West Hants Regional Municipality

Active Transportation & Trails Strategy

Final Plan | September 2025

UPLAND

FINAL Active Transportation and Trails Strategy
This report was prepared by UPLAND Planning + Design for the West Hants Regional Municipality.

September 2025.

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INTRODUCTION

About
This Plan

The West Hants Regional Municipality is growing and is committed to building a community where well-being and quality of life remain a priority. As part of this vision, the Municipality is reviewing its 2015 Active Transportation Plan to help create a new **Active Transportation and Trails Strategy.**

This initiative aims to enhance mobility for both residents and visitors, creating a more sustainable, accessible, and enjoyable transportation network. By improving connectivity, this strategy will not only make active transportation safer and more convenient but will also strengthen social ties and better link communities, establishing a vibrant, inclusive network for people of all ages and abilities.

Another key focus of this project was assessing whether the current trail network effectively meets the diverse needs of its users. This strategy identifies existing gaps and opportunities to ensure a well-rounded, accessible system that supports various forms of active transportation throughout the Municipality.

Specifically, this strategy aims to:

- **Identify priority areas** for upgrades to facilitate increased active transportation among residents and visitors.
- **Explore new opportunities** for expanding active transportation infrastructure and amenities.
- **Educate community members** on the safe, efficient use of active transportation while highlighting its benefits.
- **Develop an implementation strategy** that prioritizes actions, incorporates behavioural change best practices, and guides decision making.
- **Strengthen regional connections** by aligning with the Provincial Blue Route cycling initiative and other regional plans.
- **Expand active transportation options** around schools, community spaces, and business hubs.
- **Improve existing trails,** addressing surface conditions, drainage issues, and route optimizations.
- **Identify potential short connections** between local trail networks.
- **Understand user preferences** to ensure West Hants' trails offer a range of experiences.
- **Collaborate with municipal committees** to ensure alignment with accessibility, inclusion, and active transportation goals.

Defining

Active Transportation

Active transportation is a broad term that refers to all modes of human-powered transportation, including but not limited to walking and rolling (referring to the use of assistive devices such as wheelchairs), cycling, rollerblading and skateboarding. Seasonal activities such as kayaking and snowshoeing, and some motorized forms of transportation like e-bikes and electric wheelchairs. Some people depend on active transportation to get where they need to go due to lack of alternative transportation, while others choose to use active transportation as a preferred form of commuting, exercise, recreation, or leisure.

Active transportation is typically used for two purposes:

- **Utilitarian active transportation** includes trips where active transportation is used to get to a destination, such as work, school, stores, or appointments.

- **Recreational active transportation** includes leisure, recreational pursuits, and fitness (e.g. hiking, paddling, etc.) and often takes place in off-road locations.

Understanding the multifaceted nature of active transportation is essential for developing plans and infrastructure that accommodate the diverse motivations and needs of individuals utilizing these modes.

Active transportation helps build healthier, more connected, and more sustainable communities while offering a wide range of benefits, including but not limited to:

Expanding mobility options and promoting equity by improving access to public spaces and key destinations.

Lowering carbon emissions and reducing environmental impact while fostering a deeper connection to nature.

Improving the health and wellness of individuals through increased daily movement and social connection.

Bolstering economic development by supporting local businesses, attracting tourists, and increasing access to services.

Creating safer, more connected, and vibrant communities, while enhancing quality of life for individuals of all ages and abilities.

Active Transportation

Benefits

The development, promotion, and increased accessibility of active transportation options can provide numerous benefits to individuals and communities. While developing active transportation in rural communities presents challenges due to environmental, political, and social factors, a successful plan will champion and normalize active transportation, set clear and strategic priorities, and ensure that its benefits are accessible to a diverse range of community members.

Active transportation enhances individual health, wellness, and overall quality of life while also supporting community well-being through various environmental, economic, and social advantages. These individual and community benefits are interrelated, providing a compelling reason to invest in an active transportation plan—particularly one integrated with broader regional goals and strategies related to accessibility, sustainability, physical activity, and community cohesion.

Expanding Mobility Options and Promoting Equity

Whether it is school, work, appointments, errands, or visiting friends, we all have places to go. However, not everyone has the ability to drive a car or chooses to do so. Active transportation helps to improve equity by ensuring opportunities for affordable, independent, and inclusive mobility in the community. Additionally, active transportation plays a pivotal role in breaking down barriers for individuals unable to drive due to physical, financial, or personal circumstances.

According to Statistics Canada, 13.89% of residents in the West Hants Regional Municipality are under the age of 15 and, therefore, not eligible for a driver's license (Census data age groups are from 10–14 years and 15–19 years). The Municipality is also home to an aging population, with many seniors driving successfully, however, others choose—or are required—to stop driving due to health issues related to vision, motor control, or memory. Additional residents may not drive due to cost, disability, or personal preference. Ensuring safe active transportation options is a key component of creating an accessible community for all.

Improving the Health and Wellness of Individuals

The increasing reliance on motorized vehicles for daily travel has contributed to declining physical activity levels among Canadians, resulting in various adverse health outcomes. Encouraging active transportation can significantly boost physical activity among residents, leading to improved health and greater life satisfaction.

According to the Canadian 24-Hour Movement Guidelines, only 49.2% of Canadian adults and 43.9% of children and youth met the recommended physical activity levels in 2020. Regular physical activity is linked to a lower risk of chronic conditions like obesity, heart disease, and diabetes (Government of Canada, 2021), and also strengthens the immune system, improving overall resilience to illness (Harvard Health, 2018).

Beyond physical health, staying active offers substantial cognitive and mental health benefits, and can reduce anxiety, alleviate mild to moderate depression, and lower the risk of substance abuse (CMHA, 2015). It may also delay or prevent dementia (Public Health Agency of Canada, 2018).

Active transportation provides an effective way to incorporate physical activity into daily routines and can help adults achieve the Canadian Society for Exercise Physiology recommendation of at least 20 minutes of moderate- to high-intensity activity per day. Safe and accessible active transportation infrastructure also improves access to health providers and services, wellness activities, community spaces and the natural environment.

Bolstering Economic Development

West Hants is rich in natural beauty and cultural vibrancy, making it a highly desirable place to both live and visit. Known for its rolling landscapes, picturesque views, and welcoming communities, the region offers a wealth of outdoor adventures, from hiking and kayaking to sightseeing. These attractions significantly contribute to the regional economy, as residents and tourists often visit local businesses during their visit. Improving active transportation options can create safer, more convenient connections between attractions, enhancing the visitor experience.

Active transportation itself is becoming an increasingly popular draw for tourists, with activities like cycling tourism and paddling routes rising in popularity. A recent study shows that approximately 2.5 million Canadians have taken a cycling vacation in the past two years, and 11% plan to take a cycling-focused trip in the near future (Abacus Data, 2024).

Improved connectivity also further drives growth in the recreation and wellness sectors, creating new employment opportunities and attracting new residents. Finally, investing in active transportation also contributes to a more resilient workforce and reduces healthcare costs.

Lowering Carbon Emissions and Reducing Environmental Impact

Active transportation options like walking and cycling have a minimal environmental impact compared to motor vehicle use. In Canada, transportation accounts for about 25% of total greenhouse gas emissions, while active transportation produces zero emissions (Government of Canada, 2021). In fact, in Nova Scotia, each car generates 1,500 kg to 8,000 kg of greenhouse gas emissions annually (Atlantic Active Alliance, 2020). Beyond carbon emissions, automobile use also emits other pollutants such as nitrous oxide, volatile organic compounds, and fine particulate matter.

Parks and trails also play a vital role in preserving and safeguarding natural areas. A 2023 study conducted by Trans Canada Trail highlighted the significant contributions of trails to climate and nature conservation. These benefits include flood mitigation, carbon sequestration, and protection against extreme weather events, collectively valued at $82 million annually. By investing in and promoting active transportation options, communities can reduce environmental impacts, support climate resilience, and foster a healthier, more sustainable future.

Creating Safer, Connected, and Vibrant Communities

Effective active transportation networks make communities safer, healthier, and more enjoyable for people of all ages. They are also a powerful means of reducing loneliness and fostering social connectedness. Research reveals that one in five Canadian adults experiences feelings of isolation (Statistics Canada, 2019). By enhancing mobility and encouraging spontaneous interactions, active transportation strengthens community bonds as residents navigate their neighbourhoods.

Parks are equally vital in promoting social well-being, particularly for individuals living alone. Research indicates that 47% of those living alone view parks as essential for fostering social connections (Canadian Parks and Recreation Association, 2017). Enhancing access to parks through well-connected active transportation routes can further amplify their benefit.

Active Transportation

Challenges

Lower Density

In rural areas of the Municipality, achieving connectivity can be challenging. Several factors influence how far people are willing to travel using active transportation, including physical ability, property ownership, perceived safety, and comfort. Even the most dedicated users may choose other modes of travel if their destination is too far.

According to the 2021 Statistics Canada Census, 95.2% of Municipality residents commute by vehicle, with 68.5% traveling more than 15 minutes. Given the long distances for many commuters, a high volume of utilitarian active transportation may be challenging. However, investing in the right infrastructure and promoting alternative options can help overcome distance barriers. Combining active transportation with other travel modes or encouraging e-bike use can make it more accessible and appealing to residents.

Climate Conditions

Climate plays a critical role in determining the feasibility, safety, and comfort of active transportation options. Situated along the Minas Basin, the West Hants Regional Municipality experiences a maritime climate shaped by its proximity to the Atlantic Ocean. The region typically enjoys mild summers and cool, wet winters, with average temperatures ranging from approximately -5°C in January to 19°C in August. These conditions generally support outdoor activities, including active transportation.

The area receives an average annual precipitation of around 1,300 mm, with the highest levels occurring in winter and early spring. December is usually the wettest month, while July sees the least precipitation. Wet conditions can affect the usability of pathways and bike lanes, emphasizing the need for consistent maintenance to ensure safe and reliable access for pedestrians and cyclists throughout the year. By addressing climate-related challenges through proper infrastructure and upkeep, the Municipality can promote active transportation as a viable option in all seasons.

Funding and Capacity

With other important priorities for municipalities, such as climate change mitigation, it is important to be mindful of competing resources such as funding and staff capacity. It is essential for active transportation projects to be cost-effective, mindful of staffing, and sustainable in the long term. Prioritizing high-impact projects with low maintenance costs is critical to making the best use of available resources.

Occupation Trends

Compared to the province as a whole, residents of West Hants often work in industries that require a motorized vehicle to transport goods, tools, or heavy objects. For example, 3.5% of the population works in Transportation and Warehousing—more than twice the provincial rate. Additionally, 13.1% of people in West Hants work in construction, compared to 7.3% in Nova Scotia. As a result, these industries are difficult to operate in without a vehicle, making the switch to active transportation challenging. Addressing these unique challenges requires tailored solutions, such as promoting multi-modal transportation or integrating active transportation into commutes where feasible.

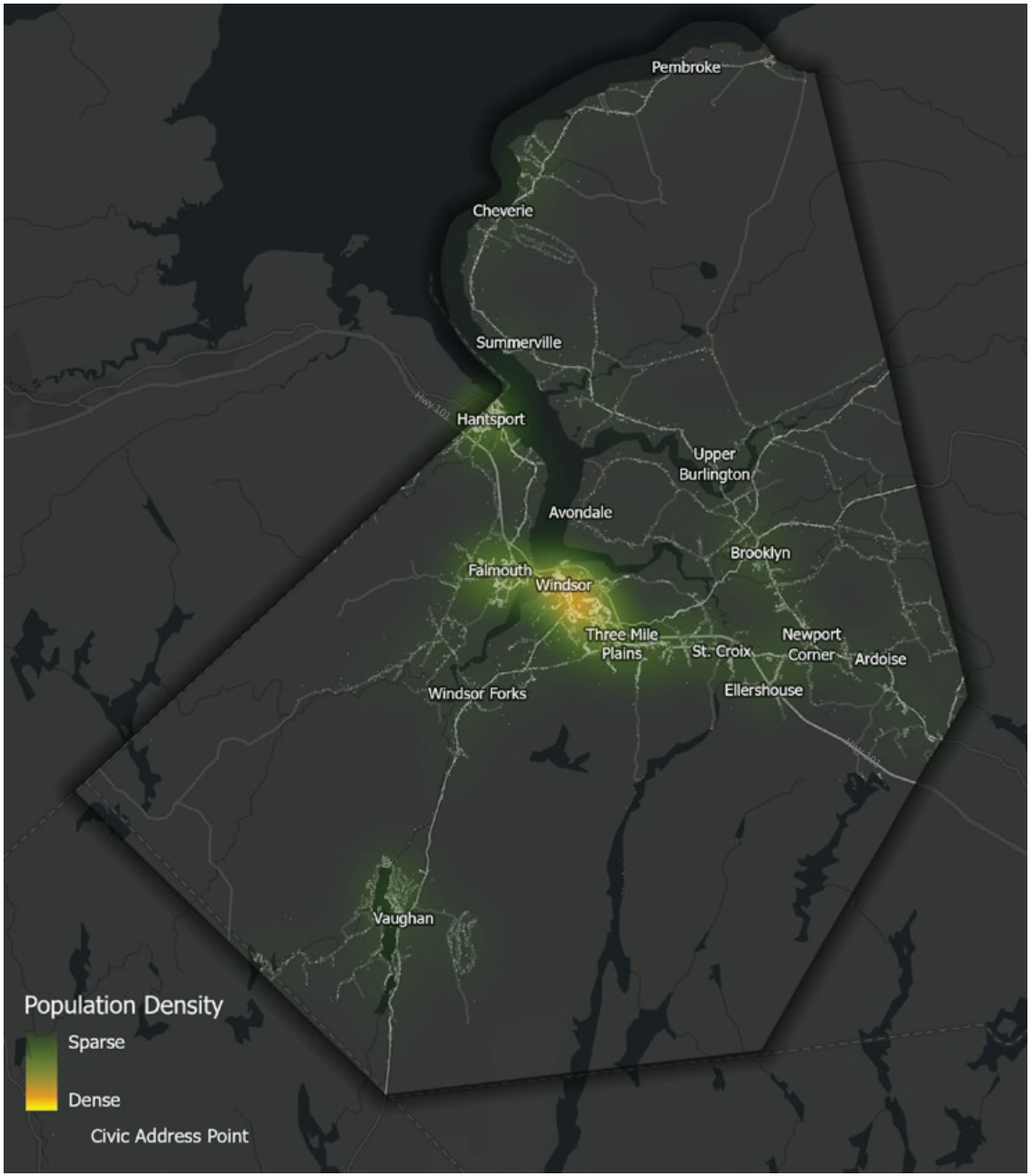

HILLSOUND

Existing
Conditions

Context

The West Hants Regional Municipality consists of the western half of Hants County, located centrally in Nova Scotia at the eastern end of the Annapolis Valley and the mouth of the Avon River. It is flanked on the east by the Municipality of East Hants (East Hants), Halifax Regional Municipality (HRM) to the south, Municipality of the District of Chester to the southwest, and Municipality of the County of Kings (Kings) to the west. The Municipality has a landmass of 1,362 square kilometers.

In 2015, the Town of Hantsport dissolved into the Municipality of the District of West Hants. In 2020, the Municipality of the District of West Hants consolidated with the Town of Windsor to form the current West Hants Regional Municipality. As such the Municipality now includes four growth centres: Windsor and Hantsport Falmouth,Three Mile Plains; as well as numerous rural communities. As of the 2021 census, the Municipality has a population of just over 19,000 people.

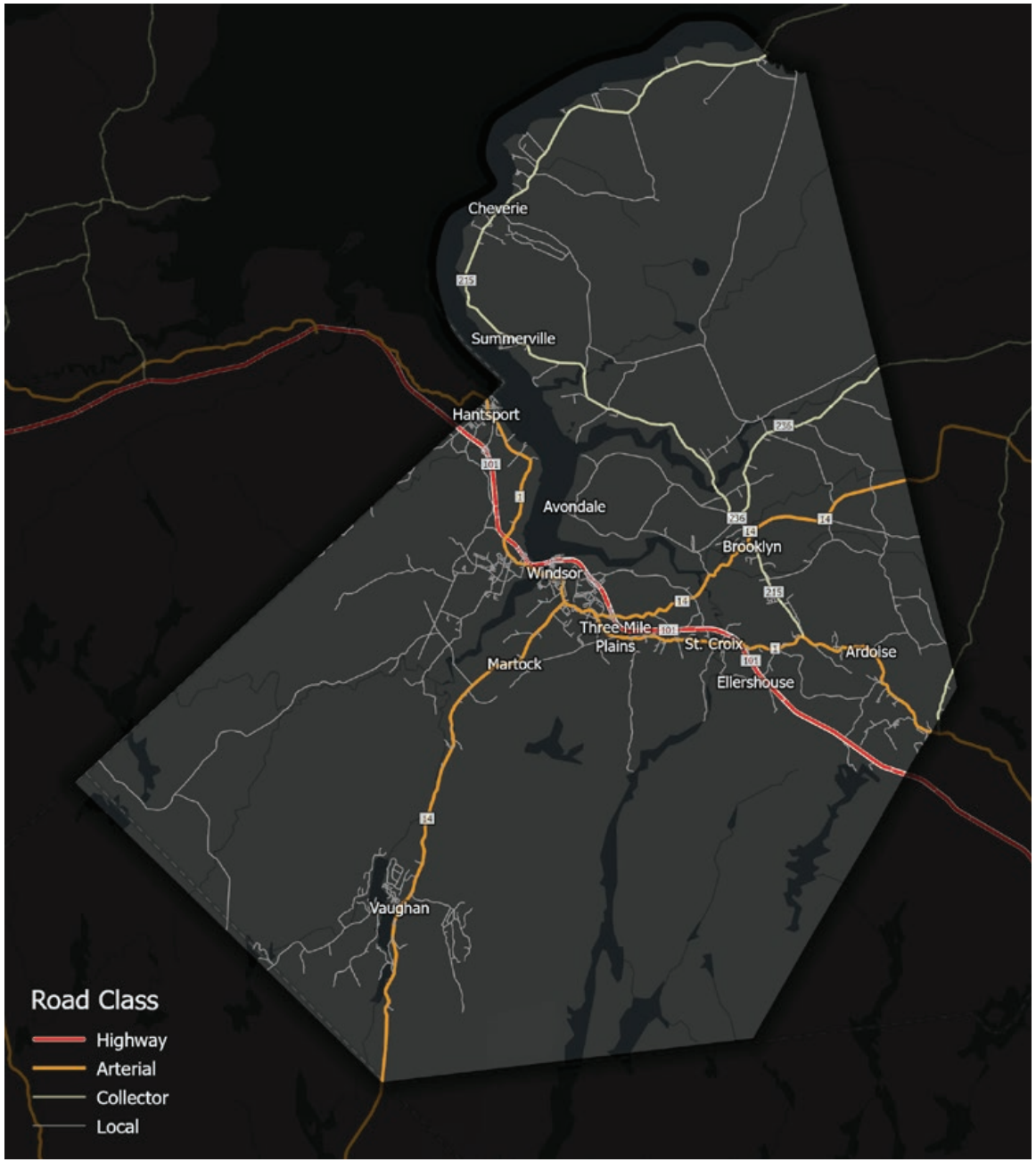


Population Centres

The population distribution within West Hants is heavily centered around Windsor, Falmouth and Hantsport. Based on Statistics Canada data from the 2021 Census, around 4% of the Municipality's 19,000 residents are located in Hantsport, 10% in Falmouth and 18% in Windsor. The population density of the Municipality ranges widely from around 1,400 people per km^2 in the urban core of Windsor, to around 12 people per km^2 in the area east of the Highway 101, and less than 4 people per km^2 in the southern end of the Municipality between Windsor Forks and Vaughan.

The most densely populated areas of the Municipality are located along the Highway 101, beginning north of Ellershouse and extending to Hantsport at the north-western edge of the Municipality. The Three Mile Plains area, southeast of Windsor, has seen particularly rapid development in recent years. Highway 101 is a major transportation route between the Annapolis Valley and Nova Scotia's capital city Halifax, and development along this corridor is likely to continue.

The rural population of the western area of West Hants is distributed largely along the Route 215, which flanks the Fundy shoreline from the northern tip of the Municipality near Pembroke to Upper Burlington, and continues south through Brooklyn to Newport Corner. Rural population centres include the Brooklyn area, which is a popular agricultural and rural living area, and Vaughan, where development is focused around several lakes.



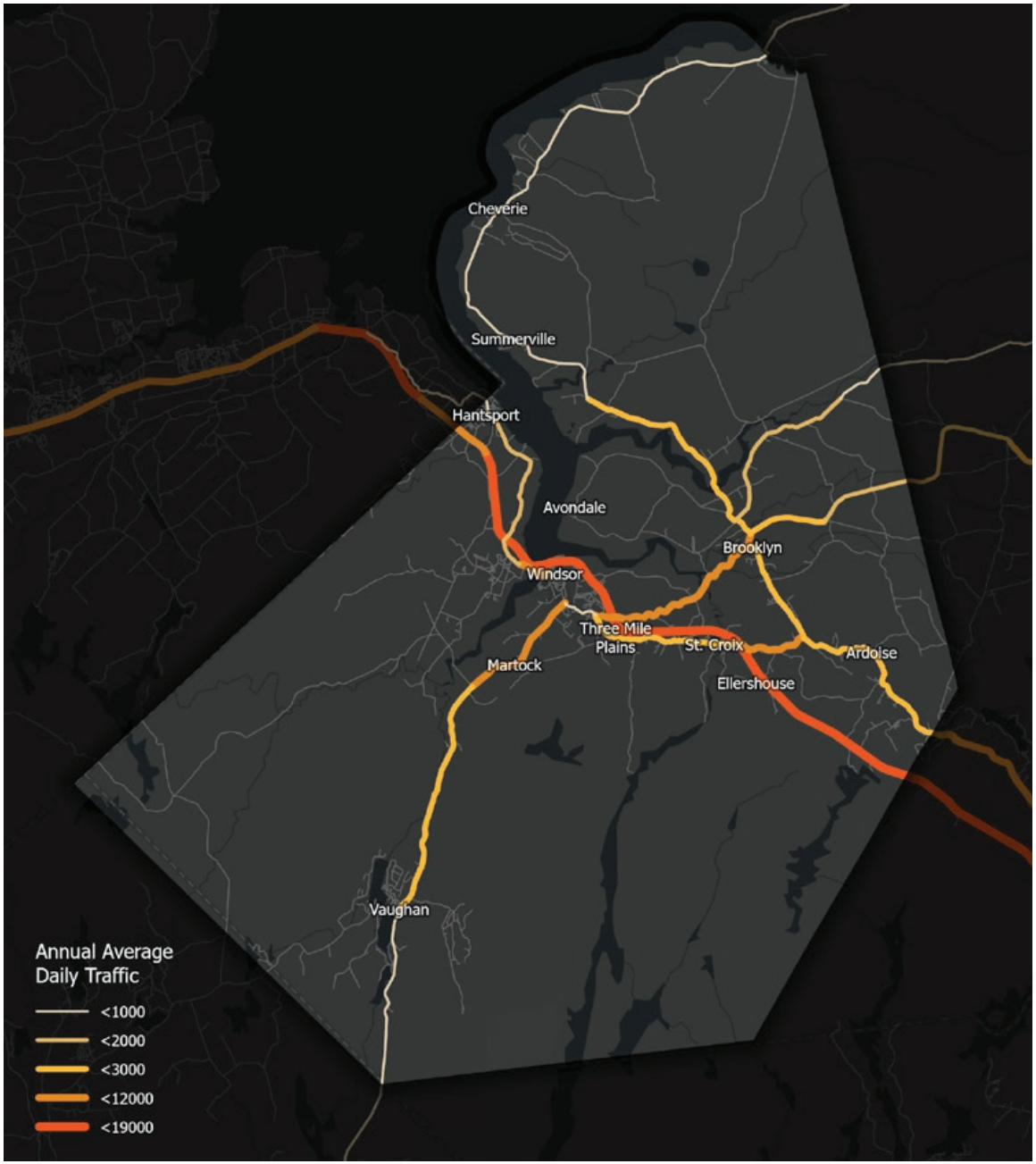
Road Ownership

The road network in West Hants includes the full range of road types, from single-track gravel resource roads to the divided Provincial Highway 101. While the majority of roads in the Municipality are owned and managed by the Nova Scotia Department of Public Works, the roads in Windsor and Hantsport were inherited directly from the dissolved and consolidated towns and are now owned and managed by the West Hants Regional Municipality.

Provincial roads (managed by the Department of Public Works) within the Municipality total 590 kilometers and include the Highway 101, as well as all arterial highways, collector routes and local roads outside the communities of Windsor and Hantsport, and a number of seasonal resource roads.

The West Hants Regional Municipality owns and manages a total of 62 kilometers of roads, a majority of which fall within Windsor and Hantsport, but also include several roads in Garlands Crossing and Falmouth and a small number of other resource and suburban roads in other areas of the Municipality.

Private roads within the Municipality total 109 kilometers. The majority of these are resource or access roads for private properties. Around 43 kilometers of the private roads in the Municipality are located near Vaughan, and provide access to cottage developments around the lakes in that area.

