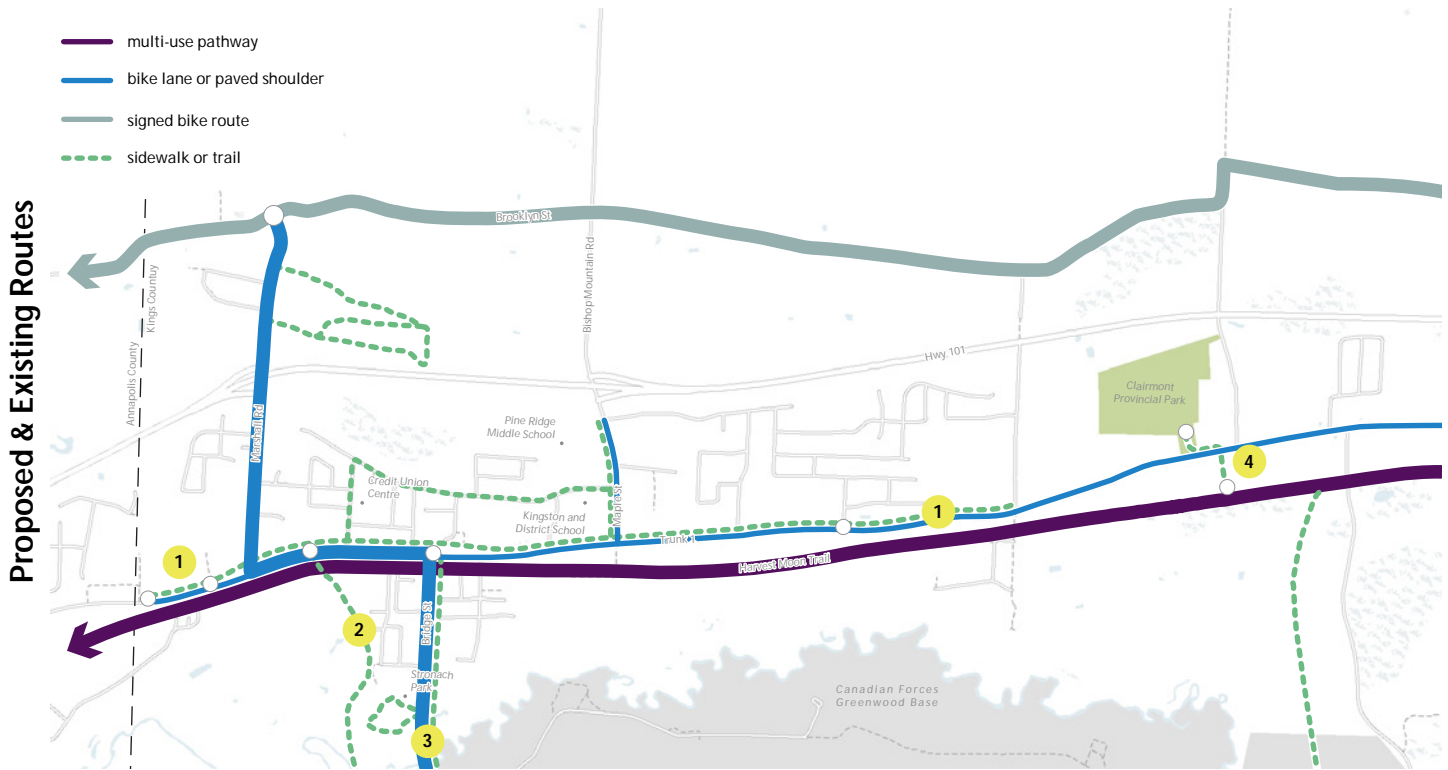
Length: 12.4 km

The Harvest Moon Trailway currently extends from Annapolis Royal in the Municipality of the County of Annapolis to Grand Pré in the Municipality of the County of Kings. Many residents and trail users have expressed a desire to see the trail extended further east and linked into other regional trail networks towards the Halifax Regional Municipality.

The old rail bed continues outside Kings County borders, and an extension would be a joint project with West Hants Regional Municipality, the Municipality of East Hants, and Halifax Regional Municipality. For the Municipality of the County of Kings, this project would require upgrades to the existing rail bridge at Horton Landing, to complete the connection.

Located just east of the trail's end in Grand Pré, the community of Windsor is a major service centre for West Hants Regional Municipality, as well as for residents of Kings County living near the border. Trail expansions should be considered in long-term planning for the Harvest Moon Trailway, and discussions with the Annapolis Valley Trails Coalition and West Hants Regional Municipality should explore the options for management and ownership.

Kingston



1 Sidewalk and paved shoulders on Trunk 1

Length: 10.9km (0.9 km sidewalk)

The active transportation infrastructure is inconsistent on this portion of Trunk 1. Currently, there is a sidewalk on one side of the road between Maple Street and Kingswood Lane but no sidewalks to the east of this, and existing paved shoulders vary in width.

It is recommended to extend the sidewalk on both sides of the road from Maple Street to Greenwood Road, where most of the services and population density are located.

In addition, paved shoulders are recommended for the full length of Trunk 1, filling in existing gaps and continuing east of Kingston throughout the rest of Kings County. While many cyclists will prefer to travel along the Harvest Moon Trailway that runs adjacent to this route, amenities and places of employment are located along Trunk 1, which requires cyclists to turn onto this road to reach their destinations.

2 Trail connection between Kingston and Greenwood

Length: 2.8 km

There are limited active transportation routes connecting the villages of Kingston and Greenwood, and many residents currently rely on the private Golf Club as a pedestrian route when the gates are open. A pedestrian trail is recommended to connect the two communities, running from Trunk 1 onto Bowlby Park Drive (page 44 shows the Greenwood extension of this proposed route).

The placement of this trail is approximate, and the private land ownership could create barriers to development that would have to be considered in a feasibility analysis.

3 Bike lane and sidewalk on Bridge Street

Length: 2.2 km

Extensions of the existing paved shoulder and sidewalk are recommended for Bridge Street. There is currently a sidewalk on the west side of this road, though this facility is interrupted in places where it passes through parking lots. This recommendation will involve the development of an additional sidewalk on the east side, as well as sidewalk improvements to the parking areas, paired with stronger access control, discussed on page 75.

Recommendation 1 on page 38 includes further discussion of the proposed shoulders.

4 Harvest Moon Trailway access to Clairmont Provincial Park and residential area

Length: 0.5 km

A trail connection is recommended to connect Clairmont Provincial Park to the Harvest Moon Trailway. The proposed trail should be examined for feasibility but could include a connection along Trunk 1, as well as the development of a formal pathway on an existing private road which connects to the Harvest Moon Trailway. This existing road is contained within its own parcel, so the Municipality could potentially obtain a right of way for this connection.

Greenwood

Proposed & Existing Routes



Proposed Routes



1 Paved shoulders along Route 201

Length: 5.6 km

A paved shoulder is recommended for Route 201, from Torbrook Road east into the Greenwood Base. This road connects the Meadowvale and Treemont communities, improving active transportation links to the École Rose-des-vents, as well as 14-Wing Greenwood Base, which serves as a major employment centre and also hosts a recreation facility open to the general public.

2 Paved shoulders along Treemont Mountain Road

Length: 4.4 km

Paired with Route 201 (see recommendation 1), paved shoulders are recommended for Treemont Mountain Road which would complete this connection for the Treemont community. The shoulder would run south of Route 201 to Meadowvale Road, and pass the side-yard of the École Rose-des-vents.

3 River Walk Trail from Central Avenue to the bridge

Length: 1.7 km

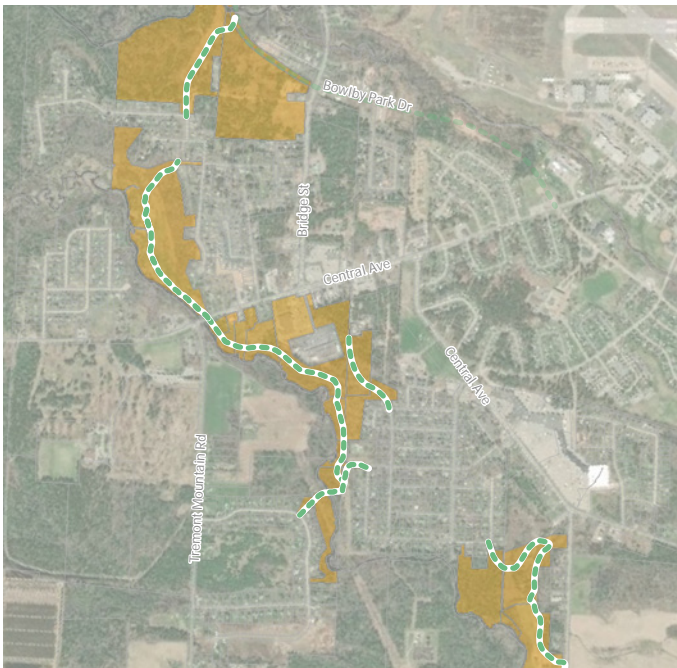
A trail is proposed which would provide a scenic route along the water, connecting several subdivisions and existing trails, with links to Transmitter Road, Old Farm Road, Dalmatian Drive, and Rivercrest Lane. The trail would join the proposed Kingston-Greenwood trail connection (recommendation 2, page 42).

Although this trail network would greatly improve local connectivity, land ownership may pose some complications, as the majority are located on private land, seen in orange on the below image.

4 Sidewalk on Rocknotch Road

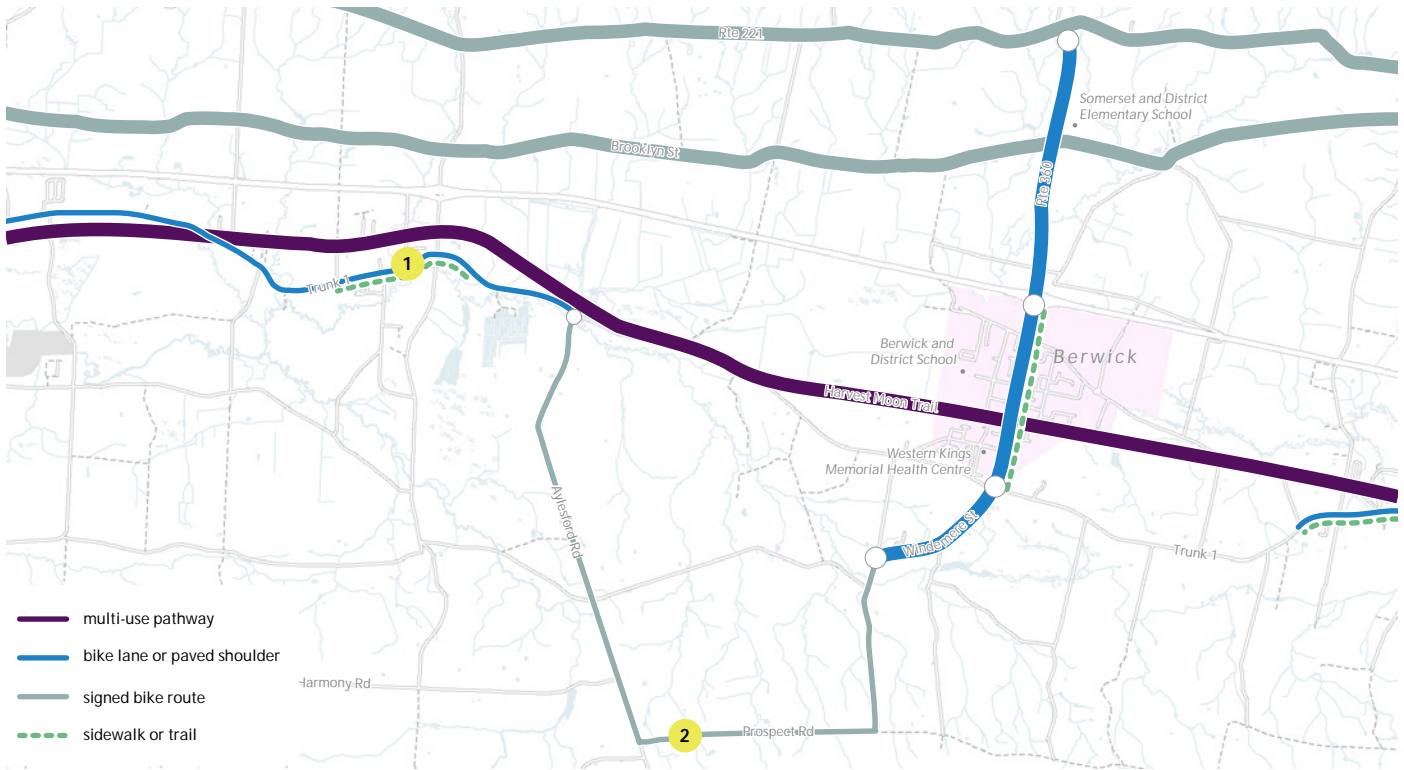
Length: 1.1 km

A sidewalk is recommended for Rocknotch Road north of Meadowvale Road. This sidewalk would provide a direct route to the commercial center on Central Avenue, create a pedestrian link to an existing trail to the west, and ensure a safe connection for residents along the road.

