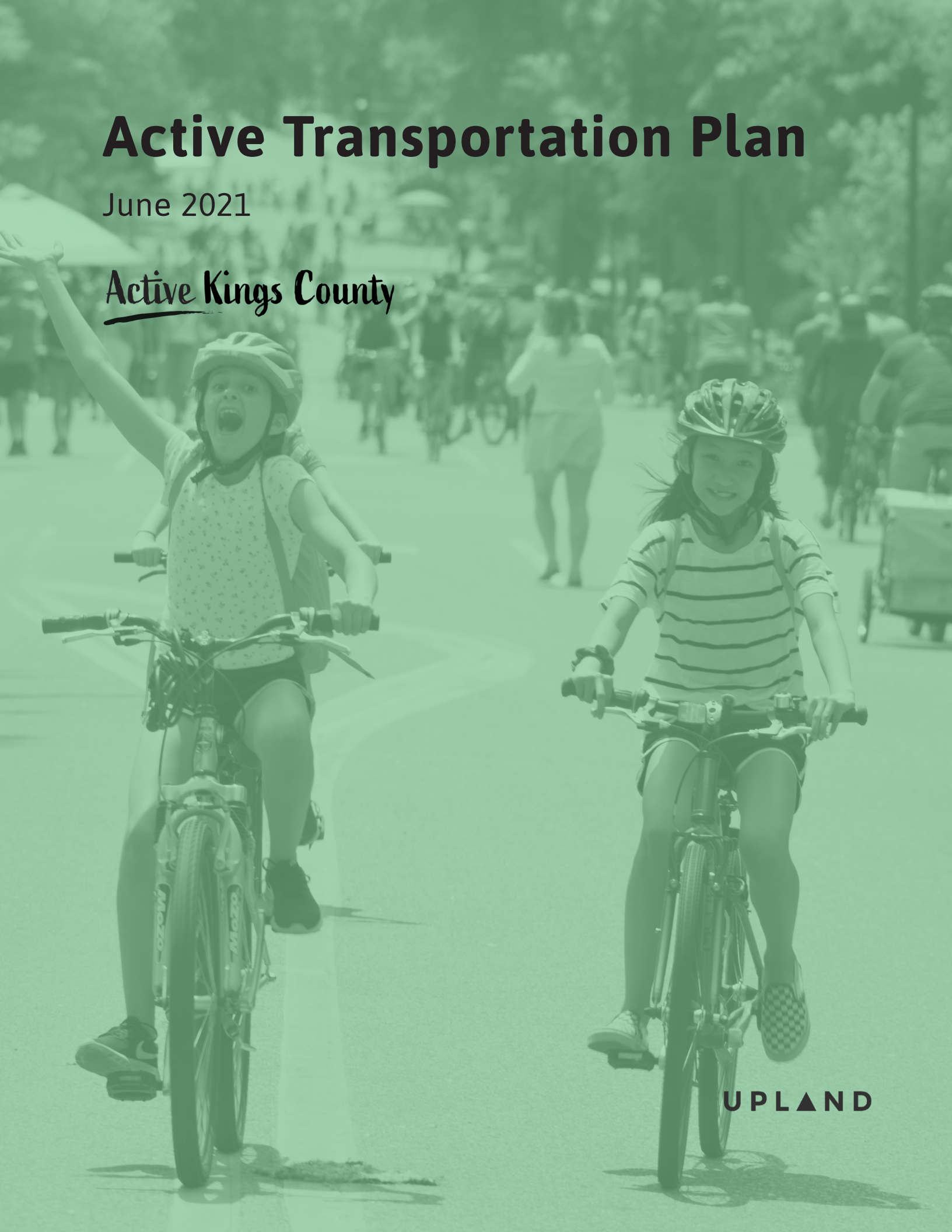
Active Transportation Plan

June 2021

Active Kings County



UPLAND

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Cover photo: Flickr user Fibonacci Blue

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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 provides 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 an Active Transportation Plan for the Municipality of the County of Kings, which has the goal of making all forms of active transportation safe, comfortable, and convenient. Connecting residents to where they live, work, learn, and play.

One key component of this Active Transportation Plan is a recommended network design for the Municipality, 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. The Implementation Plan included in this plan covers cost estimates, phasing, a decision-making framework, and policy recommendations.

As part of this process, the Municipality was able to secure funding for some additional work which will be the first step in the implementation of this plan. One portion of this is the signage templates included on page 126 of this plan, and other project(s) will be completed over the summer of 2021.

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

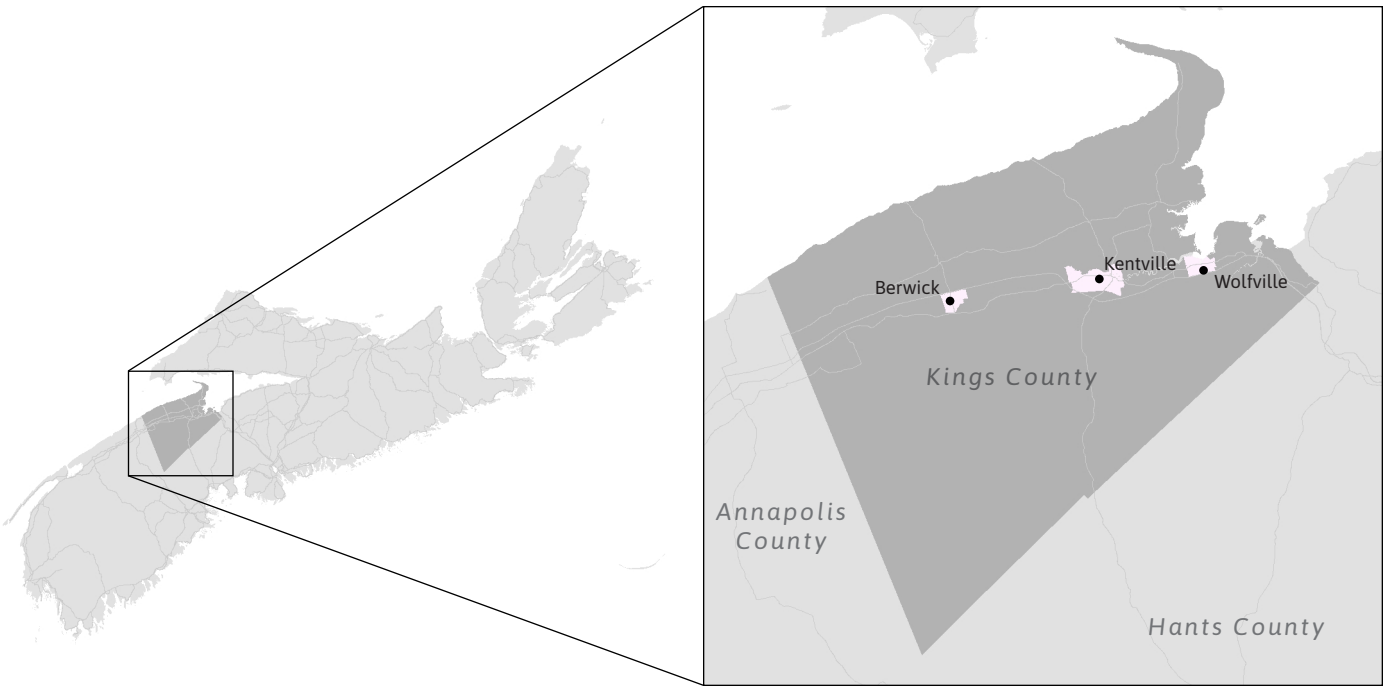
Photo: Adobe Photo Stock

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 it's 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

It is important to be aware of the social context of any community planning decision. A sociocultural lens considers equity in the decision making process, and reveals the complexities and interrelated nature of infrastructure and community development. When we notice the ways that inequities are distributed, we are better prepared to develop solutions that not only benefit the wider community but also address the needs of marginalized community members.

During the planning period for Kings AT, there were two major factors related to community inequities that were considered. In 2020 the COVID-19 pandemic shut down schools, offices, shops, and transit, closing borders and whole communities, leaving many people without work or 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, frontline workers (such as grocery cashiers, healthcare workers, and cleaning staff) were at high risk of infection. Indigenous, African Nova Scotian / Black, other communities of colour, and low-income residents 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 reopened, Kings County saw an increase in active transportation use which continued into the winter. 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 recreation, which remained closed for much of the year. This pandemic highlighted the importance of these outdoor facilities, particularly for people without private yards, and some communities quickly implemented slow streets and active transportation routes.

During the same planning period, the Black Lives Matter movement and the ongoing demands for decolonization, including local fisheries disputes, forced a very public reckoning around the daily experiences of Black and Indigenous peoples in all aspects of life, and emphasized the dangers and long 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 exclusion 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 have historically meant that active transportation systems do not adequately serve marginalized residents. While racism and colonization have a very long history in what is now called Canada, the media coverage of this year's protests and violence created a unique social context within which this plan was developed.

The pandemic is not over and systemic racism is ongoing, and while it has a role to play, active transportation will not be able to solve those challenges. The Municipality itself was developed as a colonial structure, but recognizes that decolonization and anti-racism work is critical and necessary throughout all actions. This plan aims to consider the changing social, economic and environmental climate, and set a direction that is sensitive and responsive to the disparities faced by diverse residents. This plan attempts to address these goals through its recommendations.

Photo: Global News

Impacts and Benefits

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

Velo Quebec refers to the rise of physical inactivity throughout North America as an epidemic, 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 by Parker-Pope to be the best indicator of mortality risk. The Department of Health and Wellness reports that increasing physical activity rates is one of the most effective ways to create a culture of healthy living.

While active transportation is a popular form of recreation in the Municipality, 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 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 active transportation benefits community health is through a reduction in carbon emissions and air pollution. Active 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. A report from CAA shows that, on a personal level, car ownership is the second largest expense for Canadian families, 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 active 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 active transportation can make daily trips easier and less costly and help break the cycle of poverty.

However, active 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. Active 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 active transportation.

The rural settlement patterns of many of the communities within the Municipality typically result in greater travel distances. 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 the Municipality, 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 active transportation modes.

Accessibility of active transportation routes includes the design and maintenance of the built environment, amenities, programs, and promotions. Inaccessible spaces can make active transportation less comfortable and navigation of these spaces becomes difficult or impossible for some users.

The hilly terrain in parts of the Municipality 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 size of Kings County, as well as the governmental structure means that active transportation is 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.

Local Opportunities

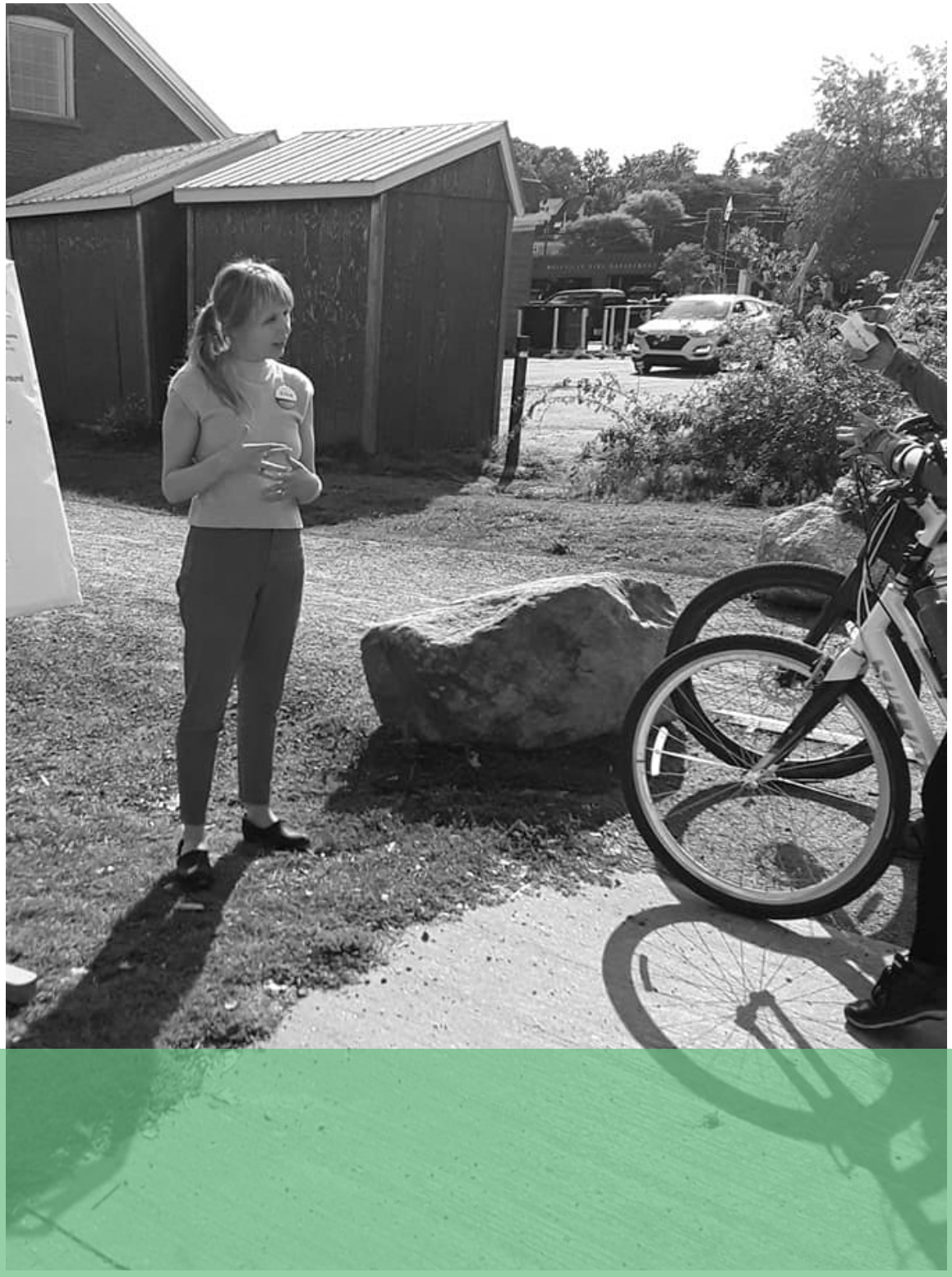
The existing active transportation network is a significant asset for the Municipality. The existing routes, including the Harvest Moon Trail, local trails such as Blackrock Trails and Cape Split, local community cores and the supporting regional transit network all come together to create an excellent 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.



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 active transportation such as walking, rolling, cycling, skateboarding, and more. In October and November 2020, 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
- Email submissions from local stakeholders and residents

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 active 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.

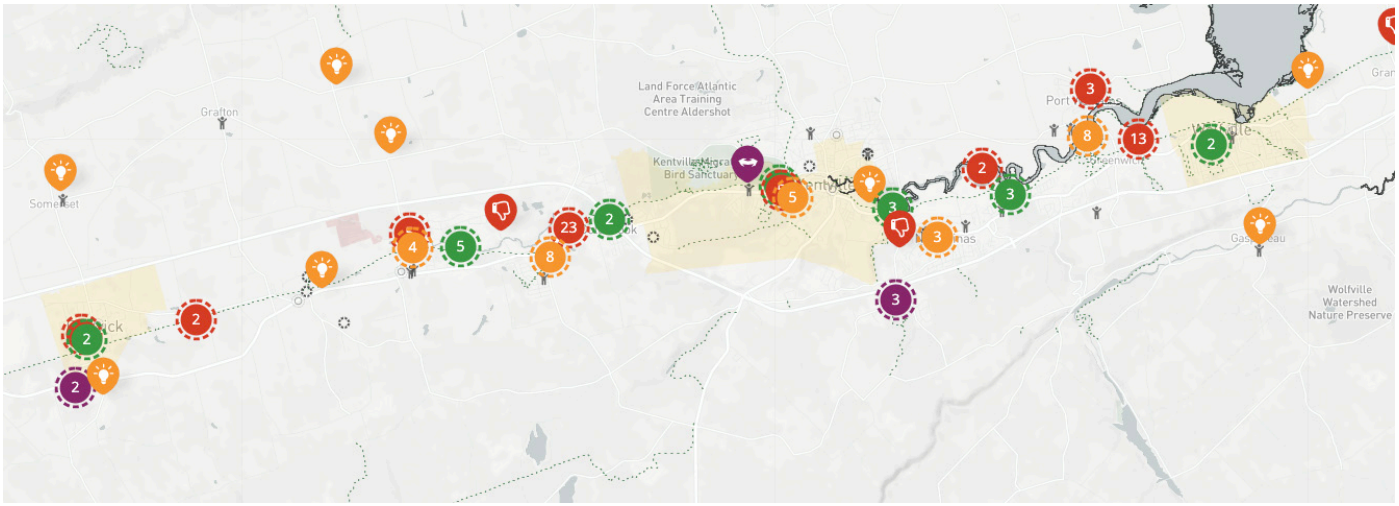
Some participants noted that more promotional and mapping products are needed, targeted towards local residents. They added that these materials should be available on- and offline, and introduce community members to all local trails and route options, also indicating available amenities and connections 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.

As was the case throughout Canada, uptake of active 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 active transportation into all government operations.

Following the public release of the Draft Plan, the second phase of engagement was completed throughout March and April of 2021 and included:

- An online interactive map and survey
- Copies of the Draft Plan and workbooks placed in public buildings throughout the County
- An online public workshop
- A youth workshop with Highbury Education Centre
- A Council workshop
- Email submissions from local stakeholders and residents

Feedback on the Draft Plan provided insight into priorities for implementation, as well as opportunities to improve or adjust existing recommendations to meet the needs of the community.



A screenshot taken from the Active Kings interactive map shows comments placed throughout Kings County.

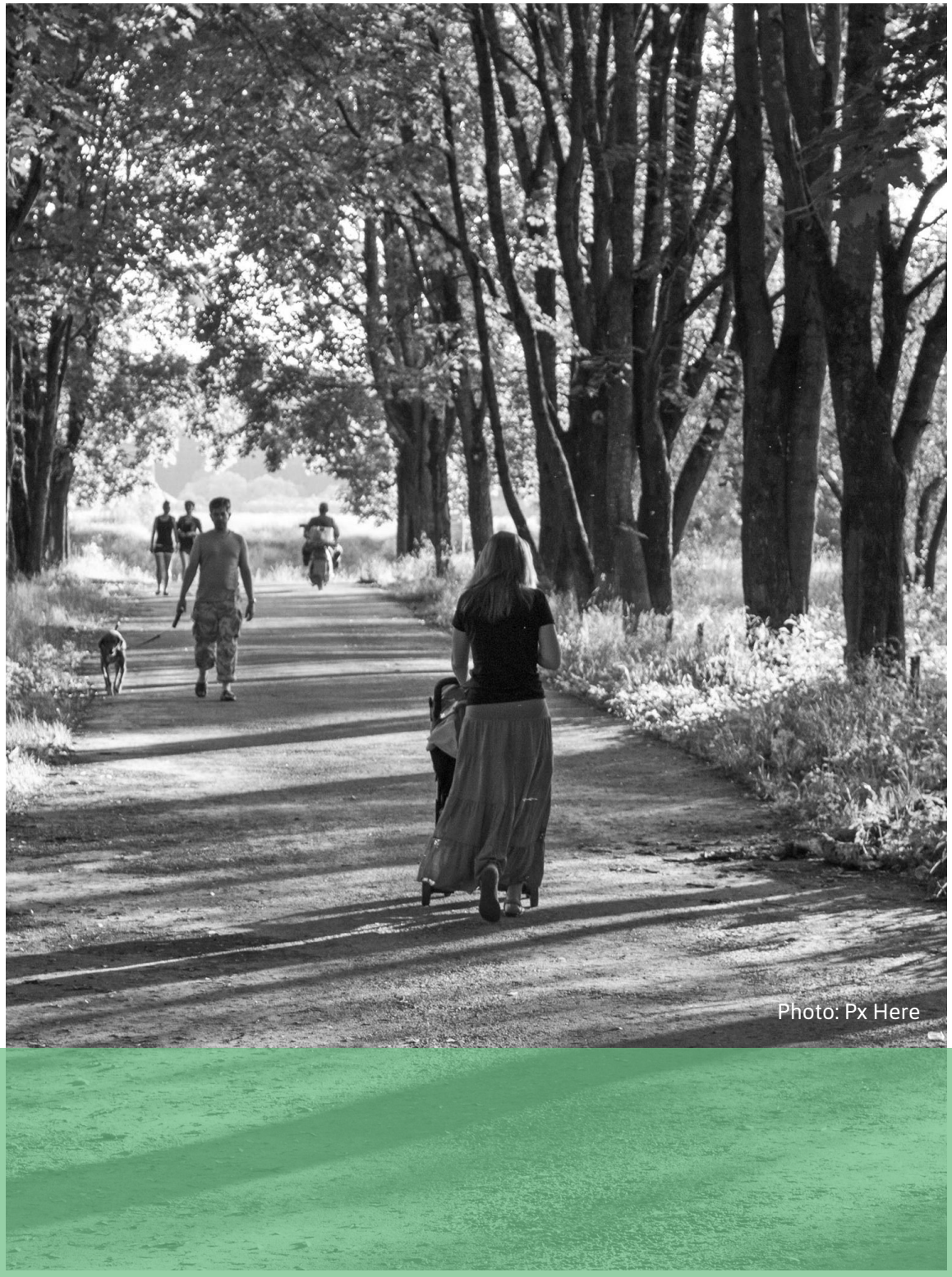
Much of the input we heard centered on inclusion and safety for active transportation users. Some priorities that emerged from this second round of consultation included amenities such as washrooms, seating, and bike racks along streets and trails. Other comments focused on connections with transit, accessible trails and pathways, and road safety.

Throughout all engagement platforms, community members and stakeholders highlighted recommendations where additional infrastructure would be necessary, such as shared roads that could be accompanied by paved shoulders.

Participants in our youth workshop identified opportunities for playful elements and intergenerational outdoor spaces, as well as additional equipment loans they would like to see.

Conversations with local recreation partners as well as the Provincial Department of Transportation and Active Transit determined areas where the plan could better align with other local strategies and priorities.

Community members were eager to see this plan completed, and voiced their concerns and hopes for implementation, offering input on partnerships and funding opportunities.



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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

Active 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.

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 active transportation facilities are limited.

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 active transportation for commuting or leisure. This plan aims to make active 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.

Prioritize safety & comfort

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

Photo: Municipality of the County of Kings

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 active transportation. This plan aims to highlight the benefits of active transportation, as well as awareness of local opportunities, and safety and etiquette guidelines.

Photo: Municipality of the County of Kings

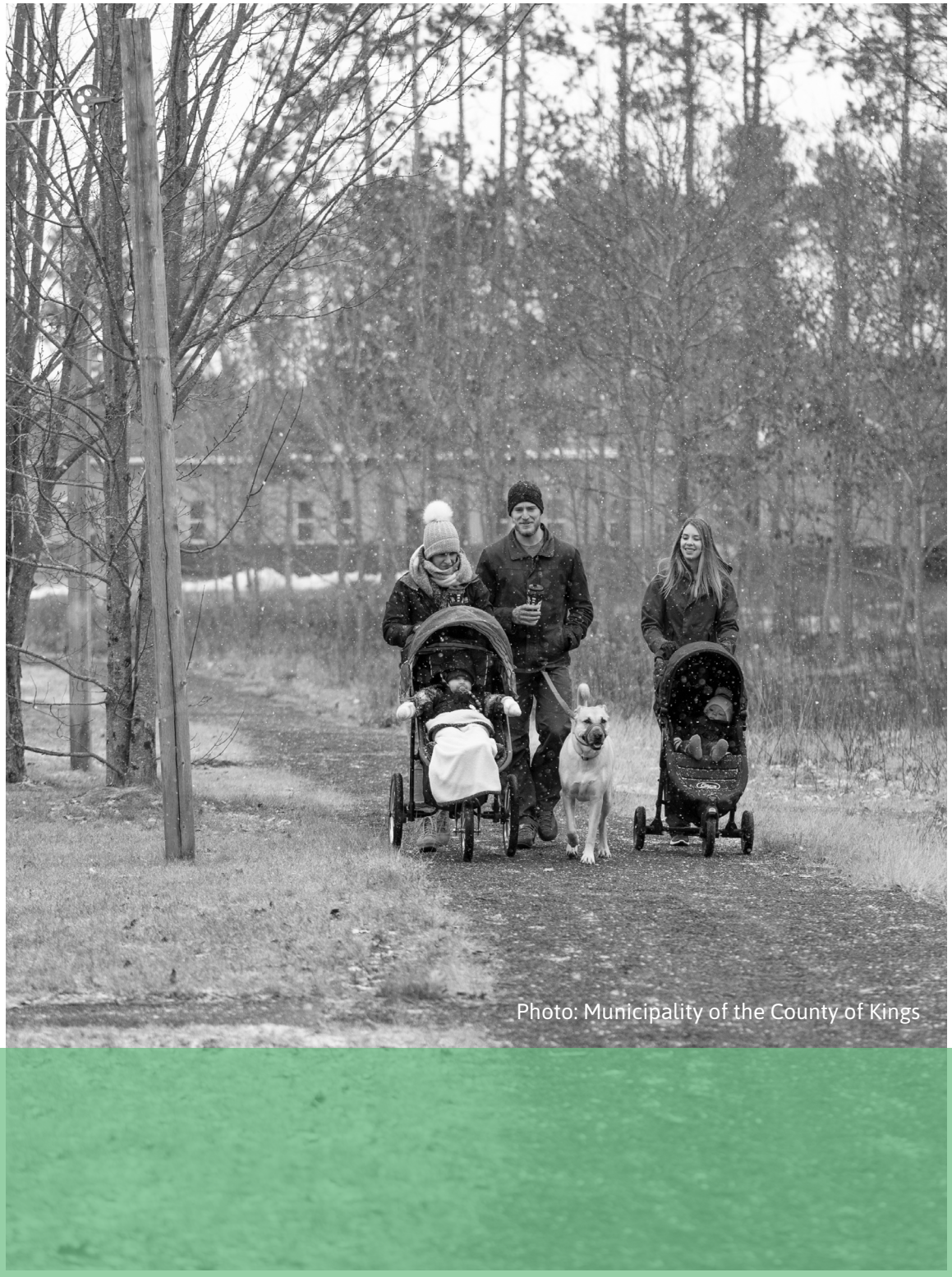


Photo: Municipality of the County of Kings

Network Design

The primary component of a strong system of active 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 active 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.

Photo: Adobe Photo Stock

Approach

The most obvious way to encourage active transportation in the Municipality 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. 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 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 community. 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 Active Transportation Network includes shared roads, bike lanes, paved shoulders, multi-use pathways, sidewalks, and trails. Each of these classes can be regional or local route types.

The following pages describes the route classes used in the 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 Baglole

Shared Road

Cost:

AT Modes:

Level of Comfort:

Shared roads use signs to indicate that the road is a preferred route for 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.

The Province allows shared roads on low volume roads with volumes less than an annual average daily traffic less than 1000 vehicles per day.

Shared roads should feature “Bike Route” signage, or directional signage that acknowledges that the road is a designated bicycle route. “Share the road” warning signs may be used to indicate a change in infrastructure such as a road narrowing.

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.

Paved Shoulder

Cost:

AT Modes:

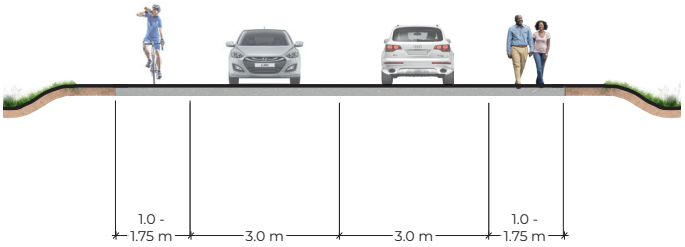
Level of Comfort:

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.

To be signed as a cycling route, the Province requires paved shoulders on Provincial roads to have an annual average daily traffic less than 1000 vehicles per day, and a posted speed zones of 80 km/h or less.

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. The Province prefers to add shoulder when the road is part of new road construction, and the road is included in capital paving and repaving projects.

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.



Bicycle Lane

Cost: $ $

AT Modes:

Level of Comfort:

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 1.8-2.1 metres wide (but must be at least 1.5 metres wide) and are demarcated with a bicycle stencil placed in the center of the lane, and signage.

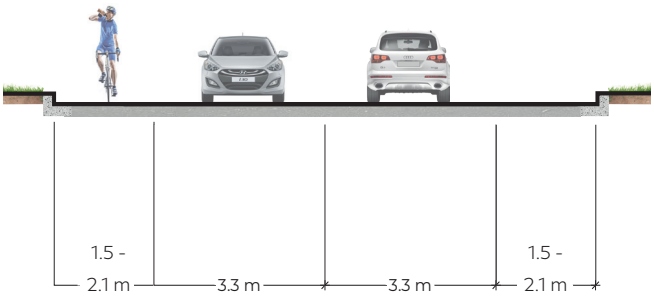
It is important that bicycle lanes are well maintained and stay obstacle-free and are kept clean of debris, snow, and ice. Drainage and any other infrastructure should be kept out of the bicycle lane in order to ensure a clearway that is sufficiently wide for active transportation users to travel safely.

It is also important that local law enforcement are aware that bicycle lanes are not allowed to be 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.

Road widths in the below illustrations will vary by jurisdiction.



Sidewalk

Cost:

AT Modes:

Level of Comfort:

The sidewalk is the area next to the buffer area and travel lane. 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.

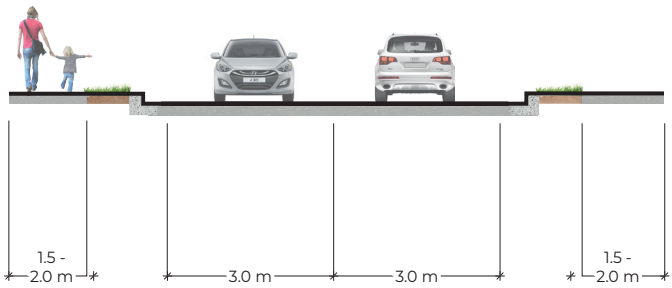
Those younger than 11 years old are permitted to ride a bicycle on a sidewalk, though bicycles on a sidewalk must keep right, if practical, except when passing, and may travel no faster than 7 km/h.

Rules around other forms of active transportation like skateboarding and rollerblading or rollerskating are less clear in Nova Scotia; these modes are prohibited on provincial highways and Municipal Councils may regulate their use on sidewalks, trails, and Municipal roads. 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) and current CSA B651 Accessible Design for the Built Environment as closely as possible, and refer to the Recommendations to the Government of Nova Scotia on Accessibility Standards in the Built Environment and any resulting regulations.