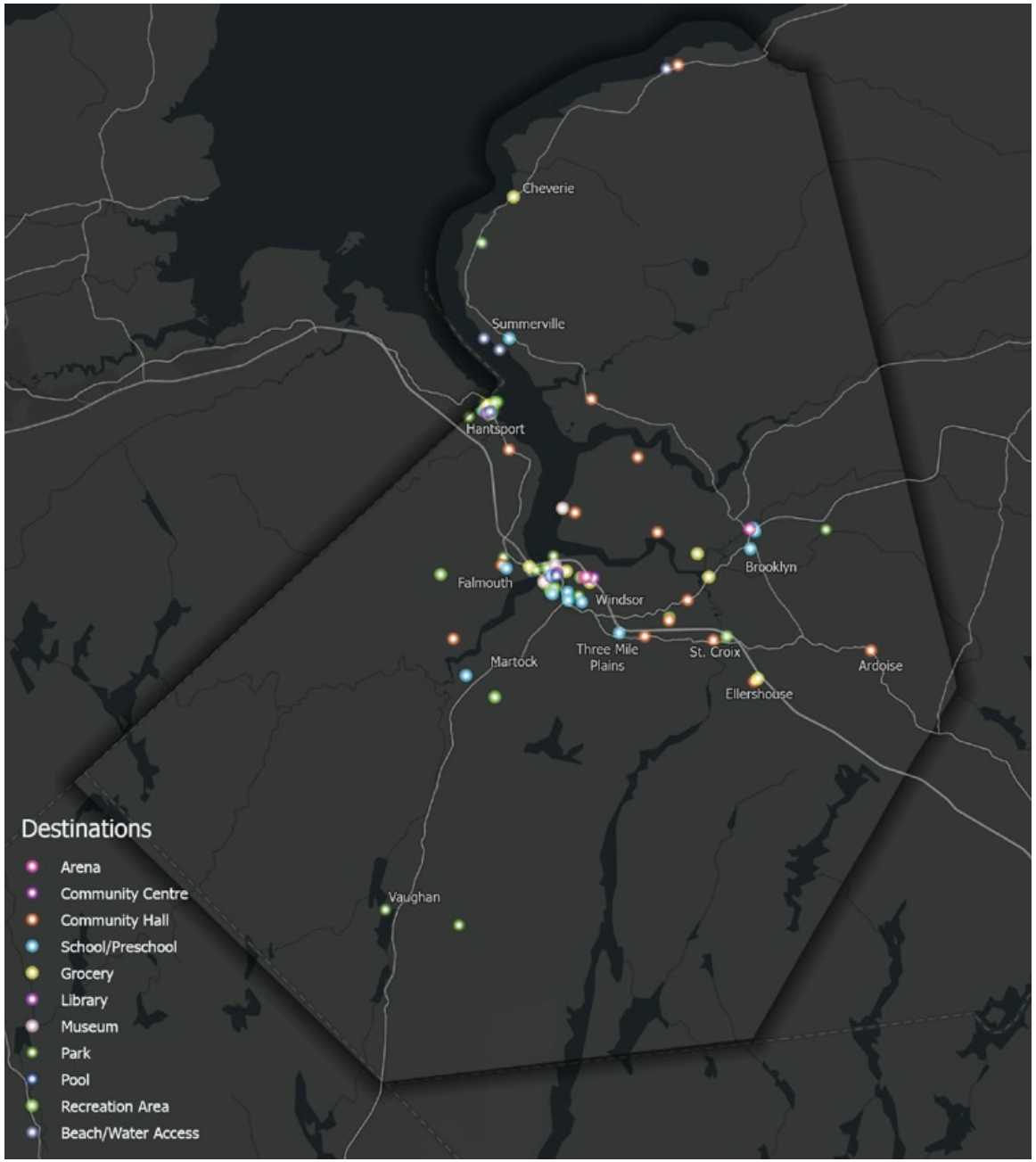


Traffic Volumes

The traffic volumes on roads in West Hants clearly reflect the distribution of population in the Municipality. The highest traffic route is the Highway 101, which is the major transportation route between Halifax and the Annapolis Valley. Trunk 14, which crosses the Municipality from south-west to north-east, perpendicular to Highway 101, is the second busiest route. Traffic volumes on Trunk 14, Trunk 1 and Route 215 are highest close to Windsor, and drop off as the distance from Highway 101 and the development along that corridor decreases.

In rural areas, the main roads which host the highest vehicular traffic are also often the only direct route between communities and amenities. Because of this, dedicated active transportation facilities are important for improving the safety and comfort of walking, rolling or cycling along these essential routes.

Traffic counts are not available for local roads, but they often have lower traffic volumes and lower speed limits than collector and arterial roads. As such, these can be more suitable for shared use between vehicular traffic and active modes of transportation.



Key Destinations

A functional active transportation network connects people with the places they need to go. Popular destinations, like grocery stores, parks, schools, and places of work, need to be easily accessible from the places where people live. In West Hants, these destinations are largely clustered in the more urban areas of Hantsport and Windsor, which are also the more densely populated areas. However, there are schools, beaches, grocery stores, and other destinations in rural areas of the Municipality which equally need to be made accessible by active modes of transportation.

Recreation Facilities

There are a number of facilities for organized sports and recreation in West Hants. Year-round indoor sports programming is available at the West Hants Sports Complex in Windsor, which features an ice rink, indoor sports field and walking track, and at the GFL Newport Recreation Centre ice rink in Brooklyn. There are two aquatic facilities in West Hants, including the Hants Aquatic Centre in Windsor, and Hantsport Memorial Community Centre.

The Municipality also has outdoor recreation complexes in Windsor and Hantsport, and at Irishmans Road Recreation Site, Eldridge Road Recreation Site, Hantsport Memorial Community Centre, and St. Croix Recreation Site. There is a skate park on the Windsor waterfront, and disc golf courses on the grounds of the Clifton Museum Park in Windsor and the Hantsport Memorial Community Centre Park in Hantsport. West Hants is also home to Ski Martock.

Parks + Open Space

West Hants offers many outdoor recreation opportunities. The parks, trails and beaches provide spaces for residents and visitors to gather, exercise, and enjoy themselves in the outdoors. While many amenities are clustered in and near Windsor and Hantsport, many outdoor recreation opportunities exist throughout the Municipality.

The Municipality is home to two provincial parks. Smileys Provincial Park provides over 60 camp sites as well as a day-use picnic area and a short hiking trail. Falls Lake Provincial Park, located on Falls Lake in the southern end of the Municipality is a day-use picnic park, with lake access for fishing, swimming, and canoeing/kayaking.

There are also over 20 municipally-operated parks and outdoor recreation sites within West Hants. Many of these are neighbourhood parks in Hantsport, Windsor and Falmouth. There are several rural day-use parks as well. Armstrong Lake Park is a picnic park located in the southern end of the Municipality, providing access to Armstrong lake for boating, swimming and fishing. The Newport Landing Waterfront Park features a small gazebo, multi-use field and boardwalk for public enjoyment of the waterfront. On the Kempt Shore, the Kempt Quarry is a popular destination for picnicking, swimming and hiking.

There are numerous beaches along the coast between Summerville and Pembroke, which residents and visitors enjoy for walking, sight-seeing and tidal swimming, including Summerville Beach and Hobart's Beach in Summerville and Causeway Beach in Cheverie.

Community & Culture

West Hants has nine schools, operated as the West Hants Area branch of the Annapolis Valley Regional Centre for Education (AVRCE). Schools are located in Summerville, Brooklyn, Three Mile Plains, Windsor Forks, Windsor, Falmouth and Hantsport. The two libraries in the Municipality are Windsor Regional Library and Hantsport Isabel & Roy Jodrey Memorial Library

Residents of the rural areas of West Hants also benefit from the Municipality's 19 community halls. These halls range in condition from simple one-room buildings to larger recreation halls. Some halls are used for occasional event rentals, while others host regular programming including community meals, activities, and fitness classes.

The region of West Hants is rich in history, and opportunities to learn about it. These include the Fort Edward National Historic Site and Clifton Museum Park in Windsor, Churchill House and Hantsport & Area Historical Society Museum in Hantsport, West Hants Historical Society Museum in Windsor, and Avon River Heritage Society Museum in Newport Landing.

Existing Active Transportation Facilities

Infrastructure for walking in the urban areas of West Hants Regional Municipality is well established, with significant networks of sidewalks in Windsor and Hantsport. The Municipality also has many walking and hiking trails. Dedicated on-road cycling infrastructure does not yet exist, but informal road-cycling routes as well as a number of trails are well-used by confident cyclists.

Sidewalks

The Municipality maintains a total of nearly 33 kilometers of sidewalk. Around 22 kilometers of this network are in Windsor, and extend from King Street at Campbell Avenue in the south to Nesbitt Street at Colonial Road in the north. The main roads in central Windsor tend to have sidewalks on both sides of the road, while smaller and more peripheral roads feature a sidewalk on one side only. All schools, recreation facilities and commercial areas in Windsor are accessible by sidewalks, aside from the businesses on Morison Drive on the north side of Highway 101, which significantly includes the Family Resource Centre of West Hants.

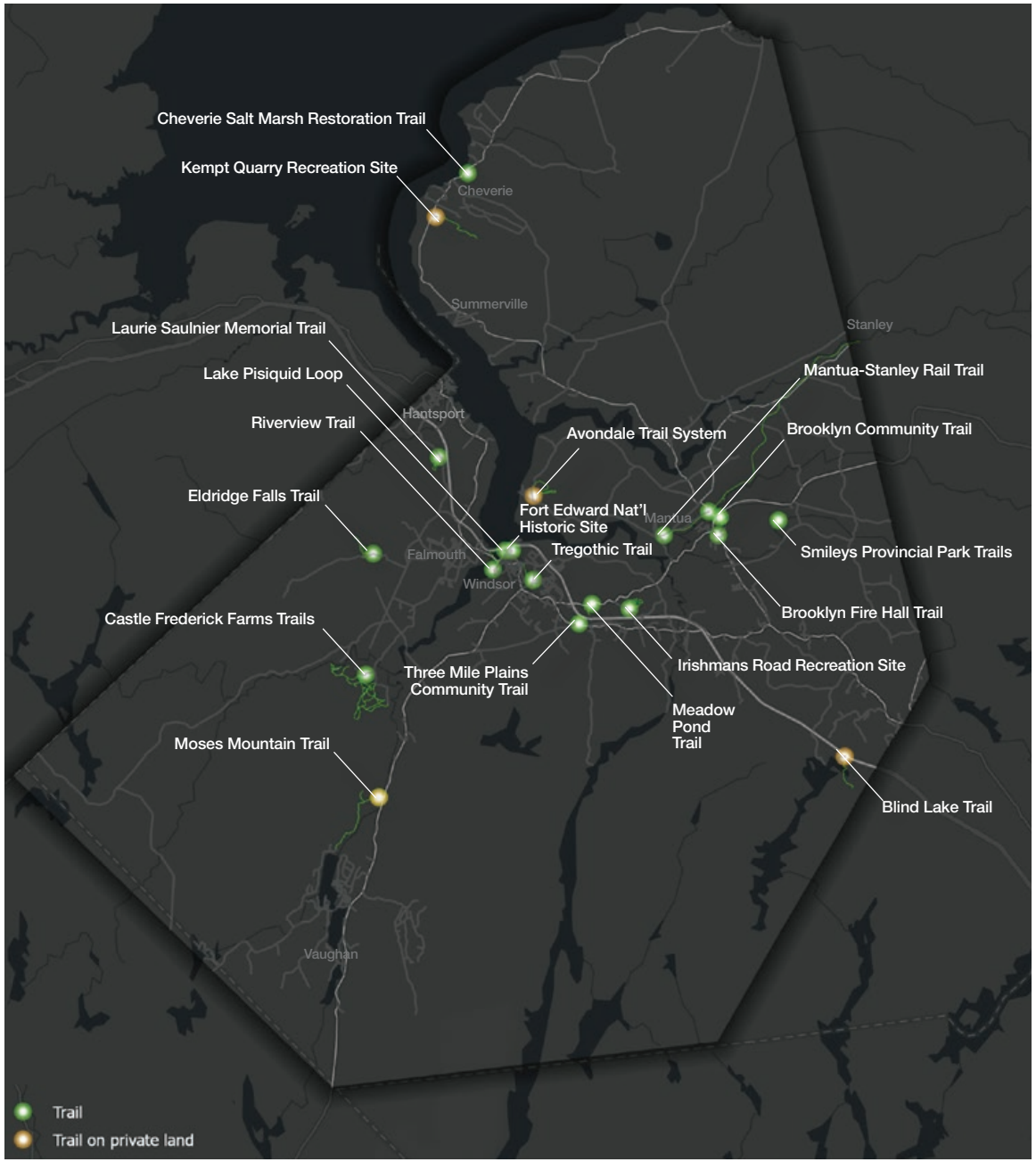
Hantsport has around 11 kilometers of sidewalk. The main roads feature sidewalk on both sides, but the majority of the network is on one side of the road only. All major amenities in Hantsport, including groceries, the school, recreation park, and the industrial area on the waterfront, are all accessible by sidewalk.

The only sidewalk in Falmouth is a 300 metre section of sidewalk on Shetland Road, a newer suburban development. There is a large seniors residential complex, elementary school, and a convenience store in Falmouth which are not accessible by sidewalk.

Cycling Facilities

The Nova Scotia Blue Route is a province-wide network of cycling infrastructure that is being developed, utilizing both existing and planned sections of cycling infrastructure. The route of the Blue Route through West Hants has been planned, and a portion has already been constructed. The existing portion of the Blue Route in West Hants consists of a signed on-road bicycle route that follows Trunk 1 from Hantsport through Falmouth to Downtown Windsor. The route is planned to continue from Windsor to Brooklyn/Newport Corner, then north on Route 215 towards Kempt Shore and the north-eastern corner of the Municipality. The existing portion of this route along Trunk 1 has paved shoulders from Hantsport to Falmouth, but the majority of the remaining planned section does not. There are other paved shoulders within the Municipality but no others that have been designated as a bicycle route or “bike lane” specifically.

There are, however, several popular off-road bike trails. As identified through Strava, these include the municipally-maintained trails at Clifton Museum Park and Irishmans Road Recreation Site, and the community-operated trail network near Eldridge Road Recreation Site. The section of the Mantua-Stanley Rail Trail that leads northeast from Chambers Road/Route 215 near Union Corner is also used by cyclists.



Trails

The trails in West Hants represent a wide range of facility types, from paved and accessible sidewalk-style trails to informal and rugged wilderness hiking trails. While a majority of these trails are manage by the Municipality, many trails are under other management including Parks Canada, the West Hants Trails Association (WHTA), or other organizations.

The Municipality of West Hants manages two recreation sites that include trails. The Irishmans Road Recreation Site Trails includes sports fields as well as over 3 kilometers of multi-use and hiking trails. The Municipality also manages the Kempt Quarry Recreation Site, a popular swimming destination which also includes a 900 metre hiking trail circling the quarry.

There are several short multi-use pathways managed by the Municipality, including the Brooklyn Fire Hall Trail (500m) and the Tregothic Trail (800m). The Windsor Waterfront Trail (500m), Causeway Trail (1400m), and Falmouth Waterfront Mini-Park Trail (800m) together form a loop around lake Pisiquid, connecting also to the Riverview Trail (500m) which travels south along the Windsor waterfront from Water Street.

The Municipality also manages the Cheverie Salt Marsh Restoration Trail in Cheverie. This is a short one kilometer trail loop that includes a boardwalk and salt marsh viewing platform. A large camera obscura, built by Dalhousie Architecture students in 2012 allows visitors

to enter inside and view the coastal landscape through a living photograph on the camera floor. This trail was established by the Cheverie Crossway Salt Marsh Society but was handed over to WHTA in 2014, who then gave it back to WHRM.

In 2023, in partnership with the Municipality of East Hants, the West Hants Regional Municipality acquired the lands of the former Dominion Atlantic Railway line, which stretched from Mantua to Maitland. 14.4 kilometers of this rail right-of-way are within West Hants. A trail referred to as the Mantua-Stanley Rail Trail currently exists in sections of this corridor, but the Municipalities of West and East Hants are working to formally develop the trail along the length of this right-of-way. Once developed, this trail will contribute significantly to connecting the Harvest Moon rail-trail in the Annapolis Valley to the Cobequid rail-trail in western Colchester County.

The Meadow Pond Trail off Trunk 14 just east of Highway 101, is an informal trail on municipal land. The municipality is actively working to develop this site and expand on this trail; the Meadown Pond Concept Plan was produced in 2019, and proposes developing a “stacked loop” trail system and bike skills park on the site to build off the existing path on the site.

The West Hants Trails Association (WHTA) manages three trail networks in the Municipality. The Castle Frederick Farms Trails are located entirely on lands owned by Castle Frederick Farms, an operational eighth-generation farm. This network of public trails features nearly 18 kilometers of trails and includes destinations like picnic sites and a cabin. The trails range from easy woods roads to more rugged hiking trails, and the network continues to be actively developed by the WHTA.

The Avondale Trail is a four km long trail that connects the Avondale Community Hall to the Avondale Sky Winery. The trail, located on private land, runs along a stream and through woodlands.

Finally, the WHTA also manages the Smileys Provincial Park Trails. These looping trails are short (under two kilometers) and relatively accessible with a hard packed gravel surface.

The Brooklyn Community Trail includes nearly three kilometers of trail with several stacked loops. This trail is located behind the **Brooklyn District Elementary School**, but is accessible by the public (although check-in with the school is required during school hours), and is managed by the school.

The Fort Edward National Historic Site is a federally-owned historic site in Windsor managed by **Parks Canada**. The site includes Canada's oldest military blockhouse from the mid-1700s, picnic grounds, as well as a 1.3 kilometer crusher-dust trail, managed by WHRM, that allows visitors to explore the site and take in views of the Avon River.

There are several other active public trails in the Municipality with unknown management. These include: the Laurie Saulnier Memorial Trail, which is located behind the Hants West Wildlife Association (HWWA), and is just under two kilometers long; and the Three Mile Plains Community Trail located on the grounds of the Three Mile Plains District School.

Finally, there are a number of unofficial trails within the Municipality, identified through hiking apps, which appear to be well used but not formally managed. Some of these are on or cross private lands, such as the Blind Lake Trail off Highway 101 near the eastern extent of the Municipality (mostly on provincial land, but crosses private land), and the Moses Mountain Trail off Trunk 14 south of Mill Section (mostly on NS Power land).

PART 2

COMMUNITY VISION

Formative

Engagement

Input from community members is essential for understanding local active transportation experiences and needs. This project began with an engagement strategy workshop, which established a framework for the formative phase of engagement with the public, community partners, and other stakeholders.

The goal of Phase 1 was to gather an overview of active transportation desires, challenges, opportunities, and experiences, providing a solid foundation for the Plan. To hear from as many voices as possible, we used a mix of in-person and online engagement methods, including:

- The project website
- A public survey
- An online interactive map
- In-person public information sessions
- A virtual public information session
- Stakeholder emails and interviews
- Direct contact via email or phone conversations

Community vision is at the heart of this project and we would like to thank everyone that took the time to share their thoughts. All feedback received was invaluable and informed the foundation for this strategy. To read a more detailed overview of the engagement activities and findings, please **click here** to read the *What We Heard Report.*

Project Website www.speakupland.ca/what

The project website provided access to online engagement tools, notices of in-person engagement opportunities, and background information. Posters and flyers were also distributed throughout the Municipality to promote the project, and a series of social media posts were shared on the Municipality's social media platforms.

Online Public Survey with 131 Responses

An online survey hosted on the project website was used to gather valuable feedback regarding community desires, barriers, and specific interests in active transportation. Printed versions of the survey were provided at in-person events, and the project team's contact information was made available for those wishing to request a phone interview or a paper version of the survey.

Stakeholder Interviews and Email Updates

The project team engaged with community stakeholders at various levels, providing them with information about the project and opportunities for public engagement. Stakeholders were also invited to participate in interviews to share their perspectives. In total, 5 stakeholders opted to complete the online survey or respond via email, while 7 took part in interviews. These sessions were tailored to each group's or individual's expertise, fostering focused discussions that offered valuable insights into social needs, existing initiatives, and other key considerations for the project.

Online Presentation and Recording with 48 Views

On Wednesday, December 4, 2024, the project team hosted a virtual Public Information Session, offering an accessible option for those who preferred to participate remotely. The session was recorded and made available on the project website, where it received 48 views, 3 positive ratings, and 1 comment.

In-person Public Information Sessions with 101 Engaged Community Members

The in-person component of the engagement featured four public information sessions held across the Municipality. These sessions provided valuable opportunities for community members to learn about the project, ask questions, and share their ideas directly with the project team. Two of the sessions were standalone public information sessions, while the other two were strategically scheduled to align with high-traffic locations, ensuring broad participation.

Online Social Map with 104 Contributions

In addition to the survey, the project website hosted an online mapping tool to collect location-specific feedback. This tool enabled community members to identify areas of the active transportation network they liked, disliked, or wished to see improved, and to leave comments or suggestions.

Sidewalk Needs Assessment Walk & Roll Sessions with 25 Engaged Community Members

As part of the engagement process, two Walk and Roll sessions were held in Three Mile Plains and Falmouth. These sessions invited community members to walk and roll alongside the project team to identify sidewalk needs, discuss accessibility features, and highlight areas for improvement. Each session concluded with a debrief to continue the conversation and respond to questions. In total, 17 community members participated in the sessions, and an additional 8 provided feedback via email, an alternative option provided for those unable to join in-person. Together, these engagement methods encouraged both location-specific and thematic input from participants, and deepened the team's understanding of local sidewalk needs.

Collaboration with Cycling Nova Scotia

Cycling Nova Scotia is currently developing a Cycling NS Core AT Network Project in Windsor. Offering an exciting opportunity for collaboration, the project team and Cycling Nova Scotia partnered to host Public Information Sessions in both Hantsport and at the West Hants Sports Complex. These sessions provided community members the chance to learn about both projects and how they will intersect, offering valuable insights into their potential impact.

This collaboration also helped to maximize outreach, promoting not only the sessions but also the projects more broadly to a wider audience.

To learn more about the Cycling NS Core AT Network project, please **click here.**

What We
Heard

This section highlights the core themes and priorities that emerged from all engagement activities. While a broad range of topics were discussed, certain themes surfaced consistently, while others were mentioned less frequently. Every piece of feedback gathered was valuable and helped shape the foundation of this strategy.

A recurring theme across all discussions was the strong appreciation expressed by residents and stakeholders for the Municipality's ongoing efforts to enhance active transportation and trail-based opportunities. Participants also voiced enthusiasm for the project's continued growth and development, emphasizing the importance of maintaining momentum and expanding these initiatives.

Key Themes

Through the engagement process, six key priority areas were identified. These priorities not only reflect the community's aspirations but also serve as guiding principles for the strategy. To improve clarity and readability, feedback is presented as actionable recommendations.

- Prioritize Safety and Eliminate Barriers
- Support Diverse Active Transportation Options
- Ensure Access for All Ages and Abilities
- Improve Connectivity and Expand Infrastructure
- Enhance Amenities and Overall User Experience
- Expand Programming and Resources

Prioritize Safety and Eliminate Barriers

Safety was a top priority for engagement participants, particularly in light of West Hants' growth and increasing traffic. To address safety, participants made the following recommendations:

- Implement traffic calming measures to reduce speeding.
- Physically separate active transportation users from motorists. We heard frequently that painted lines alone are not sufficient protection for cyclists, particularly on busy corridors.
- Enhance lighting along roads, trails, and crossings, particularly for early morning or evening users.
- Improve the frequency and locations of crosswalks, particularly near schools, recreational areas, busy intersections, and key destinations.
- Offer workshops on road safety and trail etiquette.
- Use awareness campaigns to educate motorists on road-sharing practices.
- Prioritize safe routes to schools, popular destinations, and connectivity for isolated communities.
- Provide group opportunities for individuals who feel unsafe participating alone, such as guided hikes or group rides.
- Address safety concerns at parking lot entrances.

Support Diverse Active Transportation Options

Participants expressed a desire for a variety of transportation options to suit different needs and preferences. To better support diverse active transportation options, participants made the following recommendations:

- Normalize the use of year-round active transportation modes, including kayaking and cross country skiing.
- Continue to expand the Municipality's Equipment Loan program to improve access to active transportation options.
- Explore opportunities to integrate off-road vehicles (such as ATVs) into the active transportation network, offering both motorized and non-motorized travel options.
- Develop park-and-ride facilities that allow users to drive part of the way and switch to active transportation for the remainder of their trip, reducing car dependency.
- Make sure the active transportation plan accommodates a variety of modes, including off-road vehicles, in a balanced way.
- Explore opportunities for expanded water routes.
- Provide opportunities for e-bike access.

Ensure Access for All Ages and Abilities

Many participants shared that current routes often present barriers that limit their ability to engage in active transportation comfortably, or even at all. To address these concerns and ensure the active transportation network is accessible to everyone, participants made the following recommendations:

- Widen paths for strollers, wagons, and assistive devices.
- Ensure planning and engagement processes are accessible for people of all ages and abilities.
- Consider accessibility needs at every stage of development, from planning to construction.
- Ensure essential features like rest areas, lighting, and washrooms are included along routes.
- Create accessible trails with easy slopes and amenities like public washrooms and seating.
- Improve access to lakes, rivers, and other outdoor spaces to ensure they are usable by individuals with mobility challenges.
- Address obstacles such as steep grades, narrow shoulders, and lack of infrastructure.
- Offer inclusive and accessible programs to help reduce barriers to participation.
- Plan for ongoing maintenance, including snow removal and clearing debris, so routes remains accessible year round.
- Improve physical access to the shoreline along trails for individuals of all ages and abilities.

Improve Connectivity and Expand Infrastructure

The importance of a well-connected active transportation network was highlighted by many community members. To improve connectivity, participants made the following recommendations:

- Expand trails and active transportation routes to improve connectivity and make travel between neighbourhoods easier.
- Prioritize connectivity for isolated communities.
- Convert the unused rail bed into an active transportation connection. This was mentioned frequently, across all engagement methods.
- Build sidewalks and active transportation routes that connect neighbourhoods with key destinations like grocery stores, schools, parks, and healthcare facilities.
- Advocate for public transit to complement active transportation.
- Improve access to grocery stores and services for those without a car by ensuring safe and accessible routes.
- Link active transportation routes to local businesses and tourist destinations to foster economic growth and increase community engagement.
- Ensure that cycling infrastructure is maintained to reduce tire blow out and other challenges.
- Recognize and enhance playgrounds and walking trails as key destinations in the community.

Enhance Amenities and Overall User Experience

Participants stressed the importance of providing adequate amenities to enhance the comfort and functionality of the active transportation network. Recommendations included:

- Install bike racks at key destinations and community gathering spots, with repair stations at trail-heads and along major routes.
- Ensure accessible public washrooms, water refill stations, and garbage bins are available at trail-heads, busy intersections, and gathering areas.
- Provide seating, shelters, and benches along routes and trails, ensuring they are clearly signed and accessible.
- Enhance lighting at crosswalks, trail-heads, and public spaces, ensuring visibility during evening or early morning hours.
- Install clear and informative signage along routes and online to guide users, indicating trail conditions, key destinations, and accessible features. Offer multi-lingual options, or a QR code that provides this option.
- Make scenic areas more accessible for walking and rolling.
- Improve signage and communications regarding what is a sidewalk versus a Multi-Use Pathway.