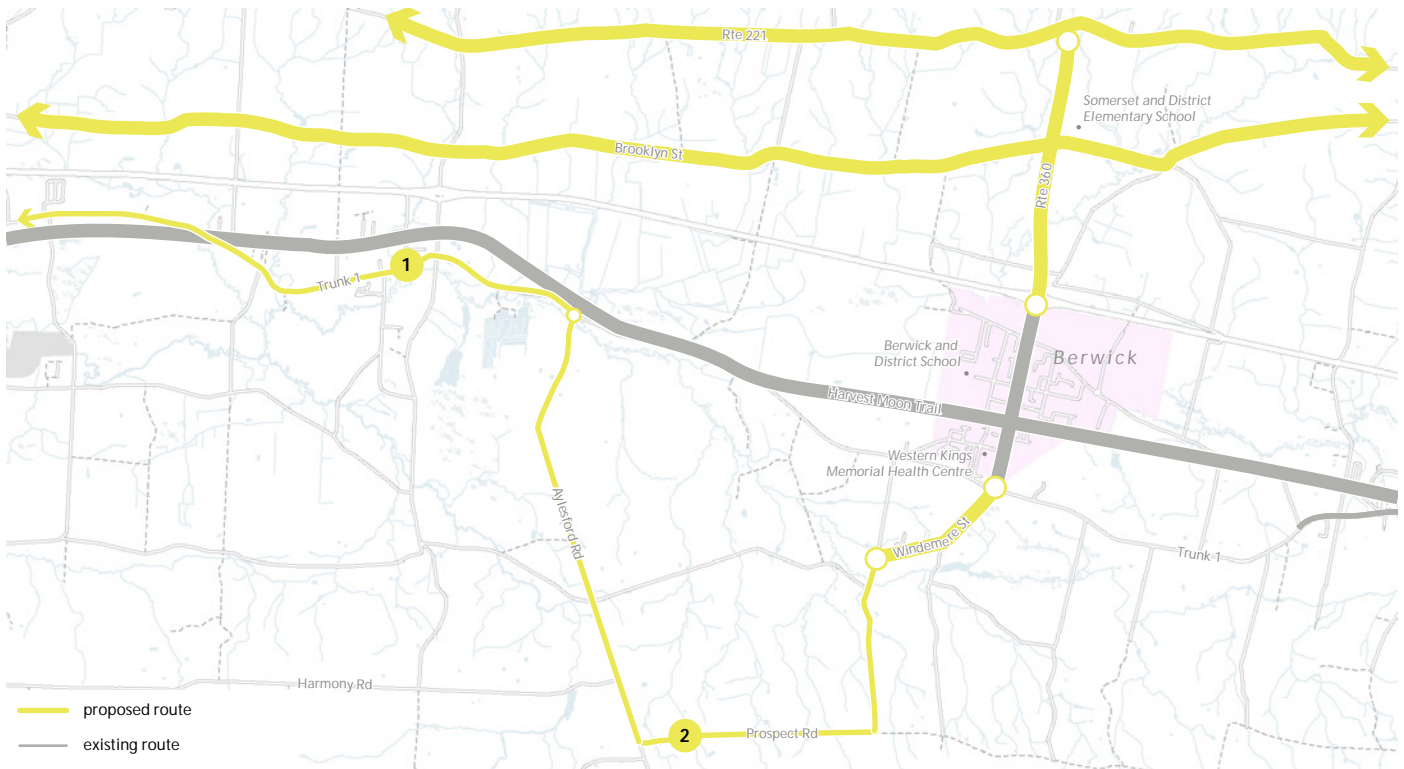


Berwick & Aylesford

Proposed & Existing Routes



Proposed Routes



1 Sidewalk and paved shoulders on Trunk 1 in Aylesford

Length: 10.9 km (2.0 km sidewalk)

A sidewalk is recommended for the north side of Trunk 1 that would run from New Road east to St. Mary's Elementary School. This recommendation is paired with paved shoulders continuing from Kingston to Aylesford Road, where it connects to the proposed signed bike route.

2 Signed bike route along Aylesford-Morristown loop

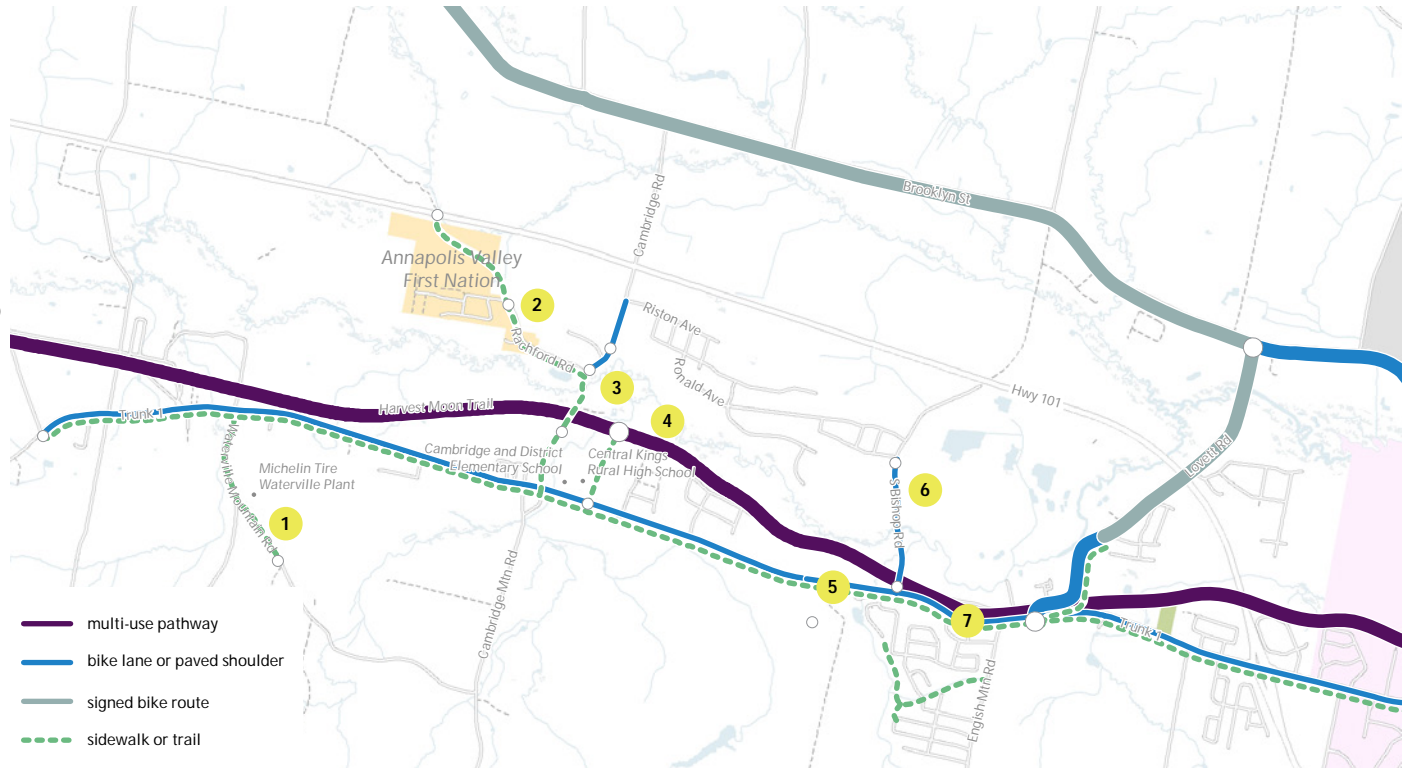
Length: 11.9 km

The Morristown area is a popular cycling route, and this loop of signed bike routes would reinforce this connection and provide clear links to the Harvest Moon Trailway and downtown Berwick.

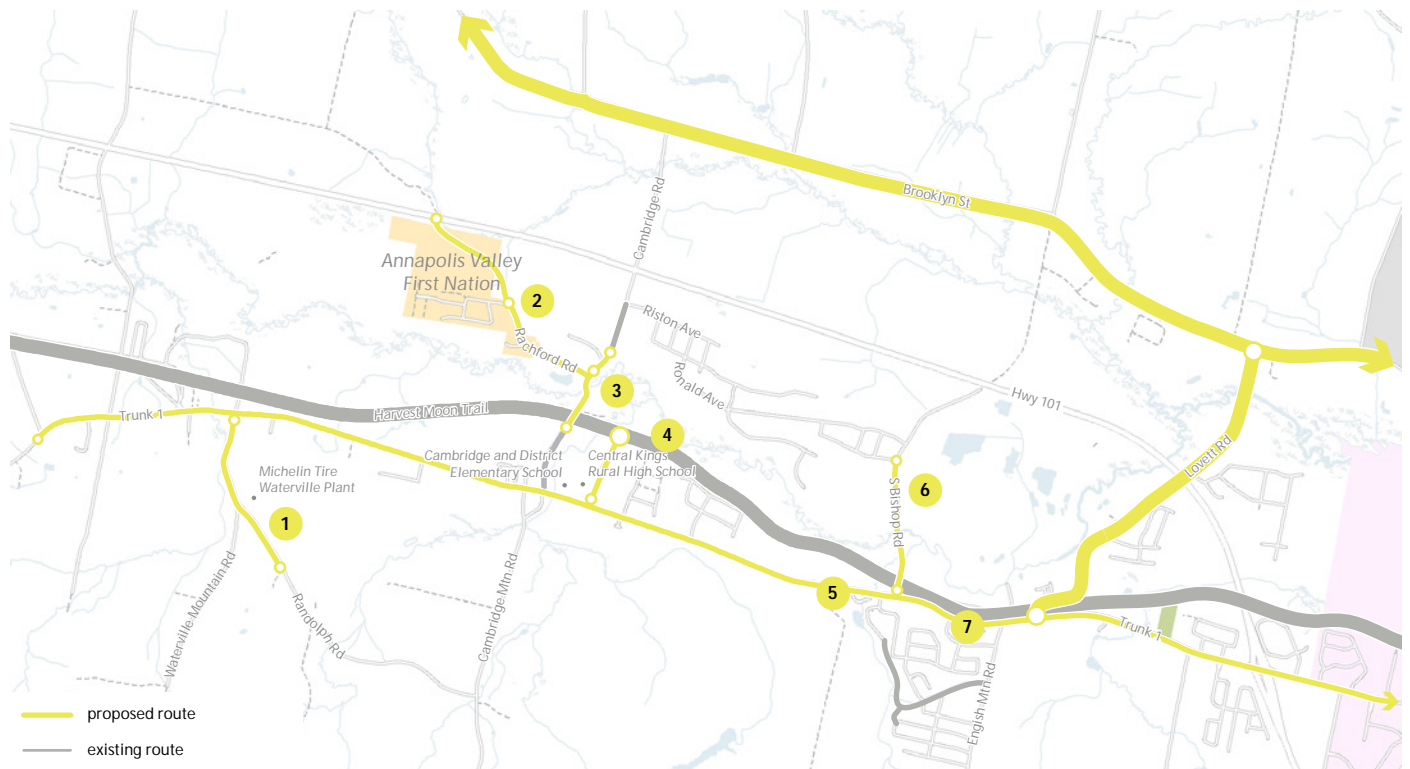
Heading south down Aylesford Road and east onto Prospect Road, the loop continues north onto Windermere Road where it meets the regional route into Berwick (recommendation 4, page 39).

Cambridge & Coldbrook

Proposed & Existing Routes



Proposed Routes



1 Sidewalk on Waterville Mountain Road

Length: 1.3 km

A sidewalk is recommended for the east side of Waterville Mountain Road, south to Randolph Avenue, at the Michelin Tire Plant. This is a major employer for Kings County, and this sidewalk connection would create a link to the Harvest Moon Trailway and Trunk 1 facilities.

3 Sidewalk extension on Cambridge Street

Length: 0.4 km

This recommendation would extend the sidewalk on the west side of Cambridge Road north past the Harvest Moon Trailway access, to Ratchford Road. This extension would provide residents of the Annapolis Valley First Nation Community with a clear connection to both the Harvest Moon Trailway and the two local schools.

North of this section, changes are recommended to widen the existing paved shoulder just north of Old Ratchford Road, where the paved shoulder narrows significantly around a bend in the road.

2 Pedestrian connections between Highway 101 and Trunk 1

Length: 1.8 km

The Province is in the concept stage of a potential new connector road off the Highway 101 which could potentially create new access to the Annapolis Valley First Nation Community, the Michelin plant, and the Harvest Moon Trailway. Recommended active transportation components for this connection are a pedestrian crossing at the Highway 101, and a strong connection between the Annapolis Valley First Nation Community and the Harvest Moon Trailway. Plans for active transportation facilities in this area should be established in close consultation with the Annapolis Valley First Nation.

4 Harvest Moon Trailway access to schools

Length: 0.4 km

Formal trail connections and access points are recommended to connect Cambridge and District Elementary School and Central Kings Rural High School to the Harvest Moon Trailway.

5 Paved shoulders on Trunk 1 throughout Cambridge

Length: 6.8 km

The active transportation facilities on Trunk 1 are inconsistent throughout Cambridge. Currently, there is a sidewalk and paved shoulder only on the north side of the road for the majority of the route, and nothing for a short portion to the west of South Bishop Road.

Extensions are recommended which would develop a paved shoulder on both sides of the road from Maple Street in Waterville and east into Coldbrook. Additionally, a sidewalk on the north side of Trunk 1 is recommended to fill the gap west of South Bishop Road, with a marked crosswalk constructed where the two opposing sidewalks meet.