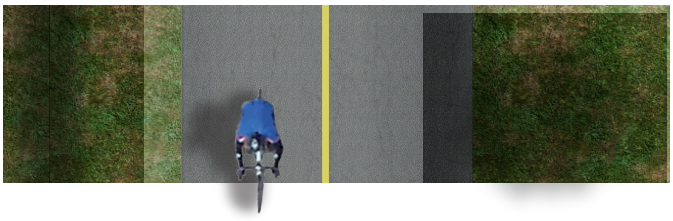
Multi-Use Pathway

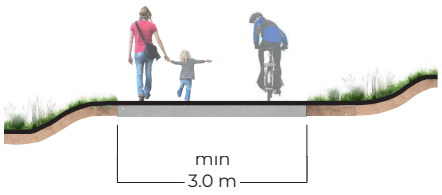
A multi-use path can be used for recreation while also serving as the backbone of an active transportation network. Depending on the surface type, these paths can be shared by a variety of travel modes including walking, cycling, skateboarding, in-line skating, and the use of strollers and assistive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





Pedestrian Trail

Cost:

AT Modes:

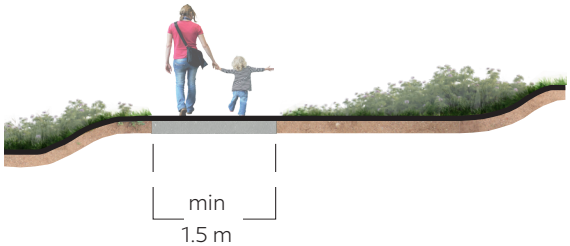
Level of Comfort:

Pedestrian trails 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.

Pedestrian trails should meet the guidelines set out by the current CSA B651 Accessible Design for the Built Environment as closely as possible, and refer to the Recommendations to the Government of Nova Scotia on Accessibility Standards in the Built Environment and any resulting regulations.

- Trail treads must be a min. of 1.5m (5') 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



Key Destinations

Key destinations or amenities are a good starting place to understanding the daily trips residents make within the County.

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, The map on page 34 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

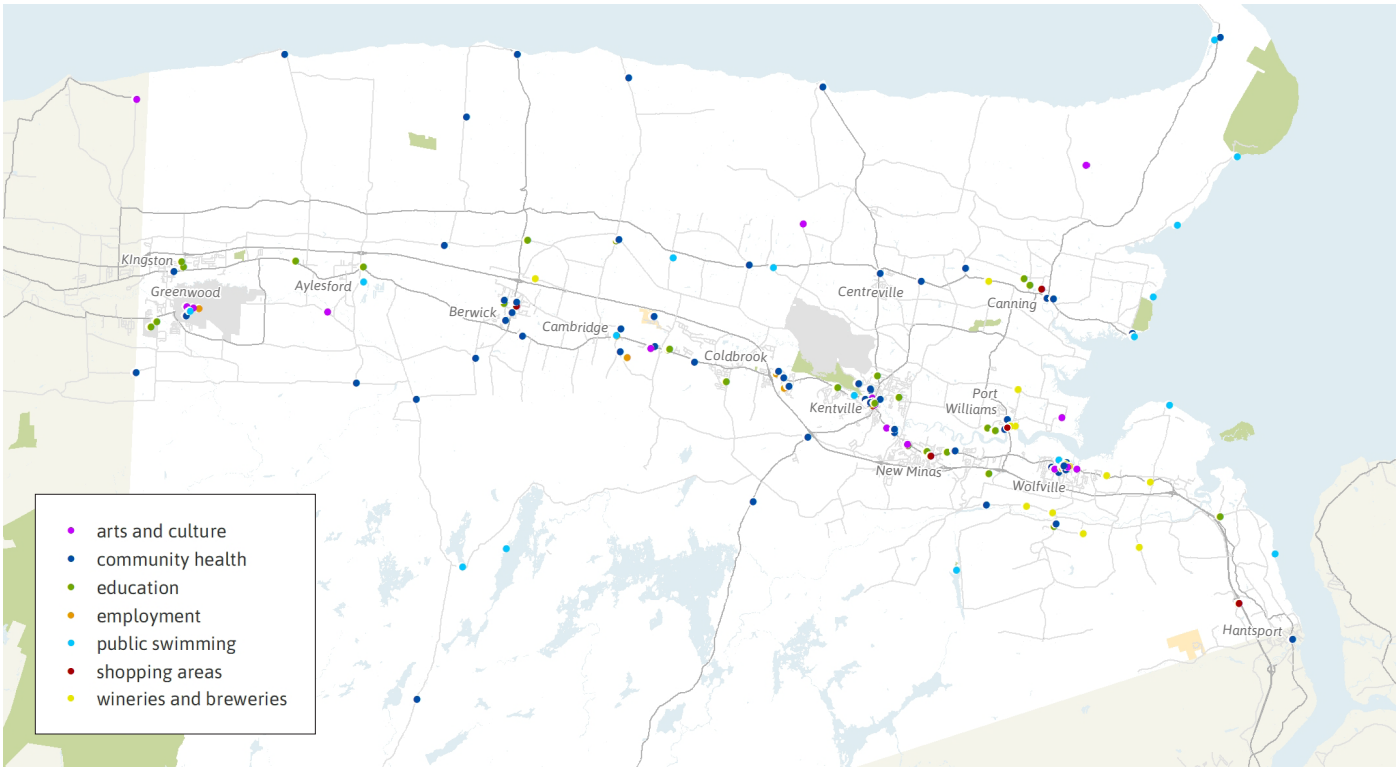
There are many opportunities for swimming in Kings County, including both indoor and outdoor pools, lakes and beaches. Pools are concentrated along the Trunk 1 corridor, while beaches are spread along the eastern coast.

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.



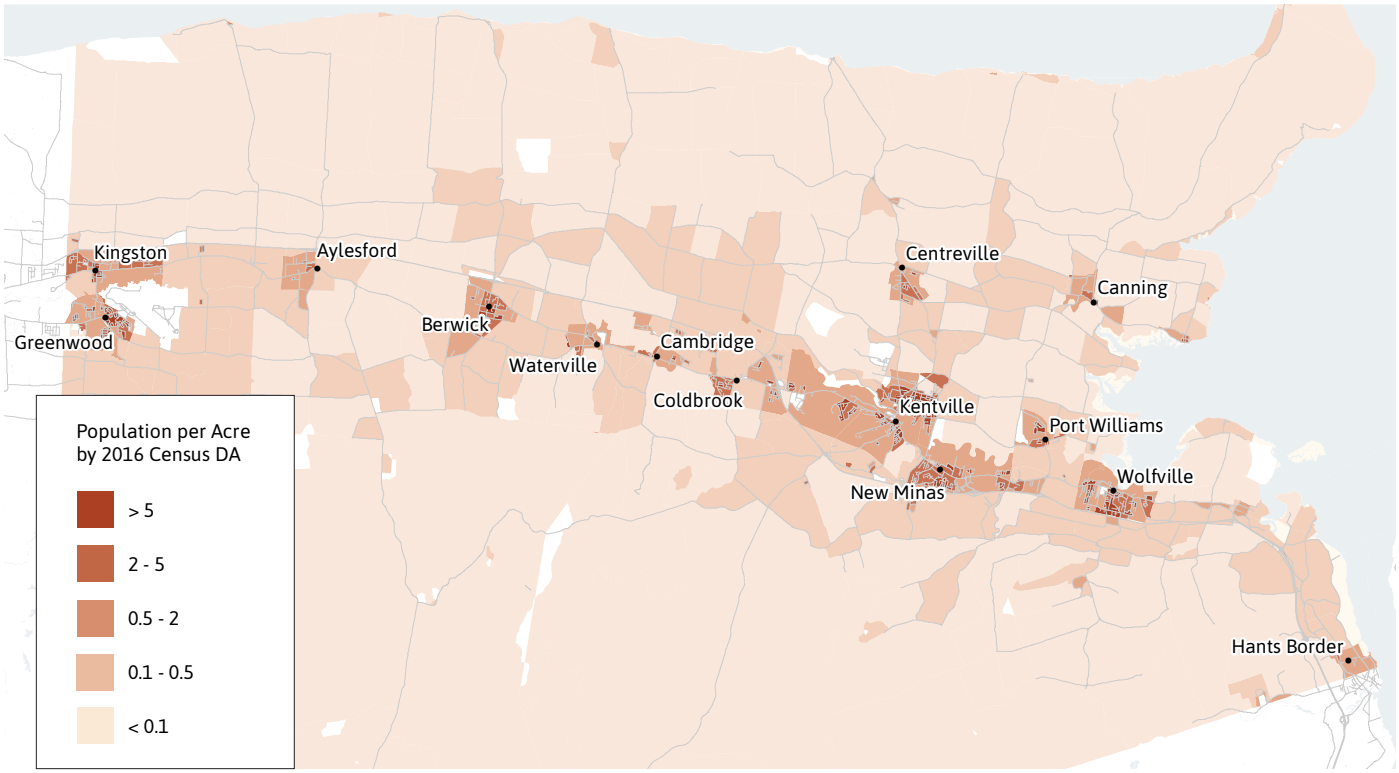
Key Destinations within Kings County.

Population Distribution

Population density tends to overlap with key destinations, and together they identify where active transportation connections are most important.

Kings County is made up of numerous individual communities, mostly clustered along Trunk 1. The communities 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. 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. However, rural communities disconnected from this network are currently isolated from the active transportation network.



Population density within Kings County.

How to Navigate the Network Recommendations

Network Structure

Recommended routes for the active transportation network include the following:

- Regional Network: these are longer, uninterrupted routes which enable efficient travel over long distances. These routes are depicted in a thicker line on all maps.
- Local Networks: these are shorter routes for 10 communities within the Municipality.

Networks within the Town boundaries of Berwick, Kentville, and Wolfville have been excluded from these recommendations. In some places, the maps indicate where a route should continue through these Towns.

This section begins with maps of the Complete Network, which show the full active transportation network, including proposed and existing Regional and Local routes. This is followed by a map of the Blue Route, a province-wide cycling network.

Map Types

Each of these networks are illustrated by two kinds of maps:

- Routes by Facility Type: these maps show proposed and existing routes colour-coded by facility type (e.g. multi-use pathways, bike lanes and paved shoulders, shared roads, sidewalks and trails, and pedestrian connections where land ownership may pose a barrier and the exact route is not determined).
- Routes by Phasing: these maps shows proposed routes colour-coded by phase (e.g. short-, medium-, long-term, opportunity), and existing routes in grey.

Recommendation Codes

Each proposed route on the Regional and Local Network maps have a number attached to them, which corresponds with the description for that route. Each route can be referenced by a three-digit code made up of the two letters referencing the category, and the number seen on the map. For example:

- The RE-1 route is part of the Regional (RE) Network
- KI-1 is part of the Kingston (KI) Network.

These codes will be referenced in the implementation and monitoring of this Active Transportation Plan.

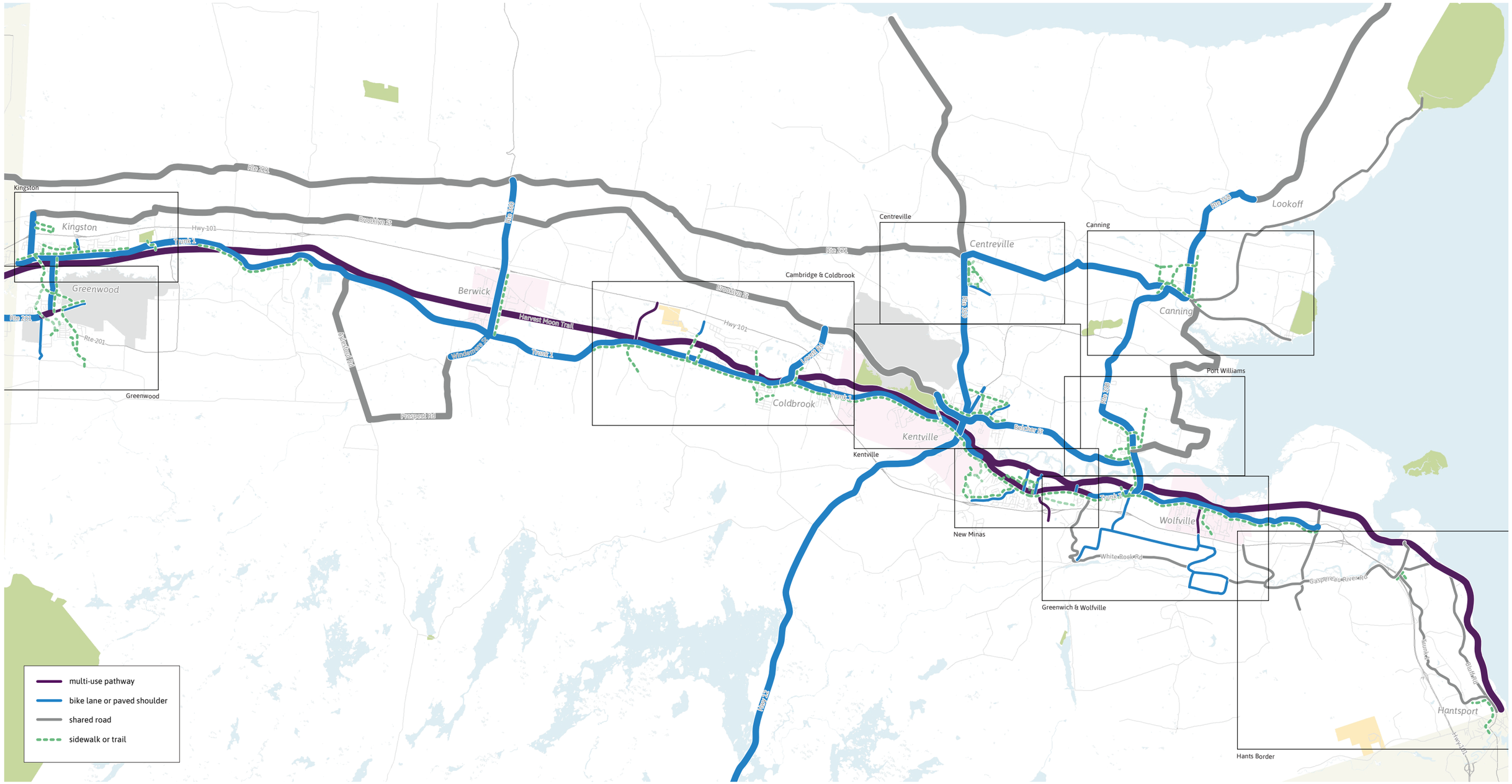
Recommendation Descriptions

The route descriptions provide details about the proposed route, including:

- Facility type(s)
- Length of the proposed infrastructure changes
- Start and end points of the route
- Phase
- Cost estimate
- Existing infrastructure on the route
- Proposed infrastructure changes
- Destinations the route would connect
- Potential barriers to implementation
- A context map highlighting the proposed route in yellow

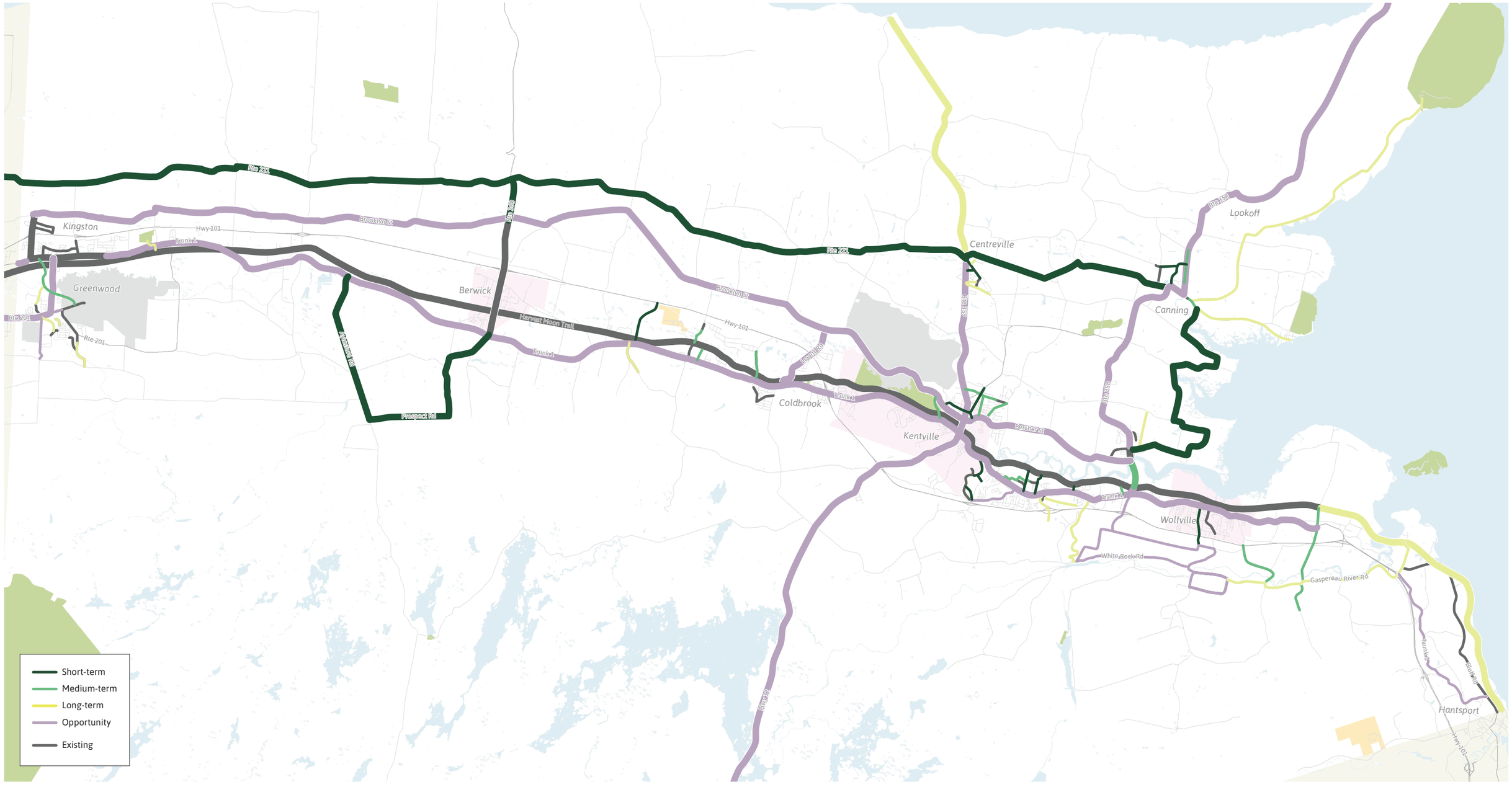
Complete Network Map

Routes by Facility Type



Complete Network Map

Routes by Phasing

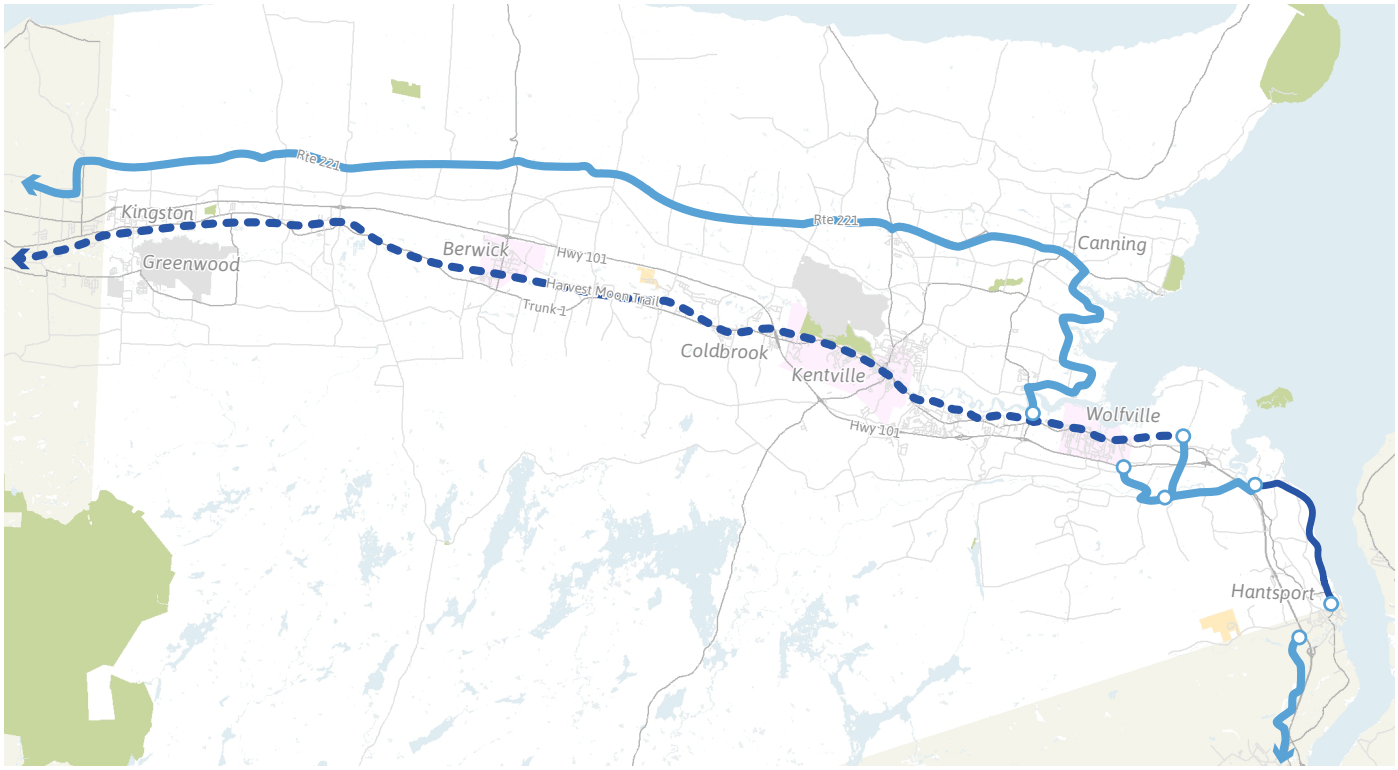


Blue Route

The Blue Route is a province-wide cycling network made up of shared lanes, paved shoulders, local bikeways, and trails. Developed through a partnership between the Province and Bicycle Nova Scotia, Blue Route has its own set of design criteria and signage. Both the regional and local networks include some recommendations which follow planned Blue Routes, budgeted by the Department of Transportation and Active Transit.

The below map illustrates both existing and proposed Blue Route facilities. Existing Blue Route sections which are currently open include the Harvest Moon Trailway and Bluff Road between Avonport and Hants Border.

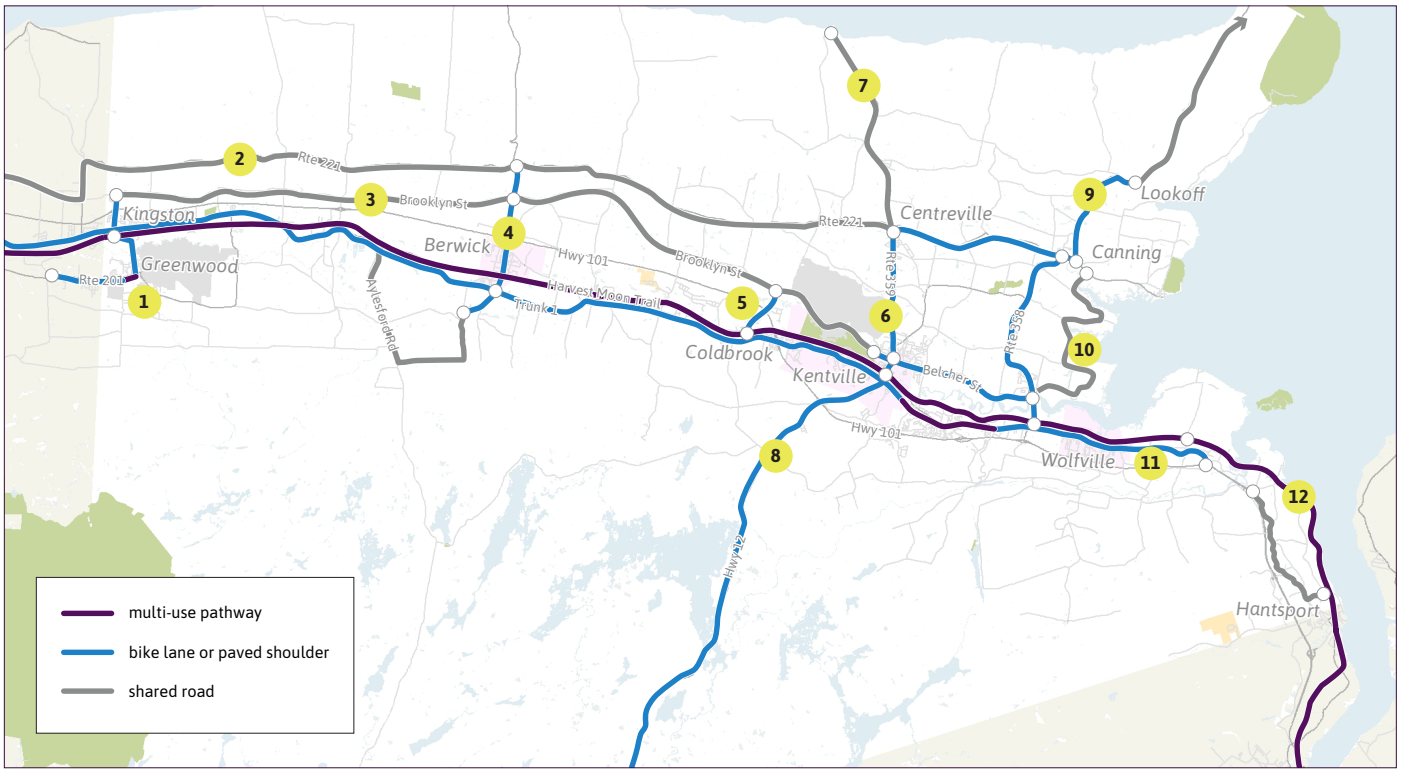
Nova Scotia Blue Route



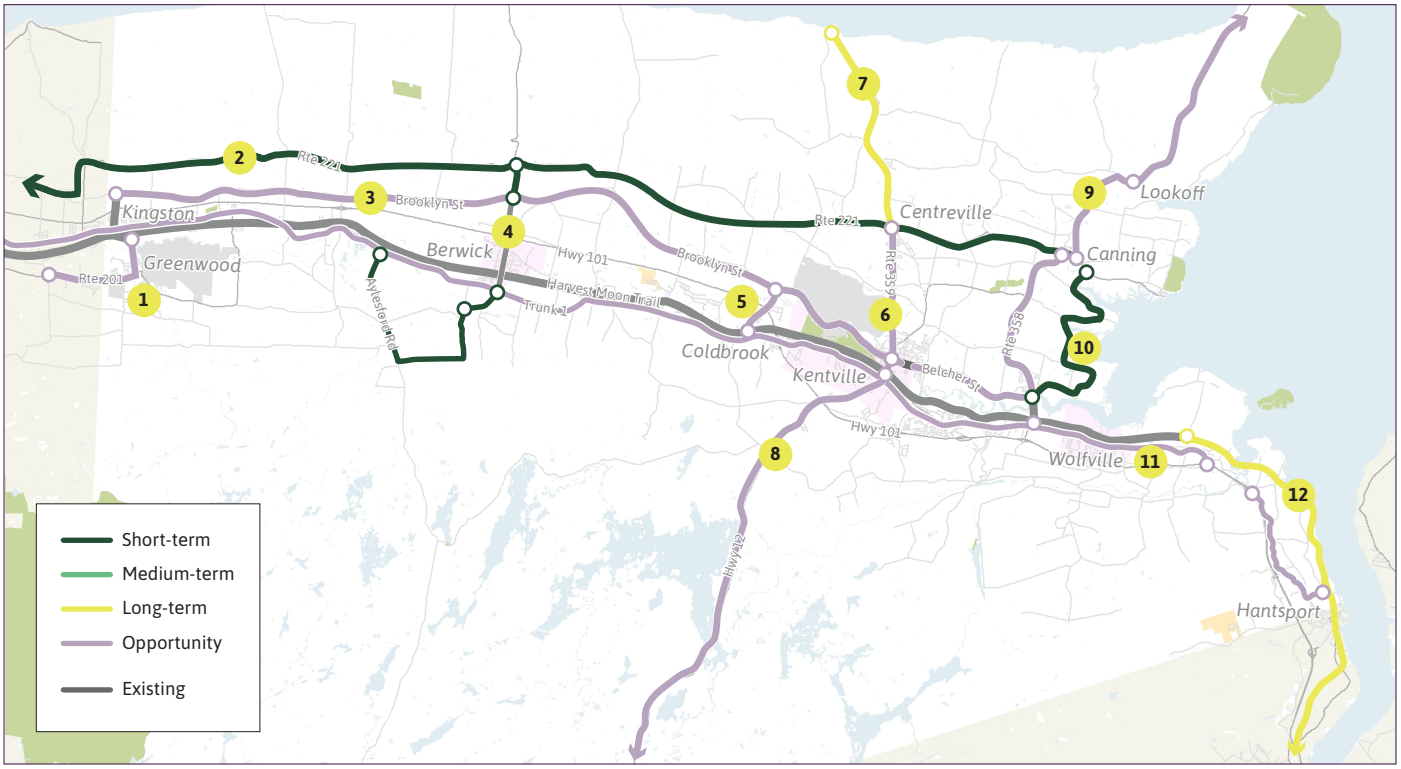
Regional Network [RE]

Photo: Municipality of the County of Kings

Routes by Facility Type



Routes by Phasing



1 Kingston-Greenwood Connector

Facility: Paved shoulder

Length: 6.4 km

Start: Marshall Rd at Brooklyn St

End: Rt 201 at Torbrook Rd

Phase: Opportunity

Cost Estimate: $423,750

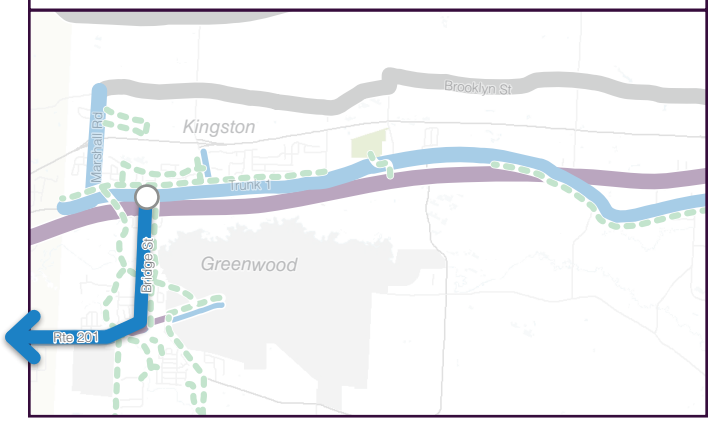
Paved shoulders are recommended to link the following:

- Marshall Rd (existing paved shoulder)
- Bridge Street
- Route 201 towards Annapolis County.