Expand Programming and Resources

Many community members expressed a desire for more programs and educational initiatives to change attitudes toward active transportation, and increase overall participation, such as:

- Offer workshops on topics such as bike maintenance, safe cycling, hiking, and trail etiquette.
- Host seasonal, low barrier events to engage the community in active transportation.
- Encourage participation in walking clubs, bike groups, and other community programs.
- Partner with businesses to enhance active transportation access by adding amenities such as bike racks and dog leash ties, and enhancing rest opportunities for cyclists.
- Introduce fun and engaging incentives, such as community walk and roll challenges.
- Promote safety, etiquette, and responsible use of active transportation spaces through educational campaigns.
- Create maps with clear information on trail conditions, difficulty levels, accessibility features, and amenities.
- Use social media and other avenues to inform residents about active transportation opportunities, events, and resources.
- Expand and continue to improve accessibility of the equipment loan program.
- Develop an interactive feedback map, similar to the Social Pinpoint map used for engagement, as a hub for community members to provide ongoing feedback and information on active transportation routes.

Community Vision

The vision sets the long-term goals for active transportation in the West Hants Regional Municipality. Shaped by community desires, it sets the course of action and seeks to inspire integrated and creative planning.

West Hants is a community where active transportation is the easy, safe, and accessible choice for everyone. A connected network supports all ages and abilities, enhances everyday experiences, and removes barriers to mobility. With inviting infrastructure, diverse options, and seamless integration into daily life, active transportation fosters wellness, community connection, and a deeper relationship with the natural environment.

Guiding Principles

The following six guiding principles are rooted in the priority areas identified by community members during the initial engagement phase of this project. Each principle is interconnected with the others, working together to make active transportation more accessible and more enjoyable for residents and visitors in West Hants.

1 Prioritize Safety and Eliminate Barriers

Safety was highlighted as a top priority for engagement participants, especially given West Hants' growth and rising traffic. Many residents expressed that they do not feel safe walking, biking, rolling, or using other active transportation modes. Prioritizing safety will help create an active transportation network that is both accessible and enjoyable.

2 Support Diverse Active Transportation Options

A strong active transportation network offers a variety of ways for people to move, beyond just walking, rolling, and cycling. Community members highlighted the importance of supporting a wide range of year-round active transportation options. Through expanded infrastructure, amenities, and programs, this strategy aims to build a more inclusive and flexible network that meets everyone's needs and aspirations.

3 Ensure Access for All Ages and Abilities

Accessibility emerged as a top priority throughout the engagement process. Many participants noted that existing routes often create barriers, limiting their ability to engage in active transportation comfortably, or even at all. Particular concerns were noted for seniors, newcomers, individuals with mobility challenges, and school-aged children and youth. By planning with all ages and abilities in mind, we can create a community where everyone can move freely, safely, and with confidence.

4 Improve Connectivity and Infrastructure

A well-connected active transportation network enables people to travel efficiently and safely between neighbourhoods, services, and key destinations. Community members emphasized the need for expanded trails, sidewalks, and bike lanes, particularly in isolated areas. Strengthening infrastructure, enhancing trails, and improving connectivity will create a more inclusive and accessible network for individuals across the region.

5 Enhance Amenities and User Experience

Well designed amenities make active transportation more practical, enjoyable, and accessible for everyone. Community members emphasized the importance of features like seating, shelters, bike racks, and repair stations, as well as safe, well-lit routes and clear wayfinding. Thoughtful improvements, such wayfinding signage, accessible features, and conveniently placed facilities, create a more user-friendly and inviting active transportation network.

6 Expand Programming and Resources

Programs and educational initiatives play a key role in encouraging active transportation and fostering a culture of participation. Community members emphasized the importance of programs and events in supporting engagement. Clear and effective communication is also essential for raising awareness and expanding participation, enabling more residents to see active transportation as an easy and desirable choice.

PART 3

DESIGN GUIDELINES

Active Transportation

Design Guidelines

A successful active transportation network consists of many components, including a catalog of different types of routes (or facilities), amenities, and other design solutions (such as intersection design, cross-walks, etc). Together, these various tools make up a safe, direct, comfortable, and logical active transportation network that is enticing for residents and visitors of all ages and abilities.

This chapter outlines design guidelines for facility types, amenities and other design solutions, including useful details such as design cross-sections, applications, and general cost estimates. While the active transportation network outlined later in this Plan does not include all of the facility types described in this chapter, these guidelines can be referenced or adopted in the development of other active transportation facilities.

Design of all active transportation facilities should prioritize the safety and inclusion of all users and refer to the most recent CSA-B651 accessibility guidelines and the Transportation Association of Canada (TAC) standards, where applicable.

Cost estimates are preliminary, and represent an opinion of probable costs based on the current high-level conceptual design; the estimates are based on a standard cost per facility and do not include the costs of additional site-specific work that may be required for implementation. These costs are therefore for initial budgetary discussions only.

Facility Types

The West Hants Active Transportation Network is made up of the following **on-road** and **off-road** facility types, which are outlined in more detail on the following pages:

ON-ROAD FACILITIES

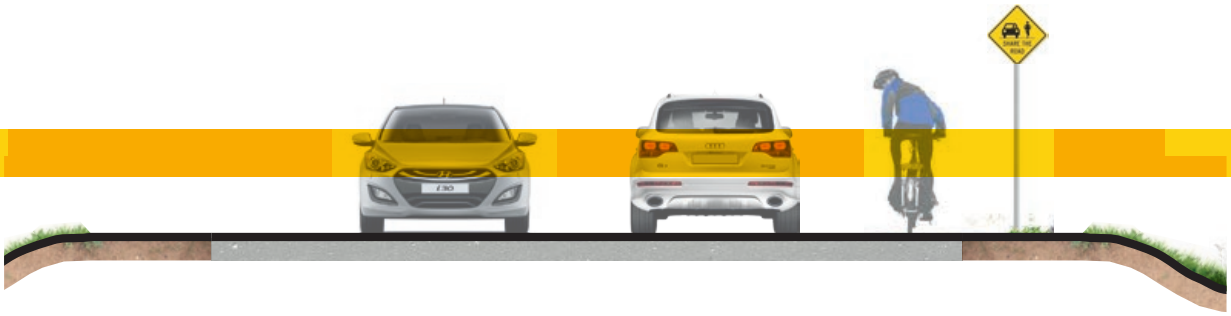
- LSB — LOCAL STREET BIKEWAY
- SR — SHARED ROUTE
- PS — PAVED SHOULDERS
- S — SIDEWALK
- BL — BICYCLE LANE
- SMUP — SEPARATED MULTI-USE PATHWAY

OFF-ROAD FACILITIES

- SUP — SHARED-USE PATHWAY
- MUP — MULTI-USE PATHWAY
- RT — RECREATIONAL TRAIL
- HT — HIKING TRAIL

On Road
Facilities

SR Shared Route



While all provincial roads are “Shared Roads”, intended to be shared by motorists and cyclists, shared routes are specifically intended as on-road cycling routes, where motorists should expect to encounter and share the roadway with cyclists. This is a suitable designation for lower volume or lower speed roads or 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.

Provincially standardized “Shared Road” signage should be installed along these routes to warn motorists and cyclists of changing conditions that will require them to use extra caution in order to safely share the upcoming section of roadway. This signage can be installed at locations where paved shoulders end, where the roadway narrows, or where there are other conditions that could present a danger to cyclists. Many of these signs have already been installed in Windsor.

The Municipality may also choose to add wayfinding signage for cyclists at the beginning and throughout Shared Routes, to further emphasize that they are to be shared between vehicles and cyclists, and to provide reassurance to cyclists using these facilities that they are on a known cycling route. Permission from the province is required to install signage along provincial roads.

Shared routes improve the level of comfort for cyclists, but still require a reasonable level of experience and confidence. Novice or beginner riders may not be comfortable riding in a shared use lane.

LSB Local Street Bikeway

A local street bikeway, also known as a bicycle boulevard or neighborhood greenway, is a low-speed street optimized for bicycle traffic. These routes are similar to **shared routes** SR, but offer additional features to encourage active transportation in more urban-style neighbourhoods. Local street bikeways are designed to prioritize cyclists by implementing various measures to enhance safety and comfort, making them suitable for riders of all ages and abilities. Key features include:

Traffic Calming Measures: Implementing speed humps, curb extensions, and traffic circles to reduce vehicle speeds.

Traffic Diversion: Using barriers or diverters to limit through traffic by motor vehicles, allowing only local access, which reduces traffic volumes.

Signage and Pavement Markings: Installing clear signs and road markings to guide cyclists and alert motorists to the presence of a bikeway.

Safe Crossings: Providing enhanced crossing treatments at major intersections to facilitate safe and convenient passage for cyclists.

These bikeways are established on quieter streets and include various design and regulatory changes to improve safety and comfort for cyclists. They are meant to augment and support a strong regional network to provide more local connections into neighbourhoods and communities.

Traffic Calming Measure

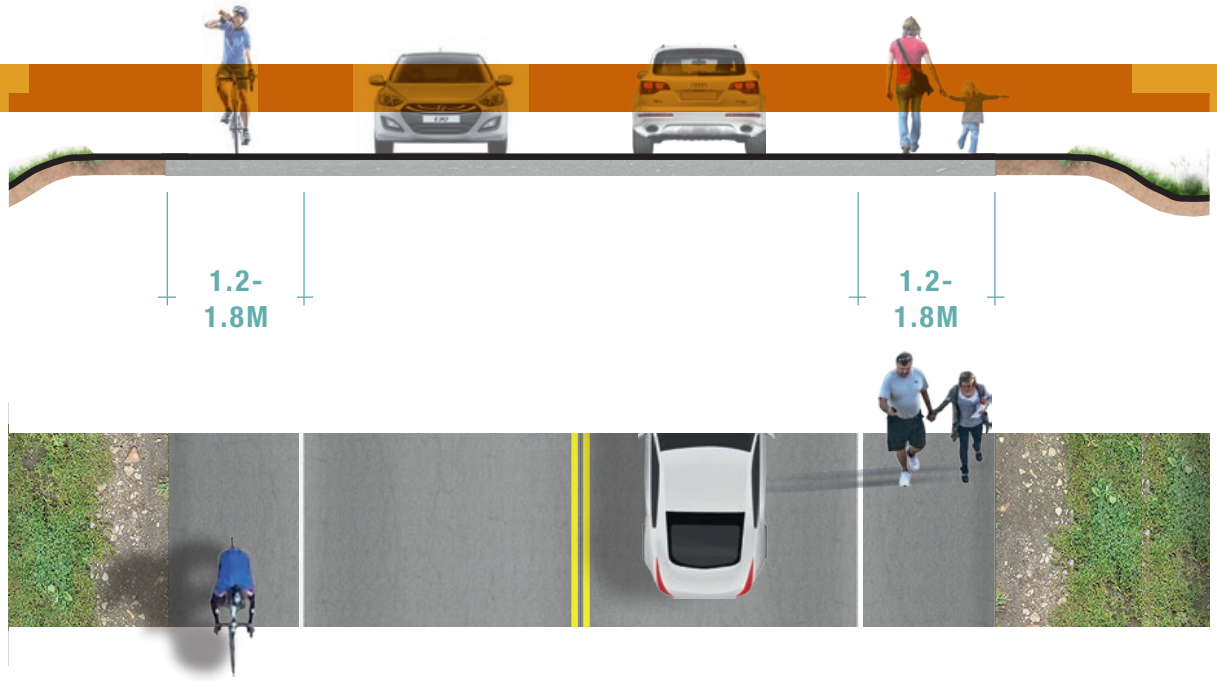
Signage/Pavement Markings

Intersection Barriers

PS Paved Shoulders

There are a handful of on-road active transportation routes within the network that feature higher traffic volumes (greater than 1,000 vehicles per day) and are key regional corridors. These routes should feature paved shoulders to allow for cyclists to use both sides of the road in a safer, more comfortable manner. Paved shoulders can also improve pedestrian activity, but this type of infrastructure is primarily for cyclists. It is important that these paved shoulders stay obstacle-free and are kept clean of litter and debris.

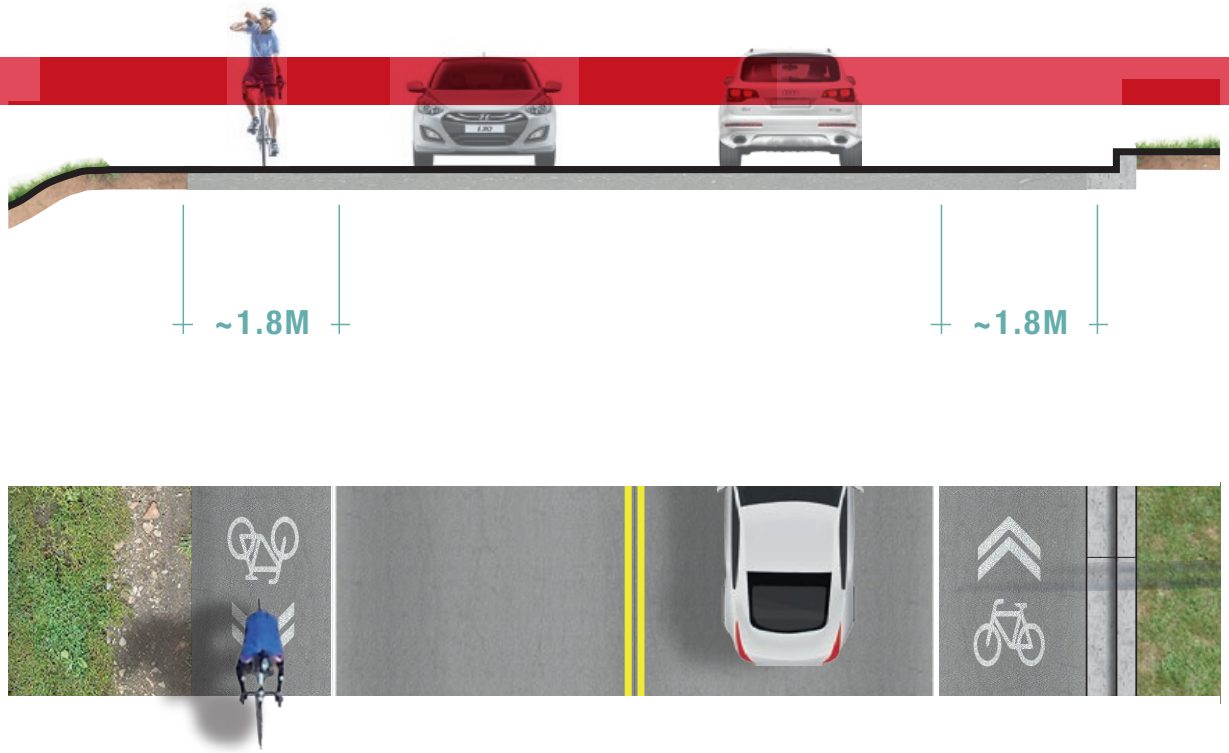
Paved shoulders should be between 1.2 to 1.8 metres wide, depending on traffic volume and traffic speeds. The costs of paved shoulder projects can vary greatly depending on the amount of space available and grades. Where a section of road is designated as Blue Route, the Department of Public Works will cover the costs of installing paved shoulders. The costs of installing paved shoulders may also be covered if the route meets the Department of Public Works' policy criteria and the project is approved.



BL Bicycle Lanes

Bicycle lanes provide dedicated space for cyclists alongside vehicular travel lanes. They improve the level of comfort for cyclists over shared use lanes because they delineate a dedicated space for cyclists. They should be 1.8 metres wide (but must be at least 1.2 metres wide) and demarcated with a bicycle stencil placed in the center of the lane. Bike lanes provide a reasonably safe and comfortable cycling facility, particularly on roads with high traffic volumes and speeds.

Legally, bicycle lanes must stay obstacle-free (i.e., they must not be used for parking and/or loading, etc) and it is important that they are kept clean of snow and debris.



S Sidewalks

Sidewalks are a paved path along a roadway, typically with curbs that provide an elevation change between the roadway and sidewalk. Sidewalks are typically surfaced with concrete (and sometimes with asphalt), and should be a minimum of 1.8 metres wide. These facilities are primarily designed for pedestrian use (which includes people using assistive mobility devices such as wheelchairs).

Sidewalks play a crucial role in creating safe, accessible, and connected communities. They provide a dedicated space for pedestrians, reducing conflicts with vehicles and improving overall walkability.

When determining where sidewalks should be installed, several key factors must be considered to ensure they serve the greatest public benefit and enhance overall community connectivity.

Sidewalks should be prioritized in areas with high pedestrian activity, such as near schools, commercial districts, and public facilities like libraries, recreation centers, and transit stops. These locations generate significant foot traffic and require safe and accessible walking routes. Additionally, sidewalks should be placed along major roadways and collector streets where vehicle speeds and traffic volumes are higher. Providing dedicated pedestrian infrastructure in these areas helps reduce conflicts between pedestrians and vehicles, improving safety for all road users.

Connectivity is another critical factor in sidewalk planning. New sidewalks should be installed to fill gaps in the existing network, ensuring that residents can travel safely between neighborhoods, parks, and essential services. Missing sidewalk links can create accessibility challenges and discourage walking as a mode of transportation. Additionally, areas with higher residential densities, senior populations, and vulnerable road users should be prioritized to promote equitable access to safe walking infrastructure.

Environmental and geographic conditions should also be taken into account when planning sidewalks. Routes should be designed to minimize steep grades and barriers that may pose challenges for individuals with mobility impairments. Consideration should also be given to drainage, road width, and available space to accommodate sidewalks while maintaining accessibility standards and ensuring long-term maintenance feasibility.

A list of criteria for sidewalk installation is provided on the following page. Finally, recommendations on adjustments to the Subdivision Bylaw are also proposed in the Implementation section that will ensure that sidewalks are provided in future developments.

Criteria for Sidewalk Installation

Pedestrian/Community Demand: Locations with high foot traffic, such as downtown areas, commercial districts, and key public destinations, and where residents have expressed a strong need for pedestrian infrastructure.

Proximity to Schools and Community Facilities: Areas near schools, libraries, community centers, and parks where children and families frequently walk.

Road Classification and Traffic Volume: Streets with higher vehicle speeds and traffic volumes where pedestrian safety is a concern.

Connectivity and Accessibility: Sidewalks that link homes to transit stops, businesses, and recreational areas.

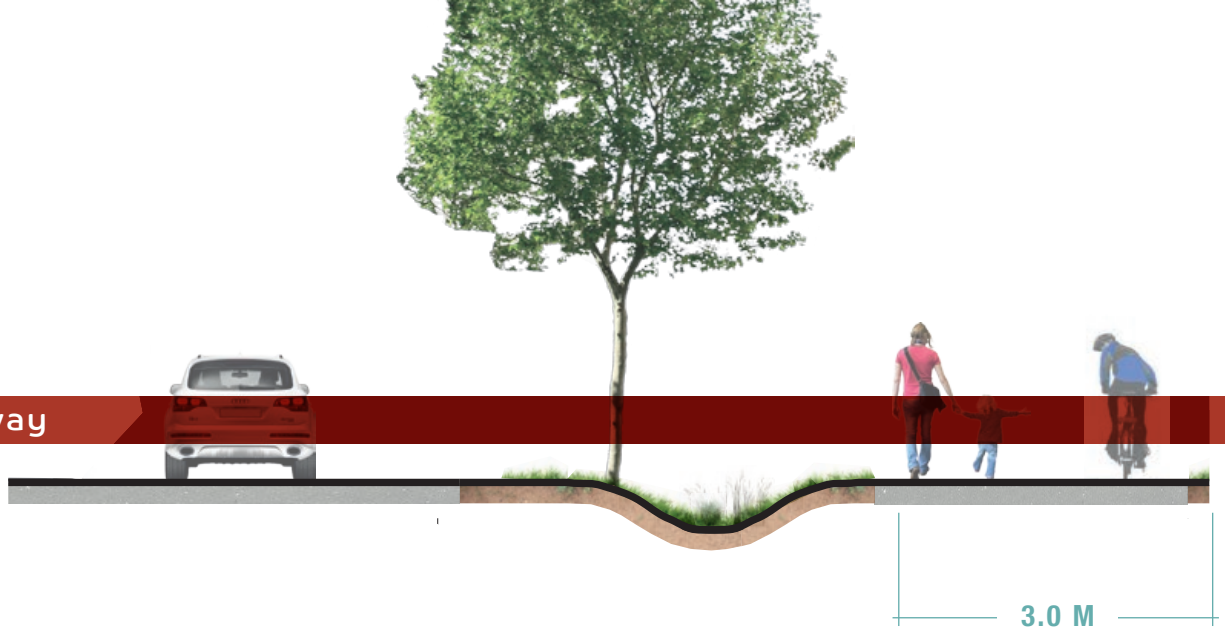
Equity and Safety for Vulnerable Users: Locations where sidewalks improve access for seniors, people with disabilities, and low-income residents who may rely more on walking.

Existing Infrastructure and Gaps: Areas where sidewalks currently do not exist or where gaps in the network create unsafe walking conditions.

Planned Development and Growth Areas: Locations where new housing, commercial spaces, or public services are being developed, ensuring proactive infrastructure investment.

Feasibility and Space Availability: Locations where sidewalks can be installed without major physical or environmental constraints.

SMUP Separated Multi-Use Pathway

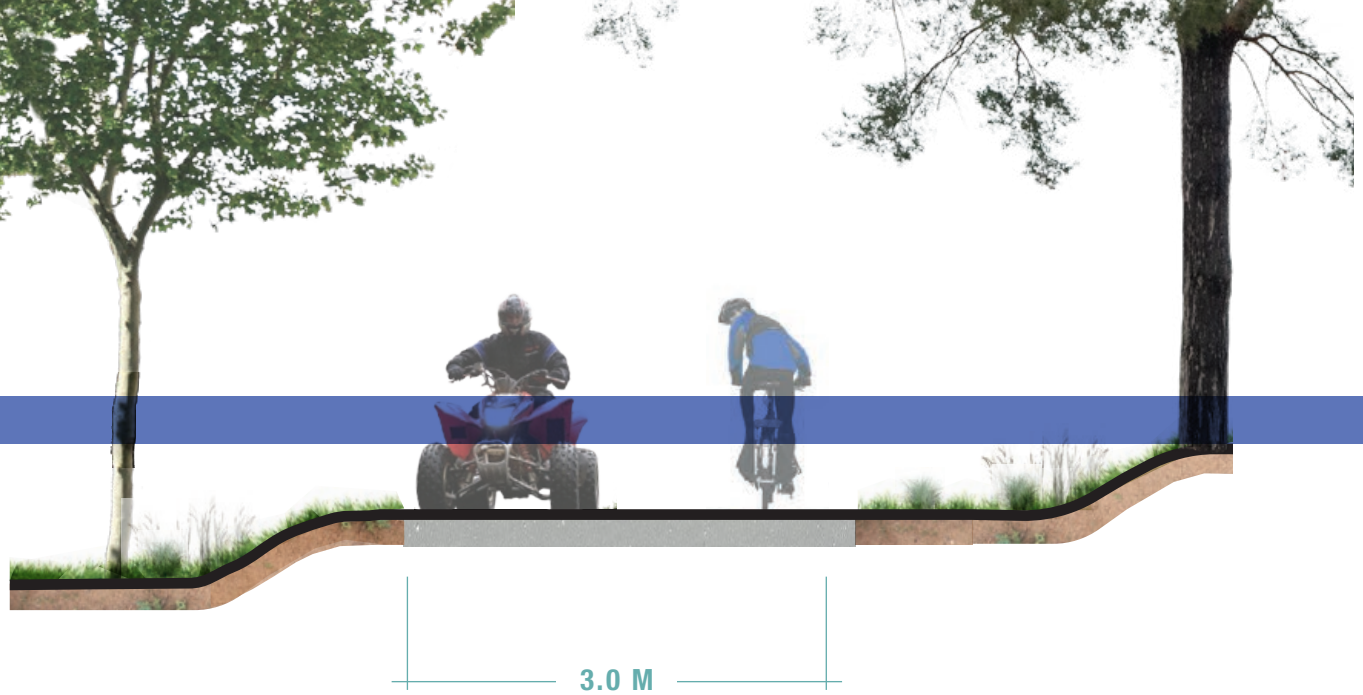


Separated multi-use pathways are located within a road right-of-way and can be used in lieu of a sidewalk and bike lane combination. A separated multi-use pathway is a route that is a minimum of 3.0 metres wide route, runs along one side of the road, and is protected by a vegetative or grassy buffer. They are increasingly popular active transportation facilities in areas where the road right-of-way is wide as they accommodate a variety of active transportation users, including pedestrians and cyclists in the summer, and even cross country skiers and snowshoers in the winter.

Cyclists and pedestrians can usually share these pathways without conflict, however, a wider facility is more comfortable, and even an increase of 0.5 metres in width can make a notable difference. If space allows or the number or diversity of users grows, the pathway width should be increased up to 5.0 metres so that dedicated travel lanes can be provided for pedestrians and cyclists.

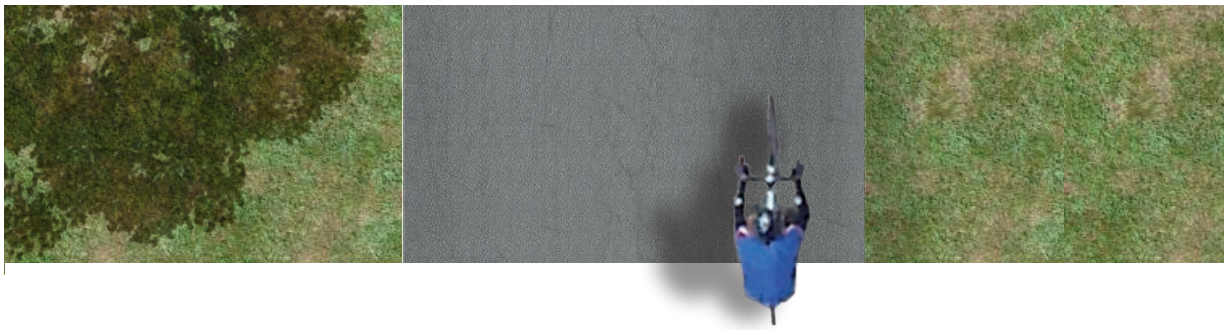
Off Road

Facilities



SUP Shared-Use Pathway

Shared-use pathways are similar to multi-use pathways, but are shared with motorized users, such as all-terrain vehicles (ATVs), snowmobiles, etc. The routes should be a minimum of 3.0 metres wide to ensure that all users feel safe and comfortable. Shared-use pathways should be surfaced with crusher dust or other specialized surface materials. Gravel surfaces can also be used, but would not be a suitable material for active transportation users that use assistive mobility devices, such as wheelchair users.