See recommendation 7 for details on the Coldbrook portion of this route.

6 Paved shoulders on South Bishop Road

Length: 1.1 km

Paved shoulders are recommended for South Bishop Road south of Aaron Drive. This recommendation would provide an active transportation route linking the Summermeadow Grove subdivision with the Harvest Moon Trailway as well as amenities like the grocery store, pharmacy, daycare and lions club.

7 Infrastructure along Trunk 1 throughout Coldbrook

Length: 3.4 km

The existing sidewalk runs along the south side of the road between South Bishop Road to Lovett Road, where it switches to the north side. East of Lockhart Mountain Road, towards the Highway 101, the sidewalk runs along both sides of the commercial centre in the form of painted lines not separated from the parking areas. Beginning just west of the Highway 101, there are no sidewalks connecting Coldbrook to Kentville.

Sidewalk improvements are recommended for both sides of Trunk 1 through the commercial centre (from Lockhart Mountain Road to Highway 101), paired with changes to the driveway accesses (discussed on page 75). From Highway 101 into Kentville, a sidewalk is recommended for the south side of Trunk 1, connecting to the existing sidewalk at Baden Powell Drive.

The existing paved shoulder on Trunk 1 varies in width and has several gaps on one or both sides of the road. A widened and painted bike lane is recommended for both sides of this route, extending east towards Kentville.

Kentville

Proposed & Existing Routes



Proposed Routes



1 Bike lane on Trunk 1 between Coldbrook and New Minas

Length: 6.3 km

Currently, there is a sidewalk on the south side of Trunk 1 beginning east of Baden Powell Drive, until it changes to both sides of the road east of Memorial Park.

The cycling infrastructure however, is non-existent. To the east of Brook Avenue, Trunk 1 features paved shoulders on the south side of the road until Elm Avenue where it covers both sides of the road (very inconsistently) into New Minas. To fill these gaps, a painted bike lane is recommended for both sides of Trunk 1, throughout Kentville.

3 Sidewalks along the Scott Drive loop north of Kentville

Length 3.9 km:

Sidewalks are recommended for Scott Drive, Campbell Road, Mee Road, as well as an expansion of the Belcher Street sidewalk to the south side of the road. This loop is served by several Kings Transit routes, and the sidewalks would improve accessibility for transit users as well as residents walking or rolling into downtown Kentville.

2 Meadowview trail

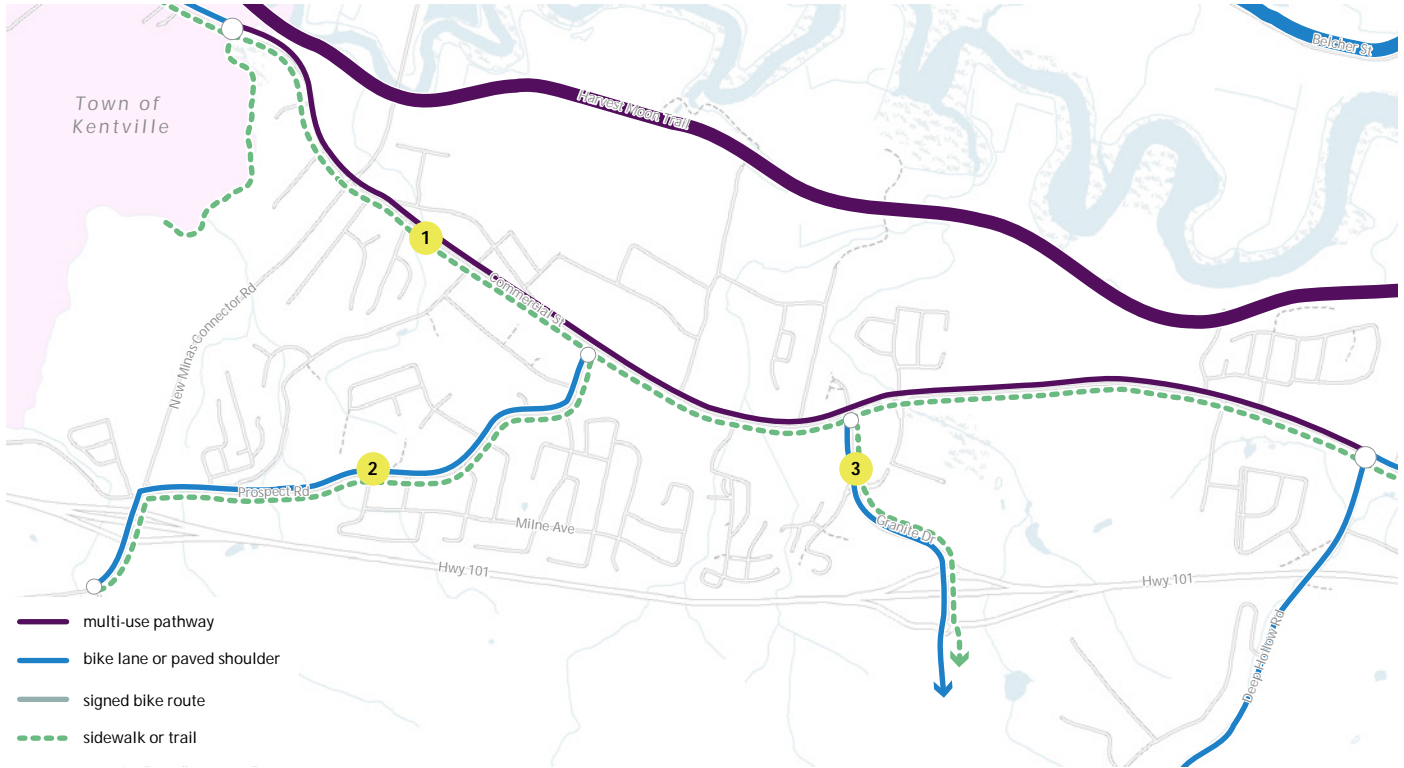
Length: 0.6 km

A formal trail is recommended to connect the Meadowview community with downtown Kentville (see map to the right). To the north, this trail would connect to the Meadowview Development Association on Brooklyn Street, meeting the footpath which winds down to the river. The implementation of this recommendation should involve a partnership with the Town of Kentville to undertake improvements to the existing footbridge and establish a connection at the Orchard Hall property.



New Minas

Proposed & Existing Routes



Proposed Routes



1 Multi-use pathway on Commercial Street

Length: 5.1 km

Currently, sidewalks flank either side of Commercial Street in New Minas, but the heavy traffic of this major commercial center creates an unpleasant and dangerous environment for all active transportation users.

A multi-use pathway is recommended for one side of Commercial Street, connecting to the proposed Trunk 1 bike lane to the east and west. Detailed design for this facility will be determined within the [New Minas Secondary Plan](#), which will also look at smaller active transportation connections not mentioned here.

2 Infrastructure on Prospect Road

Length: 2 km

The connection from Canaan Heights north into New Minas is treacherous for residents using human-powered modes of transportation, and heavy traffic on the New Minas Connector Road establishes it as a major roadway. Prospect Road could provide a good alternative, if active transportation improvements were made.

Paved shoulders and a sidewalk extension to the east side of the road is recommended for Prospect Road between the New Minas Connector Road and Commercial Street. Expanding these facilities to the southern portion of New Canaan Road would provide a safe active transportation link under the Highway 101.

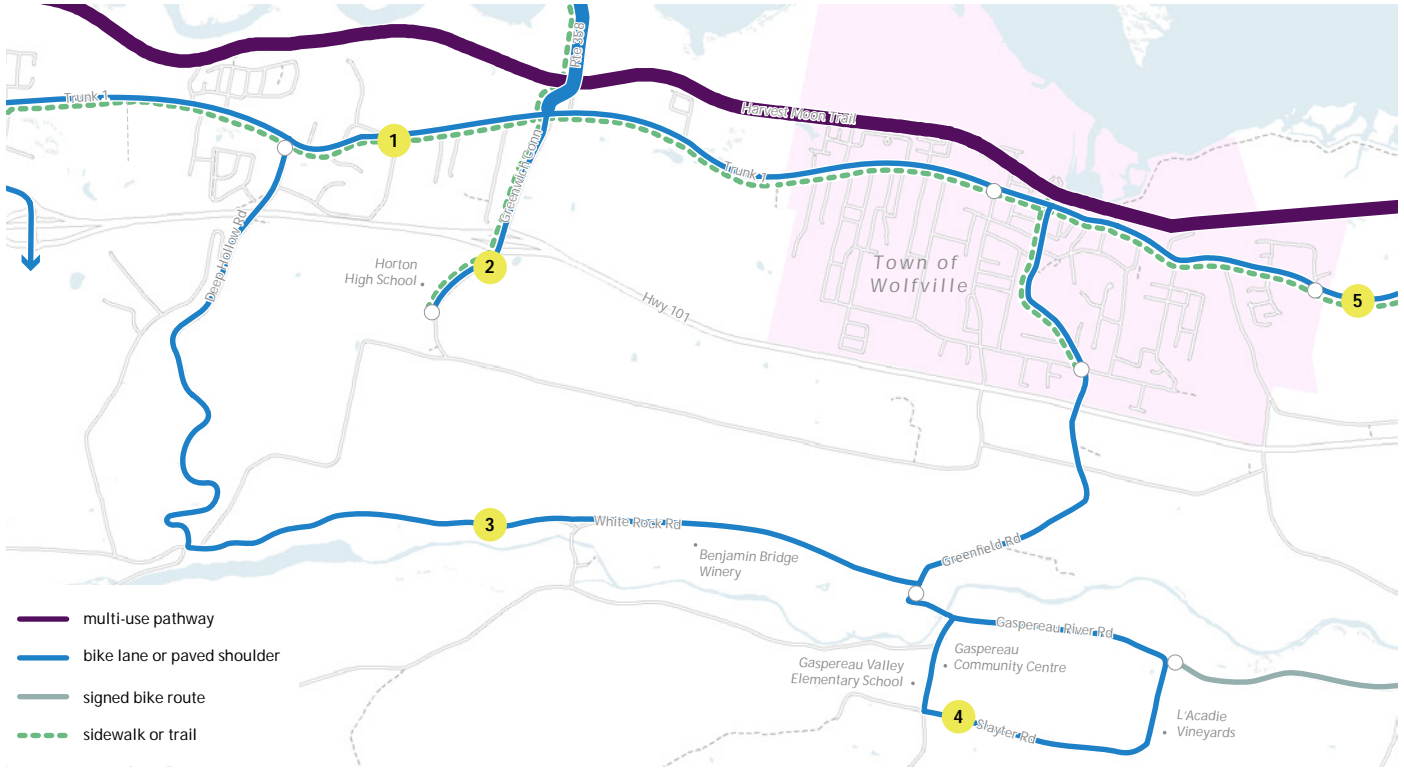
3 AT connection on Granite Drive

Length: 1 km +

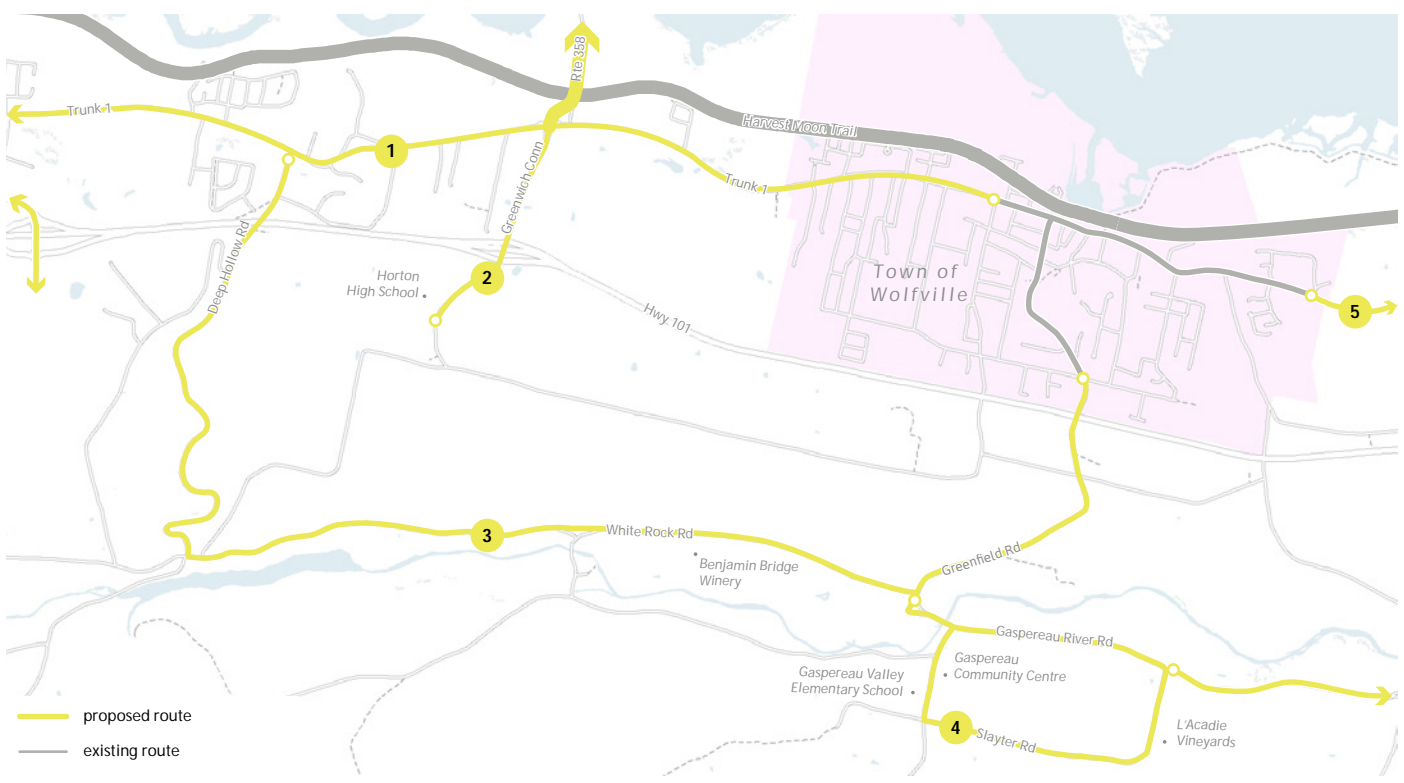
An active transportation connection is recommended on Granite Drive. The details of this connection should be considered in tandem with the development scheme for the lands south of Highway 101, and will be determined within the New Minas Secondary Plan.