This would create a connection into Greenwood from:

- Highway 101
- Kingston
- Meadowvale
- Torbrook

Although a paved shoulder already exists along Bridge Street, there are some areas where it could be widened or extended. The bridges on this road can not accommodate a shoulder and may require share the road signage. Recommendation KI2 on page 52 discusses recommendations for the pedestrian network on this route.



2 North Mountain Regional Bikeway

Facility: Shared road & paved shoulder

Length: 48.6 km

Start: Rt 221 towards Annapolis County

End: Rt 221 at Rt 358

Phase: Short-term

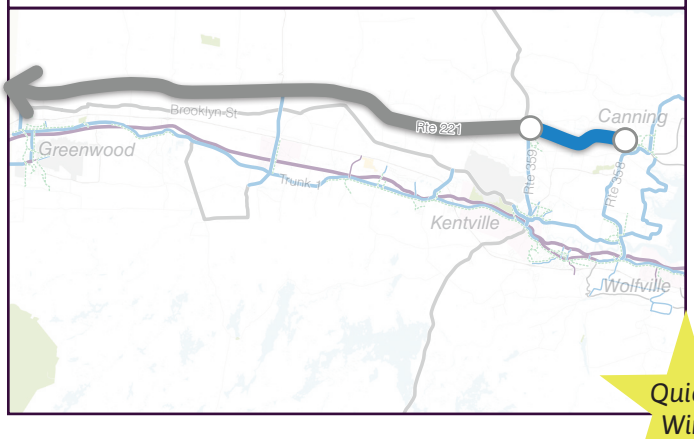
Cost Estimate: $1,001,425

A bikeway is recommended for Route 221, including:

- A shared road between the Annapolis County boundary to the intersection of Route 359 at Centreville
- A paved shoulder between Centreville and Canning

This is one of the most northern connections recommended for the network, and serves as a quiet route for cyclists traveling east to west. It is also a proposed section of the Blue Route, a provincial network of signed cycling routes.

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.



Quick Win

3 Brooklyn & Belcher Regional Bikeway

Facility: Shared road & paved shoulder

Length: 50.6 km

Start: Brooklyn St at Marshall Rd

End: Belcher St at Rt 358

Phase: Opportunity

Cost Estimate: $1,199,500

This already popular route would be upgraded to:

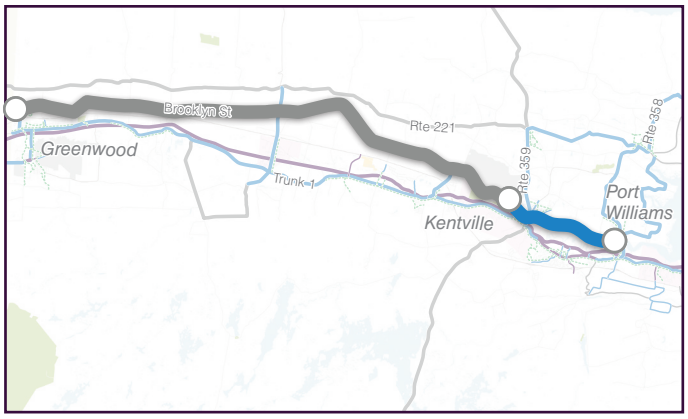
- Begin with a shared road on Brooklyn St that links into the Blue Route from Middleton into the Municipality of Kings County.
- Continue east to Brooklyn St and Tupper Rd in Kentville
- Transition to paved shoulders, continuing onto Belcher Rd until it meets Rt 358.

This route provides important access to destinations including:

- The Valley Regional Hospital
- Downtown Kentville
- Aldershot and other communities north of Kentville
- Nova Scotia Community College Kingstec
- Port Williams

While some sections currently have one-sided sidewalks and paved shoulders, a consistent facility would improve the experience for cyclists and pedestrians.

The western portion of this paved shoulder has sidewalks on one side, which may require the centerline to be shifted upon shoulder paving. Repaving is needed on some sections, and improvements should be coordinated with the paving schedule.



4 Berwick Connector

Facility: Paved shoulder & Shared road

Length: 15.2 km

Start: Rt 360 at Rt 221

End: Aylesford Rd at Trunk 1

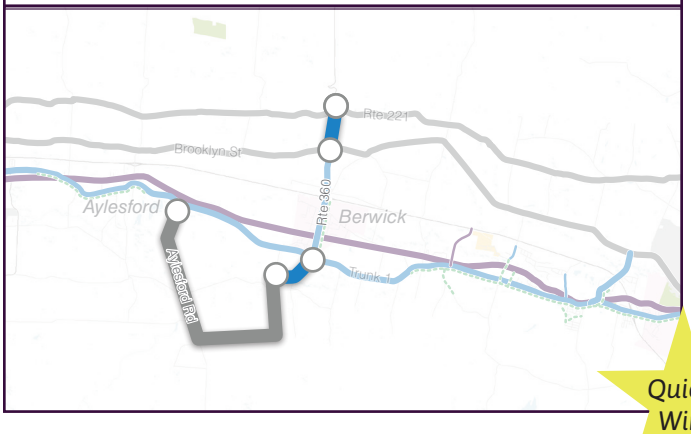
Phase: Short-term

Cost Estimate: $752,175

Paved shoulders are recommended for Route 360, filling in existing gaps between Route 221 and Windermere. This would improve connections to the north and south of Berwick, linking the following:

- Brooklyn Street bike route (see RE3 page 43)
- Route 221 bike route (see RE2 page 42)
- Somerset School
- Beattie Drive trailer court
- Downtown Berwick and the Commercial St bike lane
- The Harvest Moon Trailway.

Connecting to the south end of this route, a shared road through Morristown would run along Windermere, Prospect, and Aylesford Rd.



Quick Win

5 Lovett Road Connector

Facility: Paved shoulder

Length: 2.9 km

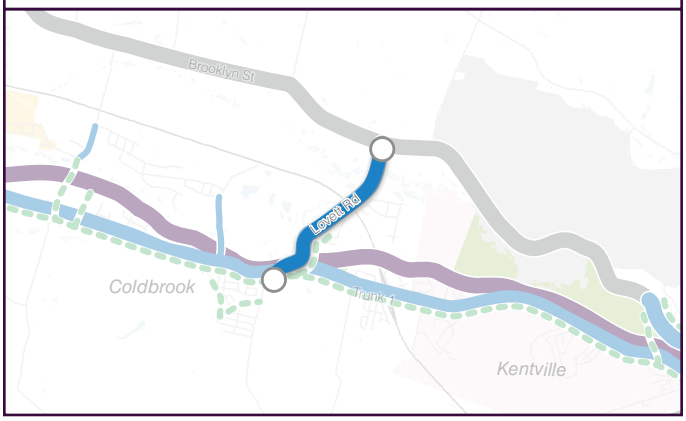
Start: Lovett Rd at Brooklyn St

End: Lovett Rd at Harvest Moon Trail

Phase: Opportunity

Cost Estimate: $496,250

Paved shoulders are recommended for Lovett Road, connecting the Coldbrook commercial centre to the Brooklyn Street bike route. Lovett Road is a residential street which links directly onto the Harvest Moon Trailway, and a paved shoulder would improve connectivity within Coldbrook and the broader active transportation network.



6 Centreville -Aldershot Connector

Facility: Paved shoulder

Length: 6.5 km

Start: Rt 359 at Rt 221

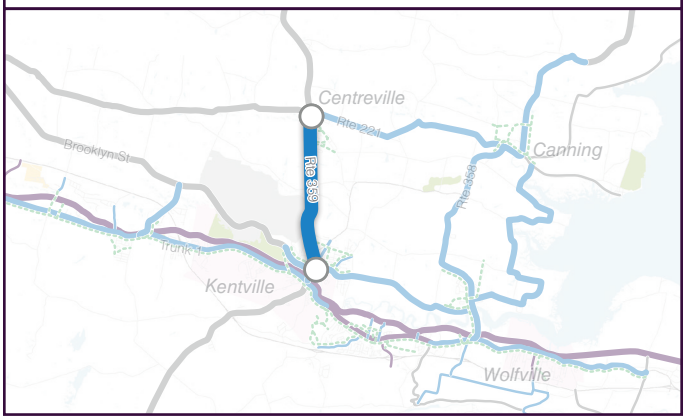
End: Rt 359 at Belcher St

Phase: Opportunity

Cost Estimate: $364,750

Centreville is one of the only communities in The Municipality with a relatively dense population that is very set back from the central spine of the Harvest Moon Trailway and Trunk 1.

A paved shoulder on Route 359 would allow Centreville residents to use active transportation to access services and employment in Kentville, as well as the Harvest Moon Trailway, and improve connections within the Aldershot community.



7 Halls Harbour Connector

Facility: Shared road

Length: 10.9 km

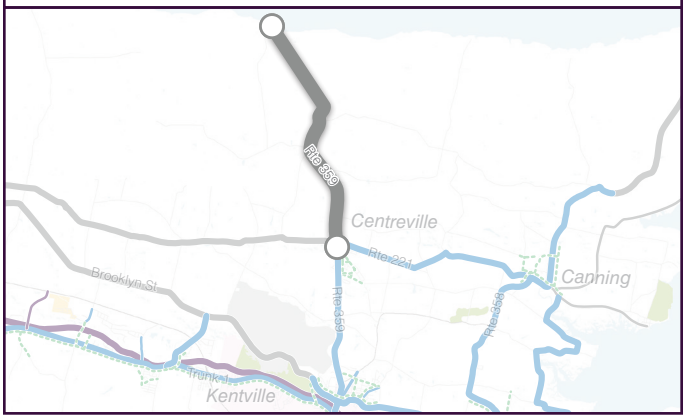
Start: Rt 359 at Cove Rd

End: Rt 359 at Rt 221

Phase: Long-term

Cost Estimate: $29,975

Halls Harbour is a popular destination in the north of Kings County, right on the Bay of Fundy. Route 359 between Centreville and Halls Harbour is quiet, and does not require dedicated active transportation infrastructure. A shared road would formalize this connection for cyclists, and promote the destination among residents and tourists.



8 Chester - Kentville Regional Bikeway

Facility: Paved shoulder

Length: 29 km

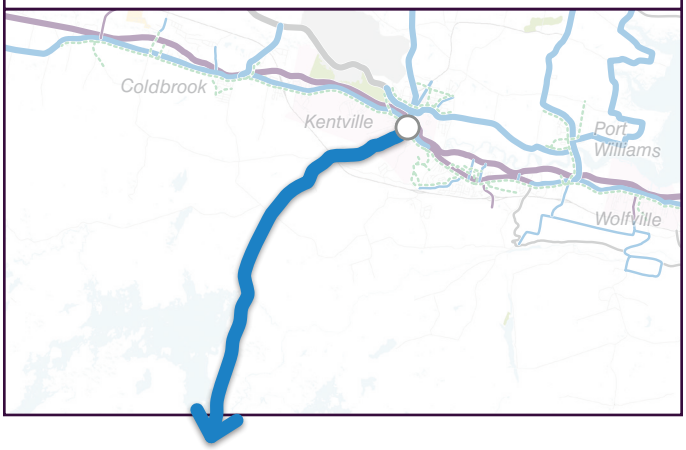
Start: Hwy 12 at Trunk 1

End: Hwy 12 towards Chester Basin

Phase: Opportunity

Cost Estimate: $1,755,000

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. Paved shoulders are recommended for Trunk 12, which stretches from Kentville to Chester Basin.



9 Cape Split Connector

Facility: Paved shoulder & Shared road

Length: 31 km

Start: Rt 358 at Scotts Bay

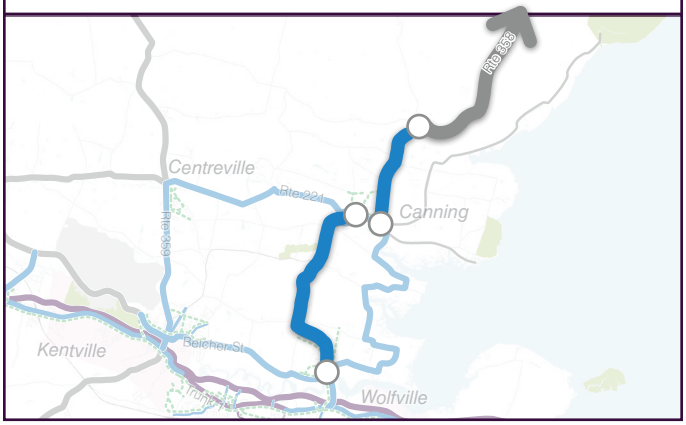
End: Rt 358 at Trunk 1

Phase: Opportunity

Cost Estimate: $1,506,250

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 communities. The highway continues north of the Lookoff, where it would transition to the shared road connecting to the Cape Split Trailhead.

To ensure the safety of pedestrians and cyclists accessing the Harvest Moon Trailway from this route, page 111 recommends an improved crosswalk at the trail entry. Recommendation PW1 (page 84) also discusses recommendations for a sidewalk extension and bridge improvements in Port Williams. Finally, recommendation GW3 (page 79) discusses a southern extension of this route.



10 Port Williams - Canning Regional Bikeway

Facility: Shared road

Length: 12.9 km

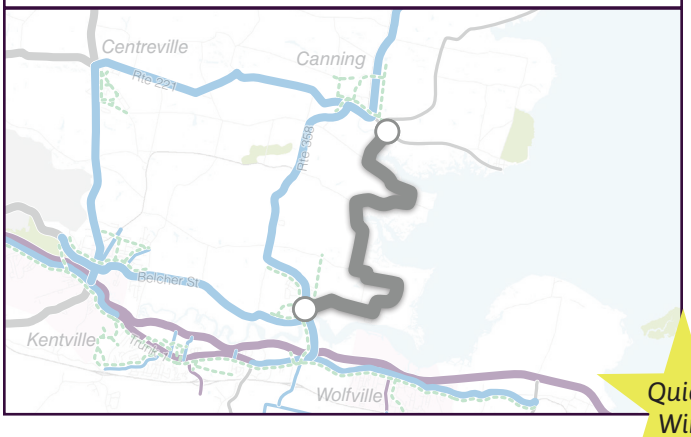
Start: Kars St at Route 358

End: Canning Aboiteau Rd at Route 221

Phase: Short-term

Cost Estimate: $35,475

A shared road is recommended which would run along the coastline between Port Williams and Canning. This follows the proposed Blue Route, and provides a less direct, more scenic alternative to RE9 (page 45), which would require more time and investment to develop.



Quick Win

11 Trunk 1 Improvements

Facility: Paved shoulder, bike lane, multi-use path (asphalt), sidewalk

Length: 68.5 km

Start: Trunk 1 at Kings County western border

End: Trunk 1 at Kings County eastern border

Phase: Opportunity

Cost Estimate: $8,701,400 – $10,526,400

While many active transportation users 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 people to turn onto this road to reach their destinations.

The existing facilities vary along the length of Trunk 1, so recommendations for this route are divided into the following categories:

Paved shoulders:

» All along Trunk 1 from the western boundary of Kings County to Grand Pré, filling in gaps in the existing facility

Painted bike lanes:

» From Lockhart Mountain Road in Coldbrook into the Town of Kentville

» Between the Village of New Minas' eastern border into the Town of Wolfville, where it would meet the existing Main Street bike lane

Multi-use path (asphalt):

» On the south side of Commercial St throughout the Village of New Minas

Shared Road

» Between Avonport and Hants Border

Sidewalks:

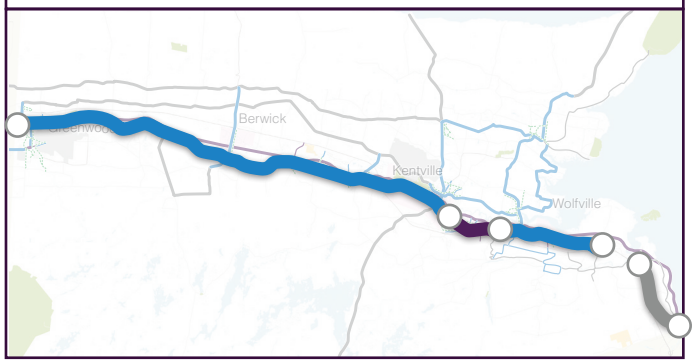
» Kingston: extend existing sidewalk on both sides of the road from Maple Street to Greenwood Road

» Extend Aylesford sidewalk west from New Road to West Kings District High School

» Cambridge: Sidewalk on north side between New Covenant Community Church and George St

» Coldbrook: sidewalk on both sides between Lockhart Mountain Rd and Baden Powell Drive in Kentville

The portion of Trunk 1 between Lockhart Drive and Coldbrook Village Park Drive is under review from the Provincial Department of Transportation and Active Transit for potential road realignment, following which sidewalk installation is planned for 2022-23. This section provides a crucial connection between the Coldbrook commercial area, the Municipal Office, and Kentville. But with 3-4 traffic lanes and curbs on either side, there are limited opportunities for cycling facilities. It is recommended that the option of removing a traffic lane be explored in order to allow the continuation of the proposed paved shoulders. Alternatively, a multi-use path may be more suitable.



12 Harvest Moon Trailway Extension

Facility: Multi-use path (crusher dust)

Length: 12.4 km

Start: Harvest Moon Trail at Grand Pré

End: Old railbed towards Windsor

Phase: Long-term

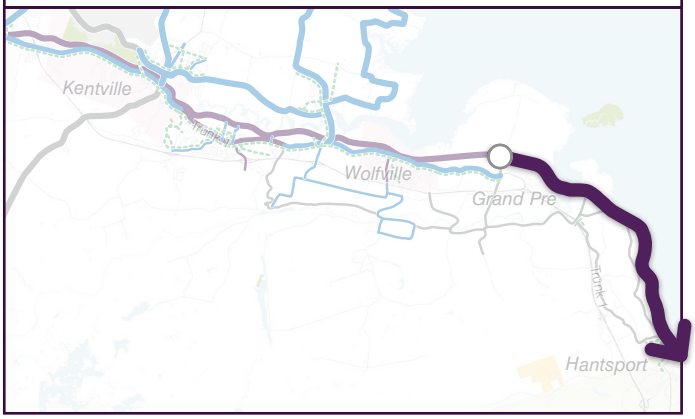
Cost Estimate: $1,240,000 – $1,860,000

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.

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. Extending the trail into Windsor could improve connections to this hub.

The old rail bed forms a right of way that continues outside Kings County borders. Provided the Municipalities could negotiate ownership of this rail bed, the potential extension would be a joint project with adjoining Municipalities.

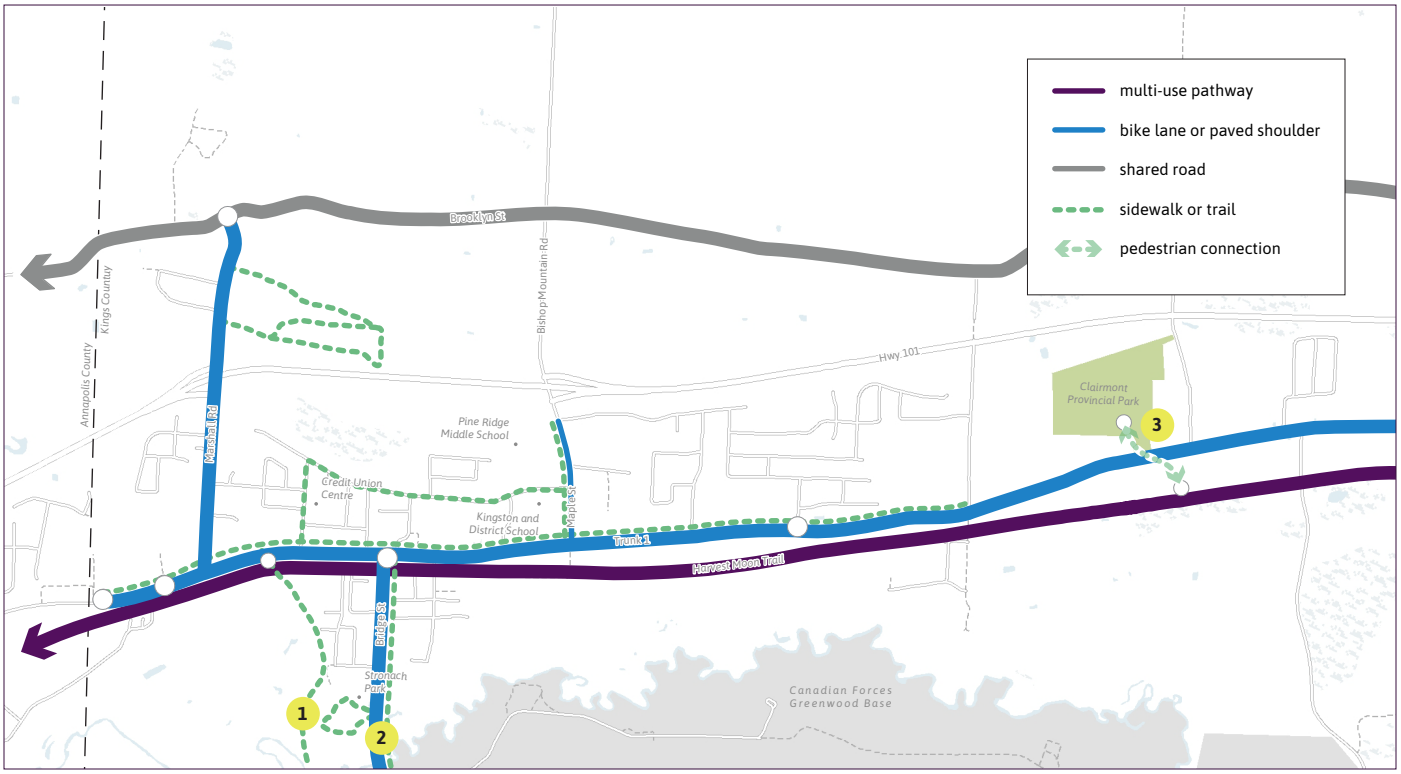
For the Municipality of the County of Kings, this project would require upgrades to the existing rail bridge at Horton Landing, to complete the connection. Trail expansions should be considered in long-term planning for the Harvest Moon Trailway, and discussions with the Annapolis Valley Trails Coalition and West Hants Regional Municipality could explore the options for management and ownership.



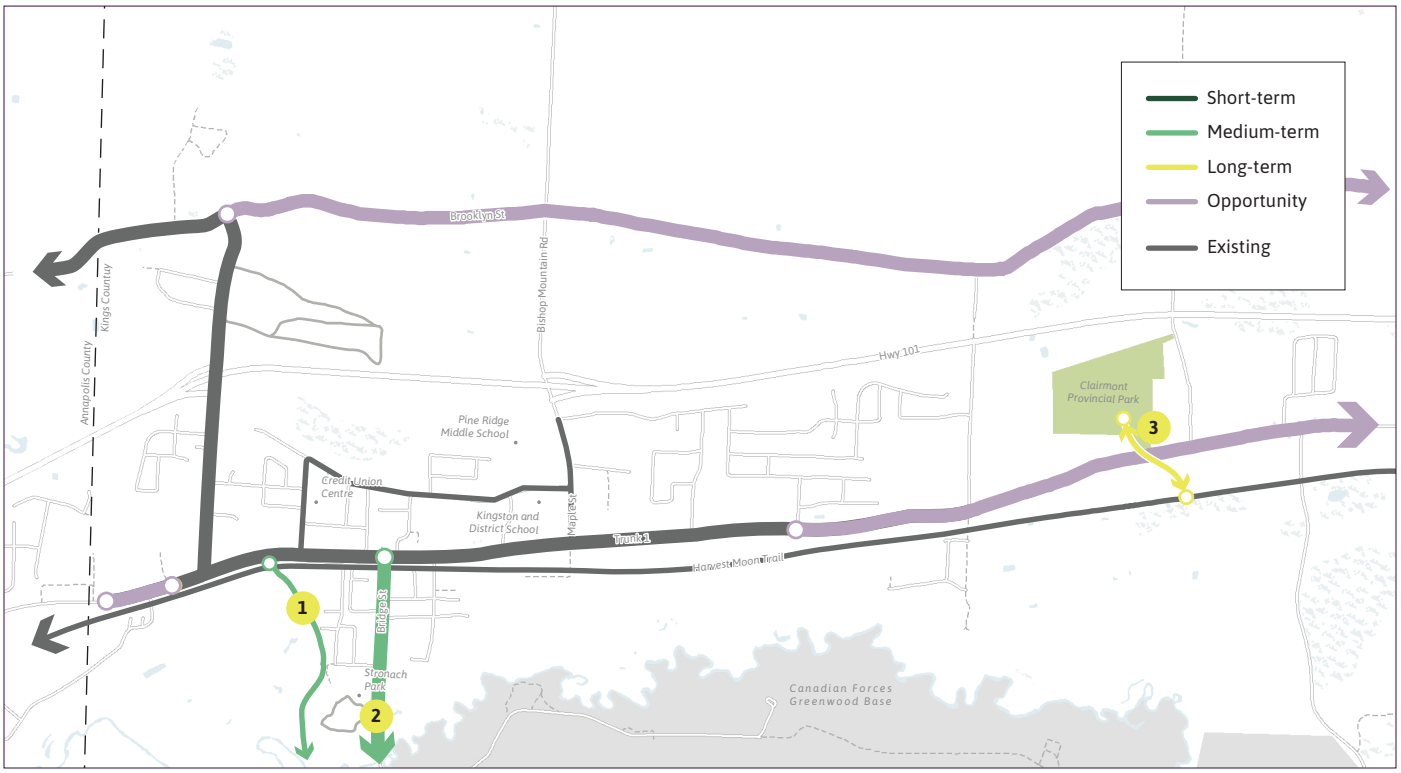
Kingston [KI]

Photo: Municipality of the County of Kings

Routes by Facility Type



Routes by Phasing



1 Kingston - Greenwood Trail

Facility: Pedestrian trail (crusher dust)

Length: 2.8 km

Start: Old rail bed where it meets the Harvest Moon Trail

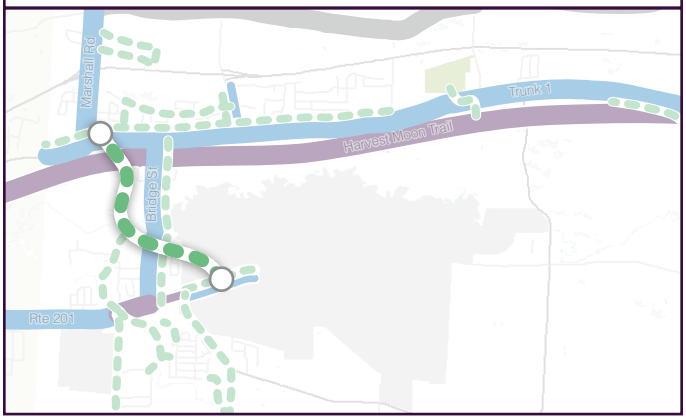
End: Approx. around Ward Rd and Church St

Phase: Medium-term

Cost Estimate: $210,000 – $280,000

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 54 shows the Greenwood extension of this proposed route).

The placement of this trail is approximate, roughly following the old rail line that stems from the Harvest Moon Trail. The private land ownership could create barriers to development that would have to be considered in a feasibility analysis.



2 Bridge Street Connector

Facility: Sidewalk

Length: 2.2 km

Start: Bridge St at Trunk 1

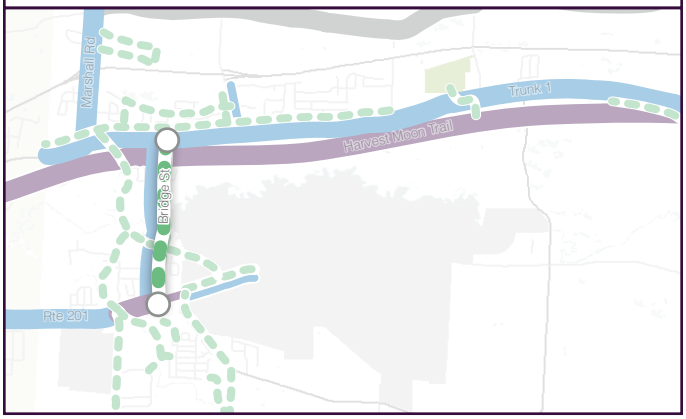
End: Bridge St at Rt 201

Phase: Medium-term

Cost Estimate: $1,200,000 – $1,800,000

Extensions of the existing 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 108.

Recommendation RE1 (page 42) includes discussion of the proposed shoulders for this route.