MUP Multi-Use Pathway

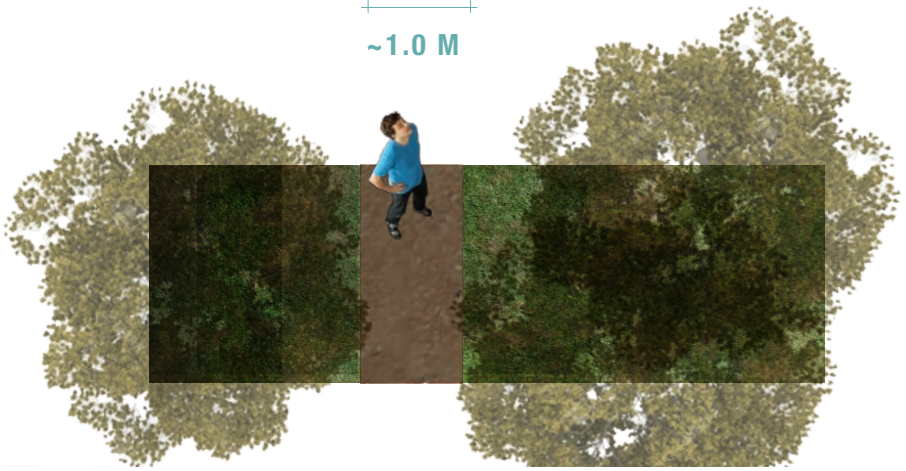
Multi-use pathways are shared by a variety of non-motorized active transportation users. These types of routes are a minimum of 3.0 metres wide and surfaced with asphalt, crusher dust, or other specialized surface materials. Paved multi-use pathways may be accessible for the use of most assistive mobility devices, while rough gravel pathways are not. Asphalt surfaces should be considering in high-traffic or more urban locations.

RT Recreation Trail

Recreation trails are basic trails that are narrower than multi-use pathways and accommodate a lower traffic volume. They can be used by pedestrians, cross country skiers, or snowshoers. Trail treads must be a minimum of 1.8 metres wide, and both sides of the trail should be kept clear of branches and brush for a minimum of 0.6 metres. Depending on the grades, these trails (or at least section of these trails) can be wheelchair accessible.

HT Hiking Trail

Hiking trails provide a more rugged and challenging wilderness experience for experienced hikers wishing to access more remote and natural areas. These trails are narrower than recreational trails, with treads typically being 1.0 metres wide, but as narrow as 0.5 metres in some cases. The trail surface is natural, often with an uneven surface including roots and rocks.



Active Transportation

Amenities

A well-connected network of active transportation routes is crucial for achieving the objectives outlined in this Active Transportation Plan. However, to enhance safety, accessibility, and overall enjoyment, it is imperative to complement these routes with public amenities. These amenities not only improve the infrastructure but also contribute to creating comfortable and inviting public spaces throughout the Municipality. They can be strategically placed along trails and streets, as well as in parks, schools, community centers, and other key destinations.

This section presents a range of recommended amenities that could be provided either by the Municipality or in collaboration with partners such as businesses, trail groups, or other community organizations. It's essential that these amenities cater to the diverse needs of all users, while also adhering to Universal and Inclusive Design principles, thus addressing various social and cultural requirements. Moreover, all projects should adhere to the most recent CSA/ASC B651 accessibility guidelines, as well as comply with the Nova Scotia Accessibility Act and the Access by Design 2030 Framework.

A1 Bicycle Parking

Bike racks allow cyclists to use their bikes for everyday trips. Priority locations for bike racks are based on common destinations and key junctions in the active transportation network. Secure bike parking facilities like racks and lockers offer cyclists a safe place to store their bikes for everyday activities, including commutes, errands, and leisure activities. The provision of bike parking not only facilitates easier access to common destinations but also encourages the adoption of cycling as a mode of transportation. Locations where bike parking could be installed or improved include entrances to parks, community spaces, schools, and local businesses or public service buildings.

RESPONSIBILITY

West Hants Regional Municipality

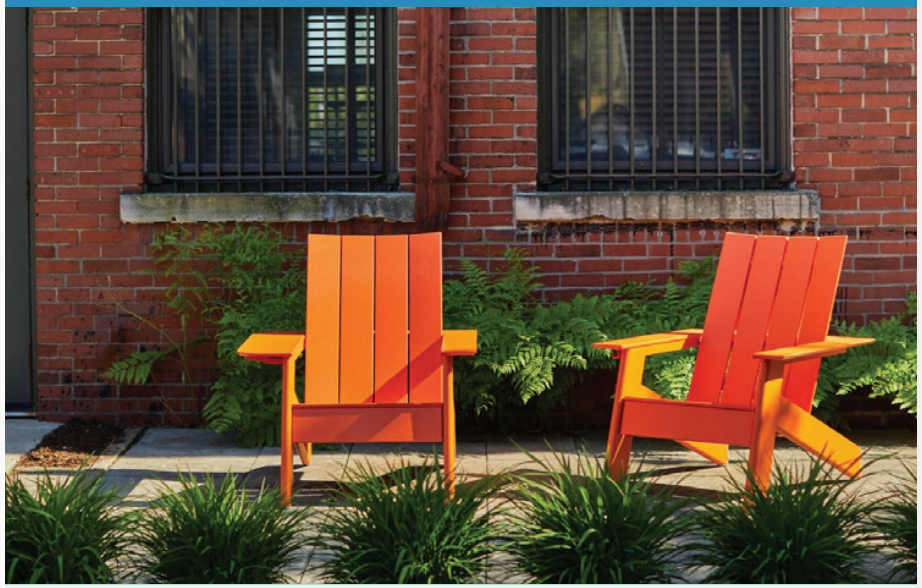
A2 Sheltered Bicycle Parking

Large sheltered bicycle parking should be provided at major employment centres, schools, and in downtown areas. This will improve cycling conditions through all seasons, allowing cyclists to travel without worry of weather changes and minimize maintenance costs. Not only does this implementation cut costs for cyclists but residents will be more willing to cycle and more comfortable cycling if they have appropriate accommodations. These facilities can be built outside in simple shelters or incorporated into parking areas, and should include wayfinding signage so cyclists can locate parking.

RESPONSIBILITY

West Hants Regional Municipality

A3 Benches / Seating



Seating enhances accessibility and comfort for all individuals, offering designated areas for relaxation and rest. Seating is advised to be placed strategically across the active transportation network, particularly in areas with significant slopes, extended segments between intersections, at key destinations like parks or viewpoints, and along routes designed to be fully accessible. Benches should be placed along trails and at key viewpoints. In busy areas, seating should be spaced approximately every 500 meters to ensure accessibility and encourage breaks for users. It's crucial that benches do not obstruct the pathway, allowing for unimpeded movement. The orientation of benches should face towards human activity to foster a sense of security and community engagement.

RESPONSIBILITY

West Hants Regional Municipality

A4 Bike Repair Stations

Bicycle repair stations, equipped with tools for basic bike repair and maintenance, serve as valuable amenities contributing to the accessibility and safety for those who choose to cycle throughout the West Hants area. Strategically placed repair stations not only reduce the financial burden of bike maintenance but also enhance safety and overall enjoyment for the user by ensuring they can address repairs and tune-ups anywhere within the Municipality. Tools should be attached to the stand with stainless steel cables and tamper-proof fasteners. Stations should include hex keys, screwdrivers, wrenches, tire levers, and an air pump compatible with both Schrader and Presta valve types.

RESPONSIBILITY

West Hants Regional Municipality

A5 Water Stations

Water and hydration is a necessary component of any physical activity, and active transportation is no exception. Water fountains and bottle filling stations to active transportation users are the equivalent to gas stations for cars. This is especially true along long distance active transportation routes, and popular destinations like downtowns, waterfronts, and provincial parks. 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.

RESPONSIBILITY

West Hants Regional Municipality

A6 Pedestrian Oriented Lighting

Lighting along active transportation routes improve safety and comfort, and encourages use outside of daylight hours, particularly in more urban settings where obstacles are more likely and traffic is higher. Most on-road routes in urban settings are provided by overhead light standards fastened to utility poles that flood the street with light and are oriented for motorists. Pedestrian-oriented lamp posts are shorter and provide a full spectrum light at lower wattages for a warmer and fuller light that is safer and more aesthetically pleasing. The street lamps can be fitted with arms that accommodate hanging baskets or banners that advertise upcoming events or attractions, and help with beautification and placemaking.

RESPONSIBILITY

West Hants Regional Municipality, Dept of Public Works

A7 Waste / Pet Waste Stations

Waste stations and dog waste bags serve as essential tools in curbing littering along active transportation routes, ultimately enhancing the overall user experience. Not only do they promote cleanliness and tidiness, but they also play a vital role in environmental conservation and wildlife protection. Waste stations and dog waste bags should be placed at regular intervals along the routes, particularly in high-traffic areas and at key access points such as trailheads. Additionally, ensure visibility and accessibility by placing them in well-lit and easily accessible locations.

RESPONSIBILITY

West Hants Regional Municipality, Trail Associations

A8 Charging Stations

Charging stations allow people to charge equipment like phones, electric scooters or wheelchairs, and e-bikes. Charging stations could be as simple as a weather-proof electrical outlet attached to the outside surface of an outbuilding or community centre. Alternatively, more expensive products could be purchased which provide charging outlets for both e-bikes and electric vehicles and offer additional features like auto-shutoff.

RESPONSIBILITY

West Hants Regional Municipality

A9 Wayfinding Signage

Wayfinding signage systems are valuable tools that assist active transportation users in navigating the network seamlessly. Signage should be clear and accessible, presented in high contrast and at accessible heights. Wayfinding signs should include distance and directional information for key destinations in the region that are accessible by active transportation users.

A comprehensive wayfinding and signage program was prepared in the previous active transportation plan, which has been implemented throughout the Municipality with great success. As the active transportation network expands, the Municipality should continue to provide signs along new routes and destinations.

RESPONSIBILITY

West Hants Regional Municipality

Intersection

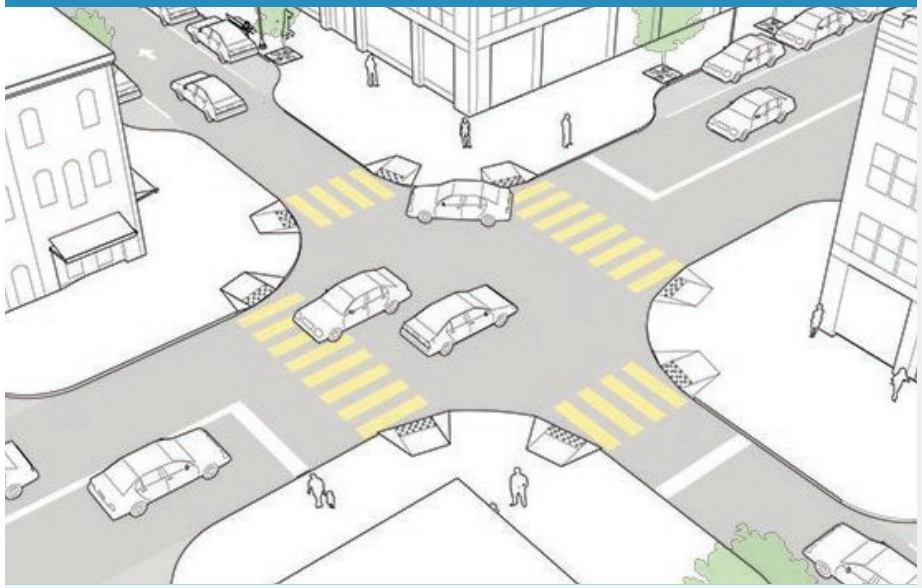
Treatments

Designing intersections with pedestrian and bicycle facilities should aim to minimize conflicts between bicyclists, pedestrians, and vehicles by improving visibility, clearly defining right-of-way, and enhancing awareness between different road users. Effective intersection treatments help manage how active transportation users navigate through an intersection space.

To ensure a safe intersection for active transportation, design elements might include colour coding, signage, medians, signal detection, and pavement markings. The design should consider the movements of bicyclists, pedestrians, and drivers, both current and anticipated. The goal is to either separate active transportation users from motor vehicles, or integrate them, in a way that reduces crash risks and increases comfort. The level of design needed will depend on the type of active transportation facility, how it intersects with other facilities, and the function and use of the adjacent streets.

This section presents a range of potential intersection designs and treatments that could be used to improve intersections throughout the Municipality.

IT1 Curb Extensions



Curb extensions (also known as neckdowns or bump-outs) are used to extend the sidewalk into these residual spaces, which reduces crossing distance and adds to pedestrian space on the sidewalks. Curb extensions also decrease the overall width of the roadway and can serve as a visual cue to drivers that they are entering an urban district. Curb extensions at crosswalks also allows pedestrians and motorists to see each other better, when vehicles parked in a parking lane would otherwise block visibility.

RESPONSIBILITY

West Hants Regional Municipality, Dept of Public Works

IT2 Accessible Signals / Indicators

Pedestrians with low vision rely on audible and tactile cues to travel. Accessible Pedestrian Signals (APS) are devices that audibly communicate WALK and DON'T WALK intervals at signalized intersections to pedestrians who are blind or have low vision. 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.

Tactile walking surface indicators have built-in truncated domes that indicate crossing areas to people who are blind or who have low vision. They are detectable underfoot when walking or by a long cane. Indicators should have a high tonal contrast with the surrounding surface.

RESPONSIBILITY

West Hants Regional Municipality, Dept of Public Works

IT3 Leading Pedestrian Intervals

A leading pedestrian interval is a special cross-walk signal that gives pedestrians the opportunity to enter a crosswalk intersection five seconds before vehicles are given a green signal indication. This advance green signal for pedestrians gives them a better chance to establish their presence in the crosswalk before vehicles begin their movement, thus reducing the chance of accidents. These types of interval signals are recommended for busy intersections and especially where safety incidents have been recorded.

RESPONSIBILITY

West Hants Regional Municipality, Dept of Public Works

IT4 Roundabout Crossings

When planning active transportation facilities at roundabouts, it is important to provide appropriate space for pedestrians and cyclists and minimize conflict points, maximize visibility, and minimize stop-start maneuvers for all road users. In roundabouts, active transportation crossings should be placed in advance of the turning circle to improve sight lines for active transportation users, while also providing enough space for motorists to enter the roundabout.

RESPONSIBILITY

West Hants Regional Municipality, Dept of Public Works

IT5 Cross-Rides

Cross-rides are distinct surface crossing markings that safely guide cyclists through intersections, as well as over driveways and ramps. They provide a clear boundary between the paths of through cyclists and either through or crossing motor vehicles in the adjacent lane. They should be demarcated with a high-contrast colour and dashed white line. Bright green surface paint is a commonly recommended colour, and is being used for cross-rides in Halifax.

RESPONSIBILITY

West Hants Regional Municipality, Dept of Public Works

PART 4

ACTIVE TRANSPORTATION NETWORK

Network

Approach

The most obvious way to encourage active transportation 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

Just as potholes discourage motorists from using certain roads, bumpy or cramped routes deter active transportation users. A smooth surface and adequate space are essential for making these facilities functional and inviting.

Logical

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

Network Hierarchy

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

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 district. They connect common origin and destination points to allow active transportation to be better used for utilitarian purposes.

Regional
Network

This section will identify the key regional routes that make up the “spine” of the West Hants Active Transportation Network. These are longer, uninterrupted routes that may also provide connections to neighbouring municipalities.

The map on the following page identifies the proposed regional active transportation routes, and the following pages provide more specific information on each route, as well as more detailed maps and segment information.

Branding regional active transportation routes by giving them a name and visual identity can be helpful when promoting the route, both as a tourism experience and for local usership. As the routes in this section move into the implementation phase, consideration should be put toward developing branding for them so they can be promoted as “destination trails”.

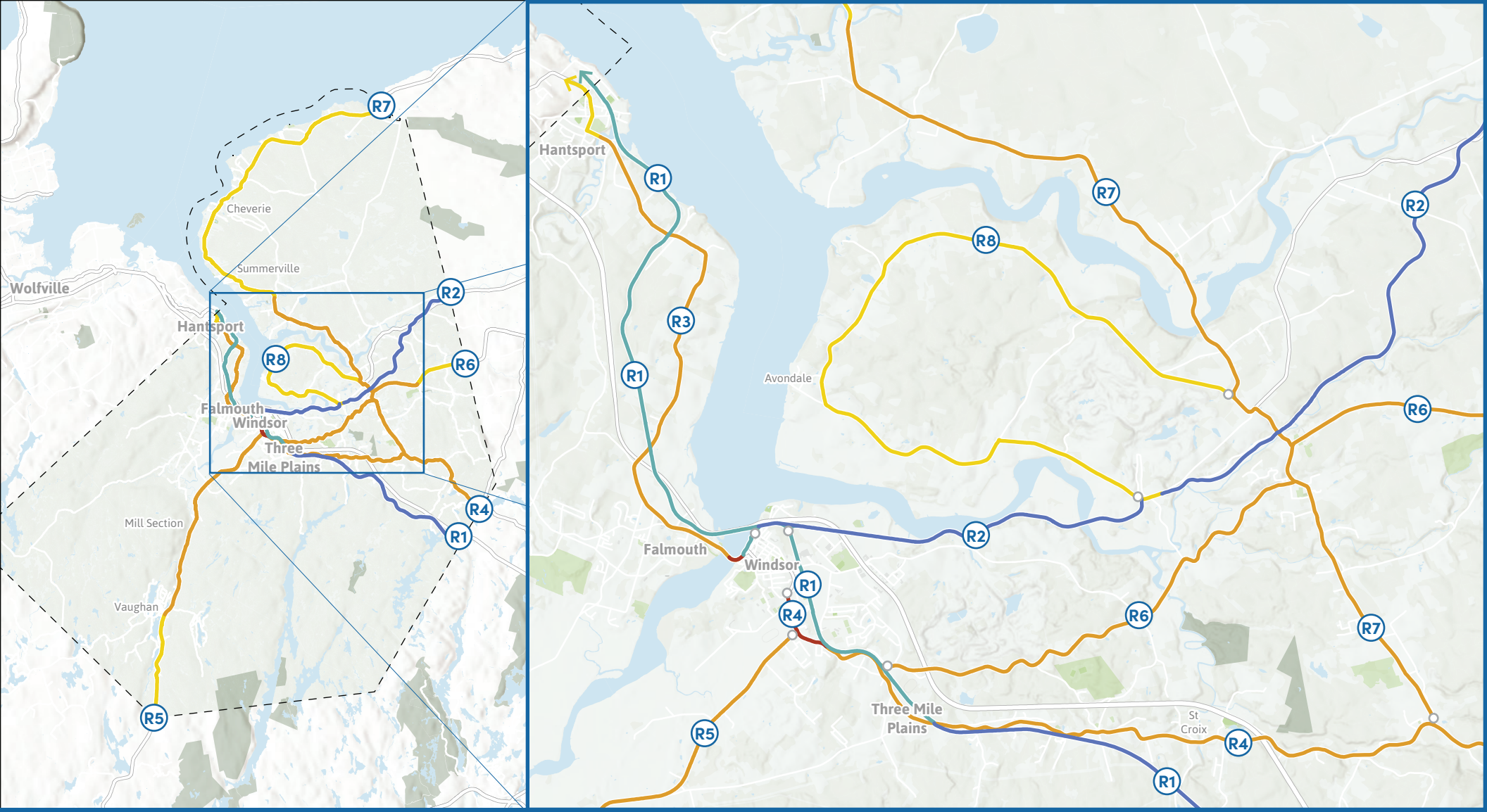
Some routes may also be designated as a Blue Route or Trans Canada Trail segments. These are provincial and national trail networks, respectively, and are described in the following panel.

The Blue Route

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

The Trans-Canada Trail

The Trans-Canada Trail is a nationally recognized trail that stretches 28,000 km from coast to coast to coast. The trail system offers a wide range of activities through a variety of landscapes – urban, rural and wilderness; along greenways, waterways and roadways.



Regional Active Transportation Network

ON-ROAD FACILITIES

- SR — SHARED ROUTE
- PS — PAVED SHOULDERS
- SMUP — SEPARATED MULTI-USE PATHWAY

OFF-ROAD FACILITIES

- SUP — SHARED-USE PATHWAY
- MUP — MULTI-USE PATHWAY

R1 Hantsport to Lakelands Rail Trail ~34 KM

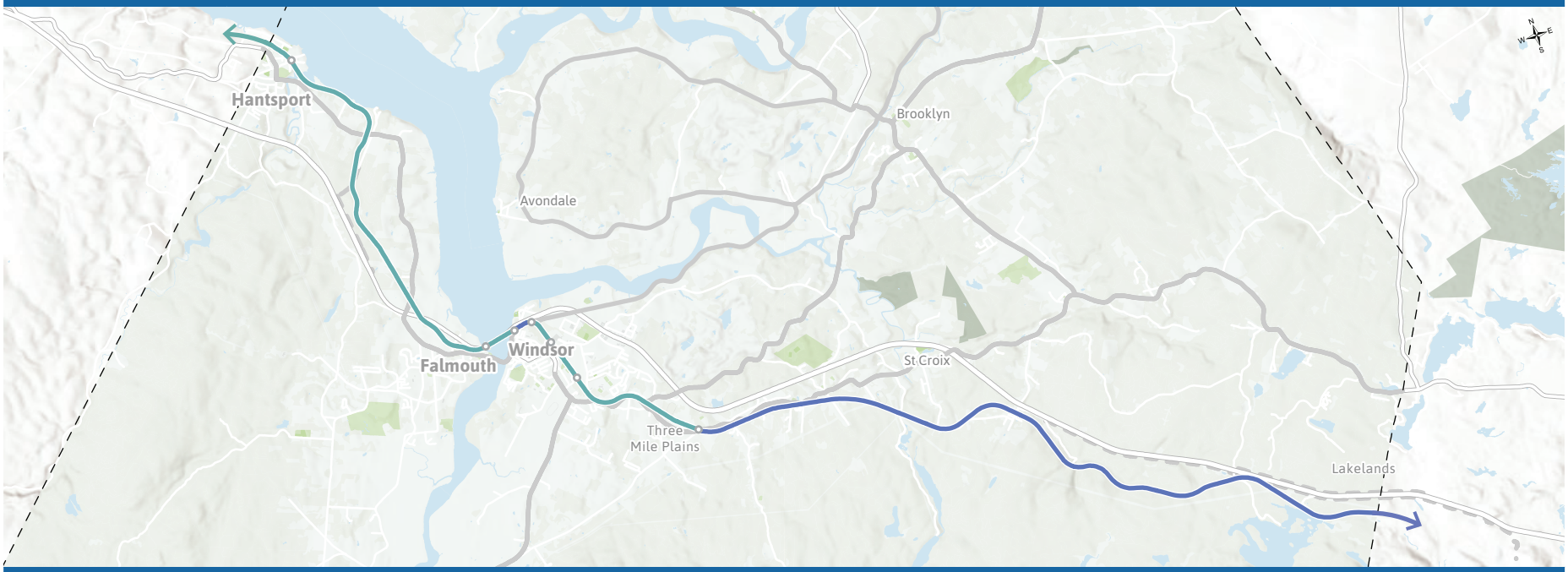
The former Windsor and Hantsport Railroad represents a major opportunity to provide a safe, comfortable and direct off-road active transportation route that effectively connects many of the communities of the West Hants Regional Municipality. The corridor starts in the north of the Municipality near Hantsport and weaves south through Falmouth, Windsor, Three Mile Plains and many more communities, to the West Hants Border at Lakelands. A section of the rail corridor has already been converted into the Tregothic Trail, under a land use agreement with the land owner (Canadian National Railways).

At this time, the majority of the rail corridor right-of-way is privately held by Canada National Railways (CN) and Windsor & Hantsport Railway. However, if land procurement, leases or additional land use agreements could be achieved for the sections of this rail line within the municipality, it is proposed that active transportation facilities be developed along this route. The section connecting Hantsport to the Tregothic Trail is proposed to be a **multi-use pathway** MUP, especially within the more built-up areas within Windsor where noise and pollution will be more of a nuisance. There is an existing section of pathway crossing the Causeway between Falmouth and Windsor; this trail section is provincially-owned but further study is required to determine the feasibility of widening this pathway to bring it up to multi-use-pathway standards.

The existing Tregothic Trail sections will need to be upgraded to a multi-use standard (see W10 page 84). South of Windsor, the trail is proposed to be a **shared-use pathway** SUP (along with the proposed Windsor to Maitland Rail Trail - see R2), which would allow motorized use. This shared-use pathway would allow local ATV groups to connect extensive networks maintained by the Beaver Bank ATV Club in East Hants and the Long Lake Loggers ATV Association in West Hants. The shared-use trail segment can be connected to the CN Atlantic Rail Trail via a potential ATV trail along the Highway 101 corridor, which would require further study to determine its feasibility.

Beyond the West Hants Regional Municipality, this proposed rail trail also represents an opportunity to connect the Halifax Regional Municipality to the Annapolis Valley (and beyond). The rail corridor connects from the Harvest Moon Trailway in Grand Pré, all the way to Windsor Junction in the Halifax Regional Municipality. When complete, this section of trail would be a good candidate to become part of both the Blue Route and Trans Canada Trail.