Greenwich & Wolfville

Proposed & Existing Routes



Proposed Routes



1 Bike lane on Trunk 1 between New Minas and Wolfville

Length: 4.7 km

Bike lanes are proposed to connect the New Minas multi-use pathway with the Main Street bike lane in Wolfville.

3 Paved shoulders on White Rock Road loop

Length: 11.5

Paved shoulders are recommended for Deep Hollow Road, White Rock Road, and Greenfield Road, with the Trunk 1 bike lane (recommendation 1) completing the loop.

This section would provide active transportation access to Benjamin Bridge Winery, a major tourist destination and employer, as well as Gaspereau River trail and tubing, and other destinations along White Rock Road. To the east, the loop would connect to the Gaspereau River Road loop (recommendation 4), linking Wolfville with the school and community centre.

2 Paved shoulders along the Greenwich Connector Road

Length: 1.8 km

Paved shoulders are recommended for the Greenwich Connector Road, from Horton High School north to Trunk 1. Connecting to the paved shoulders on Route 358, this local connector would link Horton High School north to Greenwich, providing students with a safe crossing over the Highway 101 to the Harvest Moon Trailway.

5 Paved shoulders on Trunk 1 between Wolfville and Grand Pré

Length: 2.9 km

Paved shoulders are recommended for Trunk 1 where they will connect to the Main Street bike lane in Wolfville, and continue east until Grand Pré Road. From there, the shoulder would connect to a recommended shoulder on Grand Pré Road (recommendation 2 on page 68) which follows a proposed [Blue Route](#), stretching as far north as the Harvest Moon Trailway and south towards the Gaspereau River Road bike route (recommendation 1 on page 68).

The full view of this Trunk 1 route can be seen on pages 35 and 36.

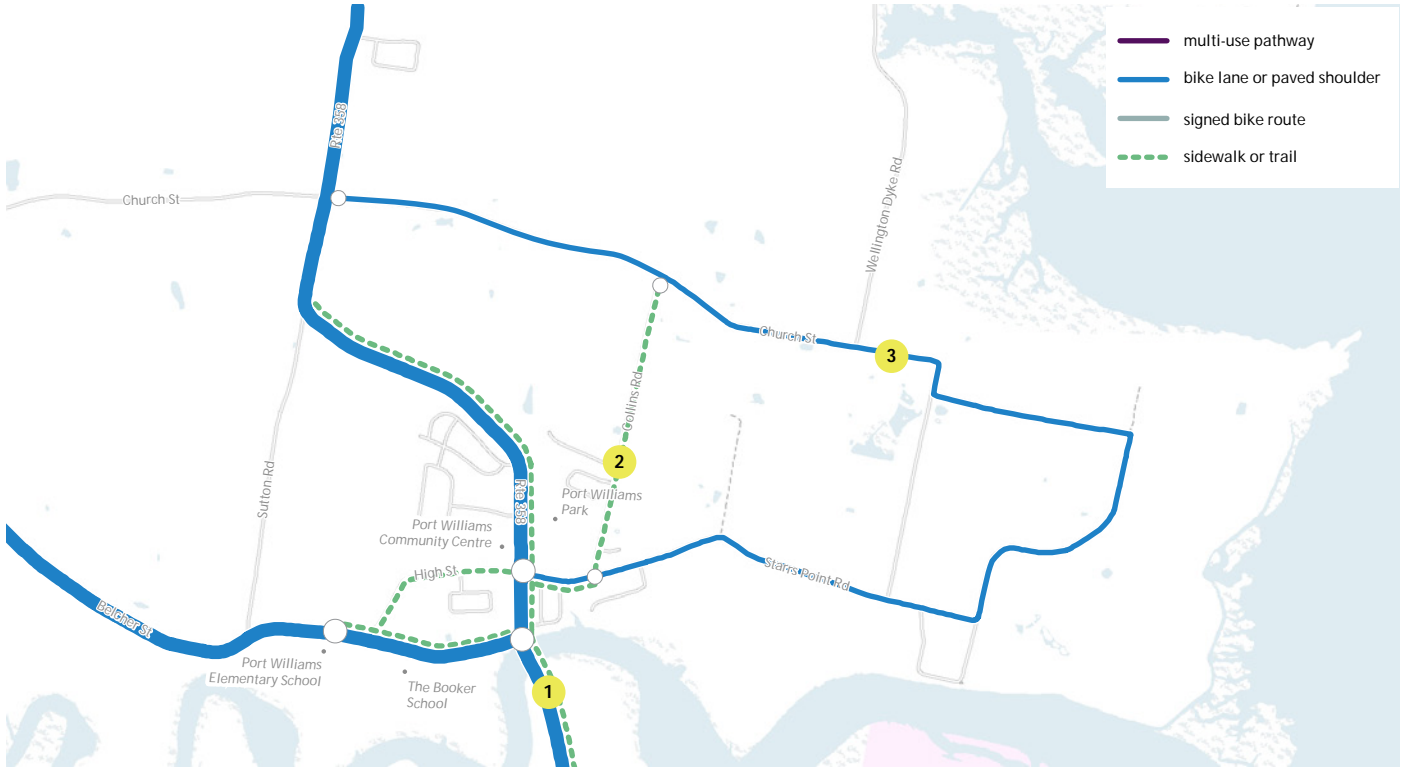
4 Paved shoulders along Gaspereau River Road loop

Length: 4.4 km

Paved shoulders are recommended for Gaspereau River Road and Slayter Road, connected by Greenfield Road to form a loop. This route connects Wolfville and Greenwich with the Gaspereau Community Centre and Elementary School, as well as L'Acadie Vineyards. To the east, the Gaspereau River Road shoulder becomes a signed bike route (recommendation 1 on page 68), linking into a proposed [Blue Route](#) at Grand Pré.

Port Williams

Proposed & Existing Routes



Proposed Routes



1 Sidewalk extension on Route 358 between Port Williams and Greenwich

Length: 1.6 km

A sidewalk extension is proposed for Route 358 which would continue south of Port Williams, from Kars Street to the Harvest Moon Trailway entrance in Greenwich.

This recommendation would require improvements to the bridge, creating on and off ramps and fixing areas where the sidewalk is cracked and crumbling. Although paved shoulders already extend south of the bridge towards the trail entrance, the vehicle traffic on this road creates an unpleasant environment for active transportation users, particularly for families with young children. A sidewalk should be added to the east side of the road, with marked crosswalks at either end.

Recommendation 8 on page 40 discusses the proposed regional route for Route 358.

2 Sidewalk extension on Collins Road

Length: 1.6 km

The existing sidewalk on Collins Road only extends for a small portion on the road's southern end. A sidewalk extension is recommended which would stretch the full length of the road, where new residential development has recently been added. This will connect onto the Starrs Point Road sidewalk to the west, which brings pedestrians directly into the village center.

3 Paved shoulders along the Starrs Point loop

Length: 8.1 km

Paved shoulders are recommended for the Starrs Point loop, east of Route 358. This loop includes Starrs Point Road east of Collins Road and north up to Church Street, where it connects to Route 358. This is a popular cycling route, and a proposed [Blue Route](#) also covers this loop, turning north up Wellington Dyke Road instead of west on Church Street.

Canning

Proposed & Existing Routes



Proposed Routes



1 Sidewalk on Summer Street

Length: 1 km

A sidewalk is recommended for Summer Street between the Northeast Kings Education Centre and Chapel Road, where another sidewalk would continue to meet Route 358. This sidewalk would help to create a pedestrian grid within Canning and prioritize safe routes to school.

2 Sidewalk on J Jordan Road

Length: 0.6 km

A sidewalk is recommended for J Jordan Road, from Route 221 north to Summer Street. Both the Glooscap Elementary School, daycare, and arena front onto this street, making this an important connection for young kids walking to school, as well as the broader community.

3 Sidewalk on Chapel Road

Length: 1.3 km

The Village of Canning is currently seeking funding for a sidewalk on Chapel Road, a residential street which extends north of Main Street to meet Route 358 and Summer Street.

4 Sidewalk extension on North Avenue

Length: 1.3 km

A sidewalk extension is recommended for the west side of North Avenue between Cavelle and Rabbit Square Road. This would connect residents of the northern end of the street to the village centre on Main Street, as well as the institutions to the west.

5 Sidewalk extension on Route 221

Length: 0.6 km

A sidewalk is proposed for the south side of Route 221, between Pleasant Street and Aboiteau Road. This would create an extension of the Main Street sidewalk, and also covers a proposed [Blue Route](#), which extends south onto Aboiteau Road.

Centreville

Proposed & Existing Routes



Proposed Routes



1 Ellsworth Estates Trail

Length: 0.3 km

A trail is recommended that would connect Ellsworth Estates on Mary Avenue with Sherman Belcher Road (see below map), providing residents with a shortcut to the Centerville Community Park. This trail would pass through private land, and cross a stream, which may create difficulties and would need to be assessed.

3 Sidewalk on Lydiard Road

Length: 0.4 km

A sidewalk is recommended for one side of Lydiard Road from Route 359 to Sherman Belcher Road, with marked crosswalks on either end. This sidewalk would connect the majority of residential subdivisions in the area to local amenities including the community hall, post office, church, museum, and park.

2 Sidewalk on Sherman Belcher Road from Route 221 to the Centreville Recreation Park entrance

Length: 0.9 km

Centreville has developed in a triangular form, bordered by Route 359, Sherman Belcher Road and Saxon Street. Most amenities are clustered around Route 359 except for the Community Park which has an entrance off Sherman Belcher Road.

The recommended sidewalk would extend south down Sherman Belcher Road from Route 221 to the park, connecting residents of the two northern subdivisions, as well as cyclists from the Route 221 bike route, into the park.



4 Trail from the Charles MacDonald House to Centreville Recreation Park

Length: 0.5 km

A local trails committee is interested in developing a trail from MacDonald House to the Community Park (see map on previous page) which would provide a short cut to the park, allowing active-transportation users to avoid the narrow Saxon Street. This route would pass through private land, so the feasibility of this trail depends on the interest of property owners.

5 Paved shoulders on Saxon Street

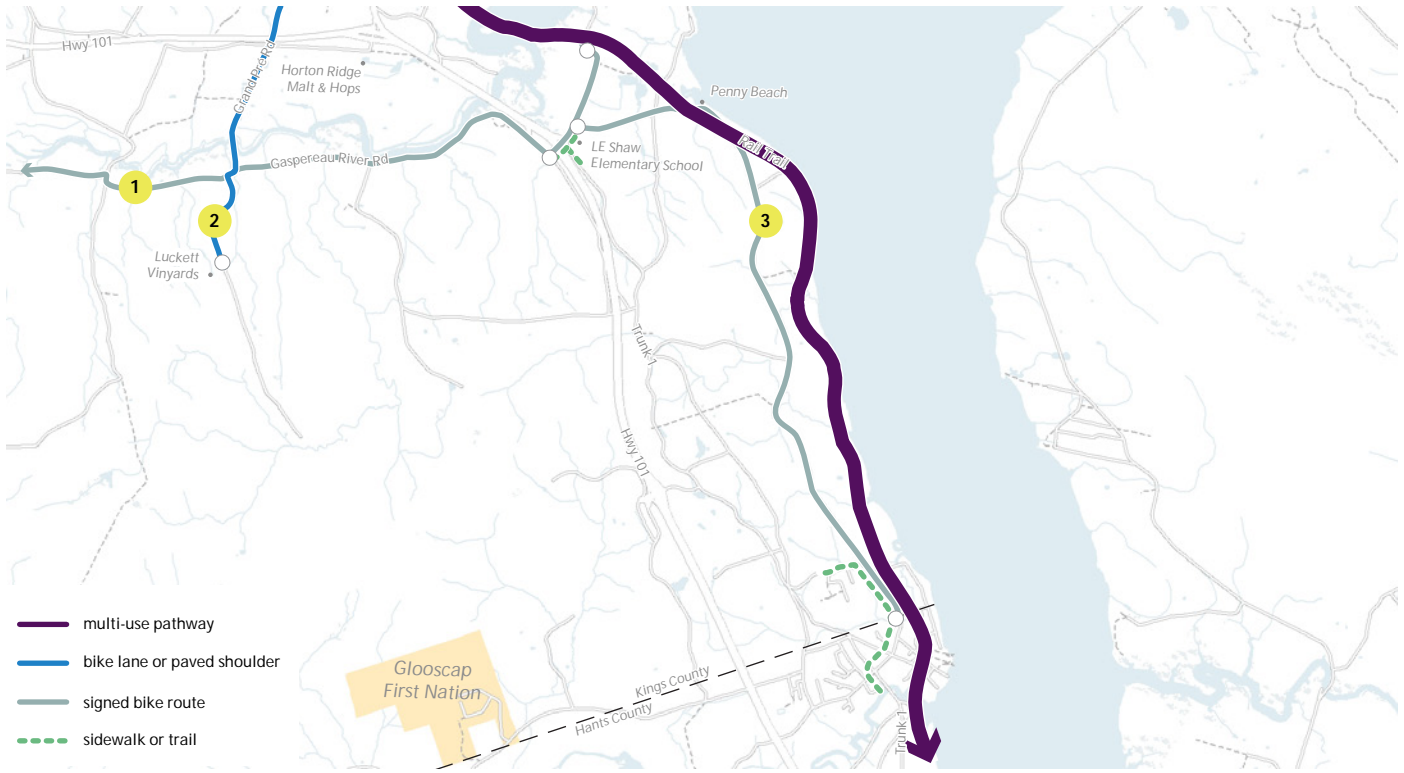
Length: 1.0 km

A paved shoulder is recommended for Saxon Street, a narrow residential street which could serve as a connection to the Community Park if the MacDonald House Trail is not developed. The street does not have sufficient space for the development of a sidewalk, but is in need of repaving, which could offer the opportunity for shoulder development.