3 Harvest Moon Trailway Connections at Clairmont

Facility: Pedestrian trail (crusher dust)

Length: 0.5 km

Start: Clairmont Park entrance

End: Harvest Moon Trail approx. opposite the park entrance

Phase: Long-term

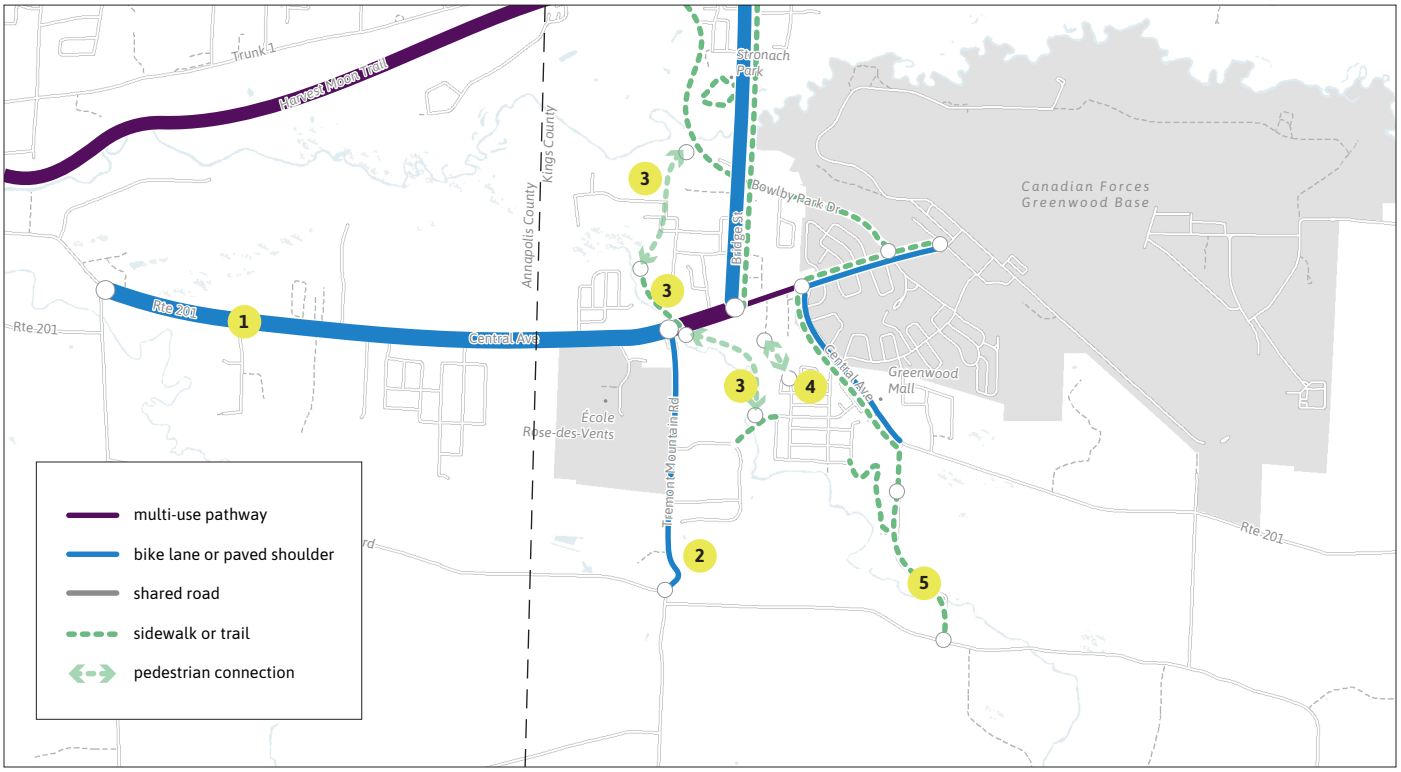
Cost Estimate: $37,500 – $50,000

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 [GR]

Photo: Municipality of the County of Kings

Routes by Facility Type



Routes by Phasing

1 Meadowvale Connector

Facility: Paved shoulder and multi-use path (asphalt)

Length: 5.6 km

Start: Rt 201 at Torbrook Rd

End: Ward Rd at Pathfinder Dr

Phase: Opportunity

Cost Estimate: $516,500

A paved shoulder and multi-use path is recommended for Route 201, from Torbrook Road east into the Greenwood Base. This road connects:

- Meadowvale and Tremont communities
- École Rose-des-vents
- 14-Wing Greenwood Base, which serves as a major employment centre and also hosts a recreation facility open to the general public.

Between Tremont Mountain Road and where the 201 becomes Ward Road, the roadway is bounded by curbs on either side. This section serves as a key commercial stretch with heavier traffic, and so it is recommended that the sidewalk on the south side of the road be expanded into a multi-use pathway. This pathway would connect with paved shoulders on either end.

2 Tremont Connector

Facility: Paved shoulder

Length: 1.8 km

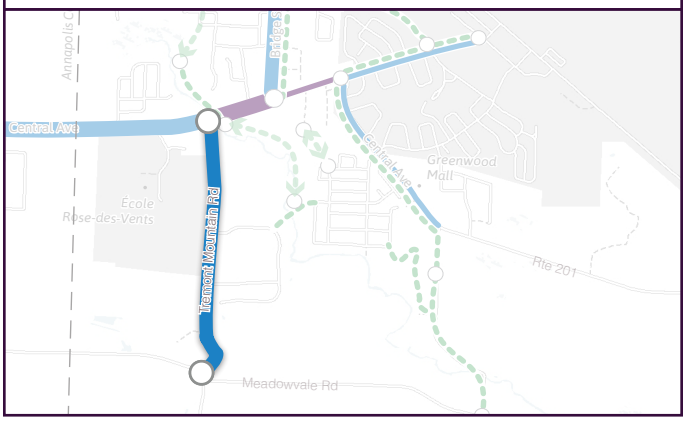
Start: Tremont Mountain Rd at Rt 201

End: Tremont Mountain Rd at Meadowvale Rd

Phase: Opportunity

Cost Estimate: $117,000

Paired with Route 201 (see recommendation GR1, page 56), paved shoulders are recommended for Tremont Mountain Road which would complete this connection for the Tremont community. The shoulder would run south of Route 201 to Meadowvale Road, passing the side-yard of the École Rose-des-vents.



3 River Walk Trail

Facility: Pedestrian trail (crusher dust)

Length: 1.9 km

Start: Approx. connecting Kingston-Greenwood Trail with Transmitter Rd

End: Approx. between Rivercrest Ln and Dalmation Dr

Phase: Long-term

Cost Estimate: $142,500 – $190,000

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
- Rivercrest Lane.

The trail would join the proposed Kingston-Greenwood trail connection (recommendation KI2, page 52).

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

4 Marklee Drive Extension

Facility: Pedestrian trail

Length: 0.3 km

Start: Approx. around Marklee Dr

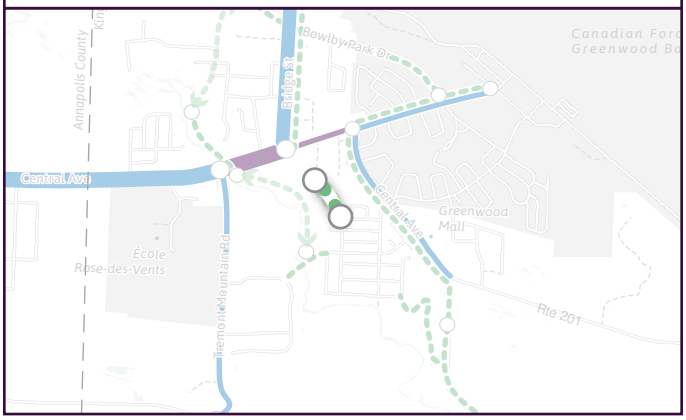
End: Approx. around Aurora Cr

Phase: Long-term

Cost Estimate: $22,500 – $30,000

A trail is proposed which would extend from Marklee Drive onto Aurora Crescent. This would complete the partial connection and link the existing subdivision to Route 201.

As with the River Walk Trail, land ownership may pose some complications on this route.



5 Rocknotch Road Sidewalk Extension

Facility: Sidewalk

Length: 1.1 km

Start: Rocknotch Rd just south of Rt 201

End: Rocknotch Rd at Meadowvale Rd

Phase: Long-term

Cost Estimate: $550,000 – $825,000

A sidewalk extension is planned for Rocknotch Road, continuing the route south of Route 201 all the way south to Meadowvale Road.

This sidewalk will connect a planned subdivision, and will also 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.

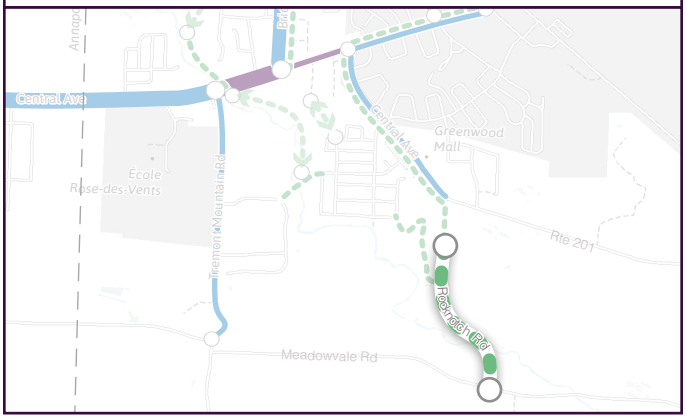
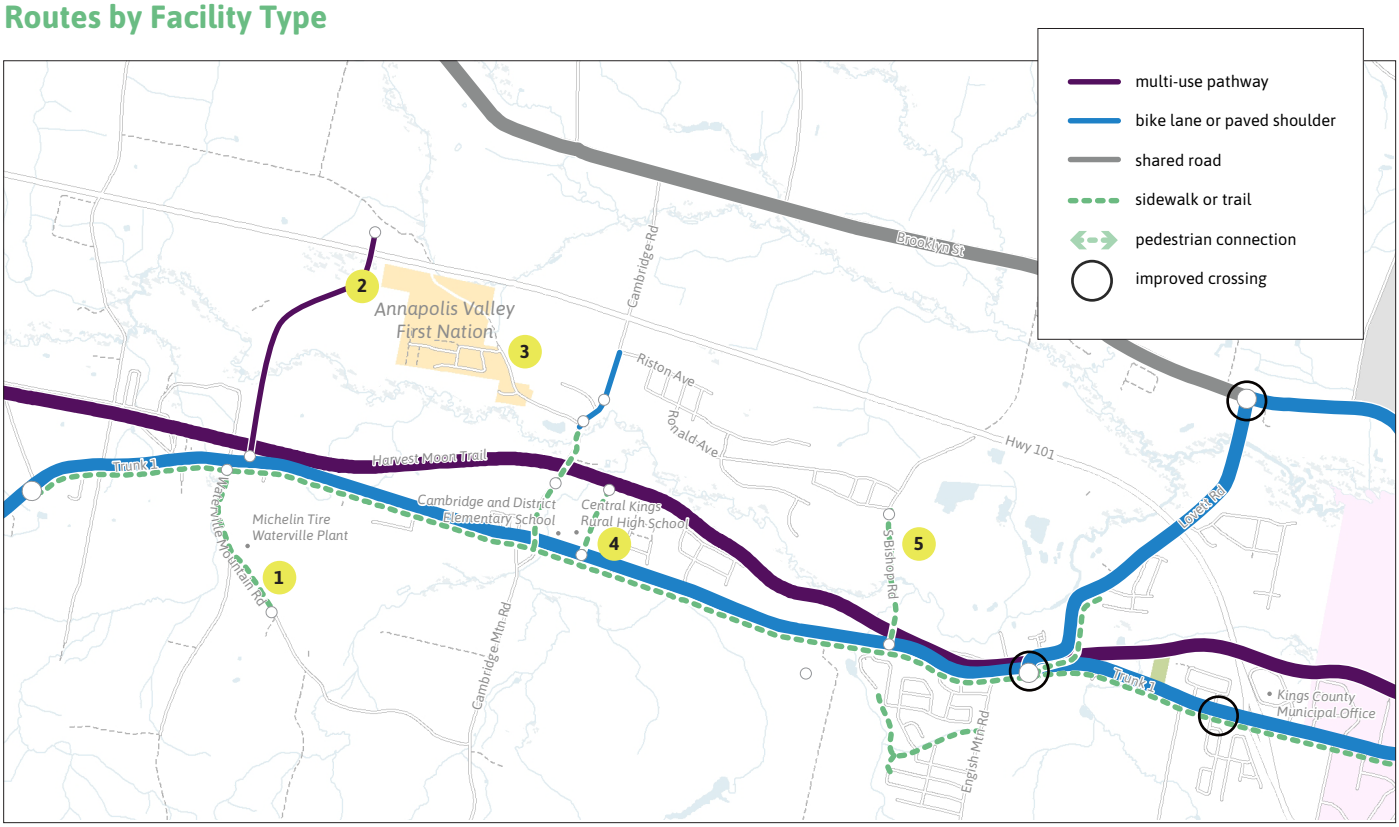


Photo: Flickr user Dennis Jarvis

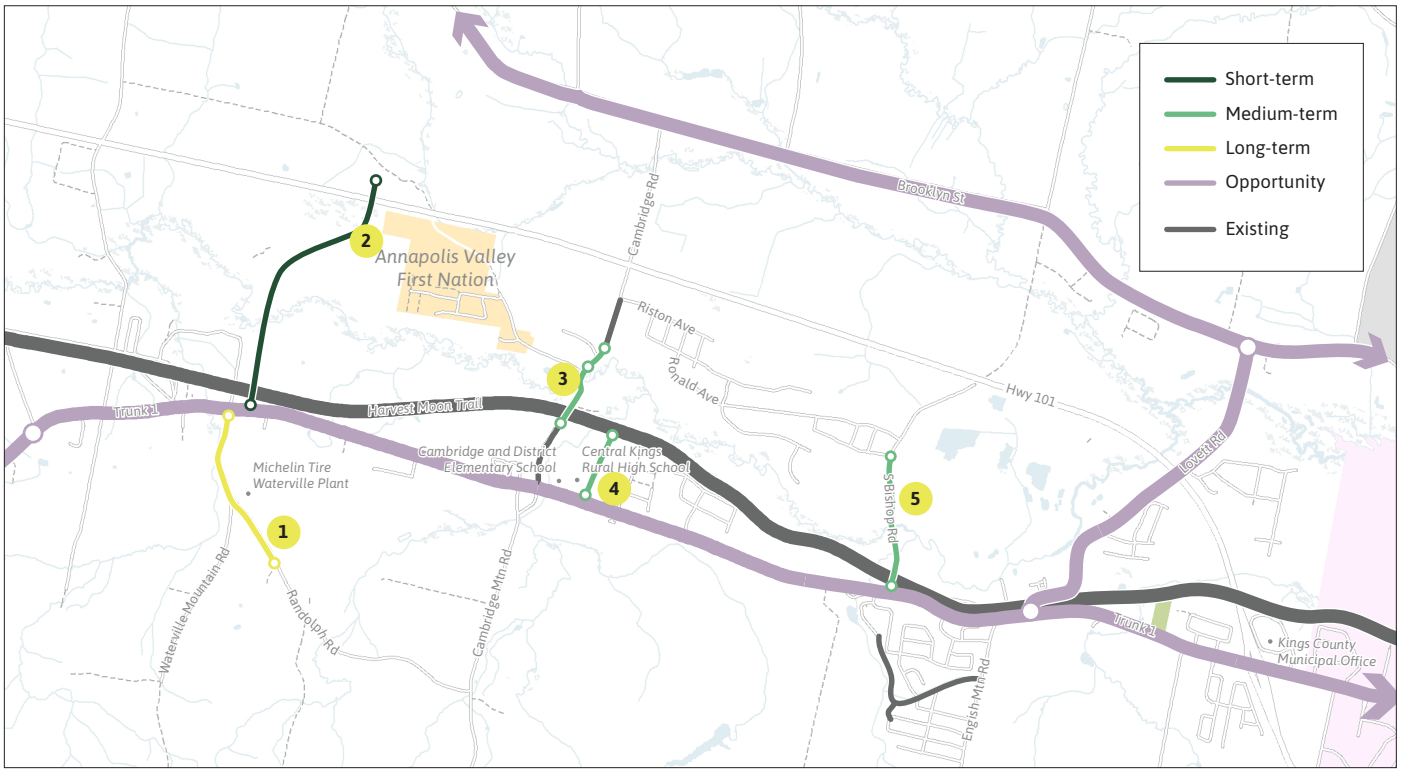
Cambridge & Coldbrook [CC]

Photo: Municipality of the County of Kings

Routes by Facility Type



Routes by Phasing



1 Waterville Mountain Road Sidewalk

Facility: Sidewalk

Length: 1.4 km

Start: Waterville Mountain Rd at Trunk 1

End: Waterville Mountain Rd at Randolph Ave

Phase: Long-term

Cost Estimate: $700,000 – $1,050,000

A sidewalk is recommended for the east side of Waterville Mountain Road, linking the Michelin Tire Plant to Trunk 1 and the Harvest Moon Trail. This plant is a major employer for Kings County, and this sidewalk connection would create a strong link for commuters.

2 Cambridge Connector

Facility: Multi-use path (crusher dust)

Length: 2.3 km

Start: Highway 101 at Ratchford Rd

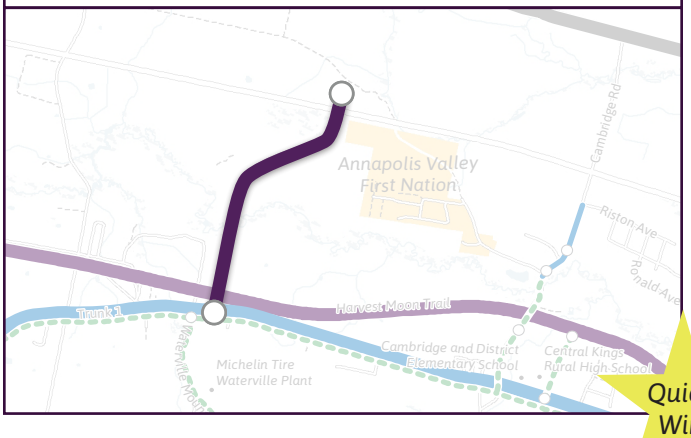
End: Trunk 1 east of Waterville Mountain Rd

Phase: Short-term

Cost Estimate: $230,000 – $345,000

The provincial Department of Transportation and Active Transit is planning a future project involving an interchange and connector road at Cambridge, which would include a multi-purpose pathway Details of this route may change and some specifics, such as the timeline, are yet to be decided. However, this new connector has potential to establish new connections between the following destinations:

- Annapolis Valley First Nation Community
- Webster Farms
- The Harvest Moon Trailway
- Trunk 1
- Michelin Tire Plant



Quick Win

3 Cambridge Street Sidewalk Extension

Facility: Sidewalk and paved shoulder

Length: 0.5 km

Start: Cambridge Rd north of Old Ratchford Rd

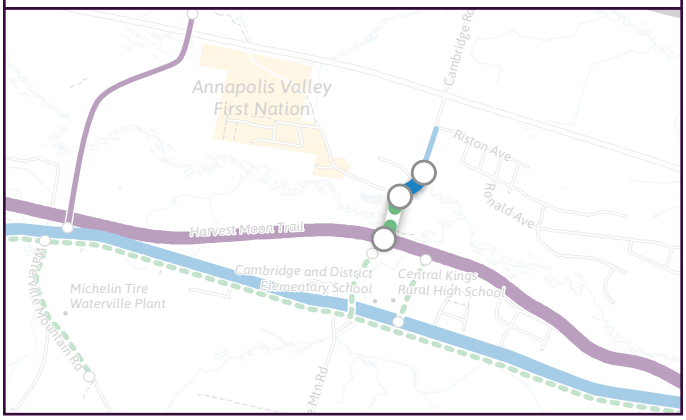
End: Cambridge Rd at the Harvest Moon Trail

Phase: Medium-term

Cost Estimate: $210,000 – $310,000

There is currently a sidewalk on the west side of Cambridge Road which extends from Trunk 1 north to the Harvest Moon Trailway. It is recommended to extend this sidewalk further north to Ratchford Road, to 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 also 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.



4 Harvest Moon Trailway Access to Cambridge Schools

Facility: Pedestrian trail (crusher dust)

Length: 0.6 km

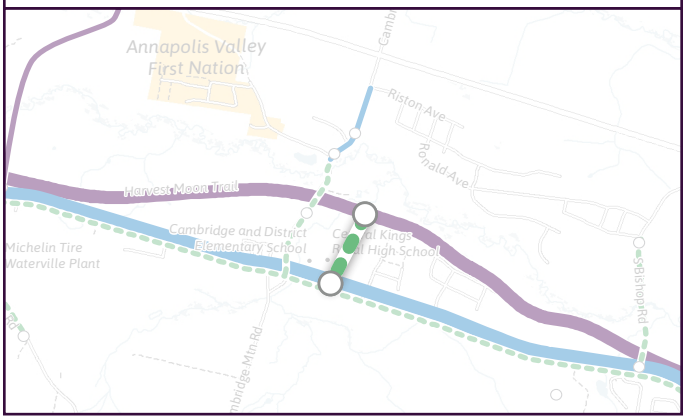
Start: Approx. at Harvest Moon Trail

End: Approx. at Trunk 1

Phase: Medium-term

Cost Estimate: $45,000 – $60,000

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 South Bishop Road Connector

Facility: Sidewalk

Length: 1.1 km

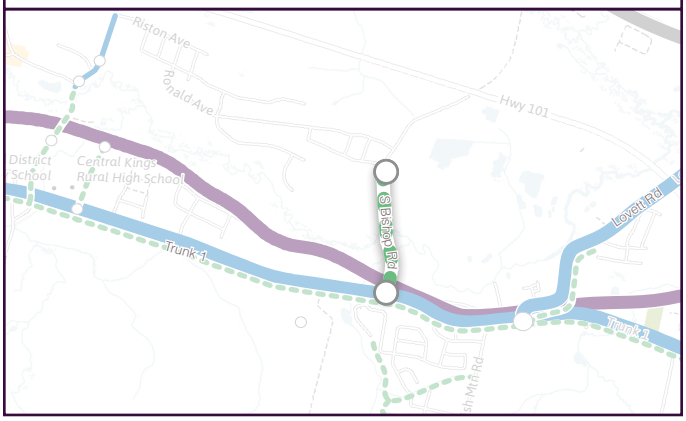
Start: South Bishop Rd at Aaron Dr

End: South Bishop Rd at Trunk 1

Phase: Medium-term

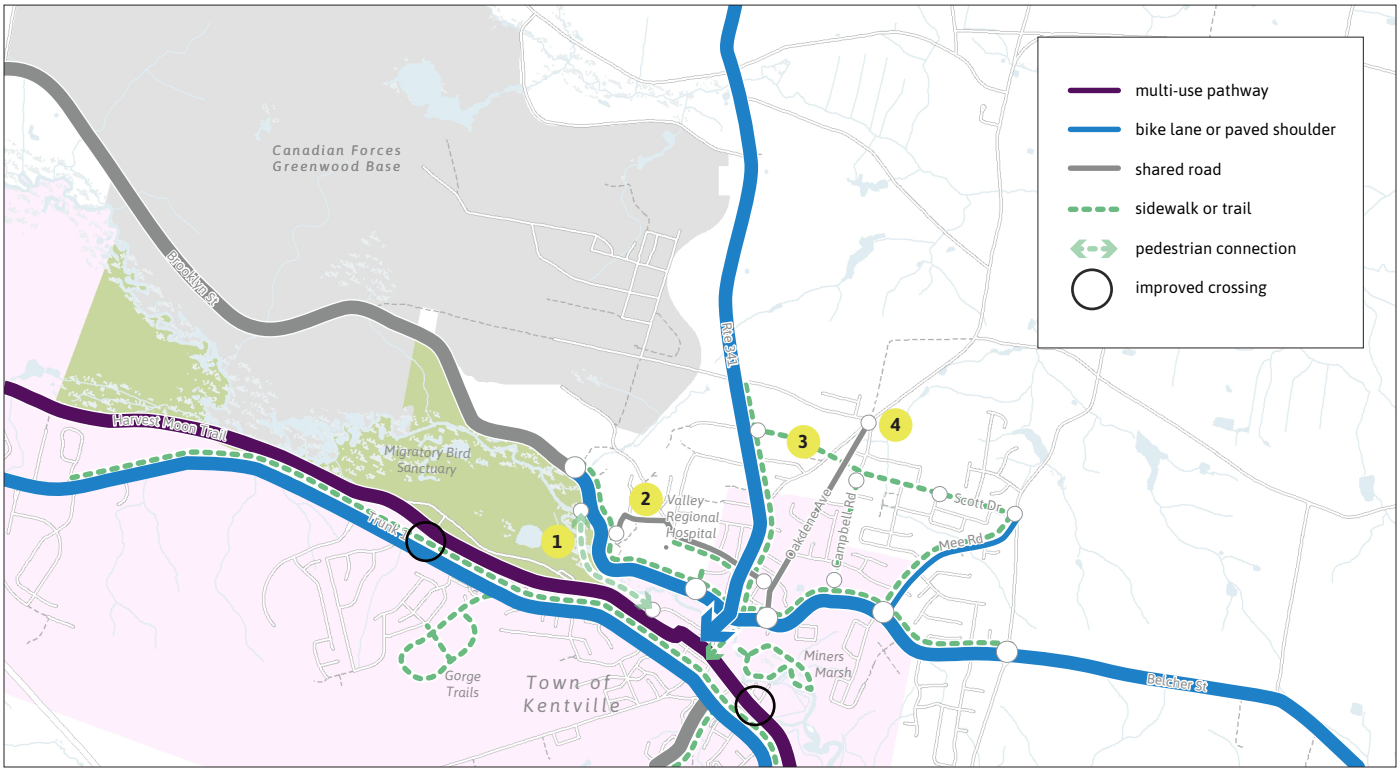
Cost Estimate: $550,000 – $825,000

A sidewalk is recommended for the west side of South Bishop Road between Aaron Drive and Trunk 1. This recommendation would provide a pedestrian route linking the Summermeadow Grove subdivision with the Harvest Moon Trailway as well as amenities like the grocery store, pharmacy, daycare and lions club.

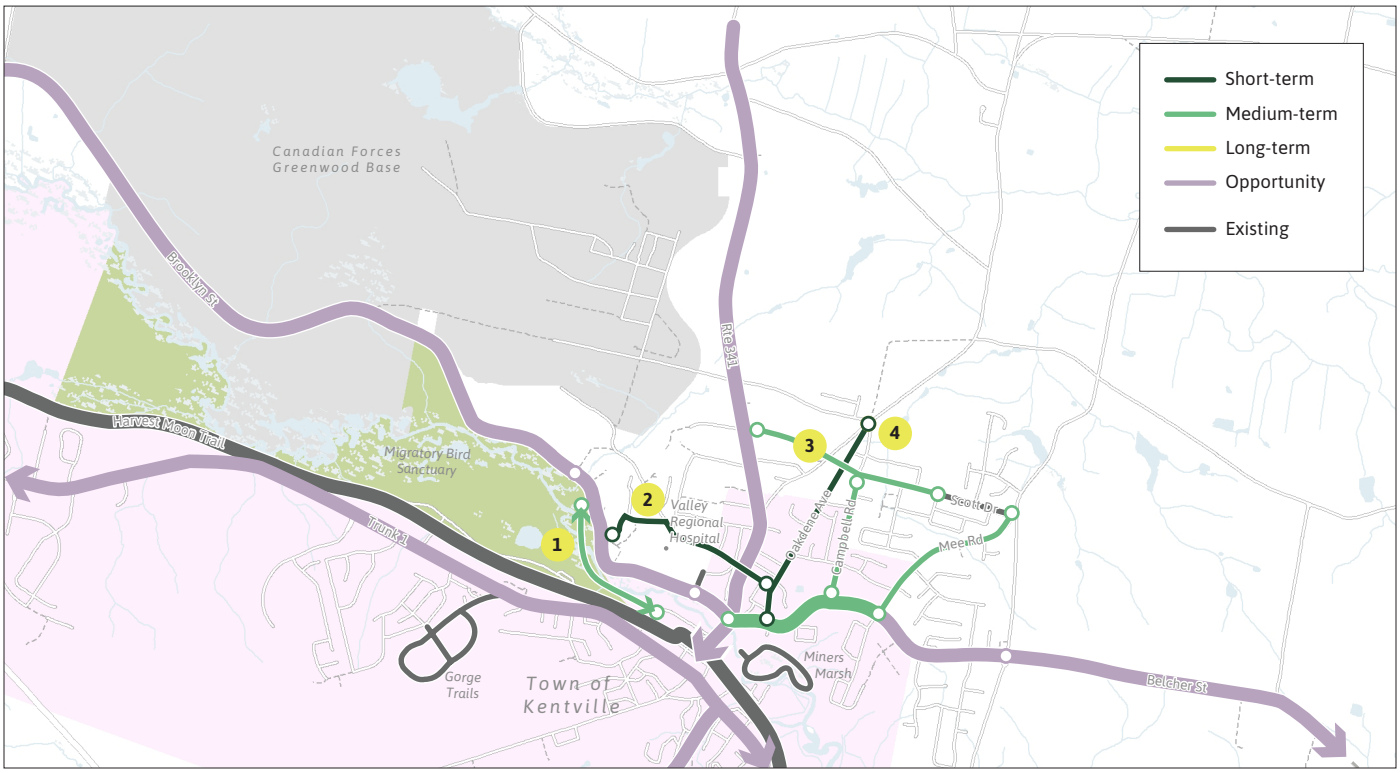


Kentville Area [KE]

Routes by Facility Type



Routes by Phasing



1 Meadowview Trail

Facility: Pedestrian trail (crusher dust)

Length: 1 km

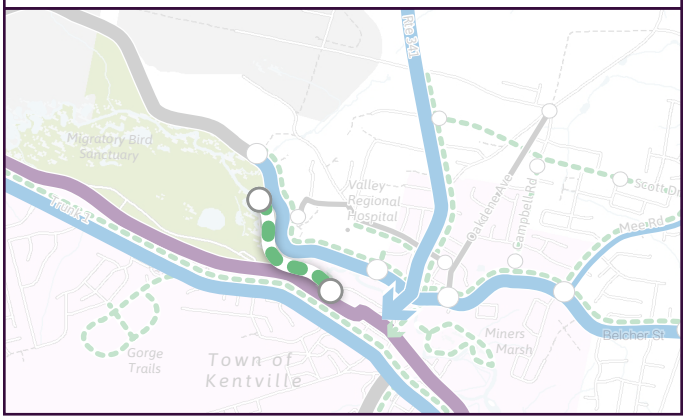
Start: Where the existing footpath meets Brooklyn St

End: Where the existing footbridge meets the Harvest Moon Trail

Phase: Medium-term

Cost Estimate: $37,500 – $50,000

A formal trail is recommended to connect the Meadowview community with downtown Kentville. 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 Shannex property.



2 Exhibition Street/Sanford Shared Road

Facility: Shared road

Length 1.3 km

Start: Sandford Rd at Brooklyn St

End: Exhibition St at Oakdene Ave

Phase: Short-term

Cost Estimate: $2,200

Exhibition Street services a residential area connecting:

- Oakdene Avenue
- Route 341
- The Valley Regional Hospital.

The street has low traffic volumes and provides access to homes and essential services, so a shared road is proposed here. This follows recommendations set out in the Town of Kentville Active Transportation Plan.