R1 Hantsport to Lakelands Rail Trail ~34 KM



#	SEGMENT NAME	START	FINISH	LENGTH (M)	ROUTE TYPE		OWNER
					EXISTING	PROPOSED	
R1.1	**Rail Trail**	Tannery Rd. (Hantsport)	Prince St. (Hantsport)	700	None	MUP	Windsor & Hantsport Railway
R1.2	**Rail Trail**	Prince St. (Hantsport)	Lake Pisiquid Trail (Falmouth)	9,300	None	MUP	Windsor & Hantsport Railway
R1.3	**Causeway Trail**	Lake Pisiquid Trail (Falmouth)	Windsor Waterfront Trail (Windsor)	800	RT	MUP	Province of Nova Scotia (leased to Municipality)
R1.4	**Rail Trail**	Windsor Waterfront Trail (Windsor)	Windsor to Maitland Rail Trail (Windsor)	400	None	SUP	Canadian National Railway
R1.5	**Rail Trail**	Windsor to Maitland Rail Trail (Windsor)	Wentworth Rd. (Windsor)	1,000	None	MUP	Canadian National Railway
R1.6	**Tregothic Trail**	Wentworth Rd. (Windsor)	Tregothic Trail junction (Windsor)	900	MUP	MUP	Canadian National Railway (land use agreement in place)
R1.7	**Rail Trail**	Tregothic Trail junction (Windsor)	Windsor Back Rd. (Three Mile Plains)	3,300	None	MUP	Canadian National Railway
R1.8	**Rail Trail**	Windsor Back Rd. (Three Mile Plains)	West Hants eastern border (Lakelands)	17,500	None	MUP	Canadian National Railway

R2 Windsor to Maitland Rail Trail

~22 KM

The former Midland Railway provides a valuable east-west connection between Windsor and Maitland (in East Hants). The rail corridor is decommissioned, and provides an opportunity to provide active transportation connections between Windsor, Brooklyn and beyond.

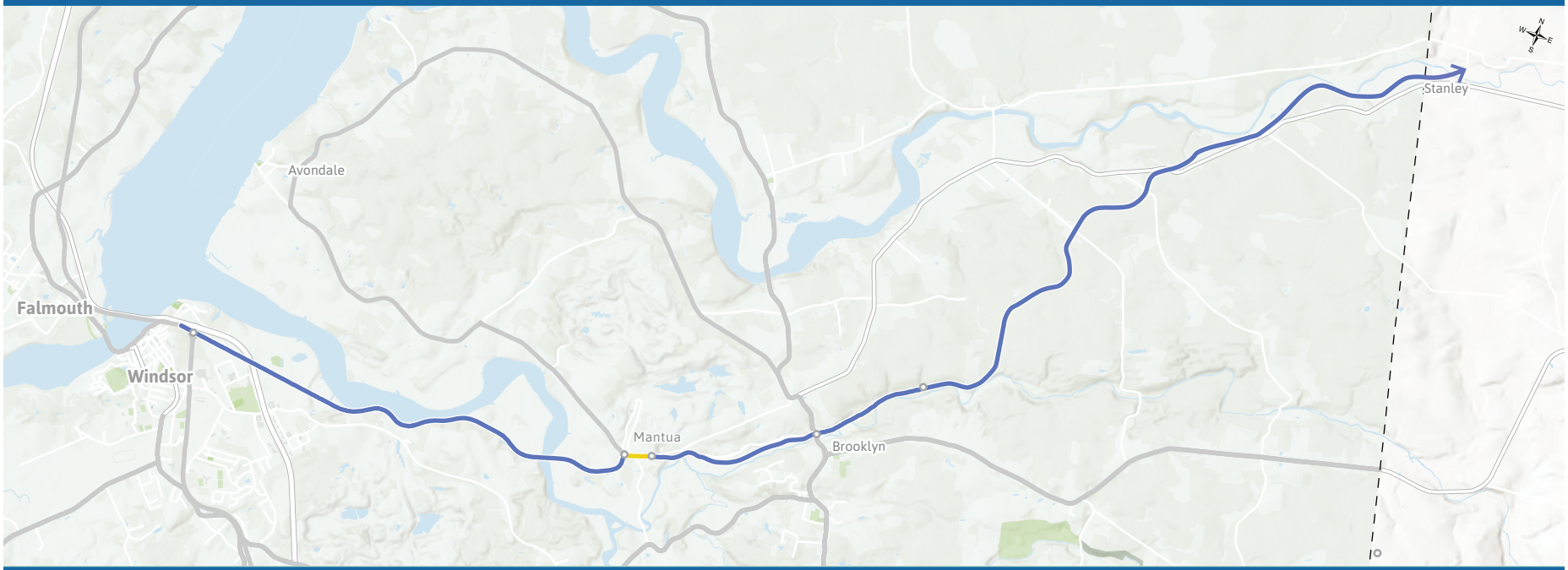
The proposed Windsor to Maitland Rail Trail would be a **shared-use pathway** SUP that would connect with the Hantsport to Lakelands Rail Trail (R1) in Windsor. A section of this rail corridor has already been purchased and partially developed, from Mantua to Stanley, currently known as the “Mantua to Stanley Rail Trail”. The section between Windsor and Mantua will be slightly more complicated, as it requires a crossing over the St. Croix River. The condition of the existing structure and whether it can be re-purposed for active transportation use is unknown.

When developed, the Windsor to Maitland Rail Trail will form a vital connection between Brooklyn and Windsor, and can also be used by motorized trail users to access goods and services in the Exit 5A area of Wentworth Creek.

Collaboration with the Municipality of East Hants can provide further opportunities to connect all the way to Maitland and eventually connect with the Cobequid Trail in Old Barns/Truro.

When complete, this section of trail would be a good candidate to become part of both the Blue Route and Trans Canada Trail.

R2 Windsor to Maitland Rail Trail ~22 km



#	SEGMENT NAME	START	FINISH	LENGTH (M)	ROUTE TYPE		OWNER
					EXISTING	PROPOSED	
R2.1	**Windsor to Mantua**	Hantsport to Lakelands Rail Trail (Windsor)	Avondale Rd. (Mantua)	7,100	None	SUP	Windsor & Hantsport Railway
R2.2	**Avondale Rd.**	Avondale Rd. (Mantua)	Mantua Rail Trail access (Mantua)	400	None	SR	NS Department of Public Works
R2.3	**Mantua to Brooklyn**	Mantua Rail Trail access (Mantua)	Trunk 215 (Brooklyn)	2,600	None	SUP	West Hants Regional Municipality
R2.4	**Mantua to Stanley Rail Trail**	Trunk 215 (Brooklyn)	End of Herbert River Trail	3,700	SUP RT	SUP	West Hants Regional Municipality
R2.5	**Herbert River Trail to Stanley**	End of Herbert River Trail	North River Rd. (Stanley)	8,000	SUP	SUP	West Hants Regional Municipality

R3 Trunk 1 (Hantsport ↔ Windsor)

~12 KM

In terms of comfort, safety and directness, the Hantsport to Lakelands Rail Trail (R1) would be the preferred connection between Hantsport and Windsor. However, there is an existing paved shoulder along Trunk 1 between Hantsport and Windsor, which is the current designated Blue Route through this area, and several improvements can be made to complete this connection.

The section of this route in Hantsport between Chittick Avenue (near the northern edge of the municipal boundary) and the intersection at Willow Street and Main Street is proposed to be a **shared route** SR within the downtown Hantsport area. Streetscaping and traffic calming measures such curb extensions are encouraged to reduce vehicle speeds and improve safety for cyclists in this area. Curb extensions are proposed at the intersections of School Street and Main Street to reduce crossing distances for pedestrians and slow down traffic.

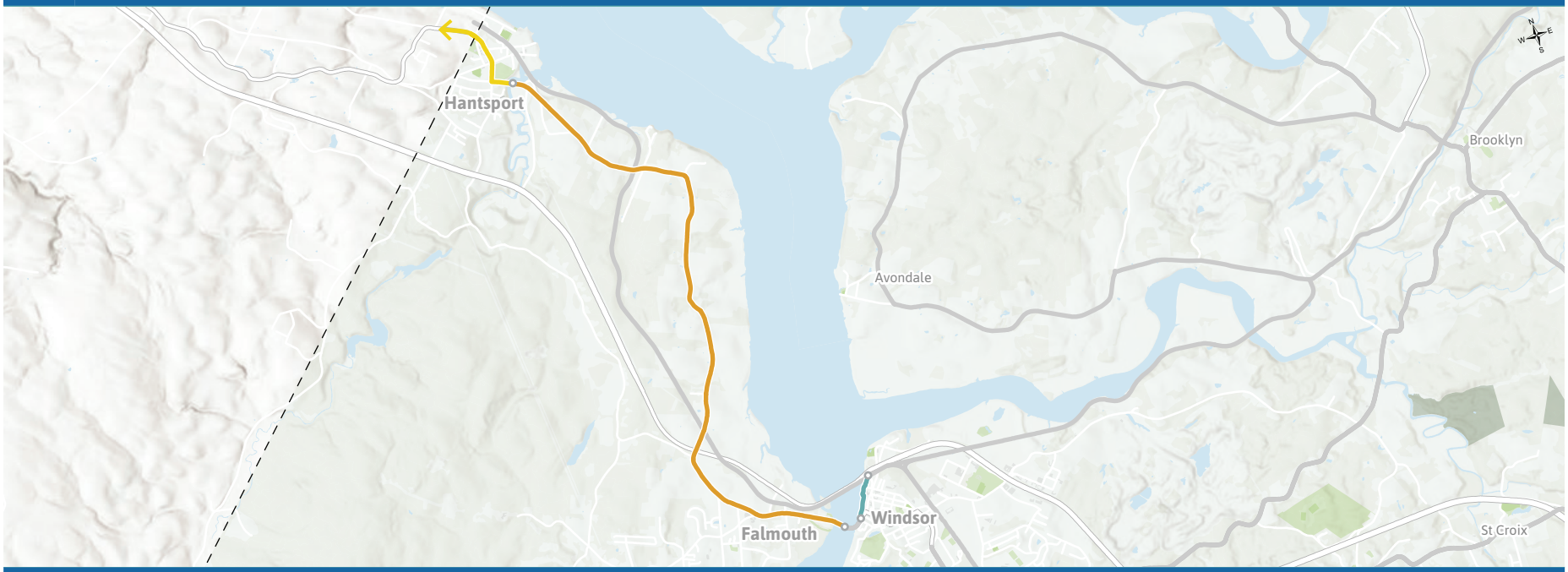
Heading south past the intersection at Willow Street, **paved shoulders** PS are recommended until the Halfway River bridge. From here until the bridge on Avon River, existing paved shoulders have already been installed, however, they are narrower than ideal. Given the high traffic volumes along this section of road, extra effort should be given to ensuring vegetation is cleared back as far as possible, and shoulders are maintained and kept clean throughout the year.

The Avon River bridge between Hantsport and Windsor currently has a sidewalk, but the roadway is too narrow to safely accommodate cyclists. Further study is required to determine options for improving active transportation access across the Avon River at this key location (see W1).

In Falmouth, several commercial businesses front onto Trunk 1 and have wide driveways, creating unsafe conditions for cyclists and pedestrians due to the many points of conflict that can occur between motorists. Wherever possible, particularly when new businesses are developed, driveways should be as narrow as possible to reduce points of conflict.

This regional route will end in Windsor near the Lake Pisiquid Trail and connect into a new multi-use trail (see W2).

R3 Trunk 1 (Hantsport ↔ Windsor) ~12 KM



#	SEGMENT NAME	START	FINISH	LENGTH (M)	VOLUME (AADT)	ROUTE TYPE		OWNER
						EXISTING	PROPOSED	
R3.1	**West Hants Border to Halfway River**	Willow Street at School Street (Hantsport)	Halfway River Bridge (Hantsport)	1,000	920	S	SR	West Hants Regional Municipality
R3.2	**Halfway River to Avon River**	Halfway River Bridge (Hantsport)	Falmouth side of the Avon River Bridge (Falmouth)	10,200	1,290	PS	PS	NS Department of Public Works
R3.3	**Avon River Bridge**	Falmouth side of the Avon River Bridge (Falmouth)	West end of Windsor Waterfront Trail (Windsor)	300	7,130	S	*Further Study Required*	NS Department of Public Works (Leased by WHRA)
R3.4	**Windsor Waterfront Trail**	South end of Windsor Waterfront Trail (Windsor)	North end of Windsor Waterfront Trail, at Hantsport Windsor Rail Trail (Windsor)	600	N/A	RT	MUP	West Hants Regional Municipality

R4 Trunk 1 (Windsor ↔ Lakelands) ~22 KM

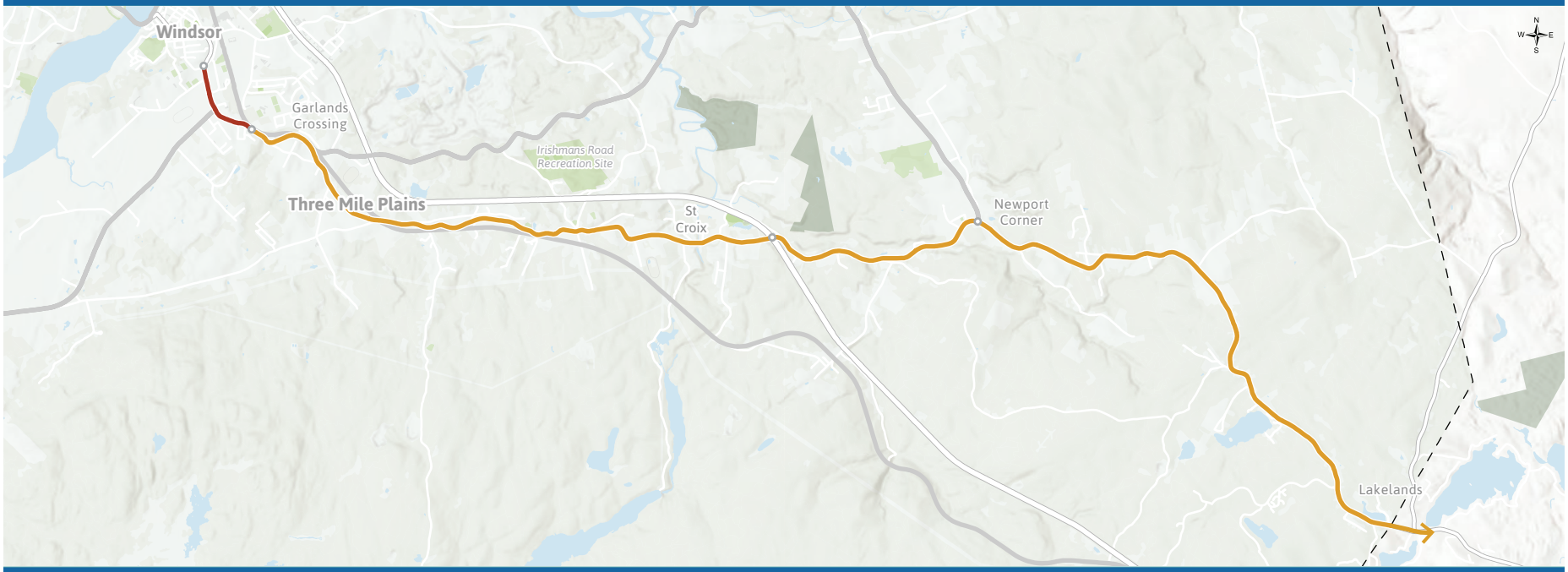
Similar to the previous recommendation (R3), the Hantsport to Lakelands Rail Trail (R1) should be the preferred regional connection between the community. However, if this is not possible, another alternative along Trunk 1 can be considered linking Windsor to the Lakelands area in the southeast. This is a planned section of the Blue Route.

The section of Trunk 1 will start at the intersection of Trunk 1 and Wiley Street/O'Brien Street in the south end of Windsor. This area is very busy and features many blind crests and tight corners, making it quite unsafe for cyclists and pedestrians alike. As a result, a **separated multi-use pathway** SMUP on the east side of the right-of-way is proposed from Wiley Street to Campbell Avenue, where it will connect with the proposed Rail Trail (see R1) and the new multi-use trail connecting the new Payzant Drive extension to Irven Drive (see W9). The separated multi-use pathway will replace an aging asphalt sidewalk, but will require adjustments to the ditch and relocated several utility poles.

Beyond Campbell Avenue, the route along Trunk 1 will need to be upgraded to **paved shoulders** PS until the municipal boundary near the Lakelands area. This can be completed as future road works occur; The section of Trunk 1 from Campbell Avenue the St Croix River Bridge is slated to have paved shoulders installed in 2025.

This route will continue beyond the municipal boundary into the Municipality of East Hants, where paved shoulders along Trunk 1 already exist.

R4 Trunk 1 (Windsor ↔ Lakelands) ~22 KM



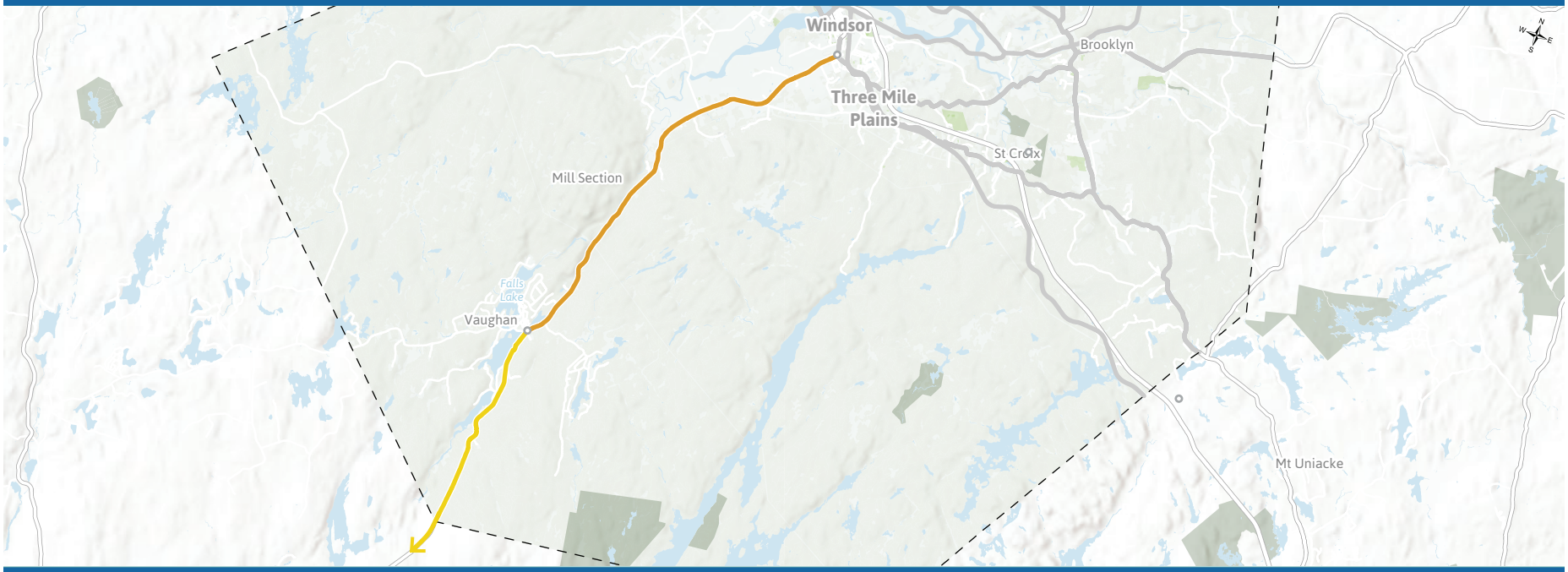
#	SEGMENT NAME	START	FINISH	LENGTH (M)	VOLUME (AADT)	ROUTE TYPE		OWNER
						EXISTING	PROPOSED	
R4.1	**Trunk 1 - Windsor to Garlands Crossing**	Wiley Ave. (Windsor)	Campbell Ave. (Garlands Crossing)	1,300	N/A	None	SMUP	West Hants Regional Municipality
R4.2	**Trunk 1 - Garlands Crossing to St. Croix**	Campbell Ave. (Garlands Crossing)	Highway 101 (St. Croix)	8,100	2,010	None	PS	NS Department of Public Works
R4.3	**Trunk 1 - St. Croix to Newport Corner**	Highway 101 (St. Croix)	Rte 215 (Newport Corner)	3,700	3,780	None	PS	NS Department of Public Works
R4.4	**Trunk 1 - Newport Corner to Lakelands**	Rte 215 (Newport Corner)	West Hants border (Lakelands)	9.400	2,050	None	PS	NS Department of Public Works

R5 Trunk 14 West (Windsor ↔ Southwestern West Hants Border) ~28 KM

A regional connection from Windsor to the western area of the Municipality (Martock, Smiths Corner, Vaughan, etc) is required along Trunk 14. This will provide access to the Martock recreational area, as well the Castle Frederick trail system, and the many trails around Falls Lake and Armstrong Lake. It will also provide a cross-province connection to the Chester area.

The section of Trunk 14 between the southwestern West Hants border and Smiths Corner features low traffic volume and should be designated as a **shared route** SR. However, this section does experience high speeds and truck traffic; if being designated as a signed bike route, a request should be made to the province to reduce the posted speed limit. The section between Smiths Corner and the junction of Trunk 1 in Windsor, however, feature much higher traffic volume and should be upgraded to **paved shoulders** PS when future road works occur. The route will tie into the proposed separated multi-use pathway along the east side of Trunk 1 (see R4).

R5 Trunk 14 West (Windsor ↔ Southwestern West Hants Border) ~28 KM



#	SEGMENT NAME	START	FINISH	LENGTH (M)	VOLUME (AADT)	ROUTE TYPE		OWNER
						EXISTING	PROPOSED	
R5.1	**Route 14 West of Falls Lake**	Southwestern West Hants Border	New Ross Road (Falls Lake)	9,000	980	None	SR	Department of Public Works
R5.2	**Route 14 East of Falls Lake**	New Ross Road (Falls Lake)	Route 1 (Windsor)	18,800	2,750-3,420	None	PS	Department of Public Works

R6 Trunk 14 East (Garlands Crossing ↔ Greenfield) ~19 KM

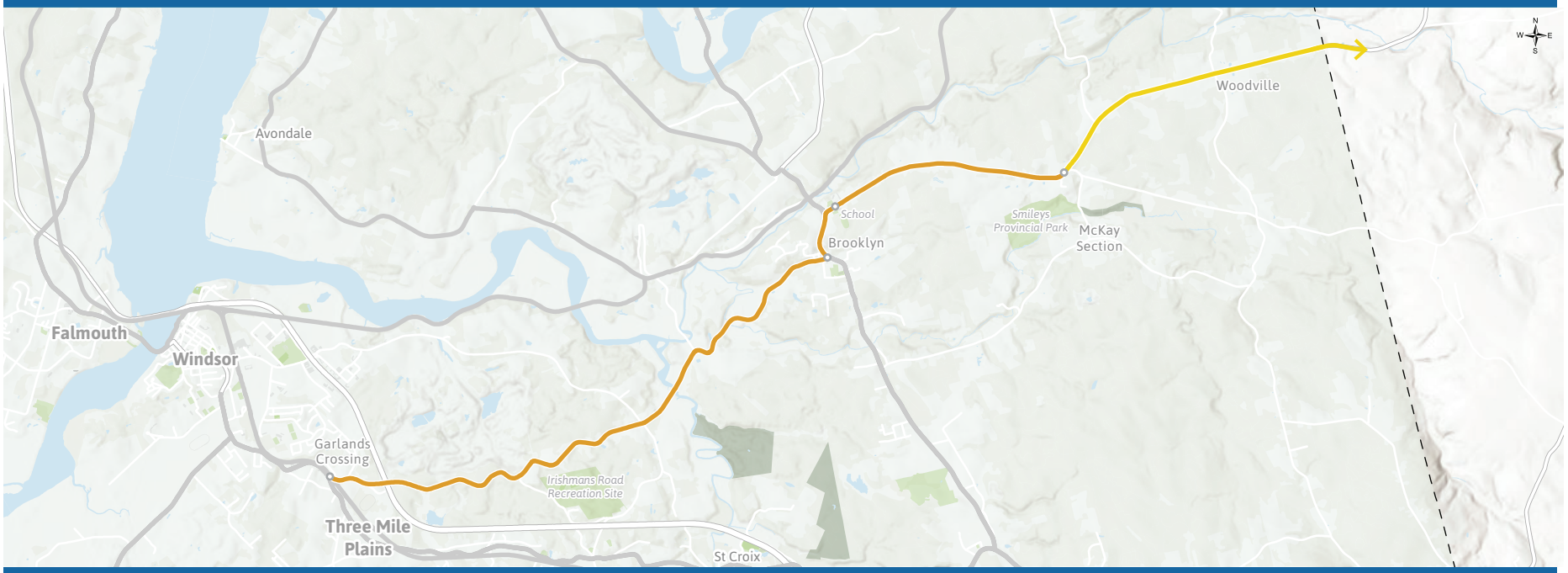
Similarly, a regional connection from Garlands Crossing to the eastern area of the Municipality (Sweets Corner, Brooklyn, Woodville, Greenhill, etc) is also required along Trunk 14. This will provide access to the Brooklyn community, as well the Smileys Provincial Park area. Beyond the West Hants Regional Municipality, this route may also provide a intra-municipal connection to Elmsdale and the East Hants area.

This eastern section of Trunk 14 starts at its intersection with Trunk 1 in Garlands Crossing. Modifications to this intersection of Trunk 1 and Trunk 14 are needed to improve conditions for active transportation users (and motorists).

This entire section of the route features very high traffic volumes and should be upgraded to **paved shoulders** PS when future road works occur.

The section of this route between Garlands Crossing and Brooklyn is a planned section of the Blue route; paved shoulders are planned to be installed as repaving is done.