The Community Park property extends to Saxon Street, where a path currently connects the two. This connection could be formalized to link into the proposed shoulder.

Hants Border

Proposed & Existing Routes



Proposed Routes



1 Signed bike route on Gaspereau River Road

Length: 9 km:

A signed bike route is recommended for Gaspereau River Road, from Slayter Road to the Highway 101 where it would turn onto Oak Island Road and meet the proposed Harvest Moon Trailway extension. The eastern portion of this connection also follows a proposed [Blue Route](#).

2 Paved shoulders along Grand Pré Road

Length: 4.4 km

Paved shoulders are recommended for Grand Pré Road, from the Harvest Moon Trailway south to Lockett Vineyards. This follows a proposed [Blue Route](#) but stretches further south to access a major employer and tourist destination. To the north, this route would culminate at the current end point of the Harvest Moon Trailway, which should serve as a hub for active transportation users, with a rest stop and other amenities. The full extent of this route can be seen on page 35 and 36.

3 Signed bike route and sidewalk on Bluff Road

Length: 8.4 km

A signed bike route is recommended for the extent of Bluff Road, which would replace Trunk 1 as the on-road cycling route towards Kings County's eastern boundary, before it merges with Trunk 1.

Where the route becomes Trunk 1 to the south, a sidewalk currently exists on the west side of the road through Hants Border, and the signed bike route is recommended to continue at least to the Kings County border.

This follows a proposed [Blue Route](#) and could be accompanied by a sidewalk extension to the north where it passes L.E. Shaw Elementary School. This recommendation would extend the sidewalk south to Glooscap Trail (connecting to Gaspereau River Road), and north to the intersection of Bluff Road with Oak Island Road. Although there is low traffic in this area, a sidewalk extension would improve pedestrian connections for students, particularly where the roadway is lined with driveways.



County Wide Network

The following recommendations explore additional opportunities for improvements to the physical active transportation network which are not specific to any community within Kings County. These include recommendations for maintenance, safety, accessibility, connections with other forms of transportation, water access, and more.

These recommendations should be paired with the proposed network design in order to create active transportation routes which are safe, comfortable, and convenient.

Explore opportunities to expand the use of existing parks and recreation facilities

Kings County has a number of outdoor recreation facilities and natural spaces which support unique forms of human-powered transportation, including skate parks, the Burgher Hill 4X track, outdoor skating rinks, river tubing, and more. These specialized facilities draw participants from throughout the region, and contribute to Kings County's strong culture of recreation.

As new trends emerge and demands shift, Kings County should explore opportunities to expand on the use of existing facilities to accommodate human-powered transportation. This could include the development of new specialized infrastructure in underused parks and recreation areas, or simply new programming and uses of existing infrastructure.

Establish additional access points along the Harvest Moon Trailway

Improved connections between the Harvest Moon Trailway and surrounding destinations and amenities are essential to facilitating human-powered transportation for commutes and other daily trips, and they also encourage visitors traveling along the trail to spend time and money in local communities.

While the Harvest Moon Trailway already has many access points, it is important to ensure ease of access for key destinations, including:

- » Schools
- » Major employers
- » Adjoining subdivisions
- » Wineries and breweries
- » Restaurants and cafés
- » Healthcare and social services
- » Service centres



Establish a winter maintenance strategy

Winter maintenance is essential to human-powered transportation in cold climates such as this, and winter maintenance should prioritize accessibility while also providing opportunities for winter activities like skiing, that rely on snow accumulation. Currently, the Municipality employs contract services to plow roads which fall outside Provincial jurisdiction, as well as sidewalks outside Village boundaries.

When winter maintenance is not managed effectively, harsh weather can be a major barrier for people with disabilities. Wheelchair users are often stuck inside when sidewalks go uncleared, seniors and people who use assistive devices like walkers or canes can face real dangers on ice, and people with visual impairments may have difficulty navigating when everything is covered in snow. While these issues are magnified for some, they also create hazards and inconveniences for all community members.

Dangerous conditions also exacerbate social isolation for senior populations, and this has been particularly evident throughout the COVID-19 pandemic. Physical distancing required by new public health restrictions also demand sufficient passing distance on sidewalks, which is only possible with good

snow clearing.

A winter maintenance strategy should incorporate the following preliminary recommendations:

- » Develop snow storage protocols that avoid blocking curb cuts, building entries, ramps, and accessible parking spaces
- » Efficient and consistent winter maintenance of paved trails and shoulders
- » Grooming on selected non-paved trails to accommodate cross-country skiing
- » Establish a winter maintenance plan in partnership with Villages which prioritizes snow clearance and salting or sanding for sidewalks and pathways leading to schools, healthcare, and businesses
- » Work with Villages and businesses to establish snow clearance responsibilities for transit stops and accessible parking spaces
- » Work with businesses to avoid placing outdoor furniture storage or signage in walkable areas during the winter season
- » Publicize snow removal requirements, policies, and procedures, and contact information for snow clearance enforcement
- » Provide public communications around winter maintenance and accessibility to ensure driveway clearing does not impact sidewalk access
- » Explore opportunities for programming which provides physical or financial assistance to residents and business owners unable to clear snow due to physical limitations
- » Incorporate considerations for snow removal and storage into the Land Use Bylaw and Subdivision Bylaw
- » Resource: Mid-Atlantic ADA Centre Effective Snow Removal Booklet



Photo: News 1130

Explore opportunities to support local trail groups and trail owners

Kings County is home to an abundance of local trails of all sizes, and these are owned and managed by a number of Villages, First Nations Communities, and community groups.

Throughout engagement on this plan, community members and trail managers have identified opportunities for improvements to these local trail networks. To support these efforts, the Municipality should explore opportunities to provide support to local communities and organizations involved in trail maintenance and development.

This financial support may include annual organizational support or one-time project funding, and may go towards the following activities:

- » Trail expansion
- » Trail maintenance, including snow and ice removal
- » Signage and wayfinding improvements
- » Marketing and promotions
- » Arts and cultural installations

Prioritize resurfacing and maintenance of the Harvest Moon Trailway west of Berwick

The quality of surfacing on the Harvest Moon Trailway diminishes towards the west end of Kings County and into the Municipality of the County of Annapolis. Trail management bodies along this corridor should work together to prioritize resurfacing of these sections and establish consistent maintenance schedules.



Photo: Blue Water Trails

Improve connections with local transit networks

While many community members rely on transit, Kings Transit service often doesn't run at the time they need or provide direct access to their destination. This disproportionately affects low-income residents, youth, and seniors, and while buses were shut down due to COVID-19, some residents had to walk or bike an excessive distance along busy roads and highways to get groceries and meet other essential needs.

Partnerships and collaboration are needed between Kings Transit, Point to Point, and Tri County Transportation to create efficiencies within the system, and all levels of government need to commit to advocacy and funding to develop a sustainable transit system with a long-term vision.

Specific recommendations for transit partners include:

- » Increased frequency on all routes
- » Express service for popular destinations including within the Towns, between

Canning and Kentville, and major employers such as local wineries and Michelin

- » Shuttles in high-traffic areas such as downtown Wolfville and Windsor
- » Tri County Transportation service extended into eastern Kings County
- » Extended service into the morning and evenings, as well as Sunday service
- » Bus stops and shelters outside schools and other key amenities
- » Improved active transportation connections between bus stops and key destinations like service centres, schools, major employers, subdivisions, and supportive housing.



Photo: Kings Transit

Improve access control in parking areas

Kings County features many commercial centres made up of sprawling, street-fronting parking lots. These lots are dangerous for human-powered transportation users and often interrupt the pedestrian network, where the sidewalk either halts entirely or transitions to a simple painted line through the lot. Painted sidewalks do little to separate pedestrians from vehicles, and face issues with fading, erosion and flooding, where routine maintenance is not provided.

Through the Subdivision Bylaw, regulations should be implemented which create strong sidewalk standards, and limit the number of driveway accesses per street frontage.

Create a clear path of travel on all sidewalks

Streetscapes should follow guidelines set out by the Nova Scotia Accessibility Directorate and the Rick Hansen Foundation, implementing accessible infrastructure along sidewalks and crosswalks. Some recommendations include:

Throughout Kings County, many sidewalk networks are in need of repairs, with concrete sidewalk slabs that have heaved or sunk, creating an uneven walking surface from one slab to another. These subtle raised surfaces can be difficult to see, especially for seniors, but can cause serious tripping hazards, and create major barriers for people using assistive devices like wheelchairs. Future sidewalk projects should avoid troweling the expansion joints between each slab, which create a very bumpy surface for people using wheelchairs. Instead, expansion joints should be saw-cut and untroweled. Concrete slabs should be swept to improve traction.

Sidewalks should also be designed to create a clear path of travel, free from any obstacles such as hydrants or patio seating obstructing the pedestrian pathway. Curb cuts should be available at every intersection and maintained and cleared of snow. Curb cuts should also be coordinated with accessible parking spaces.

Finally, Municipal policy should require that alternate routes are identified and implemented during any construction or maintenance project which affects the pedestrian realm. Regardless of the intended duration of the disruption, alternative routes should be immediately implemented and provide a clear and level pathway which is wheelchair accessible and kept clear of snow and debris.

Ensure accessible pedestrian signals at crosswalks

Pedestrians with low vision rely on audible and tactile cues to travel. Cues in the environment include the sound of traffic, presence of curb ramps, audible tones in pedestrian signals, and detectable warnings.

Important road crossing information should be provided in formats that use more than one sense. Pedestrian information includes signage, Accessible Pedestrian Signals (APS), and detectable warnings. Accessible Pedestrian Signals (APS) are devices that communicate information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats to pedestrians who are blind or who have low vision. Audible beaconing is the use of an audible signal in such a way that blind pedestrians can hone in on the signal coming from the target corner as they cross the street. Crosswalk buttons must be placed directly at crosswalks within reach of all heights (including wheelchair users), and able to be effectively cleared of snow and ice.

Detectable warnings are standardized tactile pavers placed at crosswalks, consisting of a grid of built in truncated domes to indicate crossing areas to people who are blind or who have low vision. These tactile pavers can also be used to direct pedestrians to signage, bus stops, and other amenities.

In addition to providing a range of pedestrian signals, crossing times should provide sufficient time for slower pedestrians to cross the street safely.

Expand park and ride options along the Harvest Moon Trailway network

Many trail users drive to reach the Harvest Moon Trailway from far flung communities and other counties throughout the province. Parking along the Harvest Moon Trailway facilitates multi-modal trips and reduces car use by allowing drivers to hop out and walk, roll or bike along the trail or to nearby amenities. Strategic parking also improves accessibility by creating a direct link between the trail and the transit or private vehicle used to access the trail.

In order to optimize these benefits, parking should be located at major trailheads and aligned with paved portions of the trail, and include an accessible spots closest to the trail entrance. Parking can be developed by formalizing agreements with land owners who in some cases already permit parking on their property. Some recommended locations to explore park and ride options include:

- » Greenwich trailhead at Route 358
- » Coldbrook
- » Waterville
- » Kingston at Highway 201

Consider possibilities to formalize existing footpaths and informal trailways

Throughout Kings, there are countless informal footpaths and trailways regularly used by residents to connect between routes and destinations, often consisting only of a dirt path worn in the ground.

Formalizing these proven connections sometimes requires minimal investment, where the right-of-way exists on Municipal property, and the feasibility of these cases should be determined.

In cases where these connections or portions of these connections exist on private land, the Municipality may consider opportunities to formalize the path through agreements with landowners (typically in the form of purchase with naming rights), or in some cases, through easements or expropriation. These options should be explored only where a pathway forms a critical connection for the existing active transportation network or key destinations.

Implement traffic slowing measures along priority streets

Traffic concerns are considered the main barrier to human-powered transportation in Kings County, and in order to address this, infrastructure must be paired with traffic slowing measures. For these purposes, speed is typically controlled through a combination of education, enforcement, and engineering.