Quick Win

3 Scott Drive Loop

Facility: Sidewalk & bike lane

Length 2.2 km

Start: Scott Dr headed west from Governor Court

End: Mee Rd at Scott Dr

Phase: Medium-term

Cost Estimate: $971,925 – $1,421,925

Sidewalks are currently located on:

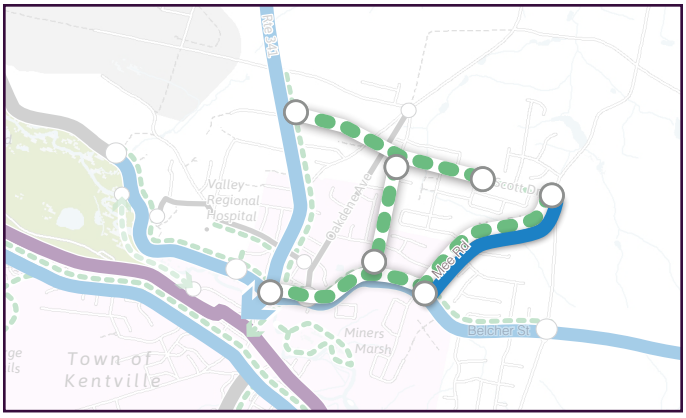
- Mee Rd (which also has a west-bound bike lane)
- The south side of Scott Dr between Governor Crt and Mee Rd
- The north side of Belcher St

Sidewalk extensions are recommended for:

- Scott Dr between Nichols Ave / Rt 341 and Governor Crt (planned for 2021/22 constuction)
- Campbell Rd between Scott Dr and Belcher St
- The south side of Belcher St between Nichols Ave / Rt 341 and Mee Rd

A bike lane is also recommended for the east side of Mee Rd.

This loop is served by several Kings Transit routes, and sidewalks would improve accessibility for transit users as well as residents walking or rolling into downtown Kentville from the north.



4 Oakdene Avenue Shared Road

Facility: Shared road

Length 1.5 km

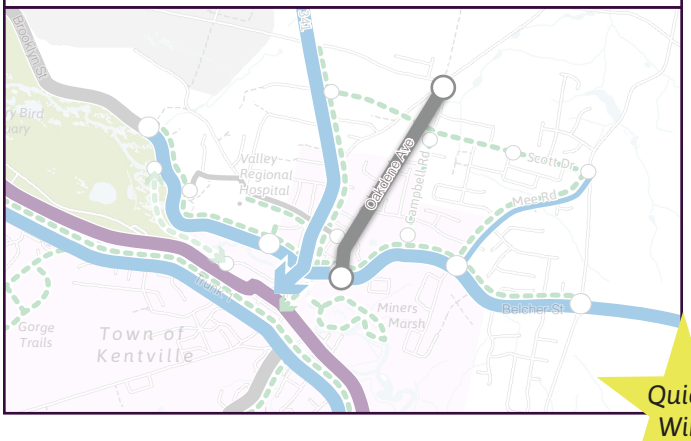
Start: Oakdene Avenue at Lanzy Rd

End: Oakdene Avenue at Belcher St

Phase: Short-term

Cost Estimate: $1,925

A shared road is proposed for Oakdene Avenue where it runs north past Belcher Street and Oakdene Park. The street has low traffic volume and provides access to many residential homes, so a shared road is appropriate. This follows recommendations set out in the Town of Kentville Active Transportation Plan.

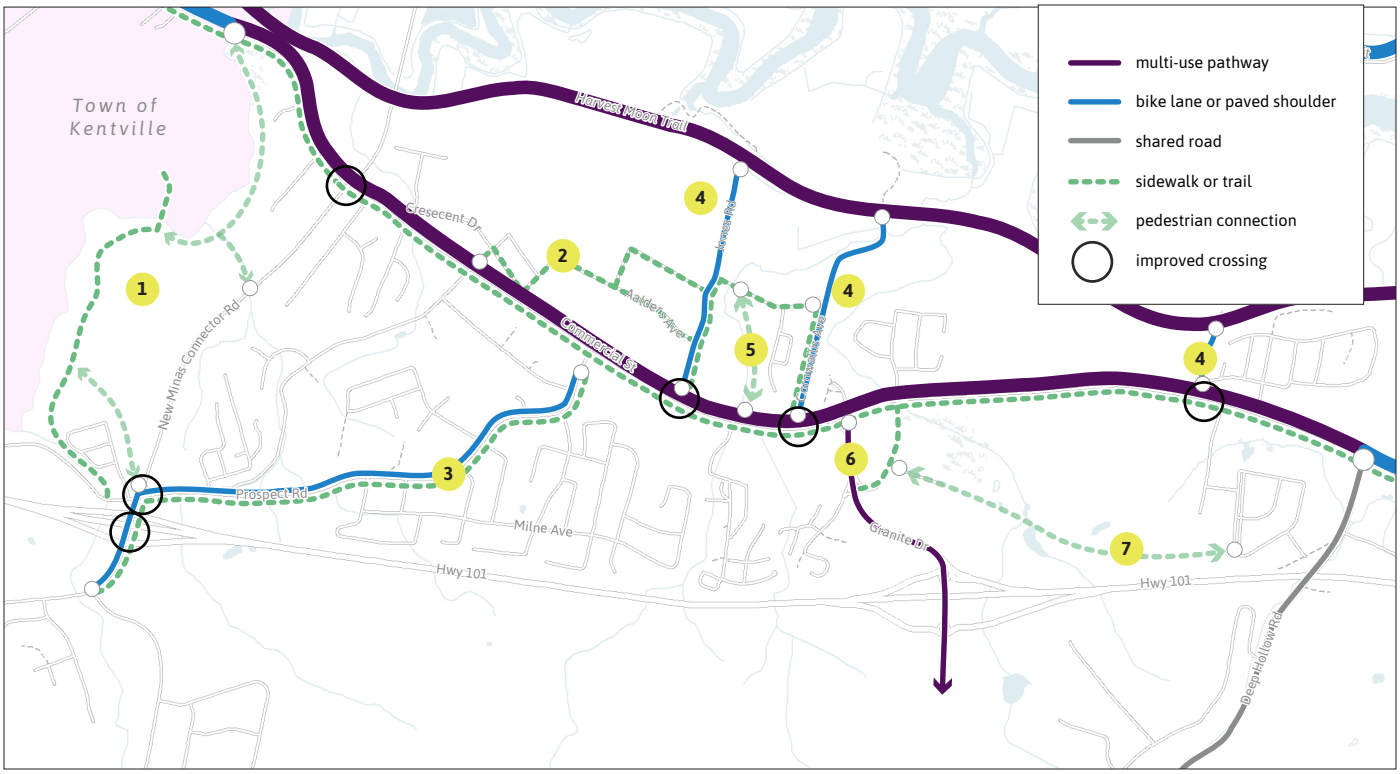


Quick Win

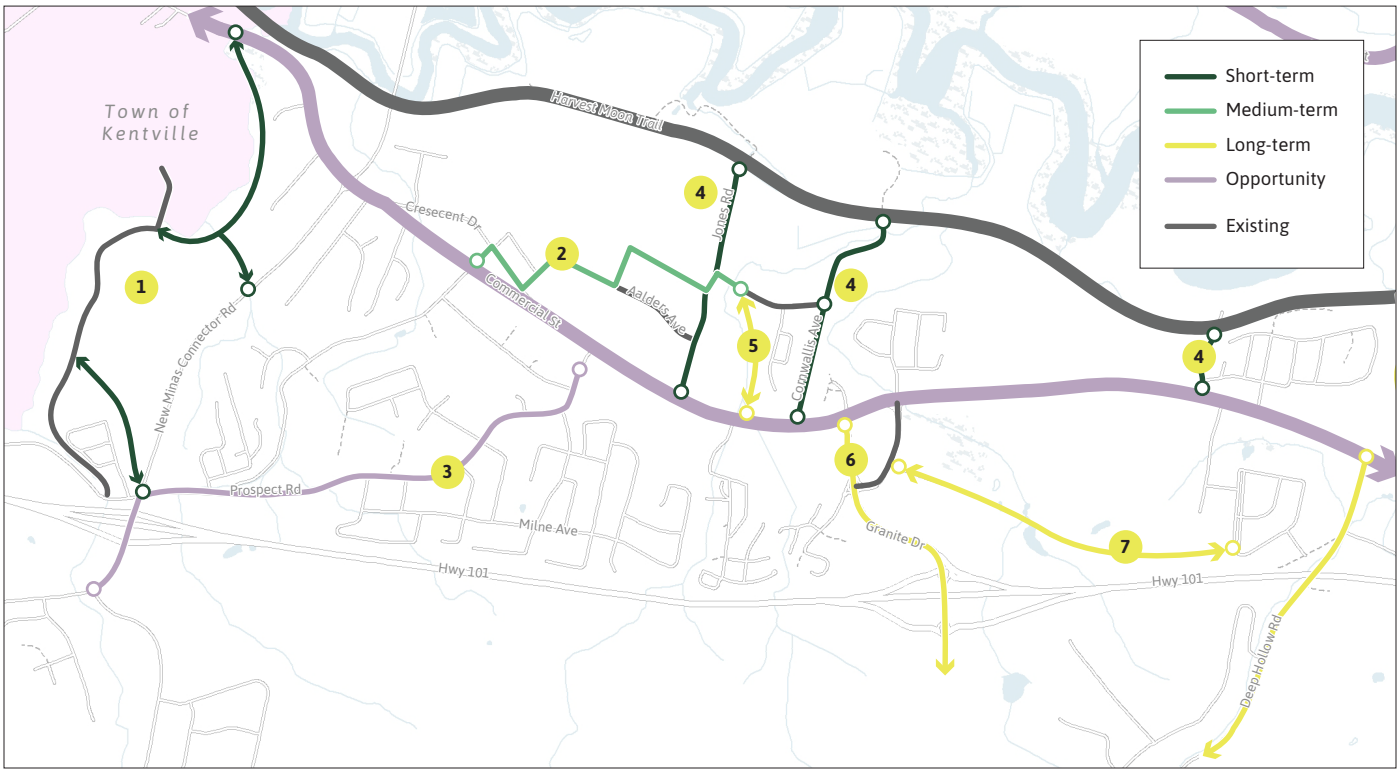
New Minas [NM]


Money Mart
Bryanna's Cafe
EAT IN OR TAKE OUT
MONEY MART
NOW HIRING
902 678 3033
MONEYMART CA
Bryanna's Cafe
NOW OPEN
Ultramar

Routes by Facility Type



Routes by Phasing



1 Ravine Trail Connections

Facility: Pedestrian trail (crusher dust)

Length: 2.1 km

Start: Trunk 1 (Commercial St)

End: New Minas Connector Rd

Phase: Short-term

Cost Estimate: $157,500 – $210,000

Connections to the Ravine Trail will improve access to the nature trail, and create new active transportation connections for New Minas with Canaan Heights and Kentville.

Aligning with the draft New Minas Secondary Plan, trail extensions are proposed which would link into New Minas Connector Rd, Prospect Rd, and Commercial St.

While the current entry point to this trail is through the Research Centre, a more direct connection is also proposed here which could link into Eaves Hollow and incorporate improved wayfinding and signage. Land ownership may pose some barriers to implementation.

2 Aalders Sidewalk Extensions

Facility: Sidewalk

Length: 1.4 km

Start: Highbury Rd at Trunk 1 (Commercial St)

End: Lockhart Dr at the brook

Phase: Medium-term

Cost Estimate: $700,000 – $1,050,000

Following the draft New Minas Secondary Plan, extensions to the sidewalk network are proposed on the north side of Commercial St, improving connections through residential streets and towards the Harvest Moon Trailway.

These extensions would include the following streets:

- Highbury Rd between Commercial St and Crescent Dr
- Crescent Dr between Highbury Rd and Barron Dr
- Barron Dr between Crescent Dr and Aalders Ave
- Aalders Ave between Barron Dr and Jones Rd
- Lockhart Dr between Jones Rd and the brook

3 Prospect Road Connector

Facility: Paved shoulder & sidewalk

Length: 2 km

Start: Prospect Rd at Trunk 1 (Commercial St)

End: New Canaan Rd at Highbury School Rd

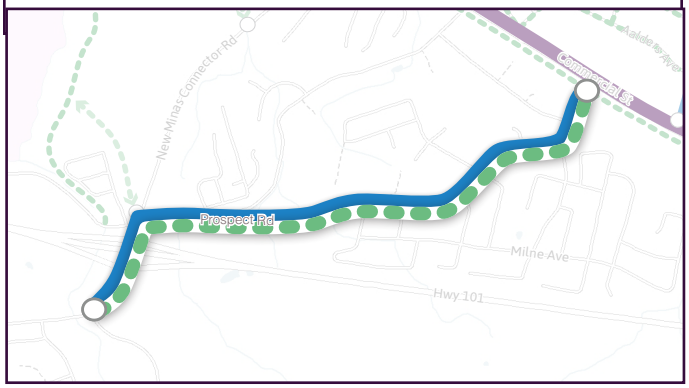
Phase: Opportunity

Cost Estimate: $1,412,250 – $1,912,250

The connection from Canaan Heights into New Minas is unpleasant for residents using human-powered modes of transportation, with heavy traffic on the New Minas Connector. Prospect Road could provide a good alternative, with improvements.

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.

A small portion of Prospect Road is narrow and bounded by curbs, where it meets Trunk 1. It is recommended that share the road signs be installed here to warn cyclists that shoulders end, though a multi-use pathway could be another alternative.



4 Harvest Moon Trailway Access to Commercial Street

Facility: Paved shoulder and bike lane

Length: 0.9 km, 0.6 km, 0.3 km

Start: Harvest Moon Trailway at Jones Rd, Cornwallis Ave, and Minas Warehouse Rd

End: Commercial St

Phase: Short-term

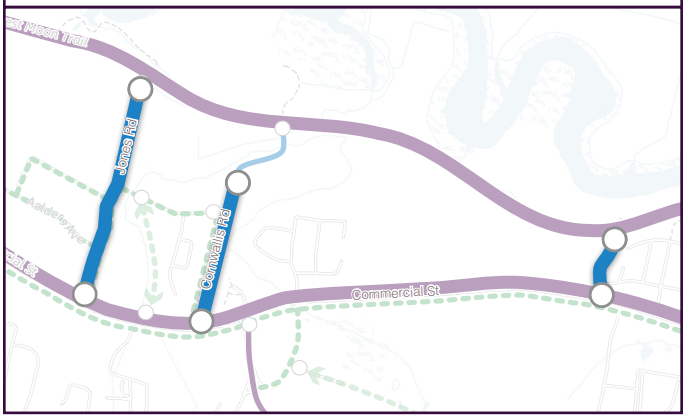
Cost Estimate: $186,150

The following is recommended:

- Bike lanes on Jones Rd
- A bike lane on the east side of Cornwallis Ave & paved shoulder on the west side
- Paved shoulders on Minas Warehouse Rd

Existing sidewalks create some restraints, but a combination of bike lanes and paved shoulders should be explored, pending further analysis. Paired with traffic calming measures and improved wayfinding, these connections will improve connections between the Harvest Moon Trailway and Commercial Street.

Portions of these facilities are also recommended within the draft New Minas Secondary Plan.



5 Lockhart Trail

Facility: Pedestrian trail (crusher dust)

Length: 0.6 km

Start: Lockhart Dr at the brook

End: Trunk 1 at the brook

Phase: Long-term

Cost Estimate: $90,000 – $120,000

Reflecting the draft New Minas Secondary Plan, a pedestrian trail is recommended which would formalize an existing path that runs along the brook in the wooded area adjacent to Castle Loma Drive and Lockhart Drive. This would provide a recreational and active transportation opportunity along a shortcut that already exists, and connect to New Minas Elementary.

6 Granite Drive Connector

Facility: Multi-use path (crusher dust)

Length: 1 km

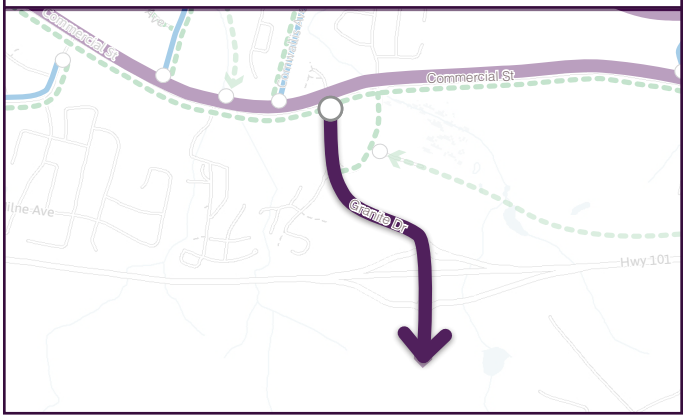
Start: Granite Dr at Trunk 1 (Commercial St)

End: Granite Dr south of Hwy 101

Phase: Long-term

Cost Estimate: $100,000 – $150,000

An multi-use pathway is recommended along 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.



7 Ken Wo Connector

Facility: Pedestrian trail (crusher dust)

Length: 1.2 km

Start: Silver Fox Ave

End: Country Club Cres

Phase: Long-term

Cost Estimate: $105,000 – $140,000

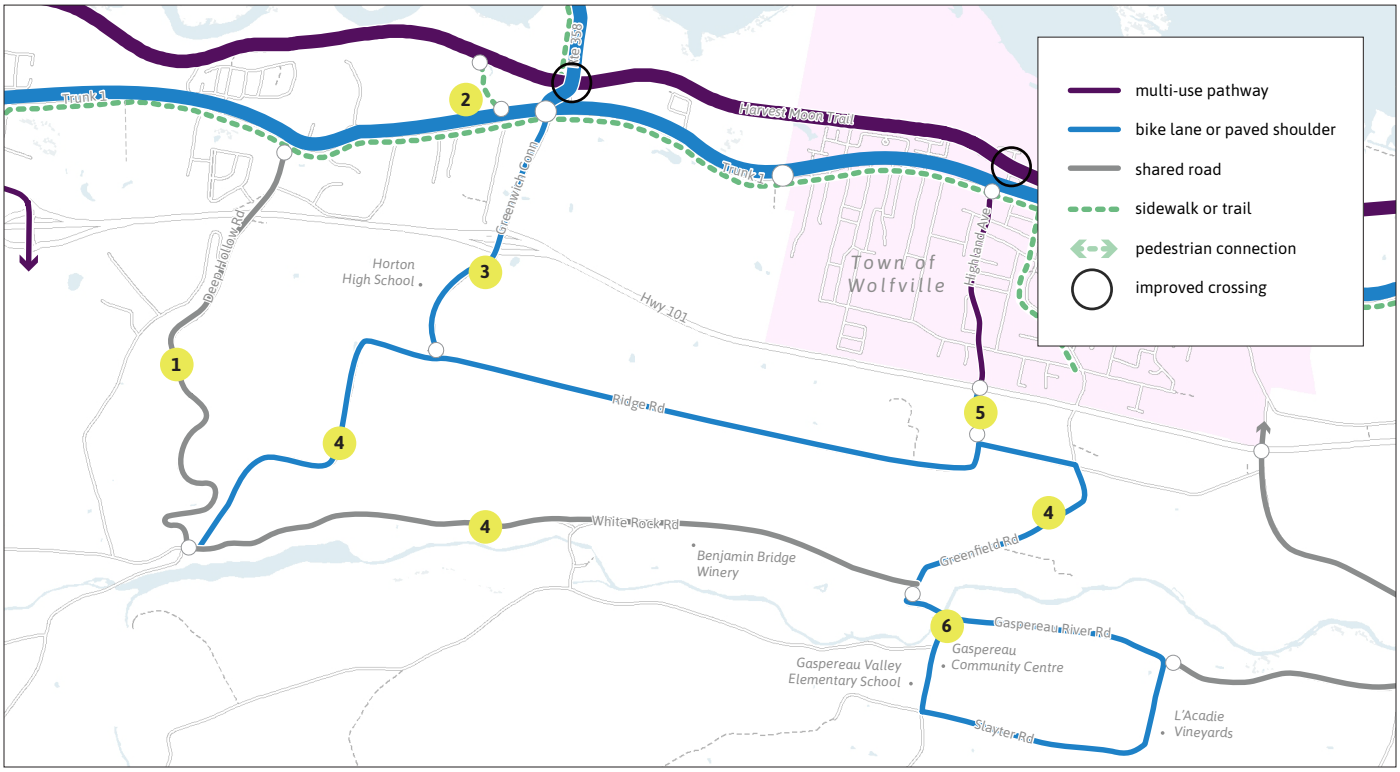
A connection is recommended within the draft New Minas Secondary Plan which would connect Millet Drive into Club Crescent. This route would aim to link the commercial area of New Minas with the residential neighbourhood on the east side of Ken-Wo Golf Course.

This is recommended as a pedestrian trail but may take another form depending on further analysis. Land ownership may pose some barriers to implementation.

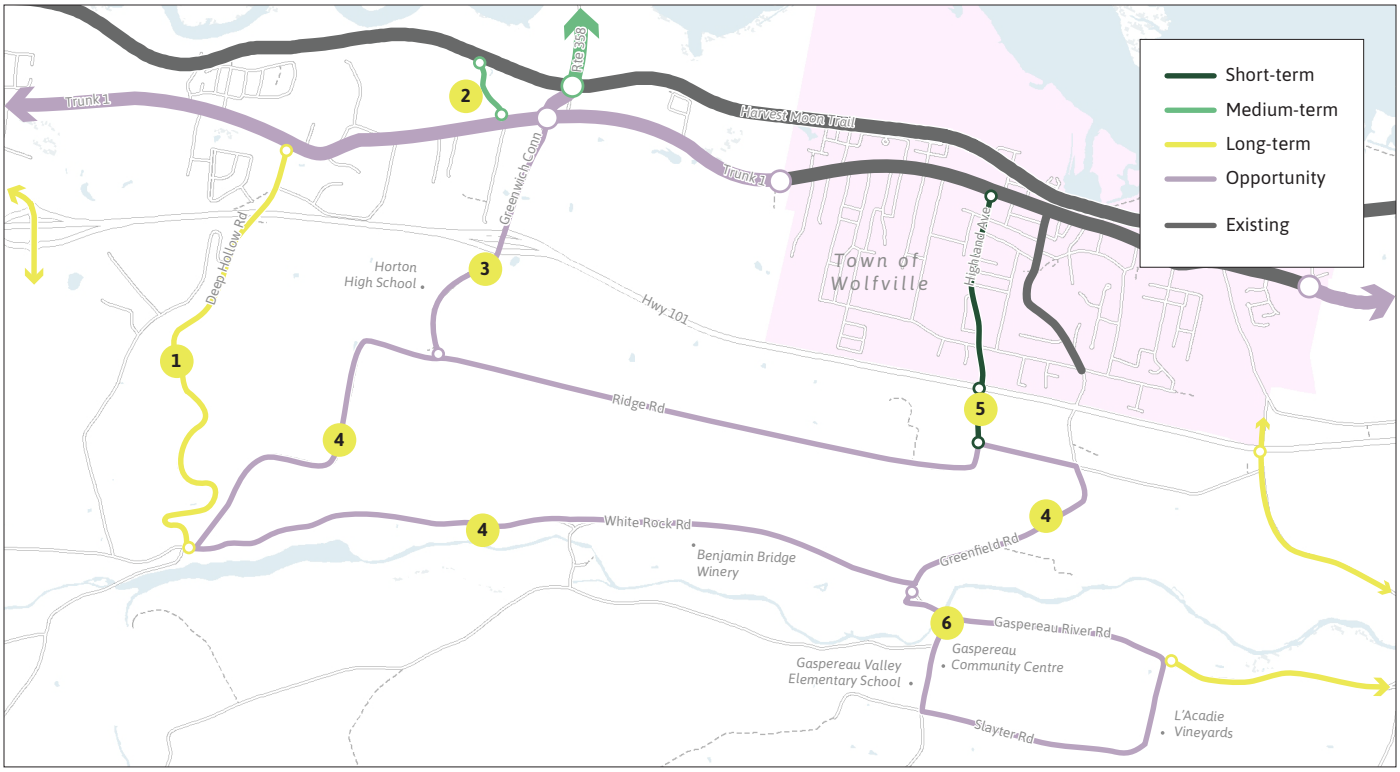
Greenwich & Wolfville [GW]

Photo: NS Tourism

Routes by Facility Type



Routes by Phasing



1 Deep Hollow Connector

Facility: Shared road

Length: 3.4 km

Start: Deep Hollow Rd at Trunk 1

End: Deep Hollow Rd at White Rock Rd

Phase: Long-term

Cost Estimate: $545,000

A shared road is recommended for Deep Hollow Road, which would link onto the White Rock Road loop (GW4, page 81). This route would establish a north-south between New Minas and Greenwich.

2 Harvest Moon Trailway Access to Greenwich Road

Facility: Pedestrian trail (crusher dust)

Length: 0.5 km

Start: Harvest Moon Trailway west of Rt 358

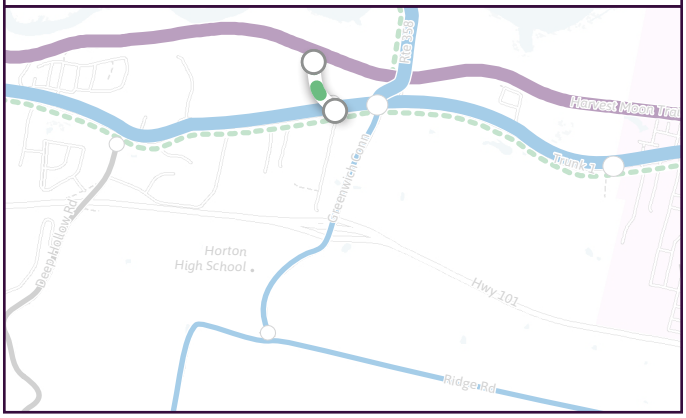
End: Trunk 1 at Greenwich Rd

Phase: Medium-term

Cost Estimate: $37,500 – $50,000

A trail is recommended to connect the Greenwich Rd subdivision to the Harvest Moon Trailway, around the Noggins Market. This will not only link residents to the adjacent trailway, but it will also improve access from the subdivision to both Horton High and Port Williams, through routes proposed in GW3 (page 79), RE9 (page 46), and PW1 (page 84).

Land ownership may pose a barrier here, and should be considered in future analysis of the potential route.



3 Horton Connector

Facility: Paved shoulder

Length: 2.0 km

Start: Greenwich Connector Rd at Harvest Moon Trailway

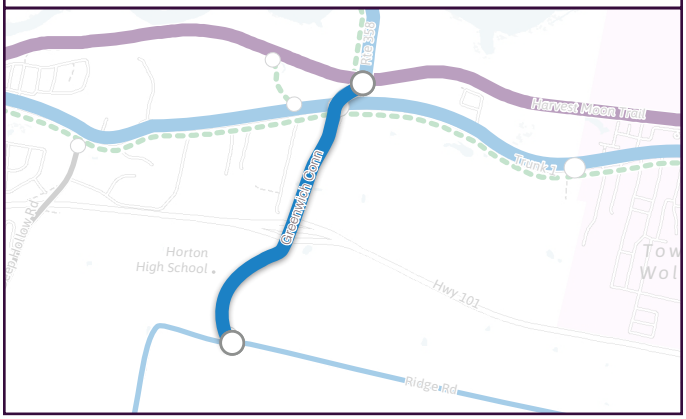
End: Greenwich Connector Rd at Ridge Rd

Phase: Opportunity

Cost Estimate: $197,500

Paved shoulders are recommended for the Greenwich Connector Road, from Trunk 1 south to Ridge Road. 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.

By extending south of the school to Ridge Road, this connector also connects to a series of proposed bike routes (see GW4, page 79).



4 White Rock Road Loop

Facility: Paved shoulder & Shared road

Length: 12.9 km

Start: Ridge Rd at White Rock Rd

End: White Rock Rd at Ridge Rd

Phase: Opportunity

Cost Estimate: $750,000

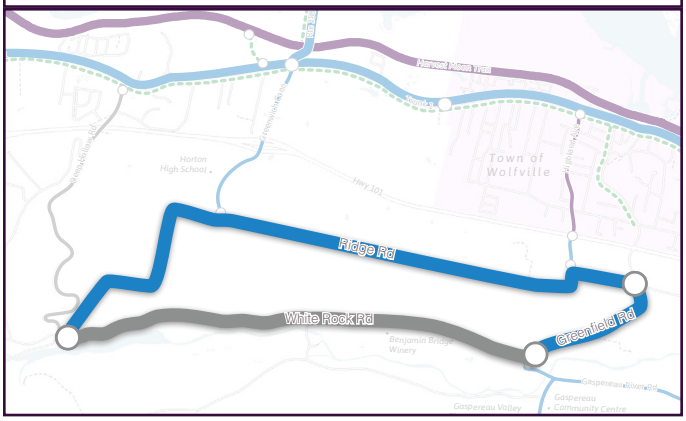
The following are recommended:

- Paved shoulders on Ridge Road
- Paved shoulders on Greenfield Road between Gaspereau River Road and Ridge Road
- A shared road on White Rock Road

This section would provide access to:

- Benjamin Bridge Winery, a major tourist destination and employer
- Gaspereau River trail and tubing
- Other destinations along White Rock Road

To the west, this connects to the Deep Hollow Connector (GW1, page 78) and Horton Connector (GW3, page 79) To the east, the loop would link to the Gaspereau River Road Loop (recommendation GW6, page 100), connecting Wolfville with the school and community centre.



5 Highland Connector

Facility: Paved shoulder & multi-use path

Length: 1.8 km

Start: Highland Ave at Trunk 1 (Main St)

End: Highland Ave at Ridge Rd

Phase: Short-term

Cost Estimate: $26,000

The Wolfville portion of this route is being considered as part of the Town's Bicycle Network Plan. While the Town's plans are still in the early stages of development, this route is recommended here as a multi-use path through the Town, connecting to paved shoulders where it reaches Municipal jurisdiction. This will establish a link between:

- The Harvest Moon Trailway
- Main Street bike lane
- Acadia University Campus
- The Gaspereau area.

Quick Win

6 Gaspereau River Road Loop

Facility: Paved shoulder

Length: 4.4 km

Start: Old Mill Rd at Greenfield and White Rock Rds

End: Gaspereau River Rd and Slayter Rd

Phase: Opportunity

Cost Estimate: $680,000

Paved shoulders are recommended for:

- Gaspereau River Road
- Slayter Road
- Connected by Greenfield Road

This loop connects Wolfville and Greenwich with:

- The Gaspereau Community Centre
- Gaspereau Elementary School
- L'Acadie Vineyards

To the east, the Gaspereau River Road shoulder becomes a shared road (recommendation HB1, page 100), linking into a proposed Blue Route at Grand Pré.