R6 Trunk 14 East (Garlands Crossing ↔ Greenfield) ~19 KM



#	SEGMENT NAME	START	FINISH	LENGTH (M)	VOLUME (AADT)	ROUTE TYPE		OWNER
						EXISTING	PROPOSED	
R6.1	**Windsor to Brooklyn**	Trunk 1 (Garlands Crossing)	Route 215 (Brooklyn)	9,700	4080-5,360	None	PS	Department of Public Works
R6.2	**Central Brooklyn**	Route 215 (Brooklyn)	Brooklyn Schools (Brooklyn)	1,000	4,080	None	PS	Department of Public Works
R6.3	**Brooklyn to Smileys Provincial Park**	Brooklyn Schools (Brooklyn)	Ashdale Road (McKay Section)	3,700	2,580	None	PS	Department of Public Works
R6.4	**Smileys Provincial Park to West Hants Border**	Ashdale Road (McKay Section)	West Hants Border (Woodville)	4,700	1,550	None	SR	Department of Public Works

R7 Basin Shore Coastal Route (Newport Corner ↔ Walton) ~49 KM

This regional route is a coastal facility along Route 215 connecting Newport Corner to Walton (via Brooklyn, Summerville, Cheverie, etc). This route will connect many communities and will also provide an option for scenic coastal route to Burntcoat Head Park and Maitland in the Municipality of East Hants.

The section of Route 215 between Newport Corner and Lower Burlington (by the Cogmagun River) features high traffic volume and should be upgraded to **paved shoulders** PS when future road works occur. Traffic volumes drop considerably north of the Cogmagun River bridge. From here to Walton, this section of route should be designated as a **shared route** SR.

The section of this route from Brooklyn to Walton is a planned section of the Blue Route. The section between Newport Corner and Brooklyn could be considered as a section of the Blue Route as development increases in the St. Croix and Newport Corner area. It would also provide a more direct route between Halifax and the areas north of Brooklyn without requiring a detour through Windsor.

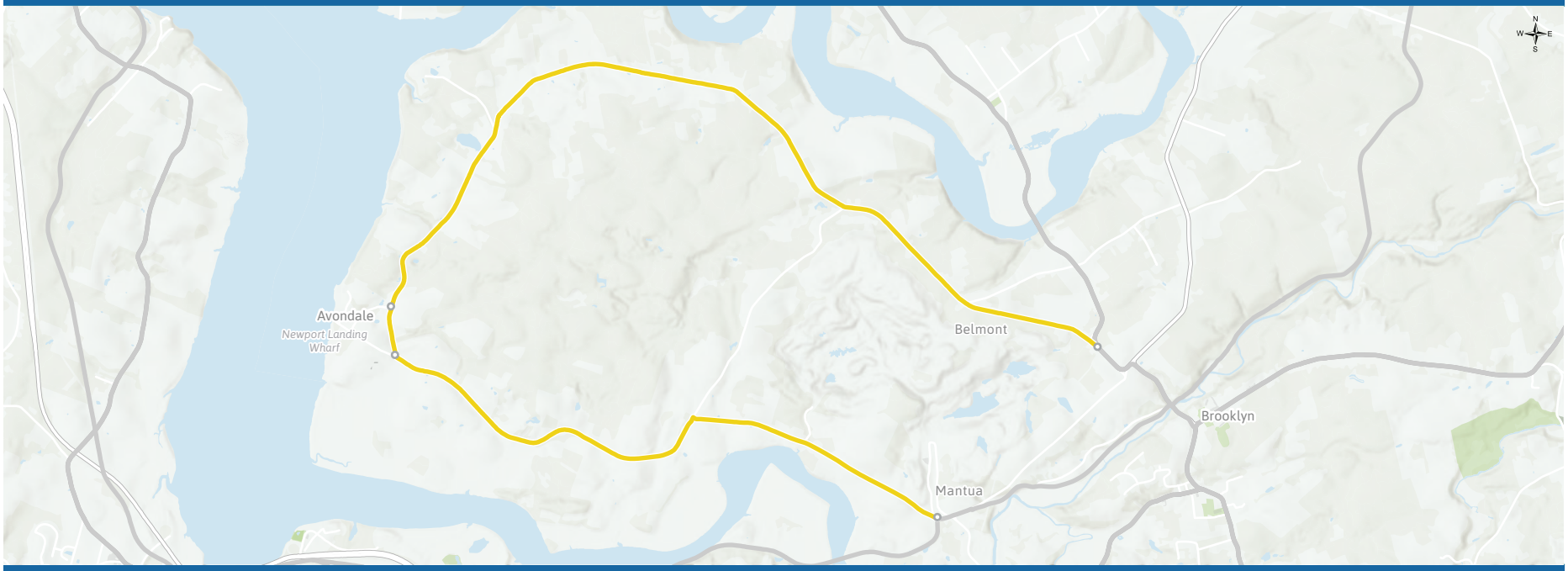
R7 Basin Shore Coastal Route (Newport Corner ↔ Walton) ~49 KM

#	SEGMENT NAME	START	FINISH	LENGTH (M)	VOLUME (AADT)	ROUTE TYPE		OWNER
						EXISTING	PROPOSED	
R7.1	**Newport Corner to Brooklyn**	Trunk 1 (Newport Corner)	Route 14 (Brooklyn)	5,400	2,570	None	PS	NS Department of Public Works
R7.2	**Brooklyn to Rail Trail**	Route 14 (Brooklyn)	Chambers Road (Union Corner)	400	2,080	None	PS	NS Department of Public Works
R7.3	**Rail Trail to Cogmagun River**	Chambers Road (Union Corner)	Cogmagun River Bridge (Lower Burlington)	12,600	2,080	None	PS	NS Department of Public Works
R7.4	**Cogmagun River to West Hants Border**	Cogmagun River Bridge (Lower Burlington)	East Hants Border at Walton Woods Road (Walton)	30,300	710	None	SR	NS Department of Public Works

R8 Avondale Loop (Mantua Bridge ↔ Union Corner) ~18 KM

The final proposed regional route is a loop that follows Avondale Road and Avondale Cross Road to connect the Avondale peninsula to the proposed Windsor to Maitland Rail Trail (R2) and Route 215. This route provides a scenic route that provides access to the Newport Landing Waterfront Park, and other attractions in this area. This section of road features low traffic volume should be designated as a **shared route** SR, however, surface improvements are needed along the road for all road users.

R8 Avondale Loop (Mantua Bridge ↔ Union Corner) ~18 KM



#	SEGMENT NAME	START	FINISH	LENGTH (M)	VOLUME (AADT)	ROUTE TYPE		OWNER
						EXISTING	PROPOSED	
R8.1	**South Avondale**	Avondale Road at Trunk 14 (Mantua)	Avondale Cross Road at Avondale Road (Avondale)	6,900	N/A	None	SR	Department of Public Works
R8.2	**Central Avondale**	Avondale Cross Road at Avondale Road (Avondale)	Avondale Cross Road at Belmont Road (Avondale)	500	N/A	None	SR	Department of Public Works
R8.3	**North Avondale**	Avondale Cross Road at Belmont Road (Avondale)	Avondale Cross Road at Route 215 (Belmont)	10,400	N/A	None	SR	Department of Public Works

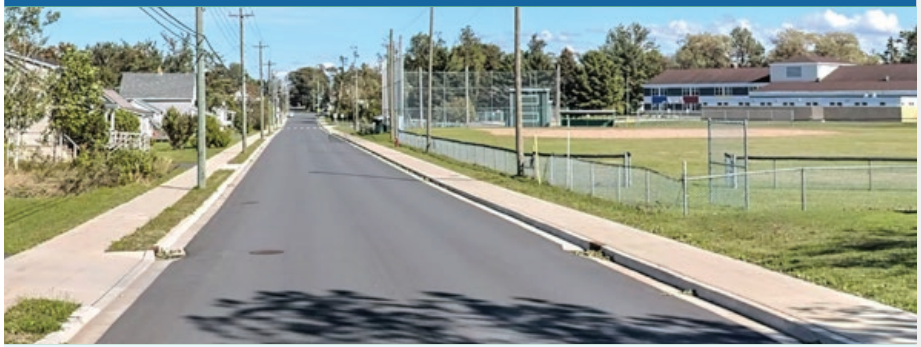
Local Network:

Hantsport

Hantsport is a historic town with an extensive network of existing sidewalks that connect it's residential neighbourhoods, school, recreation centre, downtown area, and waterfront industrial area. Roads in Hantsport are owned by the West Hants Regional Municipality, with ownership switching to NS Department of Public Works east of the Halfway River Bridge.

A handful of local active transportation improvements are proposed that link residential areas of Hantsport into the downtown area, as well as the regional routes on Trunk 1 (R2) and the proposed Hantsport to Lakelands Rail Trail (R1).

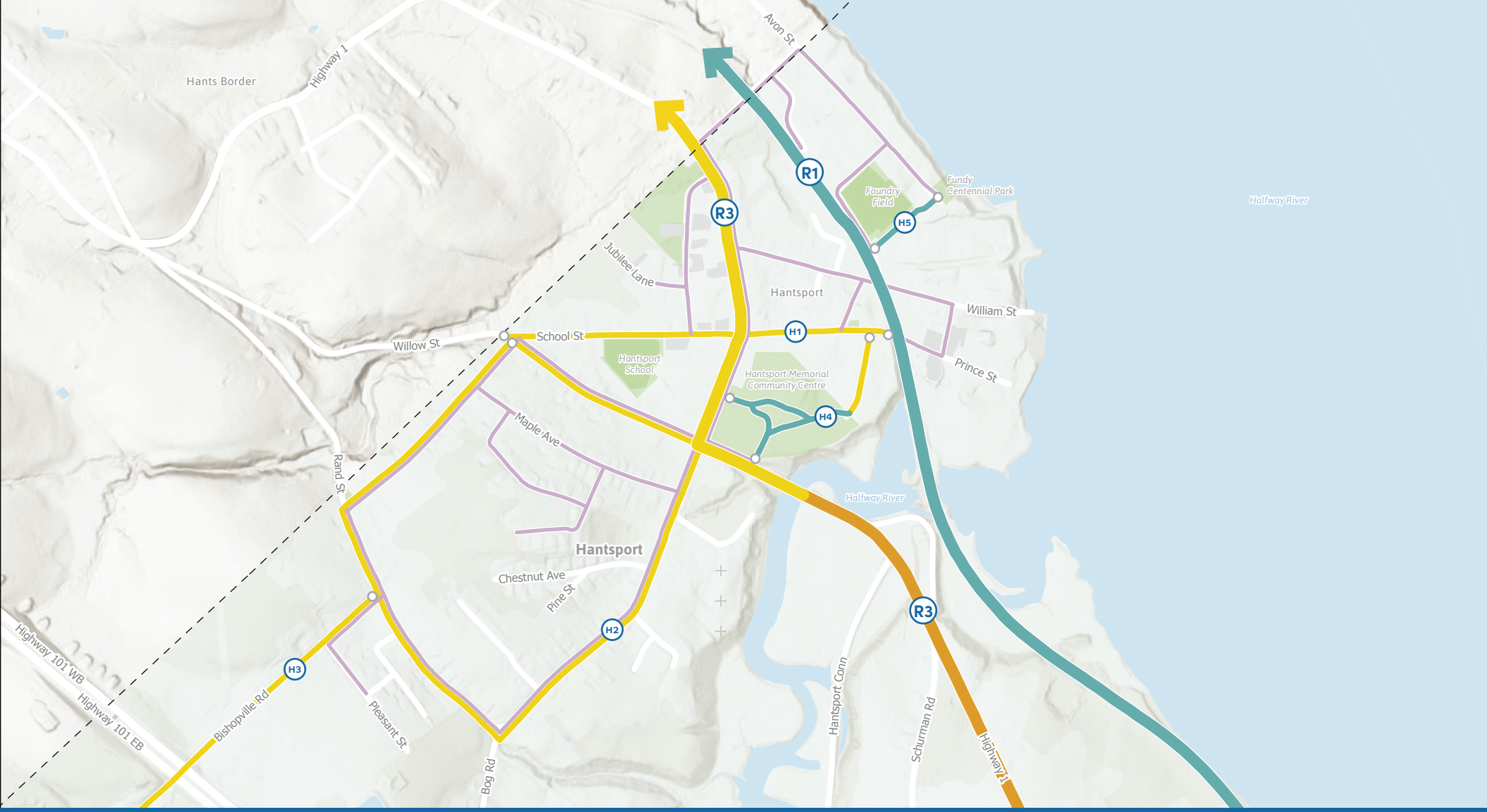
H1 School & Prince Local Street Bikeway



A **local street bikeway** LSB is proposed along School and Prince Streets from Riverview Road to the waterfront industrial area. This route will provide a convenient east-west connection through the town, providing routes to key community destinations, while also linking the proposed regional routes on Trunk 1 and the rail trail. School and Prince Streets were recently repaved, and are in good condition to become local street bikeways with some additional interventions. Proposed improvements include intersection improvements at School and Main (curb extensions), as well as bicycle signage/pavement markings, and traffic calming measures such as speed humps.

RESPONSIBILITY

West Hants Regional Municipality



Hantsport Local Active Transportation Network

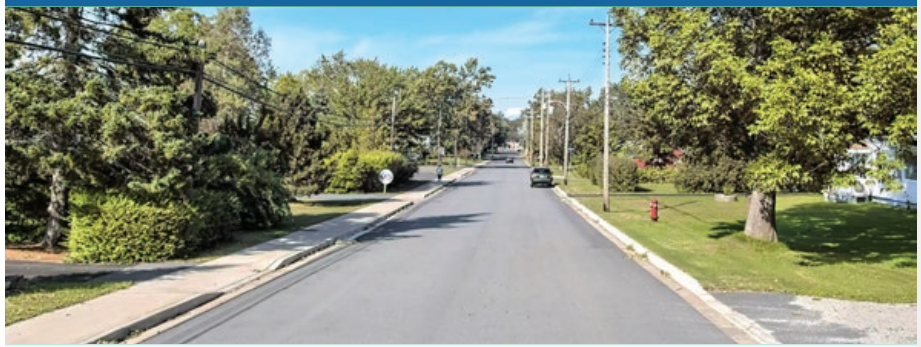
ON-ROAD FACILITIES

- LSB — LOCAL STREET BIKEWAY
- PS — PAVED SHOULDERS
- S — SIDEWALK
- SMUP — SEPARATED MULTI-USE PATHWAY

OFF-ROAD FACILITIES

- MUP — MULTI-USE PATHWAY
- SUP — SHARED-USE PATHWAY

H2 Hantsport Loop Local Street Bikeway



A **local street bikeway** LSB loop is proposed around the south end of Hantsport that includes Holmes Hill Road, Rand Street, Riverview Road and Willow Street. This loop will augment the existing sidewalk network on these streets, and provide comfortable connections through this residential area. Proposed improvements to this loop include roadway surface improvements to Rand Street and Riverview Road, pavement markings and bicycle signage, as well as traffic calming measures on Willow Street, such as speed humps and neck downs.

RESPONSIBILITY

West Hants Regional Municipality

H3 Bishopville Road Local Street Bikeway

A **local street bikeway** LSB is proposed along Bishopville Road between the proposed Hantsport Loop Local Street Bikeway on Rand Street and the Glooscap First Nation. This route will provide an important connection from Glooscap First Nation to the Community of Hantsport. Proposed improvements to the local street bikeway include improving lighting underneath the Highway 101 underpass (see above), surface improvements, pavement markings, and bicycle signage.

RESPONSIBILITY

West Hants Regional Municipality, Municipality of Kings County, NS Department of Public Works

H4 Hantsport Memorial Community Centre Multi-Use Pathways

A formalized network of **multi-use pathways** MUP is proposed within the Hantsport Memorial Community Centre area. A new internal trail network will help improve circulation within the facility, while also facilitating circulation throughout the community by providing convenient connections between other active transportation routes and community destinations. The pathways should be 2.5-3.0 metre wide asphalt pathways with adequate signage. A short **local street bikeway** LSB is also proposed along Porters Avenue to facilitate a connection from the park area to the proposed School & Prince Local Street Bikeway and the proposed Hantsport to Lakelands Rail Trail (R1).

RESPONSIBILITY

West Hants Regional Municipality, Hantsport Memorial Community Centre

H5 Foundry Trail

A short 180 metre trail between the Foundry Road and the Fundy Centennial Park is proposed to be upgraded to a **multi-use pathway** MUP. The current trail is well used and should be upgraded to meet multi-use trail standards. When the Hantsport to Lakelands Rail Trail (R1) is built, the Foundry Trail can also be extended to connect the rail trail to the park.

RESPONSIBILITY

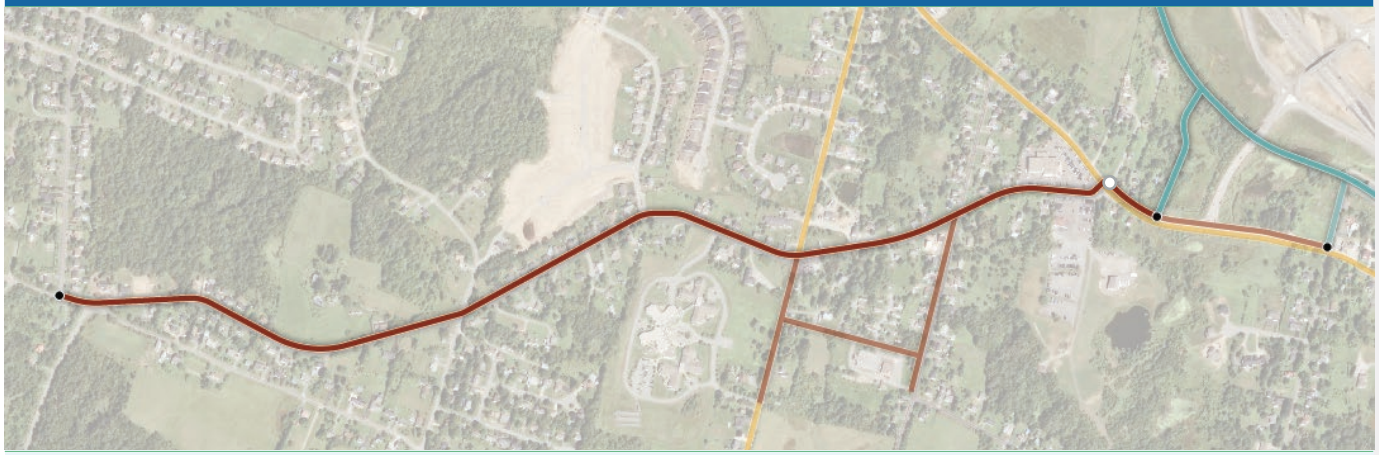
West Hants Regional Municipality

Local Network:

Falmouth

Falmouth is a rapidly growing community with key destinations, such as the Falmouth District School, Windsor Elms Village, and many businesses. A handful of local active transportation improvements are proposed that augment nearby proposed regional routes on Trunk 1 (R3) and the proposed Hantsport to Lakelands Rail Trail (R1).

F1 Falmouth Back Road Multi-Use Pathway



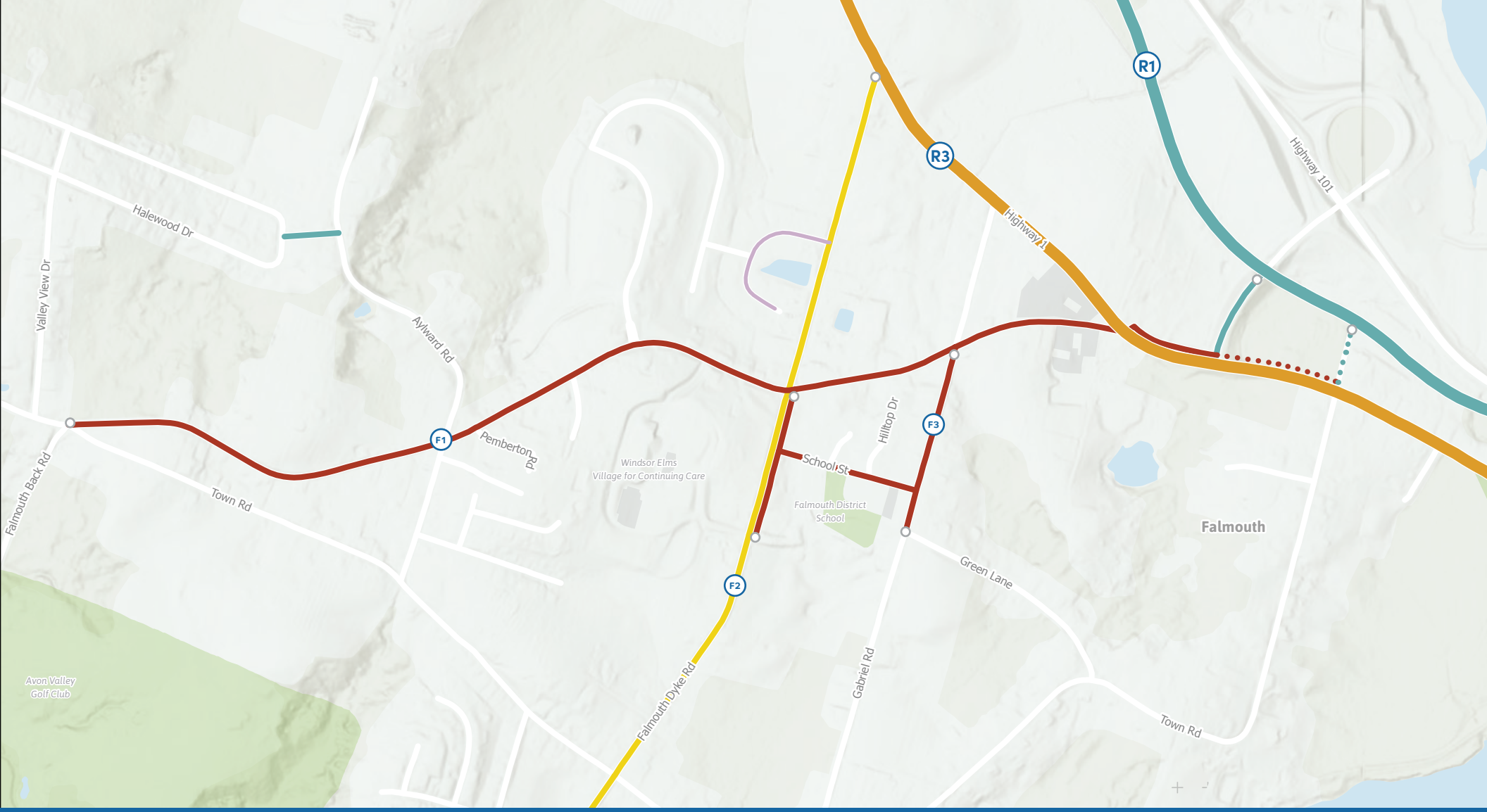
A **separated multi-use pathway** SMUP is proposed along Falmouth Back Road on the north side of the right-of-way from Town Road to Trunk 1, and eventually connecting all the way to the proposed Hantsport to Lakelands Rail Trail (R1). As a growing community, Falmouth Back Road will experience increasing traffic and residential development. Recognizing this, a safe and comfortable active transportation facility, such as a separated multi-use pathway, is needed. The north side of the road has been identified, as there are fewer utility poles and ditches to alter. The intersection at Falmouth Dyke Road will need to be improved, including curb extensions and shorter crosswalks.

At the intersection of Trunk 1, a realignment of the intersection is proposed to create more of a T-shaped intersection that has tighter corners and no slip lanes. From here, a crosswalk is proposed over Trunk 1, where it will join onto another short section of separated **multi-use pathway** SMUP on the north side of Trunk 1. This will continue for about 100 metres, where it will convert into a 250 metre **multi-use pathway** MUP that will run parallel to the west side of the Falmouth Connector Road and link into the proposed Hantsport to Lakelands Rail Trail. If this connection isn't feasible, Station Lane can be used instead.

More study (such as a Functional Plan) is required to determine the feasibility of this recommendation. If it turns out that a separated multi-use pathway isn't feasible (at least in the short-term horizon), a local street bikeway can be provided in the interim.

RESPONSIBILITY

West Hants Regional Municipality, Dept of Public Works



Falmouth Local Active Transportation Network

ON-ROAD FACILITIES

- LSB — LOCAL STREET BIKEWAY
- PS — PAVED SHOULDERS
- S — SIDEWALK
- SMUP — SEPARATED MULTI-USE PATHWAY

OFF-ROAD FACILITIES

- MUP — MULTI-USE PATHWAY
- SUP — SHARED-USE PATHWAY

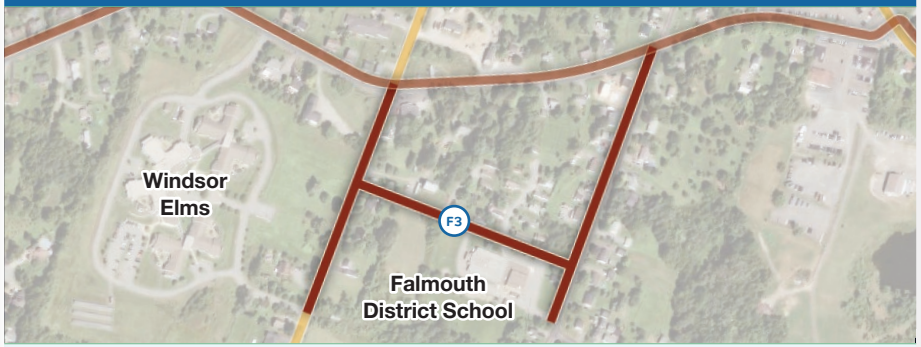
F2 Falmouth Dyke Road Local Street Bikeway

A **local street bikeway** LSB is proposed along Falmouth Dyke Road between Gabriel Road and Trunk 1. This route provides a north-south connection through the Falmouth area, connecting the Falmouth District School and the Windsor Elms Village. Proposed improvements to the local street bikeway include surface improvements, pavement markings, and bicycle signage.

RESPONSIBILITY

NS Department of Public Works

F3 School Street Multi-Use Pathways



A series of short **separated multi-use pathways** SMUP are proposed in and around the Falmouth District School and the Windsor Elms Village. These multi-use pathways will be provided on the east side of Falmouth Dyke Road (between the access driveway for Windsor Elms Village and Falmouth Back Road), along the south side of School Street, and along the west side of Gabriel Road (between Green Lane and Falmouth Back Road). This area has a high demand for active transportation infrastructure due to the presence of the school and care facility.

RESPONSIBILITY

NS Department of Public Works

Local Network:

Windsor

Windsor is the largest population centre in West Hants and a key hub in the region's active transportation network. Several local active transportation improvements are proposed that augment nearby proposed regional routes on Trunk 1 heading north to Hantsport (R3) and south to Three Mile Plains (R4) and the proposed Hantsport to Lakelands Rail Trail (R1).