In priority locations (such as surrounding schools, community amenities, trail heads and dangerous intersections) and where pedestrian and cycling infrastructure is not feasible, traffic should be managed through a number of engineering implementations, including:

- » Reduced speed limits of 30 km implemented in all school zones and surrounding community centres, at all times
- » Speed radars in areas with frequent offenses
- » Visitor parking strategies which reduce vehicle traffic in community cores such as Wolfville
- » Visual elements such as street trees and reduced building setbacks in service centres such as Commercial Street in New Minas and Bridge Street in Greenwood
- » Share the road signage along bicycle routes



Explore opportunities for crosswalk improvements throughout the pedestrian network

It is important to have safe crosswalks throughout the active transportation network, and these can include unmarked crosswalks, painted crosswalks, lit crosswalks, and signaled crosswalks.

Marked crosswalks should incorporate tactile indicators at curb cuts, and clear sight lines for drivers and human-powered transportation modes. Lit crosswalks should provide accessible signals and make use of solar RRFB flashing lights, while signaled crosswalks should provide sufficient crossing time for all users. Some locations in need of crosswalk improvements:

- » Improvements at Trunk 1 and Route 360 in Berwick
- » Marked crosswalk outside the Tim Hortons on Trunk 1 in Coldbrook
- » Extended signal and traffic slowing at Lovett Road and Trunk 1 in Coldbrook
- » Lights at Lovett Road and Brooklyn Street in Coldbrook
- » Marked crosswalks on New Canaan Road where it meets Highway 101 and Prospect Road in New Minas
- » Marked crosswalk at Lydiard Road and Route 359 in Centreville
- » Traffic slowing on Route 358 by Port Williams Park

Implement marked crosswalks at Harvest Moon Trailway crossings

The Harvest Moon Trailway intersects with the road network all along its length, and these crossings should be safe and comfortable for all human-powered transportation users and motorized users as they travel along the trail or turn onto it.

Marked crosswalks should be established all along the Harvest Moon as possible, as well as solar RRFB flashing lights, signage, and improved sight lines. Priority should be given to where the trail intersects with the following streets:

- » Highway 1 and Route 360 in Berwick
- » Access road to Kings County Academy and the Credit Union Recreation Complex in Kentville
- » Justice Way in Kentville (crosswalk should be aligned with trailhead)
- » Crosswalks along Main Street and Commercial Street in New Minas, aligned with trail entry points
- » Route 358 in Greenwich
- » Elm Avenue in Wolfville

Improve water access within communities throughout Kings County

Water-based activities such as canoeing, kayaking, SUP boarding, and swimming are all examples of human-powered transportation. These activities are also increasing in popularity within Kings County, where the lakes, rivers and coastline form an essential part of the local identity.

Establishing water access in communities throughout the Municipality will encourage physical activity, facilitate water transportation, and build connections with the natural environment. The following is recommended:

- » Create new water accesses on Municipal land and through agreements with property owners
- » Explore opportunities for new boat launches (including in Port Williams and Canning)
- » Protect existing water access through the Subdivision Bylaw
- » Explore opportunities for boating equipment loans and encourage rental businesses to establish near water

Pave the Harvest Moon Trailway between Kentville and Wolfville

Priority	Cost	Length
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While some prefer natural trail surfacing, paved multi-use paths improve accessibility and allow for a wider range of modes, including people using wheelchairs, walkers, and strollers to use the trails, as well as skateboards and rollerblades. Paved trails can also be plowed and maintained in the winter, adding to the limited network of cold-weather routes.

Except for a portion in Kingston, the only paved portions of the Harvest Moon Trailway are located towards the east, including sections where the trail passes through the Town of Kentville, New Minas, and the Town of Wolfville. There are gaps in this paved network between the eastern boundary of Kentville and the Founding Fathers Park in New Minas, as well as from Lockhart Ryan Park in New Minas to the western boundary of Wolfville.

An extension of these paved routes is recommended to connect the trail into one connected, barrier-free route. The Municipality should work with the Village of New Minas to expand the paving and ensure that all parking and access points are also fully accessible.

Photo: Twitter user Grand Pre Trails



Infrastructure & Amenities

A well-connected network of active transportation routes will accomplish many of the goals of this Plan, but any transportation network must be accompanied by services and amenities such as bike racks, picnic areas, seating, washrooms, wayfinding signage, and more. These services and amenities can help make active transportation more safe, inclusive, convenient, and comfortable.

Kings County is a hub for recreation and human-powered transportation, with a strong network centered around the Harvest Moon Trailway. In order to expand upon this trail network and improve conditions for all human-powered transportation users, the Municipality can add new services and amenities.

It will also be important for the Municipality to provide amenities throughout the street network for human-powered transportation users. Improvements such as seating, bicycle parking and repair stations will improve the accessibility and inclusion for all street users in Kings County, creating comfortable and welcoming public spaces.

Ensure active transportation products abide by principles of Universal Design and Inclusive Design.

All products associated with active transportation should provide meaningful access to all users, including people with permanent, temporary, situational, or changing disabilities. This applies to the built environment and amenities, but also extends to programming and equipment, communications, and more.

Nova Scotia's Accessibility Act legislates the Province's implementation of accessibility standards, with the goal of achieving an accessible Nova Scotia by 2030. Municipal active transportation efforts should meet all requirements set out in this Act, as well as referencing standards and best practices set out by the Accessibility Directorate, the Rick Hansen Foundation, the Accessible Design for the Built Environment Implementation Handbook, and others. Universal and Inclusive Design principles will move these efforts past the minimum requirements and best practices towards thoughtful design, suited to the variety of unique local contexts.

The principles of Universal Design aim to serve the broadest range of users possible:

- Equitable use
- Flexibility use
- Simple and intuitive use
- Perceptible information
- Tolerance of error
- Low physical effort
- Size and space for approach and use

Inclusive Design offers its own set of principles, but the term is often mistakenly used interchangeably with Universal Design. Inclusive Design rejects the one-size-fits-all

approach, and may offer different solutions for different groups of people. These principles consider intersecting social and cultural needs, as well as accessibility and usability:

- Provide comparable experience
- Consider situation
- Be consistent
- Give control
- Offer choice
- Prioritize content
- Add value

Provide rest stops along the Harvest Moon Trailway

Rest stops should be established at key trailheads along the Harvest Moon Trailway. Rest stops should prioritize accessibility and include public washrooms, seating and picnic tables, water stations, waste stations, dog waste bags, and change rooms. These stations should be located at trailheads on either end of the trail, and near employment hubs, including Grand Pré, Kentville, Berwick, and Kingston.



Photo: Mountain Bike Atlantic

Provide public washrooms in parks, trails, and in cores.

Without the presence of accessible, gender affirming washrooms, many people are excluded from human-powered transportation. Everyone depends on washrooms, but these facilities are especially important for vulnerable populations such as individuals experiencing homelessness, people with disabilities (including invisible disabilities such as Chron's or IBS), seniors, trans and gender non-conforming individuals, and women and children.

Public washrooms should be placed at regular intervals along trails, in major parks, and in community cores. These should be single-stall and clearly marked with a simple toilet symbol. Washrooms should be fully accessible, following standards set out in the Accessible Design for the Built Environment Implementation Handbook, including barrier-free facilities which are accessible by people with physical or sensory disabilities (including all wheelchair sizes), and accommodate a support person. All elements of the washroom should be reachable and maneuverable for wheelchair users, and include basic amenities such as a shelf and hook for personal items, and adult changetables.



Photo: Malmö, Sweden

Complimentary menstrual products available within all gendered and non-gendered public washrooms at trails, parks, recreation facilities, community centres, and municipal buildings would also improve the inclusivity of these spaces for women and trans individuals, as well as low-income and homeless individuals.

Public washrooms should be open 24/7, and maintained daily. These facilities should also be marked on all wayfinding signage and maps, including online materials, allowing programmers and people with accessibility concerns to plan trips in advance.

Provide bike repair stations in parks and along trails

In order to encourage cycling through the Municipality, a handful of maintenance tools for bicycles and other recreational equipment, such as screwdrivers, wrenches, and pumps could be provided at a few high-traffic locations. Several off-the-shelf products are available that include tools necessary to perform basic bike repairs and maintenance, including changing a flat, and adjusting brakes/derailleurs.

Tools are typically attached to a stand with stainless steel cables and tamper-proof fasteners. Hanging the bike from the hanger arms allows the pedals and wheels to spin freely while making adjustments.

These are recommended in major parks and at trailheads along the Harvest Moon Trailway where the trail meets community cores. A larger fix-it café could also provide more tools and volunteer assistance in partnership with a local organization.

Provide water stations in parks and along trails

Water and hydration is a necessary component of any physical activity, including human-powered transportation. This is especially true along long distance active transportation routes like the Harvest Moon Trailway and near sport facilities. Some options offer a pet station, while others offer two heights of water fountain. Water stations require municipal water and a sanitary drain or dry well hookup.

These are recommended in major parks, at trailheads along the Harvest Moon Trailway where the trail connects to outdoor sports and recreation facilities and where the trail meets community cores, and at other trail heads throughout the Municipality.

Provide charging stations for electric equipment in high-traffic areas

E-bikes have been gaining in popularity as the equipment becomes more affordable and readily available. Electric alternatives make human-powered transportation more accessible by providing a low-effort option, particularly in areas with steep slopes.

Charging stations for e-bikes and electric scooters can be located in high-traffic areas like busy trail heads, parks, community centres and commercial areas. These stations enable residents and visitors to travel further from home or work, and can be particularly useful for tourists on a temporary stay or traveling through the area.

Install lighting along sidewalks and trails

Street lighting creates a more welcoming and accessible environment for all street users, and it can also address perceptions of personal safety, especially for women and people walking alone. Residents and pedestrians suggested that lighting along sidewalks and trails could encourage people to walk more, particularly in the winter and at night.

Street lighting should be prioritized on routes with heavy pedestrian traffic and along trail routes where visibility is low.

Within community cores, sidewalks should be oriented to make use of existing lighting where possible. Where lighting must be installed, sidewalks and trails should be lit with a maximum distance of 75 m between lights.

The Municipality should establish lighting requirements within the Subdivision Bylaw and work with Towns, Villages, and the Annapolis Valley Trails Coalition to ensure appropriate lighting on public routes.



Photo: McMaster University

Work with the Annapolis Valley Trails Coalition to develop safe zones along the Harvest Moon Trailway

It would be ideal for the full length of the Harvest Moon Trailway to be barrier-free and outfitted with all available amenities. However limited financial and volunteer resources don't make this a feasible option in the short-term. Additionally, trail managers need to balance the needs of different modes and conflicting desires for both paved trails with clear sight lines and more natural trails.

The Harvest Moon Trailway is managed by a variety of local communities and organization, including the Annapolis Valley Trails Coalition. In order to prioritize the provision of accessible hubs along the trail, the Municipality should work with the Annapolis Valley Trails Coalition and all trail managers to coordinate the delivery of safe zones where the Harvest Moon Trailway passes through community cores.

These safe zones should be paved or surfaced with crusher dust, and all entrances and parking areas should also be barrier-free and accessible.

The safe zones should prioritize comfort by implementing slower speeds for motorized vehicles and bicycles, establishing on-leash rules, and providing amenities such as seating, washrooms, water fountains and bike repair stations. These locations should follow accessibility guidelines for trails and outdoor spaces set out by the Nova Scotia Accessibility Directorate and the Rick Hansen Foundation, and set a standard for trails, with the goal of expanding accessibility throughout all of Kings Country trail networks as funding allows.

Add benches and street furniture along trails and streets

To improve the accessibility of Kings County's trails and streets, street furniture and other amenities are needed. This improves accessibility and comfort for all community members and provides places to stop and rest. These spaces will reduce stigma associated with "loitering" often placed on marginalized groups, and instead support the public use of public spaces. Lively and active streets provide "eyes on the street" which will create a safe and welcoming communities. Along trails, benches should be placed approximately 600 metres apart, while community cores should offer benches every 400 metres.

In order 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
- » Face south for peak solar exposure
- » Provide windbreaks such as plant beds to provide protection from the elements
- » Do not block pedestrian thoroughfare
- » Provide a clear space next to the seating, to accommodate all sizes of wheelchairs, motorized scooters, bikes, or strollers
- » Select benches which do not have center arm rests or spikes



Photo: Adobe Photo Stock

Work with businesses to provide more bicycle parking

Bike racks allow cyclists to use their bikes for everyday trips. Priority locations for bike racks are based on common destinations and key junctions in the active transportation network. Bike racks should be visible from the street and use a metal “inverted U” or “post and ring” design.

The Municipality may incorporate bicycle parking requirements into the Land Use Bylaw, or work with local businesses, institutions, and Towns to provide these racks at key locations, including:

- » Secondary and post-secondary schools
- » Business and professional offices
- » Restaurants
- » Retail stores and shopping centres
- » Parks and community centres



Photo: Saltscapes

Provided sheltered bicycle storage at key locations

Residents and cyclists identified a need for both increased parking and protection from the elements. Larger scale sheltered bicycle parking should be provided at major employment centres, schools, and in service centers. This will allow cyclists living in more remote areas to take multi-modal trips. This will also improve cycling conditions through all weather conditions, allowing cyclists to travel without worry of storms, and minimize maintenance costs.