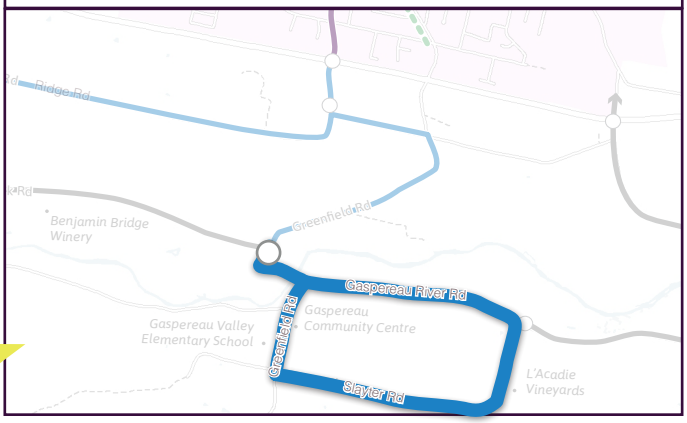
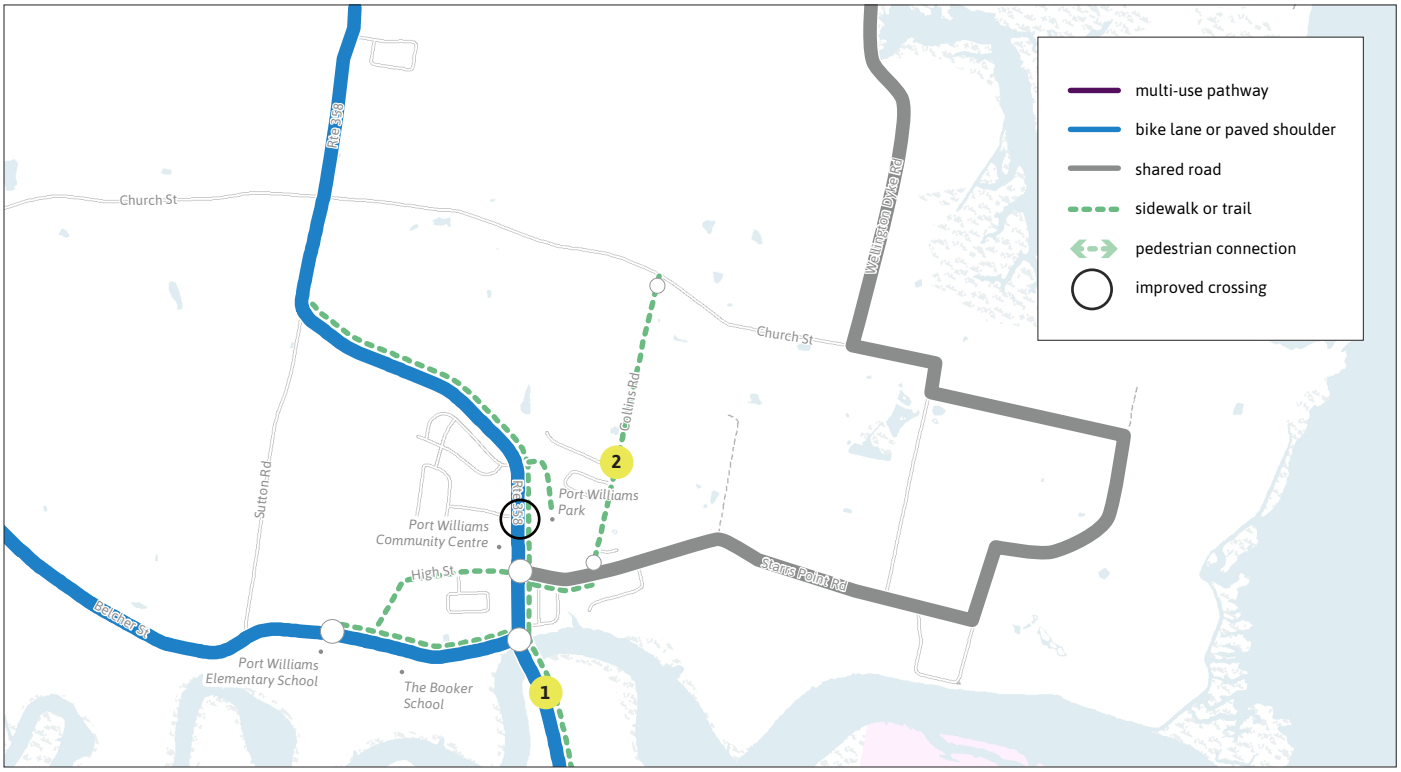


Photo: Municipality of the County of Kings

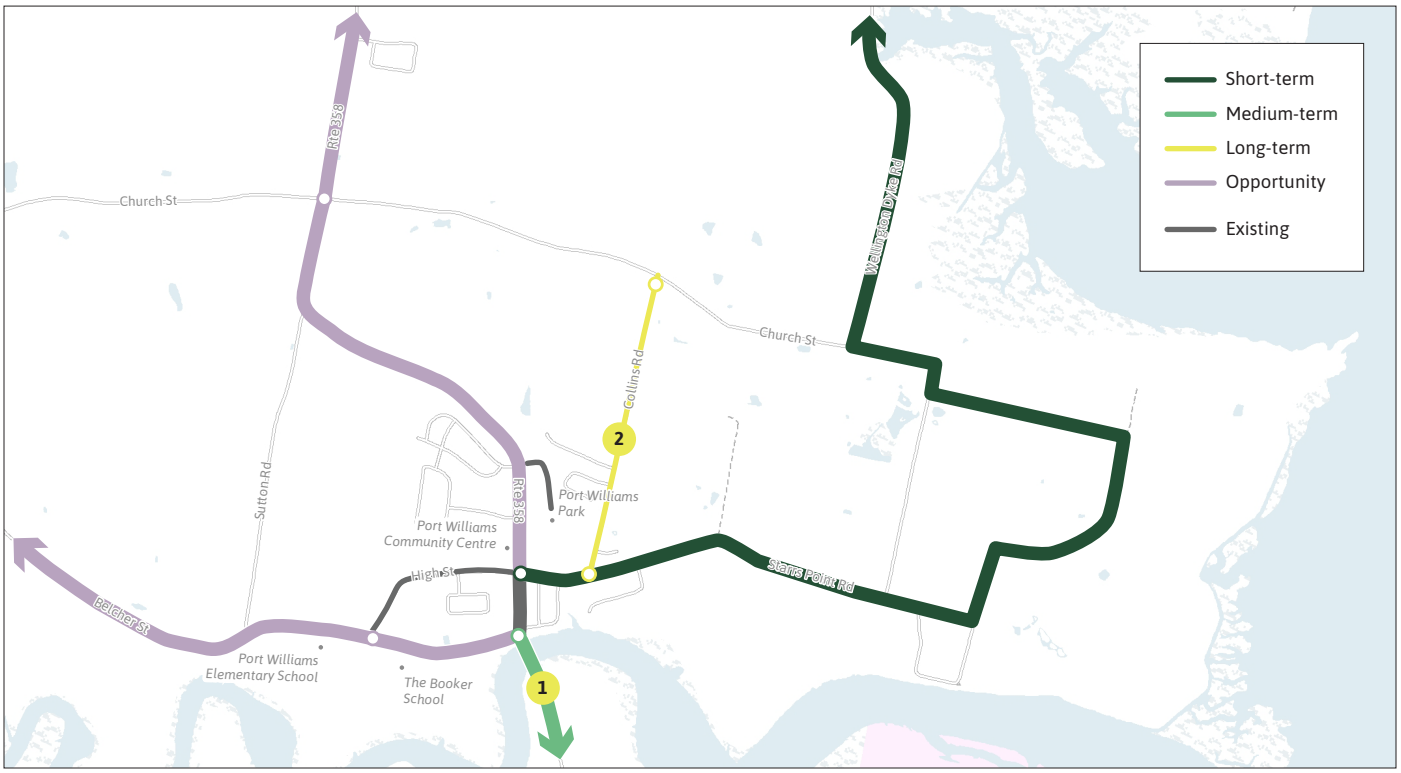
Port Williams [PW]

Photo: Municipality of the County of Kings

Routes by Facility Type



Routes by Phasing



1 Port Williams Sidewalk Extension

Facility: Sidewalk

Length: 1.6 km

Start: Route 358 at Kars St

End: Route 358 at the Harvest Moon Trailway

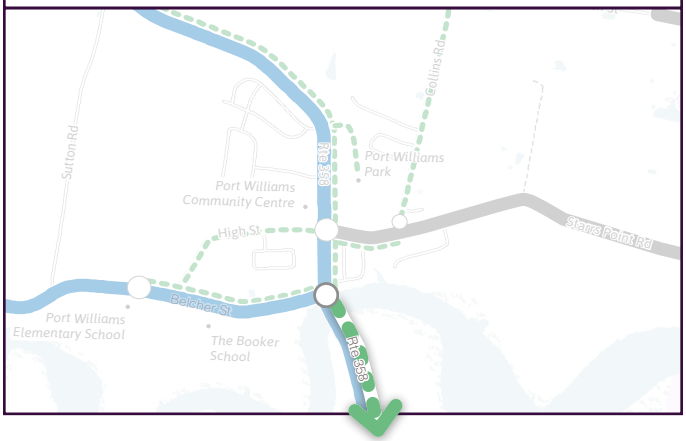
Phase: Medium-term

Cost Estimate: $800,000 – $1,200,000

A sidewalk extension is proposed for the east side of Route 358 between Kars St in Port Williams to the Harvest Moon Trailway entrance in Greenwich, with marked crosswalks on either end.

This recommendation would require improvements to the bridge, creating on and off ramps and fixing areas where the sidewalk is cracked and crumbling. Although narrow 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.

Recommendation RE9 (page 46) discusses the proposed regional route for Route 358.



2 Collins Road Sidewalk Extension

Facility: Sidewalk

Length: 1.6 km

Start: Collins Rd at Church St

End: Collins Rd north of Starrs Point Rd

Phase: Long-term

Cost Estimate: $800,000 – $1,200,000

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 would connect onto the Starrs Point Road sidewalk to the west, which brings pedestrians directly into the village center.

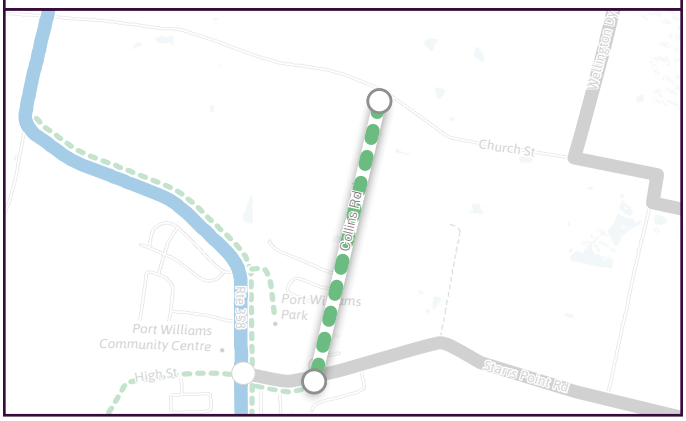
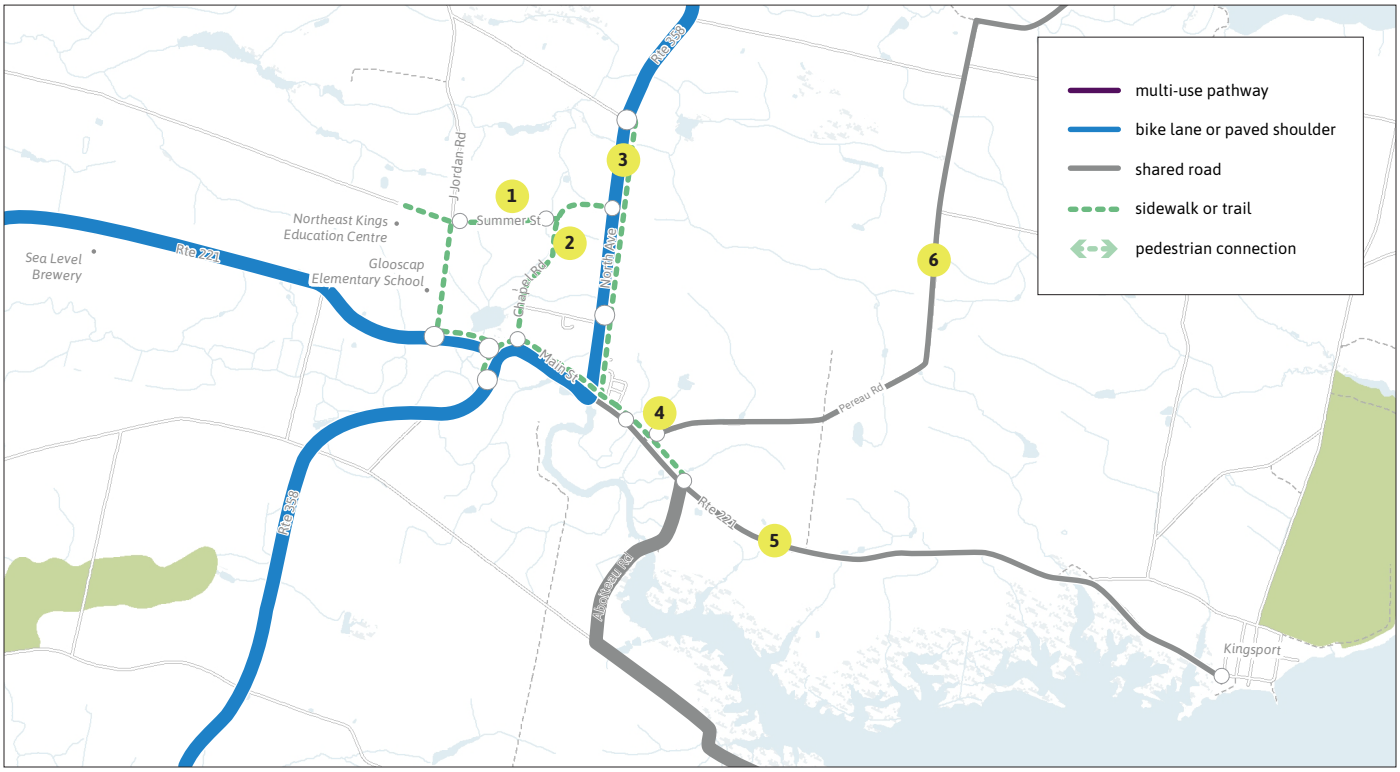


Photo: Municipality of the County of Kings

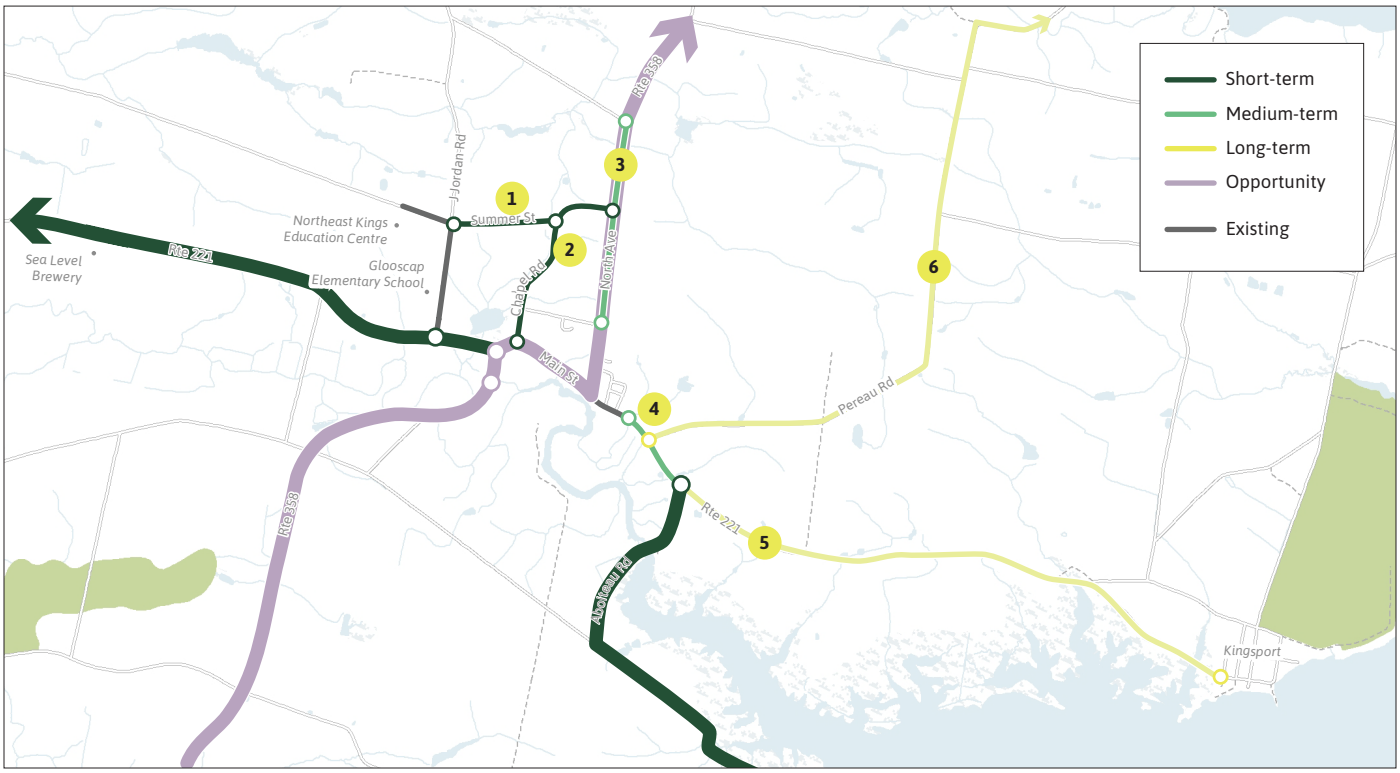
Canning [CA]

Photo: Municipality of the County of Kings

Routes by Facility Type



Routes by Phasing



1 Summer Street Sidewalk

Facility: Sidewalk

Length: 0.7 km

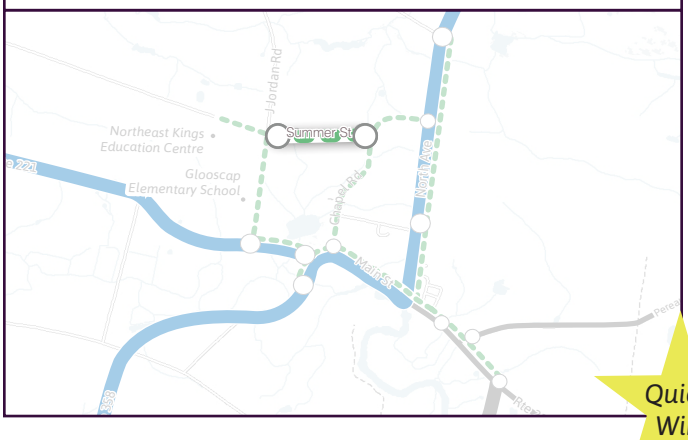
Start: Summer St at J Jordan Rd

End: Summer St at Chapel Rd

Phase: Short-term

Cost Estimate: $350,000 – $525,000

A sidewalk is planned for Summer Street between J Jordan Road and Chapel Road, where another proposed sidewalk would continue to meet Route 358. This sidewalk will help to create a pedestrian grid within Canning and prioritize safe routes to school.



Quick Win

2 Chapel Road Sidewalk

Facility: Sidewalk

Length: 1.3 km

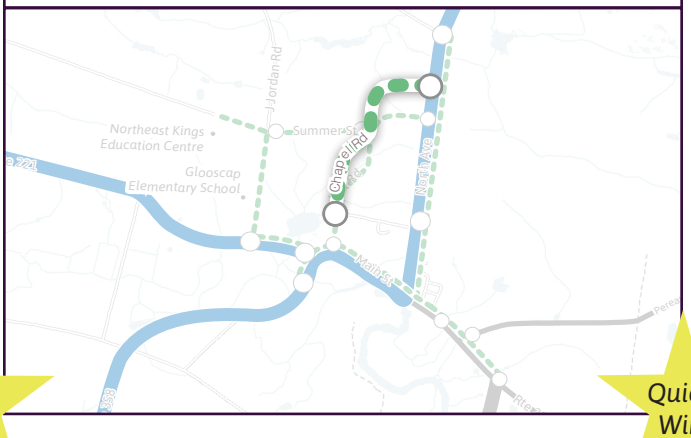
Start: Chapel Rd at Rt 358 (North Ave)

End: Chapel Rd at Rt 221 (Main St)

Phase: Short-term

Cost Estimate: $650,000 – $975,000

A sidewalk is currently planned for Chapel Road, a residential street which extends north of Main Street to meet Route 358 and Summer Street.



Quick Win

3 North Avenue Sidewalk Extension

Facility: Sidewalk

Length: 1.5 km

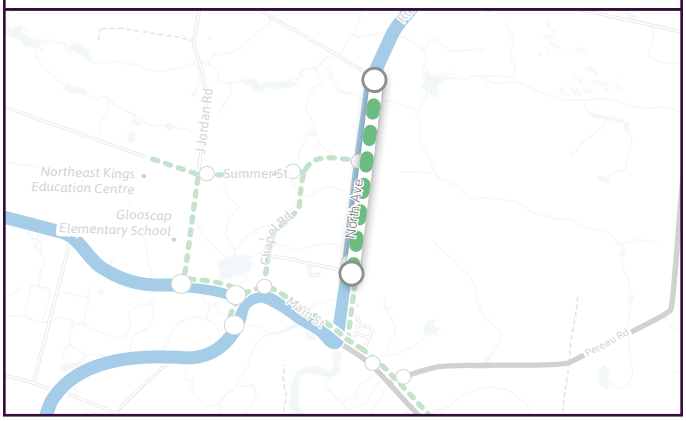
Start: Rt 358 (North Ave) at Rabbit Square Rd

End: Rt 358 (North Ave) at Cavelle Rd

Phase: Medium-term

Cost Estimate: $750,000 – $1,125,000

A sidewalk extension is recommended for the west side of North Avenue. This would connect residents to the village center on Main Street, as well as the institutions to the west. This is paired with a regional route which proposes paved shoulders along Route 358 (see recommendation RE9, page 46).



4 Route 221 Sidewalk Extension

Facility: Sidewalk

Length: 0.6 km

Start: Rt 221 at Pleasant St

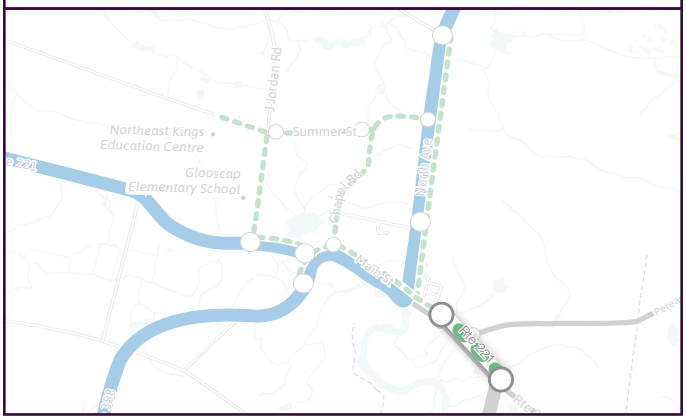
End: Rt 221 at Aboiteau Rd

Phase: Medium-term

Cost Estimate: $300,000 – $450,000

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

This connects to a proposed shared road towards Kingsport (CA5, page 90).



5 Kingsport Connector

Facility: Shared road

Length: 4.8 km

Start: Rt 221 at Pleasant St in Canning

End: Rt 221 at Pleasant St in Kingsport

Phase: Long-term

Cost Estimate: $13,200

A shared road is proposed which connects the Village of Canning with the community of Kingsport, along Route 221. Kingsport is a popular beach spot for local residents and visitors, and this bikeway connector would a quiet route to link the community into the wider network.

6 Blomidon Connector

Facility: Shared road

Length: 13.9 km

Start: Pereau Rd at Rt 221

End: Pereau Rd at Blomidon Provincial Park

Phase: Long-term

Cost Estimate: $38,225

A shared road is proposed for Pereau Road which connects the Village of Canning with Blomidon Provincial Park and Campground.

Adjacent to Cape Split Provincial Park, Blomidon is a popular destination for residents and visitors. This active transportation connection would improve wayfinding for cyclists visiting the park.

Centreville [CE]

Photo: Wikipedia user Skinnzy

Routes by Facility Type

Routes by Phasing

1 Ellsworth Estates Trail

Facility: Pedestrian trail (crusher dust)

Length: 0.3 km

Start: Approx. at Mary Ave west of Andrew Dr

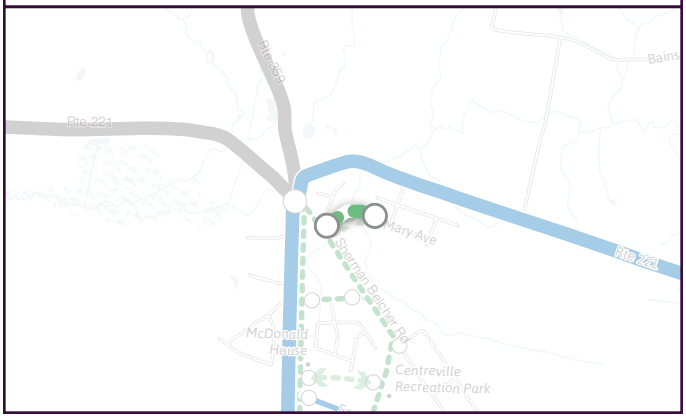
End: Approx. at Sherman Belcher Rd south of Morse Ln

Phase: Long-term

Cost Estimate: $22,500 – $30,000

A trail is recommended that would connect Ellsworth Estates on Mary Avenue with Sherman Belcher Road, providing residents with a shortcut to the Centerville Recreation Park.

This trail would pass through private land, and cross a stream, which may create difficulties and would need to be assessed.



2 Sherman Belcher Road Sidewalk

Facility: Sidewalk

Length: 0.9 km

Start: Sherman Belcher Rd at Rt 221

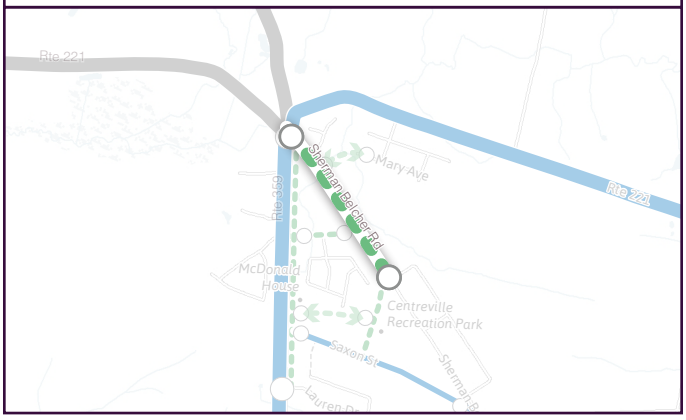
End: Sherman Belcher Rd at Lone Pine Dr

Phase: Short-term

Cost Estimate: $450,000 – $675,000

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 Recreation Park which has an entrance off Sherman Belcher Road.

The recommended sidewalk would extend south down Sherman Belcher Road from Route 221 to Lone Pine Drive, just past the park. This would improve connections to the park for residents of the two northern subdivisions and cyclists from the Route 221 bike route (recommendation RE2, page 42), as well as residents of the Pinecrest Drive loop.



3 Lydiard Road Sidewalk

Facility: Sidewalk

Length: 0.4 km

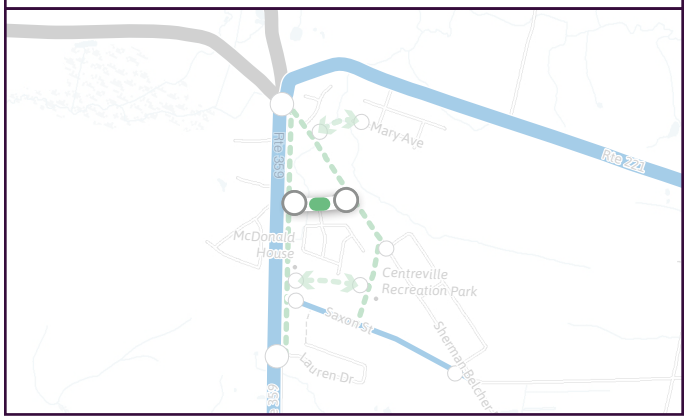
Start: Lydiard Rd at Rt 359

End: Lydiard Rd at Sherman Belcher Rd

Phase: Short-term

Cost Estimate: $200,000 – $300,000

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



4 MacDonald House Trail

Facility: Pedestrian trail (crusher dust)

Length: 0.5 km

Start: Approx. at Charles MacDonald House

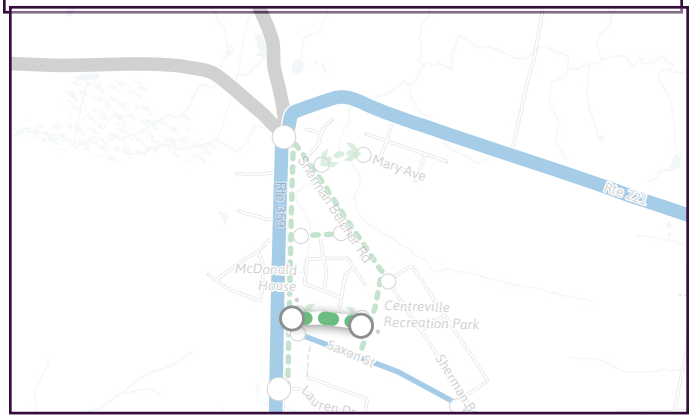
End: Sherman Belcher Rd at Centreville Recreation Park

Phase: Long-term

Cost Estimate: $36,500 – $50,000

A local trails committee is interested in developing a trail from Charles MacDonald House to the Recreation Park 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 Saxon Street Shoulder

Facility: Paved shoulder

Length: 1.0 km

Start: Saxon St at Rt 359

End: Saxon St at Sherman Belcher Rd

Phase: Long-term

Cost Estimate: $200,000

A paved shoulder is recommended for Saxon Street, a narrow residential street which could serve as a connection to the Recreation 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 Recreation Park property extends to Saxon Street, where a path currently connects the two. This connection could be formalized to link into the proposed shoulder.