W1 Lake Pisiquid Loop Multi-Use Pathway Upgrades

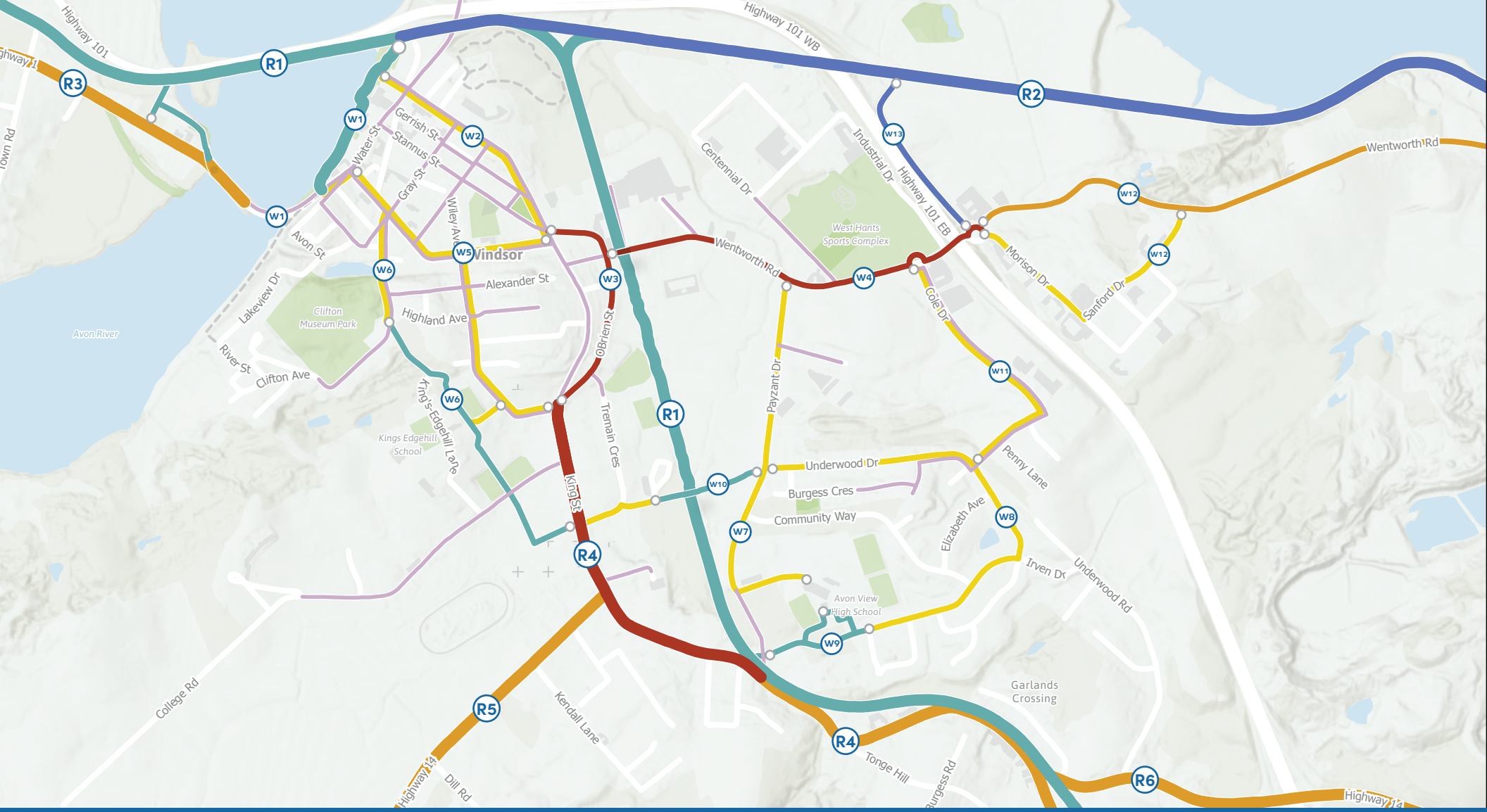
The existing Lake Pisiquid Loop is a beautiful and very popular destination for locals and visitors alike. As the proposed Hantsport to Lakelands Rail Trail (R1) is implemented, the Causway trail, and the linked Windsor and Falmouth waterfront trails, would experience increased user volume. Recognizing this, upgrading these trails to a 3.0 metre wide **multi-use pathway** MUP standard is proposed. This will provide a wider, more accessible and uniform trail surface that can accommodate pedestrians and cyclists.

There is an existing sidewalk on the Avon River Bridge that connects Pisiquid Loop trail sections in Falmouth and Windsor. Further study is required for this recommendation as well, to determine options for upgrading this connection to multi-use pathway standards (see R3); options are limited due to the design of the existing bridge and roadway.

In the future, when the proposed Hantsport to Lakelands Rail Trail is more substantially complete, a new bicycle storage facility is proposed at the junction of these two sections near the end of the King Street Extension. This will allow visitors and commuters to safely park their bicycles and enjoy the goods and services that downtown Windsor has to offer.

RESPONSIBILITY

West Hants Regional Municipality, Dept of Public Works



Windsor Local Active Transportation Network

ON-ROAD FACILITIES

- LSB — LOCAL STREET BIKEWAY
- PS — PAVED SHOULDERS
- S — SIDEWALK
- SMUP — SEPARATED MULTI-USE PATHWAY

OFF-ROAD FACILITIES

- MUP — MULTI-USE PATHWAY
- SUP — SHARED-USE PATHWAY

W2 King Street Local Street Bikeway

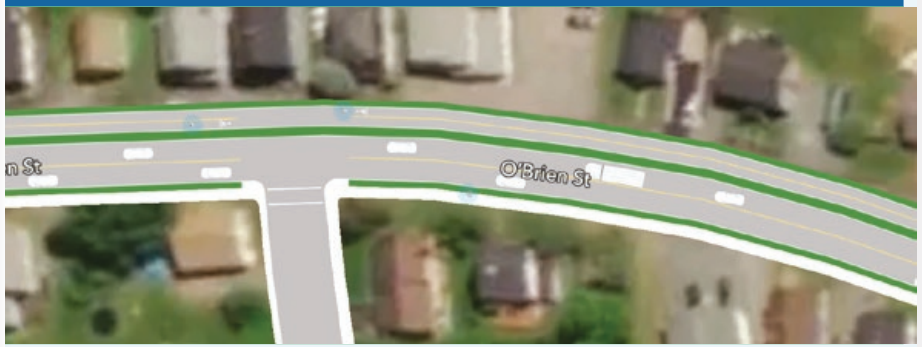
A **local street bikeway** LSB is proposed along King Street between the Lake Pisiquid Loop (W1) and the proposed O'Brien Street Multi-Use Pathway (W3). This facility type was recommended in the Windsor Core AT Network, prepared by Cycling Nova Scotia, and provides a convenient connection through the downtown Windsor area, connecting Lake Pisiquid, Fort Edward National Historic Site and Victoria Park. Proposed improvements to the local street bikeway include curb extensions, traffic calming (such as speed cushions) and pavement markings/bicycle signage.

The local street bikeway should improve conditions for cyclists on the road with little cost and effort. However, if conditions don't improve, this segment can also be a good candidate for a bicycle lane or a separated multi-use pathway; This would require the removal of parking lanes and would be more costly to build.

RESPONSIBILITY

West Hants Regional Municipality

W3 O'Brien Street Multi-Use Pathway



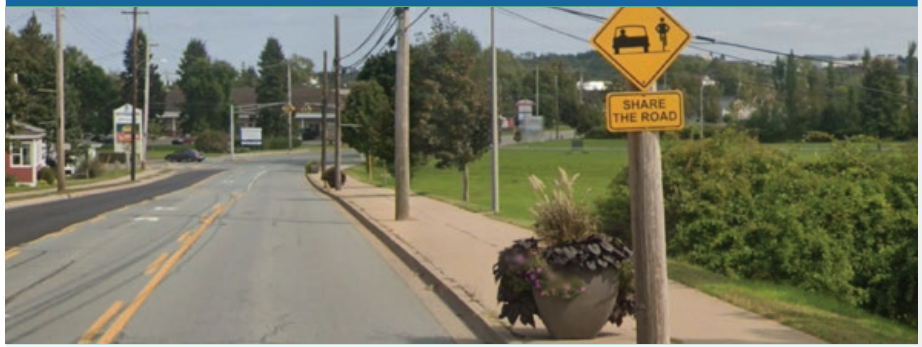
A **separated multi-use pathway** SMUP is proposed along the east side of O'Brien Street, connecting the proposed King Street Local Street Bikeway (W2) to the proposed Wiley Avenue Local Street Bikeway (W5). The separated multi-use pathway was also recommended in the Windsor Core AT Network, prepared by Cycling Nova Scotia. It will begin at the intersection of Trunk 1 (near Stannus Street), and end at the intersection of King Street and Wiley Street. The east side of the road is the preferred location for the facility, as there is less curb to deal with. The intersection at Wentworth Road should also be improved with curb extensions and shorter crosswalks.

This facility would require further study to determine feasibility. If a multi-use pathway is not feasible in this location, the existing sidewalk should be widened and a local street bikeway implemented to provide better conditions for walking and cycling.

RESPONSIBILITY

West Hants Regional Municipality

W4 Wentworth Road Multi-Use Pathway Modifications



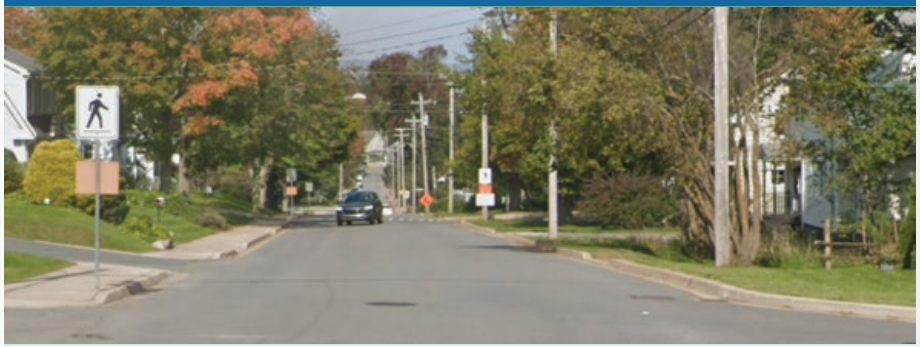
A **separated multi-use pathway** SMUP is proposed along the south side of Wentworth Road, connecting the proposed O'Brien Street Multi-Use Pathway (W3) to the proposed Wentworth Creek Local Street Bikeway (W11). The existing sidewalk is 3 metres wide from Trunk 1 to Cole Drive, which can easily be retrofitted as a multi-use path by allowing bicycle use.

At the intersection of Cole Drive, the separated multi-use pathway will cross over Wentworth Road and continue along the north side of the road, as there is more room on this side for the pathway under the highway underpass. The separated multi-use pathway will end at the roundabout near on the east side of the Highway 101 Exit 5A. Where multi-use pathways travel through a roundabout, best practice for intersection treatments should be used (see IT4 on page 49).

RESPONSIBILITY

West Hants Regional Municipality

W5 Wiley & Albert Local Street Bikeway



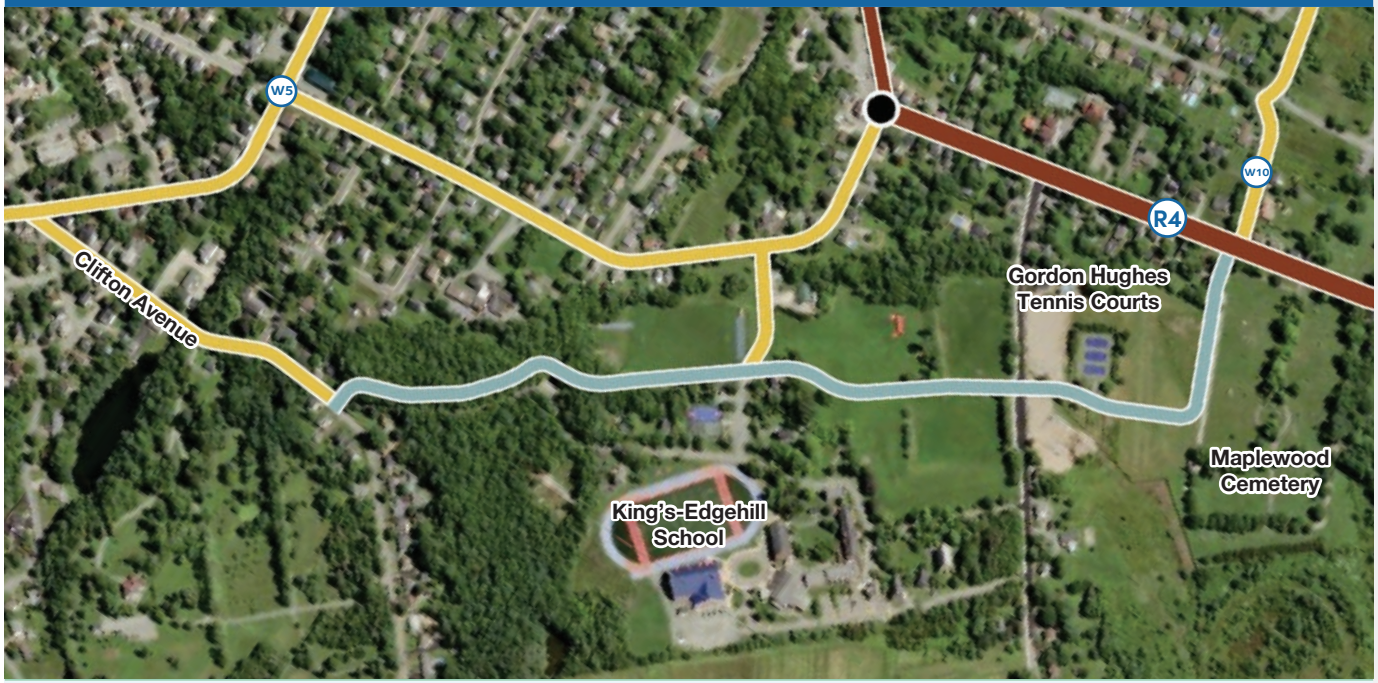
A **local street bikeway** LSB is proposed along Wiley Avenue between the proposed O'Brien Street Multi-Use Pathway (W3) and the proposed Albert Street Local Street Bikeway (W6). Proposed improvements to the local street bikeway include curb extensions, traffic calming (such as speed cushions), as well as pavement markings and bicycle signage.

A **local street bikeway** LSB is also proposed along Albert Street between Avon Street and King St, connecting to the proposed Wiley Avenue Local Street Bikeway (W5). Proposed improvements to the local street bikeway include curb extensions, traffic calming (such as speed cushions), as well as pavement markings and bicycle signage.

RESPONSIBILITY

West Hants Regional Municipality

W6 King's-Edgehill Multi-Use Pathway



A new **multi-use pathway** MUP is proposed along the west end of Windsor that runs through several municipally-owned properties and the King's-Edgehill School. The multi-use pathway would begin at the intersection of Tremain Crescent and Trunk 1, connecting with the proposed separated multi-use pathway on Trunk 1 (R4) and the proposed local street bikeway/Tregothic Trail connection (W10). The trail would run alongside the access road for Maplewood Cemetery before turning toward the Gordon Hughes Tennis Club. A crosswalk would be provided over College Road, and the multi-use pathway would then continue through the King's-Edgehill School, weaving between the various sports fields and connecting onto Clifton Avenue. From here, the route would continue as a **local street bikeway** LSB, terminating at Albert Street where it would connect with the proposed Wiley & Albert Local Street Bikeway (W5). This recommendation will of course require support from the King's-Edgehill School, but if realized, would provide a very useful off-road active transportation connection along the west side of Windsor.

RESPONSIBILITY

West Hants Regional Municipality, King's-Edgehill School

W7 Payzant Drive Local Street Bikeway

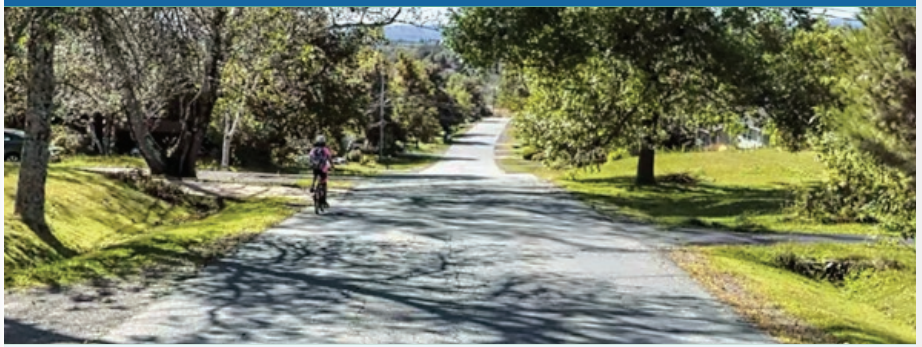
A **local street bikeway** LSB is proposed along Payzant Drive between Wentworth Road and Avon View High School. This route provide a north-south connection through the east end of Windsor area. Proposed improvements to the local street bikeway include surface improvements, traffic calming measures (such as curb extensions or speed humps), pavement markings, and bicycle signage.

An extension of Payzant Drive that will connect it to Trunk 1 is currently in design. When this is constructed, the local street bikeway should be extended with it. However, if the proposed Hantsport to Lakelands Rail Trail (R1), which runs parallel to Payzant Drive, isn't developed, a separated multi-use pathway should be considered on Payzant Drive instead of a local street bikeway/sidewalks.

RESPONSIBILITY

West Hants Regional Municipality

W8 The Crossing Local Street Bikeway



A **local street bikeway** LSB is proposed through the Crossing retirement community. The local street bikeway would start at the intersection of Payzant Drive and Underwood Drive, heading east along Underwood Drive and connecting onto Edward Drive. The route would then loop west toward the Avon View High School along Irven Drive. The gate between Underwood Drive and Edward Drive currently restricts vehicular traffic, and allows bicycle and pedestrian thoroughfare, although cyclists are required to dismount. Adjustments will need to be made to the gate to allow cyclists to ride through.

Proposed improvements to the local street bikeway include surface improvements, traffic calming measures (such as curb extensions or speed humps), pavement markings, and bicycle signage.

RESPONSIBILITY

West Hants Regional Municipality

W9 Avon View High School Multi-Use Pathways

In order to facilitate active transportation and active living around schools, a new **multi-use pathway** MUP has been constructed connecting the new Payzant Drive extension with Irven Drive on the southwest side of the school. The sidewalks around the school should be linked to this pathway, to provide students with a connection to Irven Drive, the proposed Rail Trail (R1), and the proposed separated multi-use pathway on Trunk 1 (R4).

Avon View High School students have identified a desire to get to the businesses along Cole Drive during lunch hour. Currently, students must travel approximately two kilometers along Payzant Drive and Wentworth Road to get to this destination. A more direct pedestrian connection through the growing neighbourhoods north of the school would shorten travel times for students, reduce trespassing, and also improve walking conditions for existing and future residents. As the area continues to grow, it is recommended that the Municipality works with the owners of these lands to determine if a pedestrian connection is feasible.

RESPONSIBILITY

West Hants Regional Municipality, Avon View High School, nearby land owners

W10 Tregothic Trail Multi-Use Pathway Extension

The east-west section of the Tregothic Trail is a well used trail that links communities and provides safe connections to the Windsor Elementary School. When the upgrades are completed along the proposed Hantsport to Lakelands Rail Trail (R1), upgrading the Tregothic Trail to a similar **multi-use pathway** MUP is recommended. A **local street bikeway** LSB and sidewalk is proposed along the elementary school driveway and section of Tremain Crescent (sidewalks already exist here) to provide a safe connection to the proposed separated multi-use pathway on Trunk 1 (R4).

RESPONSIBILITY

West Hants Regional Municipality, Windsor Elementary School

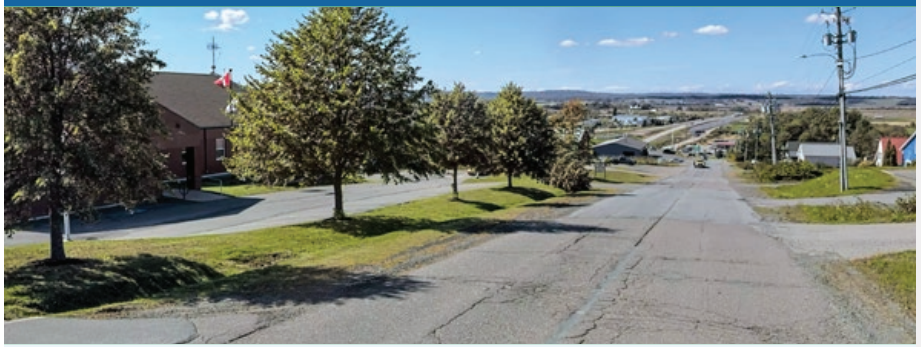
W11 Cole & Abbey Local Street Bikeway

A **local street bikeway** LSB is proposed along Cole Drive and Abby Road, providing a useful connection for active transportation users between "The Crossing" retirement community, Avon View High School and the commercial area near Exit 5A. Proposed improvements to the local street bikeway include surface improvements, traffic calming measures (such as curb extensions or speed humps), pavement markings, and bicycle signage.

RESPONSIBILITY

West Hants Regional Municipality

W12 Wentworth Creek Local Street Bikeway



A **local street bikeway** LSB is proposed within the industrial area of Wentworth Creek, along Morison Drive and Sanford Drive. With the **paved shoulder** PS on Wentworth Road, this will form a convenient loop connecting this important employment area to the proposed Wentworth Road Multi-Use Pathway (W4) and the proposed Wentworth Road Rail Trail Connector (W13). Proposed improvements to the local street bikeway include surface improvements, curb extensions, pavement markings, and bicycle signage.

PRIORITY

West Hants Regional Municipality, Dept of Public Works

W13 Wentworth Road Rail Trail Connector

A new **shared-use pathway** SUP is proposed along a resource road used for agricultural purposes along the east side of the Highway 101 corridor. This new shared-use pathway will provide a useful connection between the proposed Windsor to Maitland Rail Trail (R2) and the proposed Wentworth Road Multi-Use Pathway (W4) and Wentworth Creek Local Street Bikeway (W12). It will also provide a useful route for motorized trail users to access gas and coffee at the Exit 5A interchange.

RESPONSIBILITY

West Hants Regional Municipality, Dept of Public Works

Local Network:

Three Mile Plains

Three Mile Plains is a growing community with important regional destinations, such as the Three Mile Plains District School, Three Mile Plains Hall, and many businesses. A handful of local active transportation improvements are proposed that supplement the nearby proposed regional routes on Trunk 1 (R4) and Trunk 14 East (R6) and the proposed Hantsport to Lakelands Rail Trail (R1).

TMP1 Three Mile Plains Loop

Paved shoulders PS are recommended along Three Mile Plains Cross Road and Windsor Back Road, to form a loop around the community, connecting to the proposed paved shoulders on Trunk 1 (R4). Paved shoulder should be added when future road works occur, to improve safety conditions for all road users. A **shared route** SR is also proposed along Windsor Back Road between Three Mile Plain Cross Road and Trunk 14 (near Martock).

RESPONSIBILITY

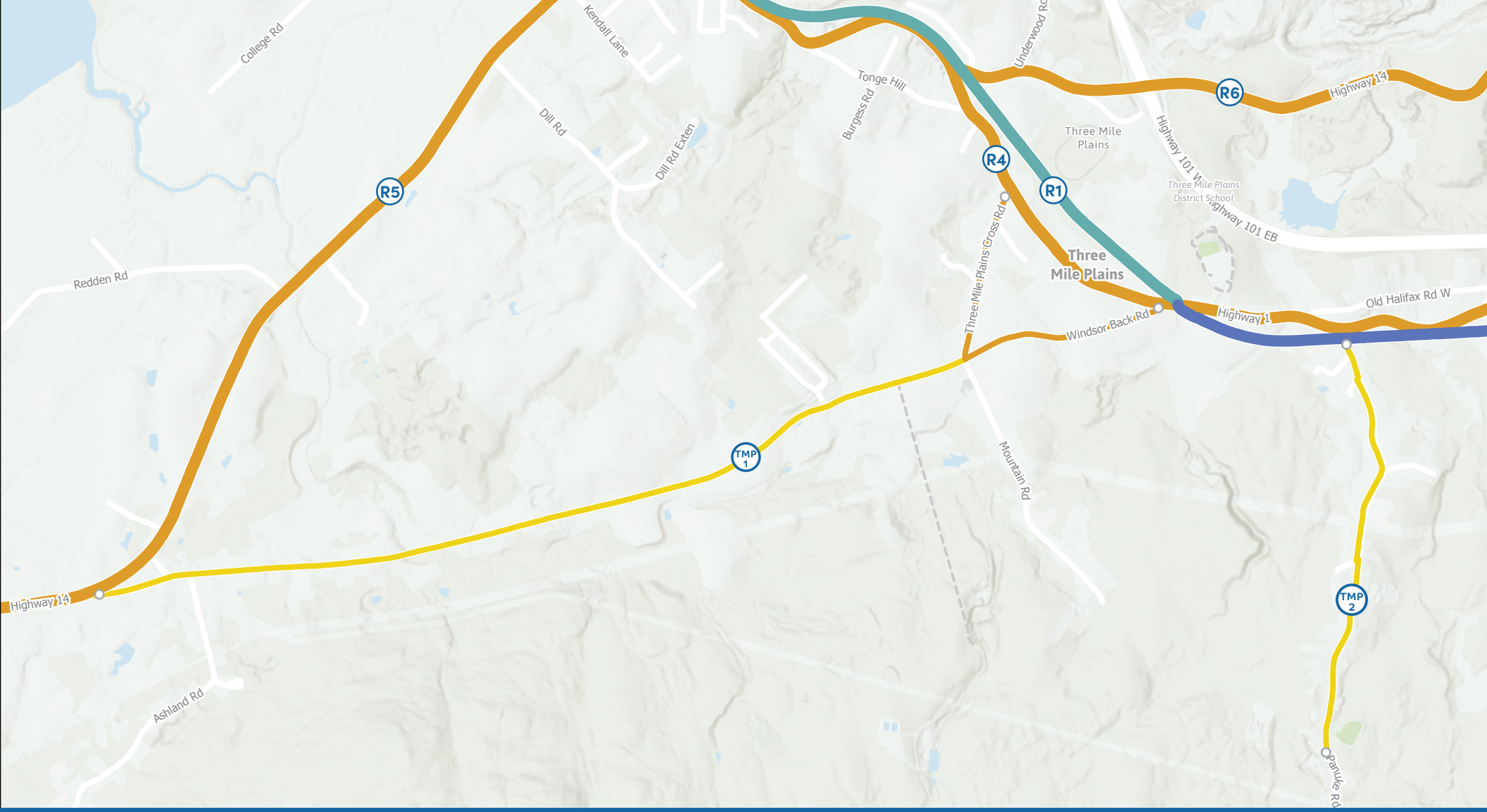
NS Department of Public Works

TMP2 Panuke Road Bikeway

A **shared route** SR is recommended for Panuke Road, between Trunk 1 and Panuke Road Park. This will provide a designated bikeway along Panuke road, providing access for residents of Three Mile Plains to the community-run park and baseball diamond.