This recommendation cuts costs for cyclists and encourages cycling by providing appropriate accommodations. These facilities can be built outside in simple shelters or incorporated into parking garages, and should include wayfinding signage so cyclists can locate parking. Locations considered for sheltered bicycle parking could include:

- » Major employers
- » Service and retail centres
- » Secondary and post-secondary schools
- » Community cores

Connect the Harvest Moon Trailway with opportunities for play and exploration

Play is a key component of childhood development, but playful elements benefit all ages, and allow families to spend more time outside while children can play independently.

Community members highlighted existing assets where opportunities for play, art, and recreation are linked within the active transportation network. These assets include recreation opportunities such as skate parks, bike parks, playgrounds and play boxes. Opportunities for additional elements of play include:

- » Natural playgrounds along the trail and in connected subdivisions
- » Native plant landscaping
- » Public art
- » Scavenger hunts for landmarks, plants and birds
- » More play boxes in playgrounds and parks offering free toys and equipment
- » Example: Art on the Trail, District of Lunenburg

Ensure the consistency of trail gates along the Harvest Moon Trailway

The Municipality should work with all partners and managers along the Harvest Moon Trailway to ensure that trail gates are placed at consistent distances on trailheads throughout the non-motorized corridor, and of consistent design.

Trail gates should allow the passage of all forms of human-powered transportation including bike trailers, and strollers and wheelchairs of all sizes.

Expand equipment loans throughout Kings County

Equipment loans are available at libraries, Town Halls, and community centres throughout Kings County, and include loans of bicycles, snowshoes, yard games, health equipment, and more. One bicycle loan system operates between the Wolfville Memorial Library, the Berwick & District Library, and the Annapolis Royal Library, allowing riders to return the bicycle to any of these libraries along the Harvest Moon Trailway. Many community members and stakeholders highlighted the importance of these programs which enable access to human-powered transportation for low-income residents, lets people try new things without a financial commitment and allows children to easily switch out equipment as they grow.

In order to expand this successful program, the Municipality could partner with Towns, libraries, and community centres throughout the County to offer a system of equipment loans that allows users to return the equipment at any location within the network.

Recommendations for equipment loan offerings include:

- » Bicycles (including e-bikes, fat bikes, tricycles, tandem bikes, helmets and bike baskets)
- » Skateboards, scooters, roller skates and roller blades
- » Snowshoes and cross-country skis
- » Kayaks, canoes, and SUP boards offered at locations with water access
- » Assistive devices such as wheelchairs, wheeled walkers and hippocampes

Protect and recognize sites of Mi'kmaq and African Nova Scotian heritage and culture

Community members identified multiple sites of significance for Mi'kmaq heritage, and opportunities to use a cross-cultural lens in the interpretation of active transportation routes.

The Municipality should continue to build relationships with local First Nations communities and Mi'kmaq community members and organizations, and with Black Nova Scotian community members to inform how to best protect and recognize sites of cultural or historical significance.

In order to form strong partnerships with the Mi'kmaq and Black Nova Scotian communities, it will be necessary to integrate a lens of anti-racism and decolonization into all Municipal heritage work, and engage with these communities at each step of the process when undertaking work around these sites. Some potential sites of interest noted by community members included a water crossing at Gaspereau Lake historically used by Indigenous Mi'kmaq residents, and a Mi'kmaq burial ground which the 1975 New Minas Sector Plan identifies on the New Minas section of the Harvest Moon Trailway.

In addition to the protection of these cultural sites, signage along trails, sidewalks, and in parks can point out landmarks, habitats and natural assets - getting visitors actively involved with the landscape. Interpretive planning can educate visitors on the history of this unceded Mi'kmaq territory, recognize and reflect the communities that make up the region today, and create a shared sense of place. This could include Municipally funded opportunities for artists and community members from the local Mi'kmaq and Black Nova Scotian communities to complete public art or interpretation projects.

Provide waste stations in parks and along trails and streetscapes

Separated waste stations and dog waste bags reduce the amount of littering on active transportation routes and improve the experience for all users. These amenities are particularly important for dog walkers, people traveling long distances, and picnickers.

These are recommended at regular intervals along sidewalks in community cores, on trails, and at trailheads, recreation facilities, and park entrances.



Improve directional signage along the Harvest Moon Trailway

Wayfinding signs are useful tools that help active transportation users move conveniently and seamlessly throughout Town. Signage along the Harvest Moon Trailway should be clear and accessible, and provide direction on safety, etiquette, navigation, and amenities. Bicycle Nova Scotia is working on a Trail Signage Guide which will be available soon, and can be used as a template for all provincial trails.

Signage should be provided in high contrast at accessible heights. Raised lettering and braille should be used for key information. In order to accommodate signage in multiple languages, provide up-to-date information on nearby amenities, and incorporate an audible option, QR codes should be available on all signs which link to a web page offering additional information.

Providing signage in multiple languages is not only essential for users with limited fluency in English but can also create a sense of ownership among the diverse cultures of Kings County. Although QR codes can provide access to more detailed translations, including key information in both Mi'kmaq and English on all trail signs could be a sign of respect for the unceded Mi'kmaq territory the trails sit on. Essential signage (such as safety information and COVID-19 notices) should also be provided in multiple languages, including Mi'kmaq, English, French, and Arabic. Additional translations linked through QR codes should include the above choices in addition to Mandarin, Tagalog, and Filipino.

Trail managers should also consider general wayfinding improvements such as pavement markings, mapping, directional tactile pavers, and clear paths and sightlines.

Trail Confirmation Signs

Confirmation signs provide information about upcoming destinations and also help assure trail users that they are on the right route to their intended destination. Confirmation signs are located after important decision making points along the trail. Confirmation signs should include distance markers in both minutes and kilometres, and include destinations marked on decision signs, as well as on-trail amenities:

- » Trail exit and entry points
- » Amenities such as washrooms and rest stops
- » Adjacent communities, recreation facilities, parks, trails
- » Nearby restaurants, wineries, breweries, cafes, museums and galleries, recreation facilities, accommodations (through QR code)

Trail Decision Signs

Decision signs provide directions to destinations ahead of intersections to provide trail users the time to make appropriate wayfinding decisions. Decision signs should be located at a safe stopping distance before a decision point. These should include:

- » Caution signs to slow down as you approach residential areas or intersections
- » Adjacent communities, recreation facilities, parks, trails

Trailhead Kiosks

These kiosks provide a sense of arrival for human-powered transportation users. Trailhead signs should display maps of the trail and provide detailed information for trail users, including:

- » Trail etiquette for all users (including rules for cyclists and motorized users and off-leash rules for dog owners)
- » Other trail rules (e.g. no motorized use)
- » Where cell service may not be available

Implement signage along roads directing traffic to the Harvest Moon Trailway.

The Harvest Moon Trailway has around 150 access points along its corridor, but many residents and stakeholders indicated confusion around how to get to these, including access points at Noggins Farm and the Grove in Wolfville. On-road signage directing people to the trail serves as promotion and directs residents and visitors to access points where they are underexposed or hard to find. This signage also improves connections between on-road facilities, trails and parks, and community amenities.

As a regional trail network, the Harvest Moon Trailway is managed by several bodies along its length, and passes through multiple jurisdictions and road authorities. A signage strategy should be developed in partnership with local Towns and Villages and the Department of Transportation and Infrastructure Renewal, to ensure on-road directional signage for the Harvest Moon Trailway meets the necessary requirements of the various road authorities, and is incorporated into local standards and by-laws where exceptions are necessary.



Signage Templates for Signed Bike Routes

A signage system for Kings County bike routes would offer the following benefits:

- » Increase awareness for active transportation routes that are underexposed due to the lack of off-site directional signs;
- » Improve internal navigability for active transportation users;
- » Improve linkages between on-road, trail or park facilities and adjacent community amenities; and
- » Improve sense of arrival for active transportation users and visitors by installing trailhead or park signs at entrances to active transportation facilities.

Bicycle Nova Scotia has worked with municipalities and community groups around the province to develop a standardized bicycle wayfinding system that can be used around the province. The following signs are based on this signage system, and a guide can be found online.

Once the Municipality of the County of Kings has completed their rebranding process, this logo can be placed at the bottom of these signs, replacing the Active Kings County logo. This can be accompanied by logos for any local partners, depending on the route location.

Bike Route Decision Signs

Decision signs provide directions to destinations ahead of intersections to provide cyclists the time to make appropriate wayfinding decisions. Decision signs should be located at a safe stopping distance before a decision point (ie; a junction or intersection along a bicycle network).

The main objective of the sign is to communicate decision making information to ensure cyclists navigate to their intended destination. This information is presented in the blue message body portion of the sign. Decision signs can contain up to three destinations per sign.

Messages are displayed in white text on a blue background. Long names may extend over two, or exceptionally three lines, and where alternative routes exist, the addition of subtext lines may be used.



Bike Route Confirmation Signs

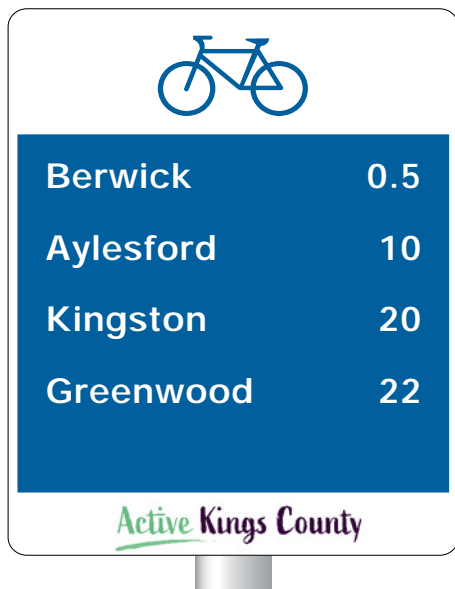
Confirmation signs provide information about upcoming destinations and also help assure cyclists that they are on the right route to their intended destination. Confirmation signs are located after important decision making points along a bicycle route. They help confirm that cyclists have made a correct turn or movement and are on the correct path to their intended destination.

The main objective of the sign is to communicate decision making information to ensure cyclists navigate to their intended destination. This information is presented in the blue message body portion of the sign. For on-street routes, confirmation signs can accommodate up to three destinations, shown in ascending order of distance. For off-street routes, four to six destinations can be included.

Messages are displayed in white text on a blue background. Long names may extend over two, or exceptionally three lines, and where alternative routes exist, the addition of subtext lines may be used.

Bike Route Signs

Bike Route signs should be placed along designated bike routes throughout the Active Transportation Network. In some cases, directional bike route signs may be required to keep cyclists on the proper route.



Share the Road Signs (MUTCD)

A standard TAC approved share the road sign is used to warn motorists that they are to provide safe space on the road for cyclists and other vehicles. This sign also warns motorists and cyclists to exercise additional caution on the upcoming section of road.



Share the Road Signs (Alternative)

The typical share the road sign is taken from the Manual for Uniform Traffic Control Devices (MUTCD), however, many people find that the sign is not effective and does not communicate the amount of space required to give cyclists on a shared road. By law, motorists are required to give cyclists a minimum distance of one metre when passing them. The alternative sign proposed above communicates this more clearly than the standard MUTCD sign.



Photo: Pixabay user Bluelightpictures



Education & Programming

Kings County already has a strong culture of human-powered transportation and recreation, but cars remain the dominant form of transportation. Additions to local education and programming offerings can go a long way to promoting human-powered transportation for both leisure and transportation, highlighting the benefits of physical activity, as well as providing information that will improve the safety of all road users.

Some existing offerings within Kings include programming through local organizations such as Flying Squirrel Adventures, Senior LINCS, the Youth Portal, the Valley Youth Project, Grow Together, and local recreation and community centres. Local events with a focus on human-powered transportation include Bike Month, bike rodeos, charity runs, and more. Continued support for these events and programs will help build momentum for human-powered transportation by celebrating the community's assets and offering opportunities to play and explore.

Events should incorporate an equity lens and follow guidelines from the Canadian Association for the Advancement of Women and Sport and Physical Activity as well as Nova Scotia's Guide to Planning Accessible Meetings and Events to ensure that programs and events are accessible for all. Leadership and committees involved in the development of active transportation education and programming should be representative of the whole community, and involve residents of diverse abilities, races, genders, and sexualities in the process.

Continue to host events which encourage human-powered transportation

The following active transportation related events and programs can help shift commuting habits and improve the accessibility of active transportation in the Municipality:

Bike rodeos and charity walks and runs focused on youth and families: Regular active events and programs can highlight the benefits of physical activity and bring people together either for a cause, or just for fun.

Bike maintenance workshops: Education around bicycle maintenance can make cycling more accessible and affordable. Offering childcare or providing family-friendly options where appropriate will improve attendance.

» Example: Ecology Action Centre's Bike Again



Photo: Halifax Childcare

Walk, bike, wheel to work days: In partnership with local employers, these encourage sustainable commutes or mid-day breaks.

Try It Days: Working with local equipment loan programs and local parks, trails, and recreation facilities, these days are an opportunity for the community to try something new with guidance from recreation staff.

Trail Days: Working with local organizations, artists, and recreation departments, an annual trail day could host a series of pop-up events along the Harvest Moon Trailway and connected trails, encouraging people to travel along the network to different stops which may offer public art installations, workshops, games, refreshments, and other activities.

Block parties: Block parties, concerts, festivals, and other events can pedestrianize local streets or parking lots and create space for movement and play.