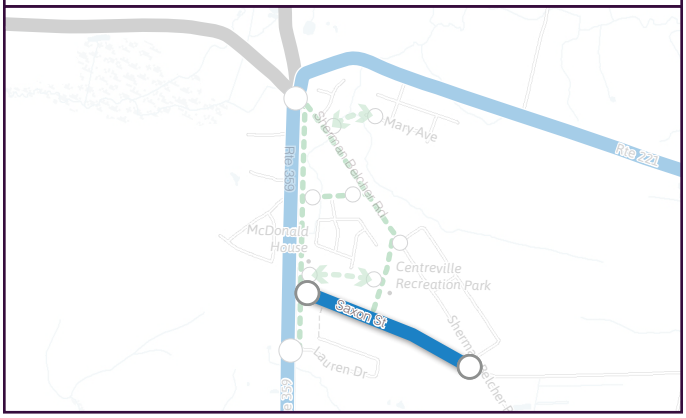


Photo: Municipality of the County of Kings

Hants Border [HB]

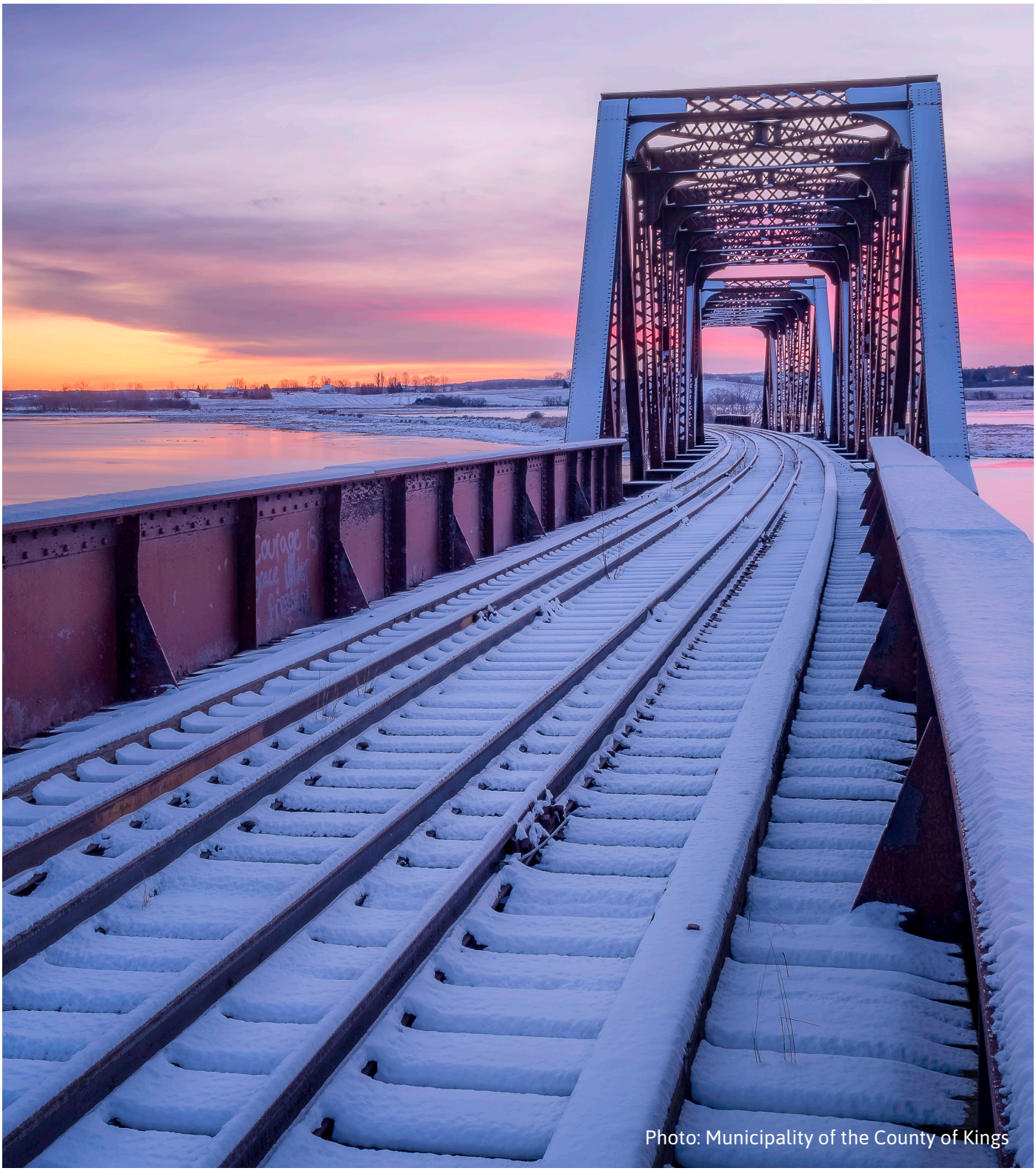
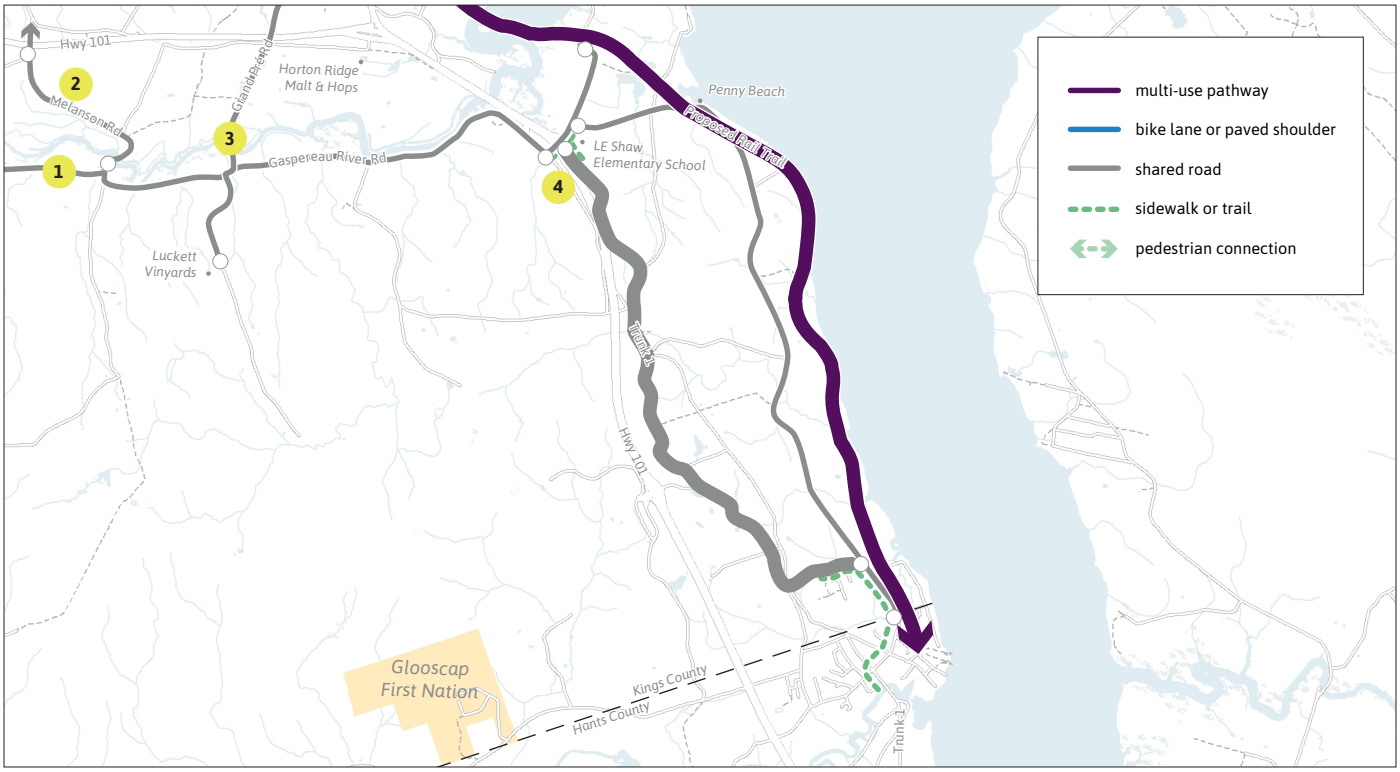
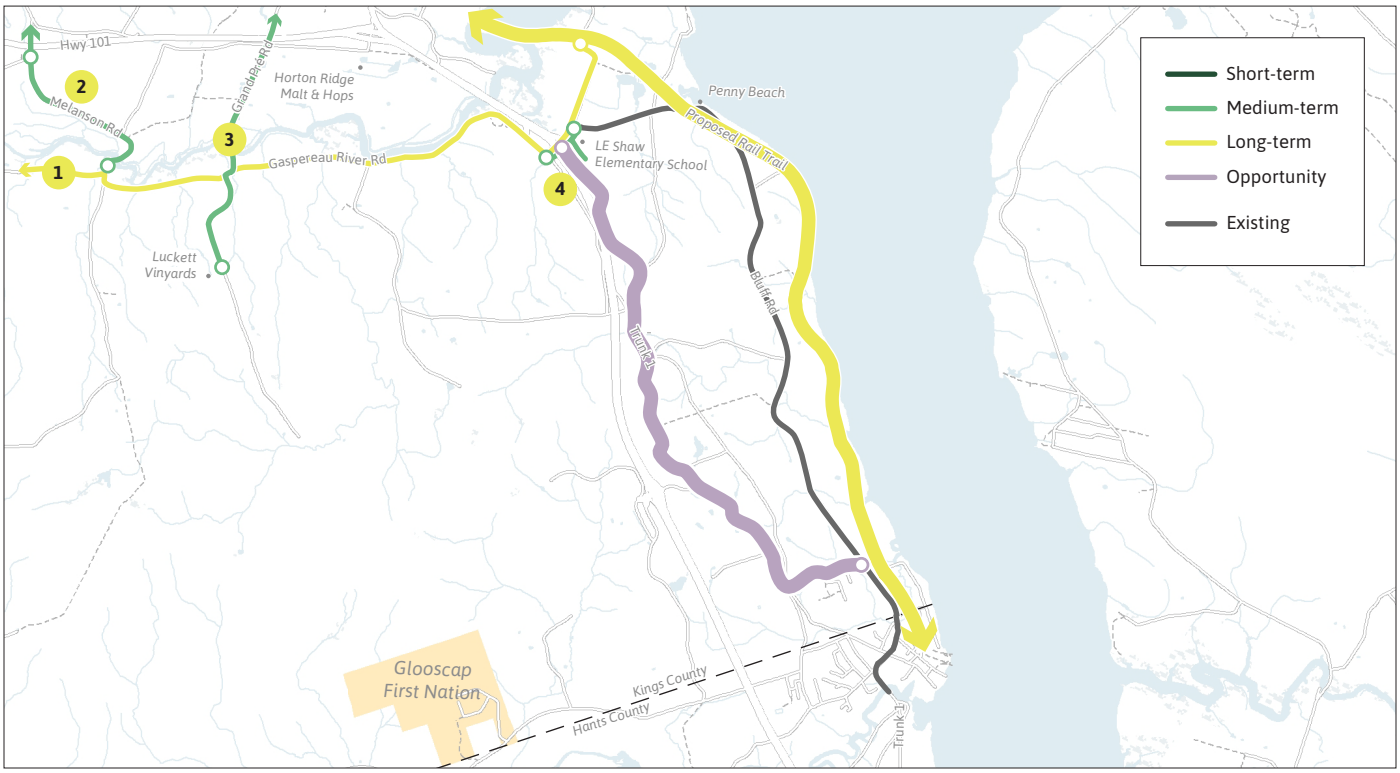


Photo: Municipality of the County of Kings

Routes by Facility Type



Routes by Phasing



1 Gaspereau River Road Bikeway

Facility: Shared road

Length: 7.5 km

Start: Gaspereau River Rd at Slayter Rd

End: Gaspereau River Rd at Hwy 101

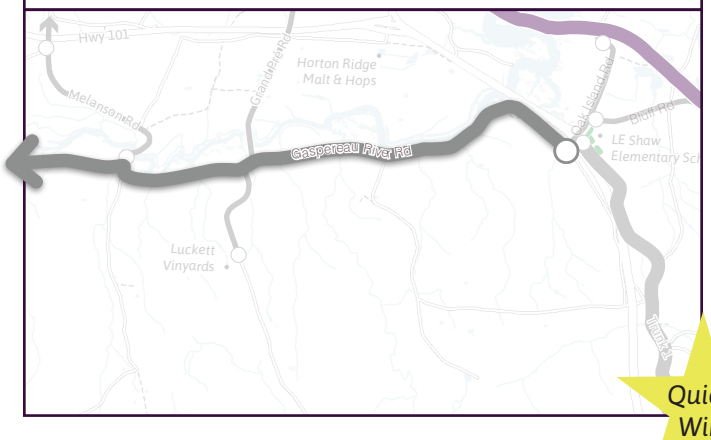
Phase: Long-term

Cost Estimate: $20,625

A shared road is recommended for:

- Gaspereau River Rd from Slayter Rd to Hwy 101
- Oak Island Road from Hwy 101 to the proposed Harvest Moon Trailway extension (RE12, page 49)

The eastern portion of this connection also follows the proposed Blue Route.



Quick Win

2 Melanson Road Bikeway

Facility: Shared road

Length: 2.3 km

Start: Melanson Rd at Hwy 101

End: Melanson Rd at Gaspereau River Rd

Phase: Medium-term

Cost Estimate: $6,325

A shared road is recommended for Melanson Road following the proposed Blue Route and connecting the Town of Wolfville and Gaspereau River Road Bikeway (HB1, page 100). This route could also continue into the Town of Wolfville.

Quick Win

3 Grand Pré Connector

Facility: Shared road

Length: 4.7 km

Start: Grand Pré Road at the Harvest Moon Trailway

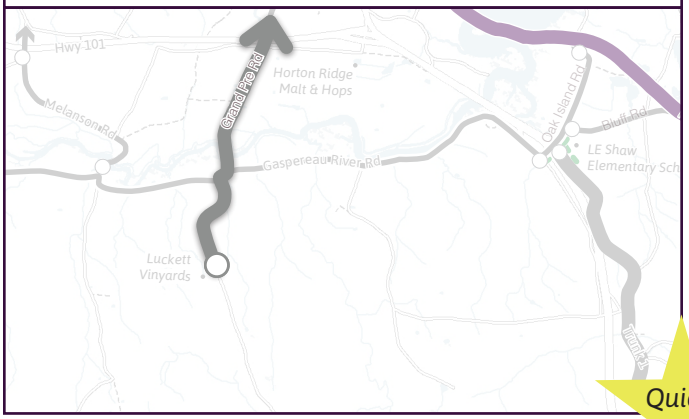
End: Grand Pré Road at Luckett Vineyards

Phase: Medium-term

Cost Estimate: $12,925

A shared road is recommended for Grand Pré Road, starting at the current end point of the Harvest Moon Trailway, a key trailhead and hub for active transportation users. This recommended route follows the proposed Blue Route but stretches further south to access Luckett Vineyards, a major employer and tourist destination.

The full extent of this route can be seen on page 37.



Quick Win

4 L.E. Shaw Sidewalk Extension

Facility: Sidewalk

Length: 0.5 km

Start: Trunk 1 at Oak Island Rd

End: Oak Island Rd at Bluff Rd

Phase: Medium-term

Cost Estimate: $250,000 - $375,000

A sidewalk extension is recommended where Oak Island Road passes L.E. Shaw Elementary School. This recommendation would extend the sidewalk south across the Highway 101, connecting to Gaspereau River Road (recommendation HB1, page 100), and north to the intersection of Bluff Road and 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.

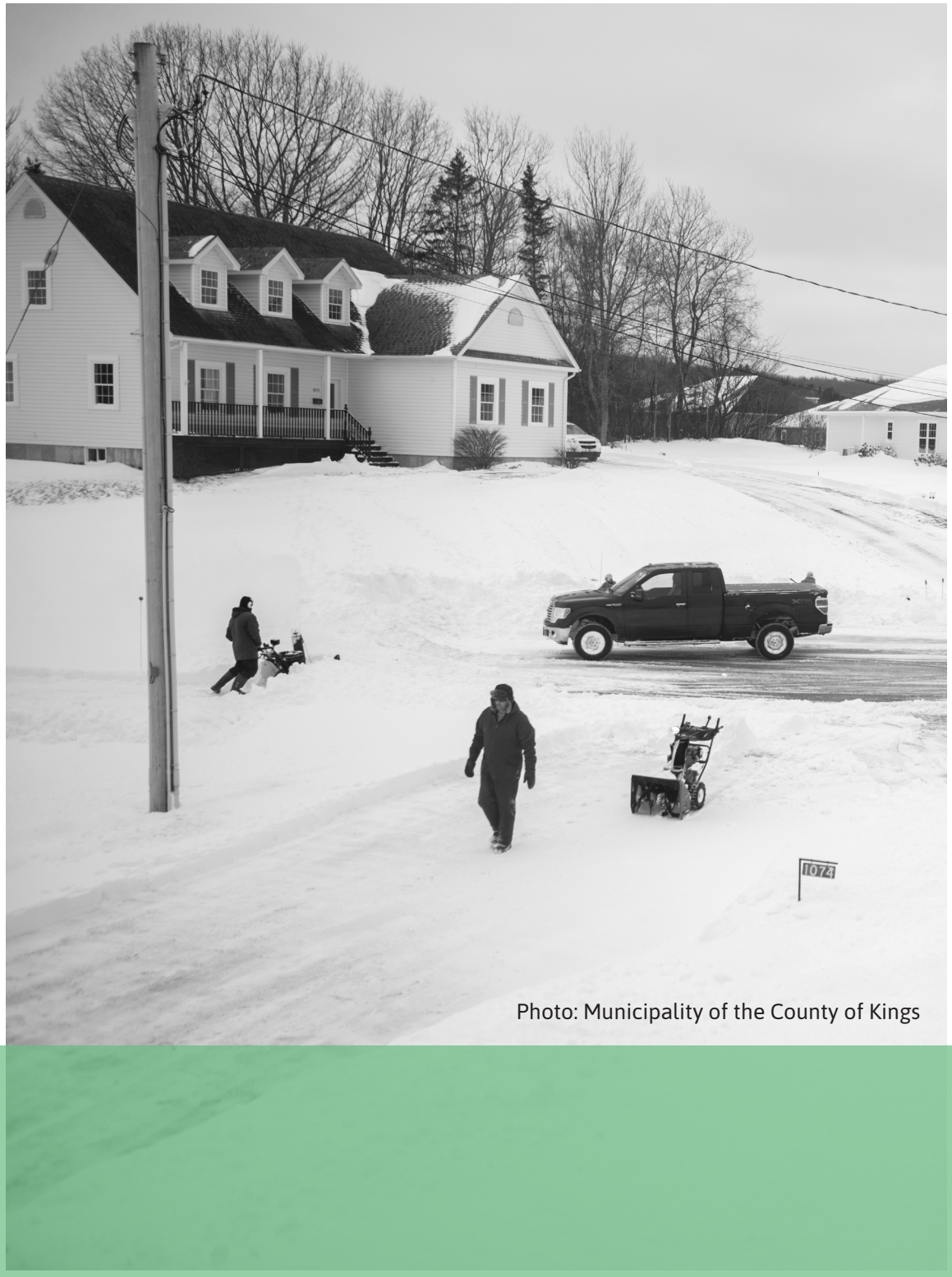


Photo: Municipality of the County of Kings

Overall Network Improvements

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.

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 active 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

Monitor traffic by mode on motorized trails over time

We heard from much of the community that off highway vehicle (OHV) users are generally very respectful along the Harvest Moon Trail, but the level of comfort with this shared use varies from person to person.

In order to determine if there is significant conflict between motorized and non-motorized uses, traffic counts should be completed over a period of a few years, at consistent locations. This data will track the number of each modal type on both motorized and non-motorized portions of the trail, helping to determine what, if any, impacts the motorized uses have on active transportation use.

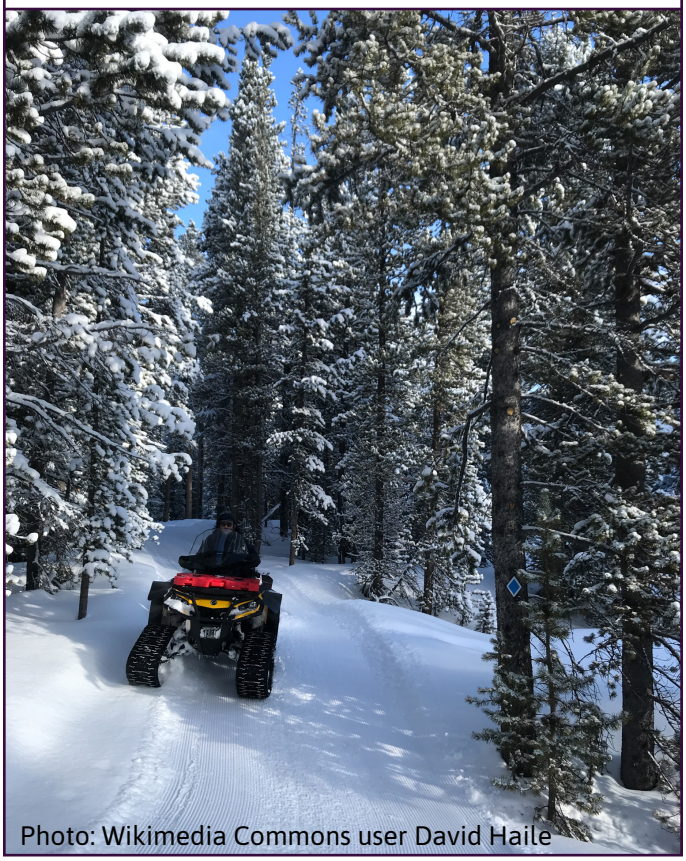


Photo: Wikimedia Commons user David Haile

Establish a winter maintenance strategy

Winter maintenance is essential to active 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. The Kentville portion of the Harvest Moon Trail is paved and plowed through a partnership with a local snowmobile club.

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:

- Establish a pilot project for efficient and consistent winter maintenance of paved portions of the Harvest Moon Trailway
- Grooming on selected non-paved trails to accommodate cross-country skiing
- Ensure winter maintenance plans incorporate paved shoulders
- Develop snow storage protocols that avoid blocking curb cuts, building entries, ramps, and accessible parking
- Prioritize snow clearance and salting or sanding for sidewalks and pathways leading to schools, healthcare, and businesses, in partnership with Villages
- Coordinate snow clearing schedules to ensure road plowing does not block crosswalks and pedestrian facilities
- Work with Villages and businesses to establish snow clearance responsibilities for transit stops and accessible parking spaces
- Work with businesses to avoid placing out door 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 By-law and Subdivision By-law
- Resource: Mid-Atlantic ADA Centre Effective Snow Removal Booklet

Explore opportunities to support local trail groups and trail owners

The Municipality of the County of Kings 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 local trail networks and informal paths. 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
- Insurance
- Signage and wayfinding improvements
- Marketing and promotions
- Arts and cultural installations

Quick Win

Improve surfacing 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 particularly 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. This includes improved active transportation connections between bus stops and key destinations like service centres, schools, major employers, subdivisions, and supportive housing.

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
- Promotion of bike racks on buses
- Low-income transit passes

Photo: Municipality of the County of Kings

Improve access control in parking areas

The Municipality features many commercial centres made up of sprawling, street-fronting parking lots. These lots are dangerous for active 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 By-law, 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 Transportation Association of Canada (TAC) and current CSA B651 as closely as possible, and refer to the Recommendations to the Government of Nova Scotia on Accessibility Standards in the Built Environment and any resulting regulations.

Throughout the Municipality, many sidewalks 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 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 an uneven surface for people using wheelchairs. Instead, expansion joints should be saw-cut and untroweled. Concrete slabs should be swept to improve traction.

Sidewalks should be designed to create a clear path of travel, free of obstacles such as hydrants or patio seating obstructing the pathway. Curb cuts should be placed at intersections and accessible parking spaces, maintained and cleared of snow.

Finally, alternate routes should be identified during construction or maintenance projects which affect 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.

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 a program for traffic slowing

Traffic concerns are considered the main barrier to active 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.

Priority locations should include: dangerous intersections; streets which access schools, community amenities, and trail heads; and streets where active transportation facilities are not feasible. An application process for residents could be an additional tool for prioritizing investment. 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 radar signage 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
- Speed bumps and speed tables
- Raised crosswalks and curb extensions

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 active 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
- Crosswalk at Trunk 1 and South Bishop Road 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 crosswalk outside the Tim Hortons on Trunk 1 in Coldbrook
- Traffic calming and crosswalks at Coldbrook Village Park and Trunk 1
- Marked crosswalks on New Canaan Road where it meets Highway 101 and Prospect Road in New Minas
- Marked crosswalk at Lone Pine Drive and Sherman Belcher Road in Centreville
- Marked crosswalk at Lydiard Road and Route 359 in Centreville
- Traffic slowing on Route 358 by Port Williams Park

Quick Win

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 active 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

Quick Win

Photo: Flickr user Norm Wright

Improve waterways access within communities throughout the Municipality

Water-based activities such as canoing, kayaking, SUP boarding, and swimming are all examples of active 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 waterways 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 waterways accesses on Municipal land and through agreements with property owners
- Explore opportunities for new boat launches (including in Wolfville, Port Williams and Canning)
- Protect existing waterways access through the Subdivision By-law
- Explore opportunities for boating equipment loans and encourage rental businesses to establish near water accesses

Photo: Chris Shepperd

Pave the Harvest Moon Trailway between Kentville and Wolfville

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: Municipality of the County of Kings

Photo: Municipality of the County of Kings

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 active transportation, with a strong network centered around the Harvest Moon Trailway. In order to expand upon this trail network and improve conditions for all active 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 active transportation users. Improvements such as seating, bicycle parking and repair stations will improve the accessibility and inclusion for all street users in the Municipality, 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. Active Transportation improvements should meet guidelines set out by the current CSA B651 Accessible Design for the Built Environment, and refer to the Recommendations to the Government of Nova Scotia on Accessibility Standards in the Built Environment and any resulting regulations. 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 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 bike repair stations in parks and along trails

Cost Estimate: $2,000 each (incl. pump and repair station)

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.

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

Provide charging stations for electric equipment in high-traffic areas

Cost Estimate: $50-$3,000

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

Charging stations 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.

Charging stations could be as simple as a weather-proof outlet attached to an outbuilding or community centre, or more expensive products could be purchased which provide charging outlets for both e-bikes and electric vehicles and offer additional features like auto-shutoff. Regardless of the price range, these charging stations can also be used for any electric equipment such as phones, electric scooters, and wheelchairs.

Quick Win

Photo: Wikimedia Commons user D-Kuru

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 Kingston, Berwick, Kentville, New Minas, and Grand Pré. Free public wifi should be provided where possible.

Photo: Mountain Bike Atlantic

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

Cost Estimate: $60,000-300,000 per permanent structure

Without the presence of accessible, gender affirming washrooms, many people are excluded from active 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 Crohn'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.

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.

Permanent structures should be developed where possible, and all 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 wish accessibility concerns to plan trips in advance.

Photo: Malmö, Sweden

Provide water stations in parks and along trails

Cost Estimate: $3,000 each

Water and hydration is a necessary component of any physical activity, including active 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.

Install lighting along sidewalks and trails

Cost Estimate: $2,000-3,000 per pole

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. Fixtures should provide adequate and even lighting, minimizing the creation of glare or shadows.

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

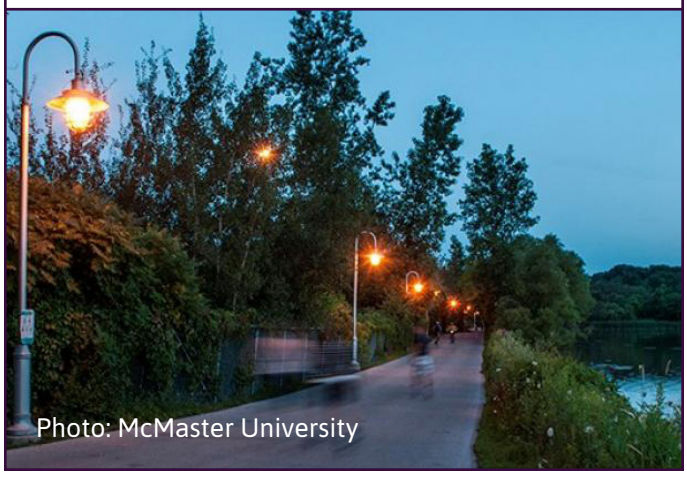


Photo: McMaster University

Work with businesses to provide more bicycle parking

Cost Estimate: $500-1,000 per bike rack,

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 By-law, 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, beaches, and community centres

Quick Win

Photo: Saltscapes

Provided sheltered bicycle storage at key locations

Cost Estimate: $14,000 each

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

Photo: Wikipedia user Snowmanradio

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 various local communities and organization, including the Annapolis Valley Trails Coalition. To prioritize the provision of accessible hubs along the trail, the Municipality should work with the Annapolis Valley Trails Coalition and other trail managers to coordinate safe zones where the trail passes through community cores.

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

The safe zones should prioritize comfort with slower speeds for motorized vehicles and bicycles, 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

Cost Estimate: $1,500 each

To improve the accessibility of Municipal 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

Quick Win

Photo: Adobe Photo Stock

Provide waste stations in parks and along trails and streets

Cost Estimate: $300-500 each

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.

Quick Win

Photo: Adobe Photo Stock

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 active transportation for low-income residents, let people try new things without a financial commitment, and allow 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 network of equipment loans allowing users to return equipment at any location.

Offerings could include:

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

Quick Win

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. Play spaces should be connected to other community amenities and housing, and provide social spaces for all ages. Opportunities for additional elements of play include:

- Natural playgrounds
- Native plant landscaping
- Public art
- Nature scavenger hunts
- Activities like giant chess sets, basketball hoops, skate parks
- Interpretive Signage
- Playboxes with free games and equipment

- Example: Art on the Trail, District of Lunenburg

Flickr User Jack at Wikipedia

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 African Nova Scotian/ Black community members to inform how to best protect and recognize sites of cultural or historical significance.

To further relationship building, 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 the Mi'kmaq, and a Mi'kmaw 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 through accurate truth telling, 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 African Nova Scotian / Black communities to complete public art or interpretation projects.

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 active transportation including bike trailers, and strollers and wheelchairs of all sizes.

Improve directional signage along the Harvest Moon Trailway

Cost Estimate: $400 per sign (with install)

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.

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 could 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 translations, including key information in both Mi'kmaq and English on all 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 active 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 to the Harvest Moon Trailway

Cost Estimate: $400 per sign (with install)

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 Active Transit, 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

Cost Estimate: $400 per sign (with install)

A signage system for Municipal 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 Bicycle Wayfinding Guide. This standardized signage can be adopted by Municipalities for use on Municipal roads and trails, and while it has not been adopted by the Provincial Department of Transportation and Active Transit, Municipalities can propose a signage plan for installation on Provincial roads.

The following signs are based on this signage system.

Once the Municipality of the County of Kings has completed their rebranding process, this logo can 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 exists, the addition of subtext lines may be used.