» Example: Switch Halifax

Work with schools to incorporate human-powered transportation into commutes and curriculum

Offer walk to school days: This incentive has been very well received in Kentville, and walk to school month is supported throughout the province by the Ecology Action Centre. Supporting parents in organizing walking groups to and from school may be an option to expand on this event.

Encouraging outdoor play: Working with physical education departments to incorporate active transportation into the curriculum and bringing classes outdoors as much as possible, throughout all seasons.

Encouraging outdoor learning and extracurricular programming: Outdoor classrooms can be incorporated into regular programming or as voluntary extracurriculars. Outdoor learning can teach students about native plants and species, getting them involved in activities like gardening, composting, art projects and science experiments.

- » Example: Outdoor Classroom Day, William King Elementary School in Herring Cove.

Establish a safe routes to school strategy

Safe routes to schools allow children to use human-powered transportation to get to school, which facilitates regular physical activity and can increase their sense of independence, freeing up time for parents and minimizing vehicle trips. Access to schools is critical not only for students but also for community members accessing schools for programming and recreation after-hours and during the summer.

The siting of rural schools in Kings County is a barrier, as pedestrian infrastructure is often not feasible for low-density areas, and can be hard to accommodate on high-traffic highway routes. The Municipality should work with the Province to advocate for human-powered transportation considerations in all future school siting, but a variety of recommendations can be combined to improve conditions for existing schools:

- » Lowered speed limits in all school zones (e.g. 30 km/hr)
- » Strong sidewalk networks in more urban towns and villages
- » Walking school buses in more urban towns and villages
- » Pathways through surrounding parks
- » Crosswalks with extended crossing times, audible signals and crossing guards
- » A drop-off network for school buses to leave students within a walkable distance of schools where pedestrian infrastructure is available.

Develop walking groups for all ages

Walking groups can encourage residents to get active, introduce people to human-powered transportation routes, combat loneliness and social isolation, and create a safe space for people who feel unsafe or anxious using trails alone.

Walking groups and walking partner programming is especially welcome for senior populations, and can encourage intergenerational relationships. Walking groups should also provide equipment loans to participants including wheeled walkers, nordic walking poles, and snowshoes. This can encourage people to try new modes and reduce the stigma associated with assistive devices. Specialized bikes can also allow wheelchair users to participate in activities, being paired with a partner to pedal the bicycle.

» Example: Women on Wheels

Provide all ages cycling education

Providing courses for community members of all ages can improve comfort levels for bike riders with any skill level. Offerings can include courses on how to ride a bike, defensive cycling skills, bicycle care and maintenance. Bicycle Nova Scotia offers a variety of classes for kids, adults, women, rural commuters, and a variety of skill levels. Additional programming could include one-on-one assistance with selecting a comfortable route to work or school, considering transit connections, slopes, and infrastructure.

» Examples: Bicycle NS CAN-BIKE courses, Halifax Cycling Coalition Welcoming Wheels Buddy Program

Provide cycling courses for students

Offering active transportation training to youth provides kids with the knowledge and practice they need to safely maneuver streets, and increases parents' comfort levels.

Programming should include walking safety for younger youth, and cycling courses for higher grades. In order to provide youth with additional cycling skills, an introduction to winter cycling guidelines and bicycle maintenance could encourage cycling independence. Courses could also partner with local equipment loans to pair participants with bikes.

These courses can be offered through partnership with the Ecology Action Centre or partnerships with other local youth groups and schools.

Develop an educational campaign for trail etiquette

This campaign should target all trail users including motorized vehicle users, cyclists, dog owners and pedestrians. The information will be focused on common trail etiquette concerns, reinforcing rules around on-leash areas, slowing and ringing a bell as you approach a pedestrian, quiet zones, and littering.

This could also be a good opportunity to address common safety concerns, clarifying the reality of perceived threats and reminding the public of safety precautions and trail programming, such as cell service, directional signage, and walking groups.

Develop educational materials for drivers

Residents and cyclists identified a gap in knowledge among many vehicle drivers, reporting that driver's often don't give sufficient room to cyclists on the road. While drivers are the primary danger to on-road cyclists, there is a limited focus on these interactions in the licensing process.

As part of an educational campaign, print materials could be developed which outline the rules of the road as they relate to driver's interactions with cyclists, as well as cyclist turn signals and steps to follow in case of an accident. These materials should be distributed to both drivers and cyclists through local high schools, post-secondary institutions, Access Nova Scotia locations, and the Municipal office.

Develop a standard for effective and equitable enforcement

Enforcement plays into human-powered transportation in a number of ways including traffic stops, speed checks, parking enforcement, enforcement along non-motorized trails, general patrols and surveillance, and now, enforcement of COVID-19 public health restrictions around gatherings. Developing standards for enforcement must be done in partnership with local Towns, Villages, local trail managers, RCMP, and the Kentville police service.

Traffic enforcement should be consistent and prioritize the safety of human-powered transportation users by enforcing speeds, reckless driving, and parking in bicycle lanes and paved shoulders.

Safety measures designed into the built environment such as clear entry and exit points, sight lines signage and "eyes on the street" should be prioritized over general surveillance and police presence. Where necessary, surveillance along trails and in communities (such as enforcement of off-highway vehicle use) should avoid check-point set-ups (which may create anxiety for racialized users and homeless or street-involved individuals) and clearly communicate their purpose to human-transportation users.

The Municipality, through the Police Services Advisory Committee should examine the ways that police enforcement within public spaces and along trails impacts the comfort of Black and Indigenous residents and visitors.

Provide accessible programming options for all community members

Programming and events should be accessible to all community members regardless of age, ability, income, race, or gender. The Municipality should continue to offer a range of affordable and free opportunities for human-powered transportation and recreation programming, and consider offering sensory-friendly options, programs and scheduled hours for marginalized genders (including women, non-binary individuals and trans men). Events and programming as well as their promotions should follow Nova Scotia's Guide to Planning Accessible Meeting and Events, and Municipal staff and volunteers should receive training on diversity and inclusion.

Promotions should be clear about accessibility and inclusion information, identifying any available accommodations and barriers so that participants can plan ahead and communicate about any further requests.

Programming should partner with existing local organizations and communities to develop and promote opportunities which are inclusive and accessible to the intended audiences.

Develop programming opportunities in partnership with traditionally marginalized communities

Programming opportunities are often inaccessible to traditionally marginalized communities due to location, resources, promotions, or a general lack of social connections.

The Municipality should work to develop strong relationships with local First Nations communities, the Black Nova Scotian community, and low-income neighbourhoods to promote existing opportunities for human-powered transportation and recreation within these communities and develop new programs in partnership with local community centres and recreation stakeholders.

Particularly where communities within the County have limited access to recreation facilities and human-powered transportation networks, the Municipality should work with these communities to establish culturally-appropriate, affordable, and inclusive opportunities, and transportation to existing facilities. Continued consultation about options for local amenities within these communities will also be important.



Implement bike-friendly business certification

Bicycle friendly workplaces can demonstrate leadership, tap into a growing tourism market, improve their visibility and reap benefits related to increased worker productivity and increased spending from cycle tourism and residents. Bicycle Nova Scotia's certification process has varying requirements depending on the type of employer, but can include short or long-term bike parking, access to washrooms, and bike repair kits. Recommended additions include staff showers, shipping for purchases, stocking bike and trail maps, flexible work schedules, incentive programs and bicycle training lunch + learns. Encouraging the uptake of this program in Kings County would come at no cost to the Municipality, and could start with municipal facilities and services.

Coordinated walk / bike to work events and campaigns are another way the Municipality can work with employers to incentivize active commutes.

- » Example: Halifax Bike Friendly Certified Program / Smart Trip



Marketing & Promotions

A strong network of trails and parks attracts both visitors and residents to Kings County throughout all seasons. Marketing and promotions which build on these assets will attract more human-powered transportation users, spreading the word to local community members about offerings and opportunities and building tourism at the same time.

It will be important for the Municipality to provide clear, accessible, and thorough information about available infrastructure and events in order to make the most use of its offerings. Marketing and promotional materials should prioritize residents and ensure information is distributed throughout the region, in a variety of mediums and formats.

Establish a local photo campaign

Stock photos tend to represent very homogeneous populations of experienced cyclists and hikers, establishing an exclusive view of active transportation. A local photo campaign would serve as marketing for local active transportation routes and allow the community to be reflected in promotional materials. Photos would depict community members out on local trails, paths, sidewalks, bike routes, beaches, lakes, and parks.

Visuals reflecting a diversity of experience levels, transportation modes, ages, abilities, races, and family types, can help to create a welcome environment for all human-powered transportation users. Imagery of local residents will also help build excitement within the community and spread the word about local amenities and destinations.

This could include both an online element which allows residents to submit their own photos of themselves and their friends and families for use in the campaign, as well as professional photo shoots at programs and events throughout the County, which would be added to the Municipality's collection of photos.

Expand online mapping tools

Two websites are currently available to people looking for online mapping of the active transportation network in Kings County, both [All Trails](#) and [Destination Trails Nova Scotia](#). Portions of the network are also available through other websites including the [Blue Route](#). While each of these sites serve a purpose, there is no one location with all required information on the local network.

A website could be developed in a partnership between the Municipality of the County of Kings and the Harvest Moon Trailway partners to provide one central location for all data. This mapping tool should include routes for the Harvest Moon Trailway, the Blue Route cycling network, local trails within Kings County and Annapolis Valley, and local bike lanes and bike routes. Associated networks including the [Blue Route](#), [the Great Trail](#), [Active Atlantic](#), and others, could be linked to provide further information.

Additional layers should show trail details such as entry points, surfacing and width, parking, surfacing, key amenities like washrooms and rest stops, as well as local transit stops and routes and shuttles.

Additionally, this site could be accompanied by an app which allows crowd sourcing of information on local route conditions and reviews. An app would be particularly valuable for visitors that wish to navigate while they are in the network, and could also be shared through newcomer networks for potential new residents hoping to learn more about the community. Local organizations working with newcomer organizations may be interested in partnering on promotional materials.

Develop promotional print materials

Print materials are a valuable accompaniment to online tools. A series of brochures could provide information targetting different modes of active transportation. These would include maps of highlighted routes and amenities within Kings County that are suited to the identified mode, accompanied by route descriptions and information on the level of difficulty, access points, look-offs and scenic areas, as well as amenities like parking and rest stops.

The brochures could also include information on road safety for each mode type, trail etiquette, nearby destinations, and additional resources, including online maps and information. The series could include brochures targeting walking and wheeling, cycling, and winter activities like cross-country skiing and snowshoeing. There is also the opportunity to expand this to more unique forms of active transportation like boating, or skateboarding and scootering.

It will be important to consider how these pamphlets are distributed. Offline promotions are crucial for people that may not have access to the internet, particularly among seniors, youth, and at-risk or housing insecure populations. Materials should be distributed to service providers working with the above groups, as well as Municipal offices, libraries, secondary and post-secondary schools, community & resource centers, recreation facilities, seniors housing, and more.

Develop a Tourism Strategy which promotes economic diversity

Kings County has undergone major changes in its identity over time, and it will continue to adapt to the changing times. The quality of life for all community members depends on the ability to adapt to ongoing change as well as major events and disruptions, whether they be environmental, cultural, or economic. As one example, the COVID-19 pandemic highlighted how these events can disrupt the foundations of any community. A long-term view of tourism should reflect these values and ensure a level of diversity which protects both the local economy and the environment.

A Tourism Strategy may be a stand-alone document or an update to the Municipality's Strategic Plan, but should include detailed commitments to both active- and eco-tourism. Through these commitments the strategy should aim to promote a wide range of local destinations, steering tourism traffic away from sensitive environments and towards sites which have the appropriate infrastructure to support crowds. The strategy should support a diversity of local industries, particularly those that provide well-paying, year-round jobs for community members.

Collect data on human-powered transportation

Collect and analyze active transportation indicators in order to track uptake and measure project success:

- » Data on commutes to school
- » Foot traffic data before and after project implementation
- » Information on active transportation tourism through the accommodations sector (such as total number of hotel stays by cyclists)
- » Data on trail and sidewalk use through regular traffic counts in consistent locations throughout the Municipality
- » Analyze relevant data published through the national census and the provincial department of Culture, Communities and Heritage

Develop a Municipal Accessibility Plan

Accessibility should be considered a guiding principle for all networks, infrastructure, programming and marketing. According to the 2017 Canadian Survey on Disability, 22% of Canadians over 15 identify as having a disability, through the actual percentage is likely much higher, and this does not account for people with changing or temporary disabilities, or the friends and families who may accompany people with disabilities. Accessibility improvements throughout all aspects of human-powered transportation open up opportunities for more community members and visitors to participate safely, creating a more inclusive environment, and they also open up local tourism to a huge portion of the population. Accessibility also improves comfort for all users throughout their life span, and accommodates people with situational disabilities such as people carrying heavy bags or trying to hear over heavy traffic.

But an accessible and equitable society is not only about convenience or economics, it is primarily a human right. The Municipality will be required to develop an Accessibility Plan in accordance with new provincial requirements set out by Nova Scotia's Accessibility Act, and this presents an excellent opportunity to work with people who have lived experience of disability to develop a strategy for all Municipal spaces and activities. The Accessibility Plan should be integrated with all Municipal plans and strategies, including this Active Transportation Plan, and involve all Municipal Departments.

Active Kings County

Active Transportation Plan

Draft, February 2021

UPLAND