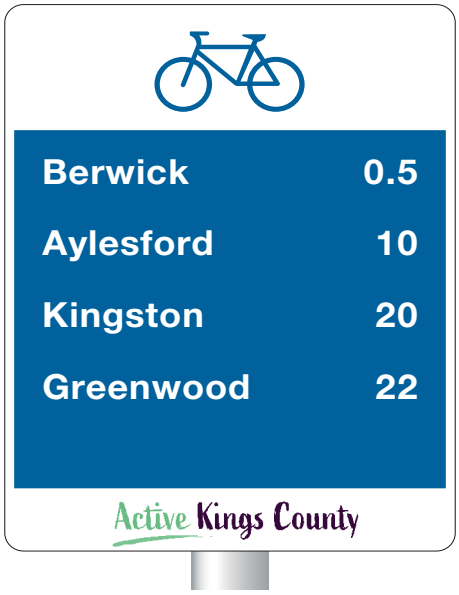
Bike Route Confirmation Signs

Confirmation signs provide information about upcoming destinations and help assure cyclists that they are on the right route. Confirmation signs are located after important decision making points along a bicycle route.

For on-street shared roads, 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.

Bike Route Signs

Bike Route signs should be placed along designated shared roads 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)

The standard TAC approved share the road sign is taken from the Manual for Uniform Traffic Control Devices (MUTCD) and is used to provide a warning of a change in the road. This sign also warns motorists and cyclists to exercise additional caution on the upcoming section of road. These signs are required to be approved and installed by the provincial Department of Transportation and Active Transit.

By law, motorists are required to give cyclists a minimum distance of one metre when passing.

Photo: Municipality of the County of Kings

Photo: Pixabay user Bluelightpictures

Education & Programming

Kings County already has a strong culture of active 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 active 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 active transportation include Bike Month, bike rodeos, charity runs, and more. Continued support for these events and programs will help build momentum for active 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 Women and Sport 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 active 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

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

Quick Win

Photo: Street Lab

Work with schools to incorporate active transportation into commutes and classroom learning

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, in 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 active 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 the Municipality 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 active transportation considerations in all future school siting, but a variety of recommendations can be combined to improve conditions for existing schools:

» Reduced speed limits of 30 km implemented in all school zones at all times
» 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
» Work with the Annapolis Valley Regional Centre for Education to explore opportunities to expand busing zones

Develop walking groups for all ages

Walking groups can encourage residents to get active, introduce people to active 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.

Quick Win

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. Yield rules should be clarified to alert motorized users that they must yield to non-motorized uses, while cyclists and other wheeled modes must yield to pedestrians.

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.

Support local organizations promoting active transportation among youth

There are a number of community groups and organizations in the Municipality creating opportunities for youth to participate in active transportation. In order to ensure these programs continue to be available, the Municipality should continue to find ways to support and partner with groups promoting active transportation.

» Examples: Girls on Boards, Flying Squirrel, Youth Portal, Kids Action Program, the Youth Project

Quick Win

Provide all ages active transportation courses

Providing courses for community members of all ages can improve comfort levels for people with any skill level.

Offerings could include courses on cycling, walking safety for younger youth, skateboarding, canoeing, cross-country skiing, and more. Partnerships with local equipment loans would lower the barrier to participation.

Cycling courses could include 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, Women on Wheels, Ecology Action Centre Making Tracks

Develop educational materials for road users

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 active 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 active 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 African Nova Scotian / 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 active 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.

Photo: ParaSport NS

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 African Nova Scotian / Black community, and low-income neighbourhoods to promote existing opportunities for active 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 active 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 the Municipality 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 active 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 active 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

Cost Estimate: $8,000 for website

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.

With additional funds this 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.

Develop promotional print materials

Cost Estimate: $4,000

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 tips like how to use bike racks on local buses, or where to access equipment loans. 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 centres; resource centers, recreation facilities, seniors housing, and more.

Develop a Tourism Strategy which promotes economic diversity

Cost Estimate: $40,000-50,000

The Municipality of the County of Kings 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 active 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

Cost Estimate: $40,000-60,000

Accessibility should be considered a guiding principle for all active transportation 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 also improves comfort for all users throughout their life span,

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*. The Accessibility Plan should be integrated with all Municipal plans and strategies, including this Active Transportation Plan, and involve all Municipal Departments.

Photo: Municipality of the County of Kings

Photo: Municipality of the County of Kings

Implementation

This Plan is a long-term vision for active transportation in the Municipality of the County of Kings. The recommendations in this Plan are intended to be completed over the coming 15 years, and this implementation should be reviewed on an annual basis.

This section summarizes the process for costing and phasing included in this Plan, and establishes guidelines for future decision making. Policy recommendations are included which would help guide active transportation through existing and new policies.

Costing

Cost estimates included in the recommendations of this Active Transportation Plan are rough calculations intended as a guide for decision making. Estimates for the network facilities are based on the following assumptions:

- Sidewalks: $500,000 - 750,000 per km
- Asphalt multi-use path: $250,000 per km
- Crusher-dust multi-use path: $100,000 - $150,000 per km
- Crusher-dust pedestrian trail: $75,000 - $100,000 per km
- Paved shoulders: $65,000 or 200,000 per km (depending on existing shoulder space)
- Bike lane: $5,500 per km for signage and paint + paved shoulder
- Shared road: $2,750 per km

Variance at this level can be significant. Estimates were developed based on the information available combined with professional judgement. Changing costs of materials and labour, and principles from which contractors derive their bids for the work are outside our knowledge and control. It is also likely that unexpected events or costs which cannot be anticipated will likely arise throughout the implementation of this Plan.

When budgeting for active transportation projects (including network facilities, infrastructure, programming, and more), the possibility of cost sharing should be considered. Many projects are eligible for some form of cost sharing, which could include:

- Infrastructure costs shared or covered by the Provincial Department of Transportation and Active Transit (this includes Blue Route facilities, and some facilities on provincial roads)
- Infrastructure within Kings County Villages and Towns
- Projects eligible for grants or other funding opportunities

Funding opportunities for active transportation have been expanding recently and include the following dedicated funds:

- NS Department of Energy and Mines: Connect2 Fund, Active Transportation Infrastructure & Design program stream
- Investing in Canada Infrastructure Fund, which has added COVID-19 flexibilities to create additional eligibility for active transportation projects under multiple project streams
- Additional funding will soon be available through the federal government's $400 million Active Transportation Fund, announced in March, 2021

Additional funds unrelated to active transportation may offer grants based on other criteria.

Network Phasing

Network facilities recommendations included within this Plan have been categorized as short-, medium-, long-term, and opportunity phases.

Short-term

Short-term recommendations are intended for implementation within the first five years. These include items which will have a big impact and help set the stage for other improvements, as well as items which are already planned or budgeted for implementation:

- North Mountain Regional Bikeway [RE2] (page 42)
- Berwick Connector [RE4] (page 44)
- Port Williams-Canning Regional Bikeway [RE10] (page 47)
- Cambridge Connector [CC2] (page 62)
- Exhibition Street/Sanford Shared Road [KE2] (page 68)
- Oakdene Avenue Shared Road [KE4] (page 69)
- Ravine Trail Connections [NM1] (page 72)
- Harvest Moon Trailway Access to Commercial Street [NM4] (page 73)
- Highland Connector [GW5] (page 80)
- Summer Street Sidewalk [CA1] (page 88)
- Chapel Road Sidewalk [CA2] (page 88)
- Sherman Belcher Road Sidewalk [CE2] (page 94)
- Lydiard Road Sidewalk [CE3] (page 95)

Medium-term

These medium-term recommendations should be implemented within ten years, and include generally lower cost items which can be accomplished relatively easily:

- Kingston - Greenwood Trail [KI1] (page 52)
- Bridge Street Connector [KI2] (page 52)
- Cambridge Street Sidewalk Extension [CC3] (page 63)
- Harvest Moon Trailway access to Cambridge schools [CC4] (page 63)
- South Bishop Road Connector [CC5] (page 64)
- Meadowview Trail [KE1] (page 68)
- Scott Drive Loop [KE3] (page 69)
- Aalders Sidewalk Extensions [NM2] (page 72)
- Harvest Moon Trailway Access to Greenwich Road [GW2] (page 78)
- Port Williams Sidewalk Extension [PW1] (page 84)
- North Avenue Sidewalk Extension [CA3] (page 89)
- Route 221 Sidewalk Extension [CA4] (page 89)
- Melanson Road Bikeway [HB2] (page 100)
- Grand Pré Connector [HB3] (page 101)

Long-term

Long-term recommendations should be implemented within the 15 year plan horizon:

- Halls Harbour Connector [RE7] (page 45)
- Harvest Moon Trailway Extension [RE12] (page 49)
- Harvest Moon Trailway Connections at Clairmont [KI3] (page 53)
- River Walk Trail [GR3] (page 57)
- Marklee Drive Extension [GR4] (page 57)
- Rocknotch Road Sidewalk Extension [GR5] (page 58)
- Waterville Mountain Road Sidewalk [CC1] (page 62)
- Lockhart Trail [NM5] (page 74)
- Granite Drive Connector [NM6] (page 74)
- Ken Wo Connector [NM7] (page 75)
- Deep Hollow Connector [GW1] (page 78)
- Collins Road Sidewalk Extension [PW2] (page 84)
- Kingsport Connector [CA5] (page 90)
- Blomidon Connector [CA6] (page 90)
- Ellsworth Estates Trail [CE1] (page 94)
- MacDonald House Trail [CE4] (page 95)
- Saxon Street Shoulder [CE5] (page 96)
- Gaspereau River Road Bikeway [HB1] (page 100)
- L.E. Shaw Sidewalk Extension [HB4] (page 101)

Opportunity

The remaining opportunity recommendations should be implemented as opportunity arises, such as road repaving. Depending on the circumstances, these recommendations may be completed past the 15-year plan horizon.

Before the recommended paved shoulders are implemented, many of these routes could be established as shared roads in the interim

- Kingston - Greenwood Connector [RE1] (page 42)
- Brooklyn & Belcher Regional Bikeway [RE3] (page 43)
- Lovett Road Connector [RE5] (page 44)
- Centreville - Aldershot Connector [RE6] (page 45)
- Chester - Kentville Regional Bikeway [RN8] (page 46)
- Cape Split Connector [RE9] (page 46)
- Trunk 1 Improvements [RE11] (page 48)
- Meadowvale Connector [GR1] (page 56)
- Tremont Connector [GR2] (page 56)
- Prospect Road Connector [NM3] (page 73)
- Horton Connector [GW3] (page 79)
- White Rock Road Loop [GW4] (page 79)
- Gaspereau River Road Loop[GW6] (page 100)

Ranking Criteria

Network facilities have been ranked according to the following criteria:

- The estimated cost of the facility, divided into high (over $1 million), medium ($100,000 to $1 million), and low (under $100,000) costs.
- Whether the facilities are included in a local Plan or Strategy, the 2021-22 Municipal Budget, the province-wide Blue Route cycling network plan, or the Province's 2021-22 Highway Improvement Plan.
- The safety of the facility based on the level of comfort associated with each facility type (page 27).
- Whether the item emerged as a key priority for the community through public engagement feedback

Proposed phasing for the general recommendations included in the Overall Network Improvements Infrastructure & Amenities, Education & Programming, and Marketing & Promotions sections can be found in Appendix A (page 159). These were ranked using a more detailed scoring framework, found in Appendix B (page 161).

Decision Making

Municipal staff should use the phasing processes described on page 149and Appendix B page 161 to guide decision making as new projects arise, and should be repeated any time this document is reviewed. These tools are provided to confirm that new projects meet the values of this Active Transportation Plan, but must be paired with the professional judgment of staff, and remain flexible to take advantage of opportunities as they arise.

In addition to the criteria outlined on page 149 and page 161, staff should also consider the following as they assess new projects:

- Opportunities for cost sharing
- Council directives
- Current community priorities
- Opportunities to coordinate with other investments or maintenance

For network facilities, there are additional considerations:

- Distance to key amenities and transit routes
- Connectivity to other existing or planned active transportation facilities

Policy Recommendations

The Municipality's existing plans and strategies are the foundation for this Active Transportation Plan. The Municipal Planning Strategy is the Municipality's guiding land use document, which enables the regulations set out in the Land Use By-law. Other relevant documents include the Subdivision By-law and Municipal Specifications, the Municipal Sidewalk Policy, among others.

Between them, these documents include policies and regulations that determine how future streets and green space will be developed. As primary locations for active transportation, it is essential that these policies and regulations about streets and parkland align with the goals and objectives of this Active Transportation Plan.

The following recommendations include opportunities for adjustments to existing policy (additions in bold) and the creation of new policies which will support active transportation and enable the implementation of this Active Transportation Plan.

Connectivity

The Municipal Planning Strategy establishes the vision and goals for land use development in the Municipality. The existing document includes objectives which value active transportation and walkable communities. Some additions would reinforce these goals and emphasize the importance of multi-modal connections between roads, active transportation networks, and transit.

Municipal Planning Strategy
Vision Statements
Settlement:
Enable affordable housing close to essential amenities and transportation multi-modal connections

Parks and Trails Policies
2.7.9 Encourage restaurant, brewery and vineyard uses within walking distance of the Harvest Moon Trailway.

3.1 Residential Designation
Objectives
Transportation: To encourage higher-density development adjacent to main transportation corridors **and multi-modal connections.**

3.2 Commercial Designation
General Commercial Policy
Transportation: To direct commercial centres to main transportation corridors **where multi-modal connections are present.**

Site Selection

Building on the principles of connectivity, the Municipality should establish a policy for municipal site selection which establishes criteria for new public Municipal buildings, including:

- Public engagement processes
- Access and proximity to active transportation routes
- Access to public transit
- Accessibility of the surrounding built environment
- Proximity to community cores & key destinations

This policy should also reference relevant Recommendations to the Government of Nova Scotia on Accessibility Standards in the Built Environment and any resulting regulations.

Active Transportation Links

The Subdivision By-law includes requirements for the subdivision of land, but references to active transportation facilities are limited. Additions such as the following could ensure that new development governed by the document retains the existing active transportation network and ensures access to adjacent watercourses..

Subdivision By-law

4 (2) **(d) Active Transportation Linkages**
"Where development is proposed adjacent to any sidewalks, trails, or paths, the subdivider shall retain or establish linkages to the existing routes, where possible."

Subdivision By-law

Part 10: Watercourse Access
"Where development is proposed adjacent to any coastline or shoreline of any watercourse or waterbody including, but not limited to, oceans, ponds, lakes, rivers or streams, the subdivider shall retain existing pedestrian access points and trails to the coast or shoreline."

Access Control

Driveway accesses are controlled through the Land Use By-law, and should be limited to avoid barriers to the pedestrian environment.

Land Use By-law

14.2.1 Driveway Access

(c) A maximum of ~~two (2)~~ **one (1)** access~~es~~ to any lot from any public road shall be permitted.
~~(d) A minimum 50 foot separation distance consisting of a curb, barrier, or ditch designed to prevent vehicular access shall be maintained between accesses.~~

Bicycle Parking

The Land Use By-law sets out standards for bicycle parking spaces, and offers a credit to non-residential uses providing six or more bicycle parking spaces in the Commercial Zone within Growth Centres. Recommended additions to existing regulations indicate uses which should be required to provide bicycle parking, and includes additional design standards to ensure parking is secure and easy to use.

Land Use By-law

14.5.4-1 Provision of Bicycle Parking
The following Institutional and Commercial uses shall be required to provide bicycle parking:

a) **Educational Facilities**
b) **Bed and Breakfast Operations**
c) **Business Offices**
d) **Campgrounds**
e) **Community Facilities**
f) **Convenience Stores**
g) **Farmer Market Outlets**
h) **Hospitals**
i) **Indoor recreation uses**
j) **Parks**
k) **Restaurants**
l) **Retail Stores**
m) **Swimming pools**

14.5.6 Standards for Bicycle Parking Areas
Bicycle parking spaces used for the purposes of credit in section 14.5.5 shall be subject criteria noted below.

(a) Bicycle parking areas shall be located within 120 feet of the main public entrance to the building. Where a building has multiple main public entrances, the required bicycle parking spaces may be, and are encouraged to be, allocated among multiple entrances.
(b) Bicycle parking areas shall not be located in the rear yard.
(c) Bicycle parking areas shall be accessible to the public.
(d) Bicycle parking areas shall not obstruct safe pedestrian and motor vehicle circulation or barrier-free access.
(e) Each bicycle parking space shall be surfaced with concrete, asphalt, pavers, or other similar stable hard surface.
(f) Each bicycle parking space shall have a minimum length of six (6) feet, a minimum width of 15 inches, and a minimum vertical clearance of six (6) feet.
(g) Each bicycle parking space shall contain a **"inverted U" or "post and ring"** bicycle rack that is:

i) is secured to the surface;
ii) is located to provide clear and unobstructed access for the placement and removal of bicycle; and
iii) is made of metal.

Street Design

Regulations can be designed to encourage active transportation. The Municipality's Subdivision By-law and Specifications include requirements for streets including criteria which govern street dimensions and construction materials, but make little mention of active transportation facilities, and street space is designed mainly for cars. Both documents are due for a review, so the following recommendations should be considered as part of this process.

Establish standards for street design within the Municipal Specifications policy which indicate required characteristics according to street type (e.g. Major, Rural, Residential Collector). These requirements should include:

- Traffic services and function
- Average daily volume
- Average running speed
- Design speed
- Sidewalks (required on one side, both sides, or not required)
- Paved shoulders (required or not required)
- Parking (permitted on one or both sides
- Minimum and maximum grade
- Minimum travel lane width
- Right-of-way width
- Maximum distance between intersections
- Minimum centreline radius
- Minimum centreline distance between intersections
- Minimum sight distance
- Minimum K factors (crest and sag)
- Minimum curb radius
- Typical road cross sections

Subdivision By-law
4 (9a) A cul-de-sac ~~not exceeding 230 metres (754.5 feet) in length~~ may be used in the development of odd shaped areas of land in designated Growth Centres, Hamlets and Country Residential Districts of the Municipality, **where, in the opinion of the Development Officer, the land cannot be effectively serviced by continuous streets.**

(9b) Cul-de-sacs shall be a maximum length of:

(i) 230 metres (754.5 feet) where a walkway that connects to an adjacent street is provided at the end of the cul-de-sac; and
(ii) 100 metres (328.1 feet) otherwise.

(9c) A sidewalk may, at the discretion of the Development Officer, be required on cul-de-sacs where there is a pedestrian destination on the route such as a park or walkway.

Sidewalks

The existing Sidewalk Policy establishes guidelines for the funding of facilities, and recommended additions outline design requirements and allowed uses.

Update the existing Sidewalk Policy to coordinate with any updated Municipal Specifications and establish guidelines for the design of sidewalks, following the Recommendations to the Government of Nova Scotia on Accessibility Standards in the Built Environment, and any resulting regulations. Design guidelines should incorporate:

- Minimum width
- Curb cuts
- Buffer areas between street and sidewalk
- Tactile Walking Surface Indicators
- Pedestrian crossing indicators
- Temporary sidewalks
- Placement of street furniture
- Sidewalk cafes and patios

As enabled by the *Traffic Safety Act*, this policy may also outline which active transportation modes are permitted on sidewalks and Municipal streets.

Parkland

Parkland dedication is governed by the *Municipal Government Act* which allows Municipalities to require all new development to contribute to the expansion and enhancement of the public park system. The Municipality of the County of Kings requires, through the Subdivision By-law, that subdividers transfer 5% of the area of land shown on the final subdivision plan (exclusive of streets and remainder lots) to the Municipality, cash-in-lieu equal to 5% of this land's assessed value, or a combination of the two. Adjustments to the current land quality criteria would avoid issues where the subdivider's interpretation of "usable land" does not result in land fit for parkland, and adding definitions of parkland types could would guide decisions around where these amenities are lacking.

Subdivision By-law
9 (1) Before endorsement of approval on the final plan of subdivision by the Development Officer, and in accordance with the *Planning Act of Nova Scotia*, the subdivider shall reserve and convey to the Municipality, free

of encumbrances~~, for park, playground or similar public purposes~~, an area of useable land equal to 5% of the area of land shown on the final plan of subdivision, **where, in the opinion of the Development Officer, a deficiency in parkland exists. In determining the sufficiency of parkland, the Development Officer may reference Table X: Parkland Types, confer with the Recreation Services department, and/or reference any parks and open space plan in effect in the Municipality. Where parkland is conveyed it shall be** exclusive of:

(i) public streets or highways; and
(ii) private roads; and
(iii) proposed streets, highways and private roads; and
(iv) the remainder land, if any.

9 (2) Notwithstanding Section 9 (1), where there is no useable land free of all encumbrances; where the subdivider so desires; **or Where, in the opinion of the Development Officer, sufficient parkland is available but a deficiency in recreation facilities exists**, the Municipality shall accept, in accordance with the *Planning Act of Nova Scotia*, for park, playground or similar public purposes, a sum of money equal to 5% of the assessed value of the new lots being created, exclusive of:

(a) public streets or highways;
(b) private roads;
(c) proposed streets, highways and private roads;
(d) the remainder land, if any.

9 (3) As an alternative to Section 9 (1) or 9 (2), before endorsement of approval on the final plan of subdivision, a subdivider may offer to the Municipality, and at Council's option the Municipality may accept, an amount of

Criteria	Trail or Corridor	Neighbourhood Park	Community Park	District Park	Regional Park
Typical service area	Varies with length and connectivity	500m radius (10-min walk)	2km radius	5km radius	Varies with physical or cultural heritage features
Typical active and passive recreation facilities	Paved or unpaved active transportation trails, benches, picnic area, drinking fountains, bicycle parking and repair stations, interpretive signage.	Play structures, footpaths and trails, field, watercourse access, paved court, gazebo, drinking fountain, outdoor pool or fountain, skating rink, benches, picnic area, etc.	Similar to neighbourhood parks. May also include sports fields, parking lots, washrooms, etc.	Similar to community park.	Similar to community and district parks. May also include change rooms, indoor/ outdoor sports complex, campgrounds etc.

Table X: Parkland Types

useable land of equivalent value or area to that required in Section 9 (1) and 9 (2), outside the area of land to be subdivided but within the boundaries of the Municipality.

9 (4) At the option of Council, **where the dedication required by Section 9.(1) will result in more than sufficient parkland to serve the surrounding area,** a combination of land and money may be accepted by the Municipality provided that it is equivalent in value to that required in 9 (1) and 9 (2).

9 (4.1) Where, in the opinion of the Development Officer, sufficient parkland or recreation facilities are available, the dedication shall be in the form of cash-in-lieu, as provided for in 9(2).

9 (6) Any land to be conveyed to the Municipality under this Part shall:

(a) Consist of a parcel having an area of ½ acre or more, **not including portions of the lands with dimensions less than 6 metres in any direction;**
(b) ~~Have an average slope less than 15% if intended for active recreational development.~~ **Have a maximum slope of five percent (5%);**
(c) Not be subject to flooding **and not contain wet or swampy areas,** unless intended for water based activities.
(d) Be capable of use for one or more of:

(i) purposes such as linear walking trails, scenic vistas or passive park areas;
(ii) active purposes such as sports fields or playgrounds;
(iii) an environmentally sensitive area or as a significant natural feature;

e) is not subject to any known environmental contamination;
f) is not required as part of a stormwater treatment pond; and
g) is not an electrical or gas transmission corridor.

Implementation

Establishing an Active Transportation Policy would help guide implementation of this Plan, as well as future active transportation projects. This policy may consider the following:

- Establish a Working Group with representatives from each Municipal Department, as well as Municipal Council
- Establish a project lead within the Working Group (such as the Deputy CAO)
- Continue to engage local recreation partners from Kings County Towns, Villages, and First Nations Communities in the implementation of this Plan
- Explore opportunities for funding and cost sharing with recreation partners
- Conduct two annual meetings with the Provincial Department of Transportation and Active Transit to review upcoming active transportation projects and priorities
- Address Active Transportation improvements in all relevant policy and legislation

Much of this process relies on building relationships with partners in active transportation, and it is important to recognize the importance of both the ongoing tangible and intangible work that goes into these relationships.

Photo: Municipality of the County of Kings

Photo: Municipality of the County of Kings

Appendices

Appendix A: Proposed Phasing for General Recommendations

The following phasing is proposed for general recommendations included in the Overall Network Improvements, Infrastructure & Amenities, Education & Programming, and Marketing & Promotions sections:

Short-term

- Improve surfacing and maintenance of the Harvest Moon Trailway west of Berwick. (page 106)
- Explore opportunities for crosswalk improvements throughout the pedestrian network (page 111)
- Implement marked crosswalks at Harvest Moon Trailway crossings (page 111)
- Ensure active transportation products abide by principles of Universal Design and Inclusive Design. (page 116)
- Provide public washrooms in parks, trails, and in cores. (page 118)
- Provide water stations in parks and along trails. (page 118)
- Install lighting along sidewalks and trails. (page 119)
- Develop safe zones along the Harvest Moon Trailway. (page 120)
- Add benches and street furniture along trails and streets. (page 121)
- Expand equipment loans throughout Kings County. (page 122)
- Protect and recognize sites of Mi'kmaq and African Nova Scotian heritage and culture. (page 123)
- Ensure the consistency of trail gates along the Harvest Moon Trailway. (page 123)
- Improve directional signage along the Harvest Moon Trailway. (page 124)
- Signage Templates for Signed Bike Routes. (page 126)
- Establish a safe routes to school strategy. (page 133)
- Provide all ages active transportation courses. (page 135)
- Develop programming opportunities in partnership with traditionally marginalized communities. (page 137)
- Develop a Tourism Strategy which promotes economic diversity. (page 141)
- Develop a Municipal Accessibility Plan. (page 142)

Medium-term

- Establish additional access points along the Harvest Moon Trailway. (page 104)
- Establish a winter maintenance strategy. (page 105)
- Improve connections with local transit networks. (page 107)
- Create a clear path of travel on all sidewalks. (page 108)

- Ensure accessible pedestrian signals at crosswalks. (page 109)
- Expand park and ride options along the Harvest Moon Trailway network. (page 109)
- Consider possibilities to formalize existing footpaths and informal trailways. (page 110)
- Implement a program for traffic slowing. (page 110)
- Pave the Harvest Moon Trailway between Kentville and Wolfville. (page 112)
- Monitor traffic by mode on motorized trails over time. (page 104)
- Provide rest stops along the Harvest Moon Trailway. (page 117)
- Implement signage along roads directing to the Harvest Moon Trailway. (page 125)
- Develop walking groups for all ages. (page 134)
- Develop an educational campaign for trail etiquette. (page 134)
- Develop educational materials for road users. (page 135)
- Develop a standard for effective and equitable enforcement. (page 136)
- Provide accessible programming options for all community members. (page 136)
- Establish a local photo campaign. (page 140)
- Expand online mapping tools. (page 140)
- Develop promotional print materials. (page 141)
- Collect data on human-powered transportation. (page 142)

Long-term

- Explore opportunities to support local trail groups and trail owners. (page 106)
- Improve access control in parking areas. (page 108)
- Improve waterways access within communities throughout the Municipality. (page 112)
- Provide bike repair stations in parks and along trails. (page 116)
- Provide charging stations for electric equipment in high-traffic areas. (page 117)
- Work with businesses to provide more bicycle parking. (page 119)
- Provided sheltered bicycle storage at key locations. (page 120)
- Provide waste stations in parks and along trails and streets. (page 121)
- Connect the Harvest Moon Trailway with opportunities for play and exploration. (page 122)
- Continue to host events which encourage human-powered transportation. (page 132)
- Work with schools to incorporate human-powered transportation into commutes and classroom learning. (page 133)
- Implement bike-friendly business certification. (page 137)

Appendix B: Scoring Framework for General Recommendations

The following scoring framework was used to phase general recommendations and can be used as one tool in future decision making.

Category	Description	Value	Scoring Description	Weight
Community Benefit	The recommendation impacts the overall safety, health, and well-being of the Kings community, including social determinants of health.	100	The recommendation addresses an urgent issue and will benefit the majority of the population.	20%
		75	The recommendation addresses an urgent issue but will only benefit a portion of the population.	
		50	The recommendation does not address an urgent issue but will benefit a large portion of the population.	
		25	The recommendation does not address an urgent issue and benefits a small portion of the population.	
		0	The recommendation does not address an urgent need and does not benefit the larger population.	
Equity Benefit	The recommendation provides social or economic benefits to a marginalized or an equity-seeking group including low-income households, new immigrants, women, trans and gender diverse people, and Black, Indigenous, or racialized individuals.	100	The recommendation addresses a marginalized or equity-seeking group.	20%
		0	The recommendation does not address a marginalized or equity-seeking group.	
Accessibility	The recommendation removes or prevents barriers to the full and effective participation of people with disabilities.	100	The recommendation removes or prevents barriers for people with disabilities.	15%
		0	The recommendation does not remove or prevent barriers for people with disabilities.	
Community Preference	The recommendation has been favoured among residents. Despite any level of support for a recommendation, the community may still have concerns, and there may be details to resolve during implementation.	100	The recommendation is favoured among residents and community members. Despite this, individuals or groups may still disagree with the recommendation.	25%
		50	The recommendation is favoured by some but not all of the residents and community members.	
		0	The recommendation is supported by a limited number of residents and community members.	
Foundations	The recommendation is a foundational mechanism for future planning initiatives and enables other recommendations within the plan.	100	The recommendation is foundational; it will support many of the other recommendations in this plan.	20%
		50	The recommendation is foundational, but will only support some of the other recommendations in this plan.	
		0	The recommendation is not foundational; without it, all other recommendations would still be possible.	

Through the above framework, scores were assigned for the following criteria:

- Community Benefit
- Equity benefit
- Accessibility
- Community Preference
- Foundations

A recommendation's scores for each of the above criteria were determined by a qualitative description of each potential value:

Community Benefit scored recommendations on the extent to which they impact the overall safety, health, and well-being of the community, including the social determinants of health.

Equity Benefit scored recommendations on whether they provide social or economic benefits to a marginalized or an equity-seeking group (including low-income households, new immigrants, women, trans and non-binary people, and Black, Indigenous, or racialized individuals).

Accessibility scored recommendations on whether they remove or prevent barriers to the full and effective participation of people with disabilities.

Community Preference scored recommendations on the extent to which they have been favoured among residents. Despite any level of support for a recommendation, the community may still have concerns, and there may be details to resolve during implementation.

Foundations scored recommendations on the extent to which they are a foundational mechanism for future planning initiatives and enable other recommendations within the Plan.

The resulting weighted scores were ranked, and each recommendation was categorized into short-, medium-, and long-term. They were then assessed by the Project Team for consistency with professional opinion and lived experience.

Active Kings County

Active Transportation Plan

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