RESPONSIBILITY

NS Department of Public Works



Three Mile Plains Local Active Transportation Network

ON-ROAD FACILITIES

- LSB — LOCAL STREET BIKEWAY
- PS — PAVED SHOULDERS
- S — SIDEWALK
- SMUP — SEPARATED MULTI-USE PATHWAY

OFF-ROAD FACILITIES

- MUP — MULTI-USE PATHWAY
- SUP — SHARED-USE PATHWAY

Local Network:

Brooklyn

Brooklyn is a vibrant community with important regional destinations such as West Hants Middle School, Brooklyn District Elementary School, the Newport/Brooklyn Arena, as well as other institutions and local businesses. A handful of local active transportation improvements are proposed that supplement the nearby proposed regional routes on Trunk 14 East (R6) and the Windsor to Maitland Rail Trail (R2).

B1 Dunlop Road Local Street Bikeway

A **local street bikeway** LSB is proposed along Dunlop Road, providing a local connection between Trunk 14 and Route 215. Proposed improvements to the local street bikeway include surface improvements, pavement markings, and bicycle signage.

RESPONSIBILITY

NS Department of Public Works

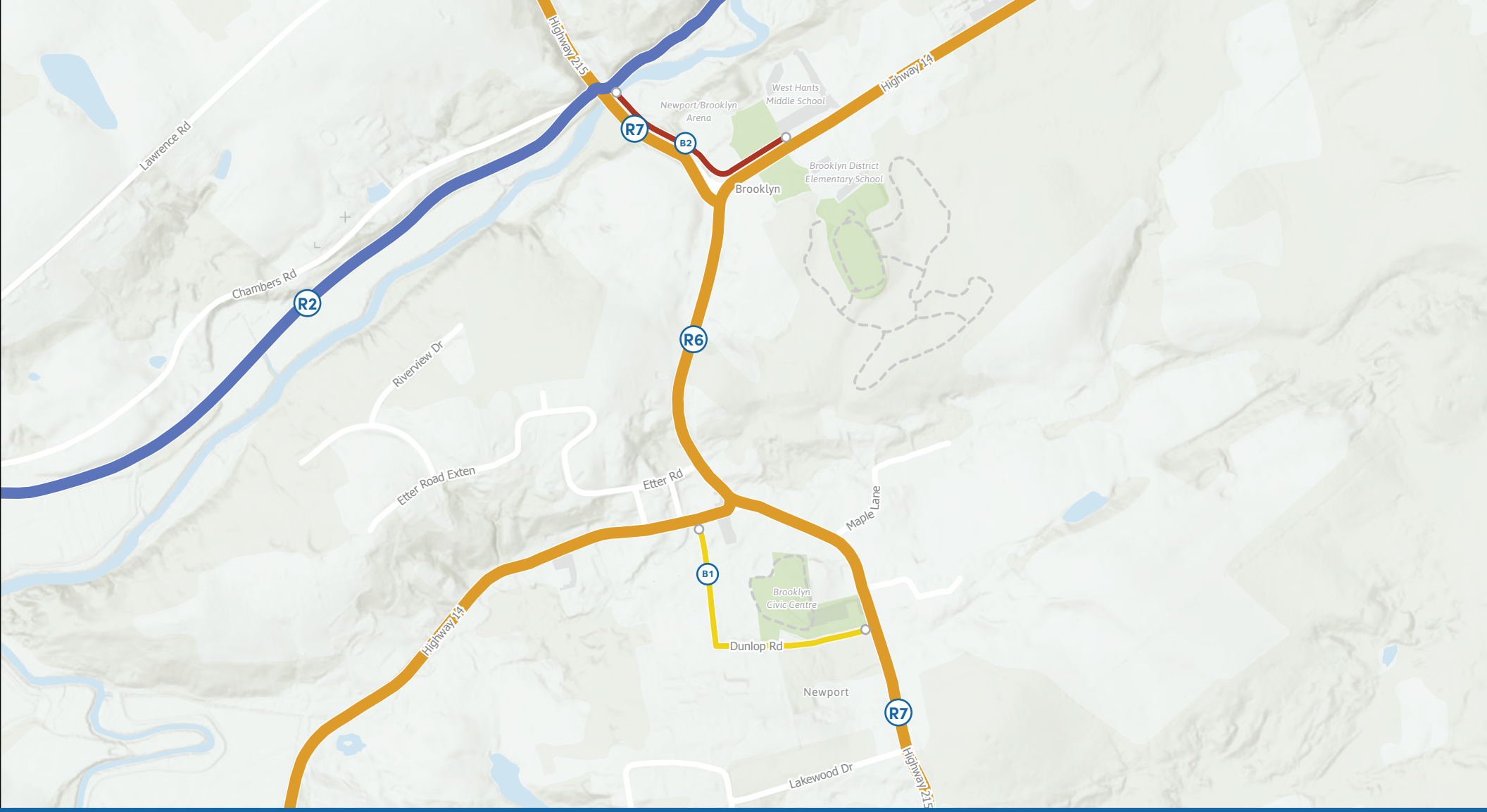
B2 School Connector Multi-Use Pathway

Continuing the focus of active transportation around schools, a new **separated multi-use pathway** SMUP is proposed to connect the proposed Windsor to Maitland Rail Trail (R2), the arena, gas station and two schools. The multi-use pathway will run along the east side of Route 215 between the rail trail and the intersection of Trunk 14. Then, the pathway will continue along the north side of Trunk 14 to the school driveway access points.

The Route 215 and Trunk 14 intersection was recently realigned to improve safety for vehicle traffic; further improvements to add safe crossings for active transportation users would be beneficial. Similar improvements should occur to the nearby Trunk 14/Route 215 intersection, and should include relocating the monument that is currently in the centre of that intersection.

RESPONSIBILITY

NS Department of Public Works



Brooklyn Local Active Transportation Network

ON-ROAD FACILITIES

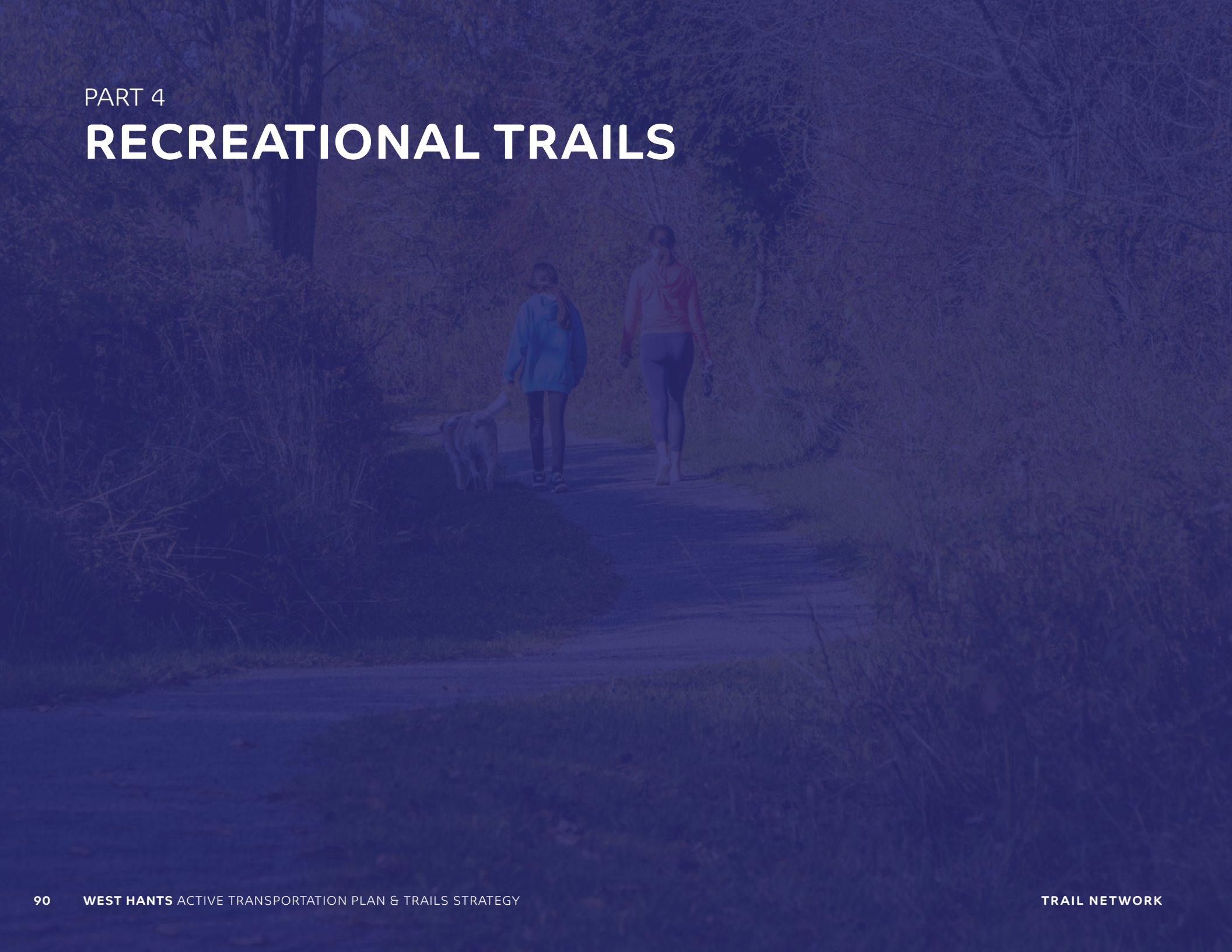
LSB	LOCAL STREET BIKEWAY	S	SIDEWALK
PS	PAVED SHOULDERS	SMUP	SEPARATED MULTI-USE PATHWAY

OFF-ROAD FACILITIES

MUP	MULTI-USE PATHWAY
SUP	SHARED-USE PATHWAY

PART 4

RECREATIONAL TRAILS



Trails

Overview

A key component of promoting active and healthy lifestyles in West Hants is to provide a range of outdoor recreation opportunities suitable for the diversity of users in the area. Trails in West Hants are used by locals and visitors alike, for activities ranging from stroller walks to back-country hikes. As compared to trails included in the Active Transportation Network, these trails are primarily for recreational use and serve as destinations more than utilitarian connections.

West Hants has around 40 kilometers of recreational trails. These range from short and accessible multi-use paths to long and rugged hiking and mountain biking trails. These trails are managed by two main organizations, the West Hants Regional Municipality, and the West Hants Trails Association (WHTA - a volunteer organization which establishes, manages, promotes and provides programming for trails in the region).

There are several trails in the region which are under unknown management, or are on private land with no known use agreement in place. These are nonetheless well-used trails according to the crowd-sourced route mapping websites Strava and AllTrails, and present an opportunity to develop and diversify the recreational trails West Hants has to offer.

This section of the report will provide an overview of recommended improvements to specific trails, as well as identify gaps and propose areas of improvement for West Hants' recreational trails.

Proposed Trail

Improvements

The table above identifies recommended improvements for each existing recreational trail in West Hants.

#	TRAIL	LAND OWNER	MANAGER	LENGTH (M)	SURFACE	WIDTH	TRAIL TYPE	AMENITIES	IMPROVEMENTS
T1	**Laurie Saulnier Trail**	West Hants Regional Municipality	Unknown	1,700	Natural, Boardwalk	0.7m	RT	• Wayfinding Signage	• Establish management plan • Install trailhead signage • Improve wayfinding signage
T2	**Castle Fredericks Farm Trails**	Private	West Hants Trail Association	17,900	Gravel, Natural, Boardwalk	0.7-1.8m	HT MUP	• Trail signage • Trail markers • Porta-potties • Picnic Tables • Trail markers	• Install trailhead map and information • Improved trail surface on key trails • Repair or replace wayfinding signage
T3	**Riverview Trail**	West Hants Regional Municipality	West Hants Regional Municipality	700	Crusher Dust	1.2-1.8m	RT	• Trailhead signage • Dog bags • Interpretive signage (damaged)	• Install trailhead map • Repair interpretive signage
T4	**Fort Edward Trail**	Federal	Parks Canada	1,100	Crusher Dust	1.5m	MUP	• Trail signage • Interpretive signage • Garbage bins • Dog bags • Benches	• Install trailhead map and information
T5	**Three Mile Plains Community Trail**	West Hants Regional Municipality	Unknown	700	Unknown	0.7-1.2m	RT	None	• Trailhead signage • Trail markers • Maintenance *Trail located at Three Mile Plains District School. Trail may be closed when school closes.
T6	**Meadow Pond Trail**	West Hants Regional Municipality	Unknown	700	Gravel, Natural	0.7-2m	RT	• Trailhead signage	• Trail network and site improvements as described in the Meadow Pond Concept Plan (2019)

#	TRAIL	LAND OWNER	MANAGER	LENGTH (M)	SURFACE	WIDTH	TRAIL TYPE	AMENITIES	IMPROVEMENTS
T7	**Irishmans Road Recreation Site**	West Hants Regional Municipality	West Hants Regional Municipality	3000	Crusher Dust, Natural	0.7-2.5m	RT HT	• Trailhead map and information • Wayfinding signage • Trail markers • Washroom • Seating • Bike repair station • Garbage • Dog bags	• Maintenance
T8	**Brooklyn Fire Hall Trail**	West Hants Regional Municipality	West Hants Regional Municipality	500	Crusher Dust	1.8m	MUP	• Trail sign • Benches and chairs	• Improved trailhead signage • Opportunity to add additional amenities eg. outdoor exercise equipment, bike tools, washroom, water source
T9	**Brooklyn Community Trail**	West Hants Regional Municipality	Brooklyn District Elementary School	2600	Crusher Dust, Natural	2m	RT	• Trailhead map • Forest kitchen playground	• Wayfinding signage • Trailhead sign or wayfinding from parking lot *Trail located at Brooklyn District Elementary School, mostly used by school. Other users must check in with school during school hours.
T10	**Smileys Loop**	Province of NS	West Hants Trail Association	1700	Natural	1.2m	RT	• Campground amenities	• Trailhead signage • Trail markers and wayfinding
T11	**Avondale Trails**	Private	West Hants Trail Association	3800	Natural	0.7-1.2m	HT	• Trailhead map • Wayfinding signage • Trail markers	• Improve placement of wayfinding signage (some signage is low to the ground, offset from trail, concealed by vegetation, etc.)
T12	**Kempt Quarry Trail**	West Hants Regional Municipality, Private	West Hants Regional Municipality	900	Natural	0.7-1.2m	HT MUP	• Informational signage • Garbage bins • Dog bags • Porta-potty • Picnic tables and benches	• Install trailhead signage and site map • Rationalize braided trails on south side of lake • Wayfinding signage and trail markers • Improve parking area (setback from lake) • Explore opportunities to expand this trail network
T13	**Cheverie Salt Marsh Restoration Trail**	West Hants Regional Municipality, Private	West Hants Regional Municipality	1100	Natural, Boardwalk	1.5m	HT	• Trailhead kiosk (no map) • Wayfinding signage • Interpretive signage • Washroom	• Add trail information and map to trailhead kiosk • Construct trail connecting parking area to start of trails and trailhead kiosk

General Trail

Recommendations

The following section presents some more general recommendations to improve the overall recreational trail network in West Hants.

T1 Improve Accessibility of Key Trails

There are a number of recreational trails in West Hants that are constructed to recreational trail standards or higher, and are intended to be relatively accessible. However, the actual trail construction or maintenance may not result in these trails being accessible as they should be. In particular, the Fort Edward Trails in Windsor, Brooklyn Fire Hall Trail in Brooklyn already meets multi-use trail standards; adding amenities such as a braille signage and tactile aides, seating, lighting, and washroom facilities could make these trails accessible to even more users.

The Cheverie Saltmarsh Trail in Cheverie and some trails at the Irishmans Road Recreation Site would be good candidates to become accessible multi-use trails. These trails have washrooms and signage, but the trails themselves would require some upgrades to make them accessible.

T2 Develop Wilderness Trails

In order to attract a diversity of users, recreational trails should provide a range of experiences from accessible walking tracks to rugged wilderness hiking experiences. Currently, there are limited options for longer, more rugged hiking experiences in West Hants. The municipality could explore opportunities for developing more trails like this, or support other organizations to do so.

T3 Expand Trail Signage Program

Most of West Hants' municipal parks and recreation facilities, as well as many recreational trails in West Hants make use of the Active Avon branding and standard trailhead and wayfinding signage. West Hants' 2023 Community Beautification Plan lays out a cohesive signage strategy that incorporates the existing "Active Avon" signage with West Hants branding. This new signage standard should be applied to all trails, with priority on trails that do not currently have formal trailhead signage or Active Avon branding. Although some of these trails are not owned by the Municipality, there may be opportunities to work with third-party groups to explore opportunities to expand the system by co-branding the sign system. These trails include:

- Laurie Saulnier Trail
- Eldridge Falls Trails
- Ettinger Falls
- Three Mile Plains Community Trail
- Brooklyn Fire Hall Trail
- Brooklyn Community Trail
- Smileys Loop

T4 Establish a Maintenance Program

Several trails in West Hants have unknown management or have deteriorated due to lack of resourcing for maintenance. To ensure that existing trails continue to be usable:

- Ensure that adequate municipal resources are directed toward recreational trail maintenance
- Maintain an inventory of trails and conditions
- Establish a system by which the public can report on trail conditions

Supporting organizations that currently manage trails in the region, such as the West Hants Trails Association, would help extend available resources by leveraging and encouraging volunteer participation in trail maintenance.

- Continue to fund, and if possible expand, the Community Trail Funding Program to support community organizations in developing and maintaining public trails
- Provide standard signage products and trail markers at low or no cost to organizations that manage trails

T5 Explore opportunities to develop informal trails

There are several existing trails in West Hants which are used but are not yet in the condition to promote or develop. Some of these trails are located on municipal land, and would be great candidates to develop in the near-term. The Meadow Pond trail is located on municipal land, and is well-used for accessing meadow pond for fishing. In 2019 a Concept Plan was made for the Meadow Pond lands, recommending a "stacking loop" network of trails and bike park to be installed at the site, to build upon the existing uses of the site.

Other informal trails are located on or partially on private land. These trails may require more study to assess what would be required in order for the municipality to formally adopt them. Land use agreements with private land owners would also be necessary before any work could take place. For instance, the *Eldridge Falls Trails* is an extensive network of single-track mountain bike trails, known as Grey Mountain mountain biking trails. These trails are located mostly in the municipally-owned French Mill Brook Protected Water Area near the Eldridge Falls Recreation Site west of Falmouth, but also cross onto private land. There is currently no trailhead signage for this trail network, with minimal and varied wayfinding signage, minimal maintenance, and a rough-condition access road. This trail network has great potential as both a hiking and mountain biking area, and would benefit from improved access road and parking area, trailhead signage and maps, and standardized wayfinding signage.

There are other well-used trails on private lands, where there are no current land use agreements, no formal management, but which are regularly used by the public. These include:

» *Moses Mountain Trail* (7km shared use trail in Mill Section)
» *Blind Lake Trail* (4km shared use trail near Middle Sackville)

PART 5

EDUCATION, PROGRAMMING & POLICY

Community

Programs & Events

Programs and initiatives play a vital role in advancing the value of active transportation within our communities. There is already a strong foundation of recreation and active living opportunities available in West Hants for residents and visitors. Building on this momentum with innovative programs, strategic partnerships, and accessible resources can make active transportation a go-to choice for people of all ages and abilities, increasing everyday movement, strengthening connections with the community, and boosting confidence in navigating regional and local active transportation routes.

It is recommended to focus on impactful events and programs that celebrate movement, break down barriers, and shift habits. Fun, inclusive, and recurring-initiatives can highlight the benefits of active transportation while fostering community connections, making active transportation an enjoyable, and desirable option across the region. These initiatives should be designed to cater to the diverse needs and interests of the community, with a focus on collaboration. Strengthening partnerships among municipal staff, community leaders, trail associations, and local organizations can help enhance efforts, align with broader regional wellness goals, creating more seamless active transportation options for all.

P1 Expand Equipment Loan Program

Community members expressed strong appreciation for the current equipment loan program in West Hants, with some recommendations for how to expand and improve the program, including:

- Expand adaptive offerings to ensure users of diverse abilities can engage in active transportation.
- Increase loan locations and improve weekend access.
- Consider a delivery service to enhance accessibility.
- Continue to expand inventory and diversify options.
- Continue to compliment the program through “try it” workshops and events for community members to try the equipment in a social and supportive environment.
- Explore partnerships with the Hantsport and Windsor libraries, as well as local schools, to improve access for children and youth.

P2 "Try it" + "Learn To" Programs

Continue offering "Try It" events and programs. These are a great way to introduce community members to various modes of active transportation (e.g., paddleboarding, hiking, snowshoeing) in a fun and casual setting. These sessions should begin with a brief instructional period, with the majority of the session dedicated to participatory learning in a social and active environment. "Learn To" events and programs, on the other hand, could focus on teaching specific skills (e.g., bicycle maintenance and repair, hiking preparedness, paddling safety), dedicating more time to instruction.

Both initiatives can be offered as standalone sessions or as part of a series. Accessibility and inclusion should be prioritized by offering low-barrier registration and participation (e.g., offering child care, providing adaptive equipment, reducing costs, etc.). To strengthen this initiative, it is recommended to explore ways to encourage long-term participation. This could include building partnerships with local recreation groups and expanding equipment loan programs to support continued engagement in these activities.

While the municipality currently offers these types of programs, resources should be directed toward promoting them in order to attract a larger number and diversity of participants.

P3 All Season Programs

Community recreational programming is extremely valuable as a way to support physical activity, provide a space for social connection, and make new activities accessible (e.g. through instruction, equipment loan, safety, etc.). Increasing active transportation involves encouraging and normalizing year-round outdoor movement, especially in the winter months. Therefore, the Municipality should continue to host recreation events including winter snowshoeing and hiking, and promote community events including group cycling rides, and offer at least one large playful community event per season.

P4 Walking, Rolling + Cycling Groups

Walking and cycling groups can encourage residents to get active, introduce people to active transportation routes, address social isolation, and create a safe space for people who feel unsafe or anxious on the roads or trails on their own. Engagement participants highlighted the value in such groups, and desired more walking and cycling groups to inspire more physical activity.

To support this initiative, it is recommended to provide hiking, walking and cycling leadership training (e.g., Hike NS Hiking Leader), and support trained individuals in organizing weekly or monthly meet-ups, fostering a sense of community and promoting regular engagement in hiking, walking, and cycling.

P5 Water-Based Active Transportation

Across engagement activities, community members identified opportunities to improve access to water-based active transportation, expressing interest in expanded equipment availability, programming, and more inclusive public water access points for people of all ages and abilities.

Many participants valued the existing equipment available, noting that free access to such resources is appreciated. To enhance this opportunity, there is a desire to see programming such as workshops and group paddles, aimed at building confidence and comfort in renting and using equipment independently.

Regarding launch sites, community members first highlighted the need for an overall increase in the number of public launch sites. There is also a desire to improve the accessibility of existing sites and to ensure that new ones are equally accessible. To ensure accessibility standards are met, partnerships with organizations like Canoe Kayak Nova Scotia (CKNS) and Adaptive Paddling Solutions are recommended. Clear signage for launch sites, parking, and safety guidelines is also essential.

P6 Community Challenges

Create and implement community challenges, such as scavenger hunts, and other self-directed trail activities that individuals can undertake independently or in a group. This initiative aims to enhance the recreational active transportation experience, providing a sense of exploration and adventure while promoting physical activity and engagement with trails and active transportation routes. Promoting these opportunities to schools can provide educators with an easy way to incorporate physical activity into the school day.

P7 Community Art and Storytelling

Collaborate with local artists and organizations to install temporary displays, such as art exhibits, educational signage, and storytelling features, along trails and key active transportation routes, enhancing the overall experience. This initiative not only encourages local use but also holds the potential to attract tourists by creating unique, engaging, and visually appealing attractions that draw attention.

Existing examples of this include signs along the Riverview and Waterfront trails, and “Ghost Walks” provided by the West Hants Historical Society.

P8 Youth Programs

Creating a culture of active transportation among younger generations lays the groundwork for lifelong habits and encourages mutual respect among all types of road users. Collaborating with schools and youth organizations to offer engaging programs can help introduce students to the benefits of active transportation while building their confidence and comfort during formative years.

There is also a valuable opportunity to nurture young community leaders by offering training programs (e.g., Making Tracks Leadership Training), allowing youth to leave with greater confidence as active transportation users and even with the skills to become future program leaders if desired.

Active transportation can also be easily integrated into the school curriculum. This could involve partnering with physical education teachers to include active transportation activities or incorporating nature walks or the use of outdoor classrooms into other subject areas.

P9 Active Routes to School

“Active school buses” or “bike buses” create a fun way to get more students commuting actively. An active bus involves students walking or biking together along a set route, with adult marshals helping guide the group. Students are picked up along the way, making it a social and safe way to travel to school.

“Active Routes to School” initiatives encourage people to add some active transportation to their trips, even if it’s just for part of the journey. These can be supported with campaigns, contests, or signs that inspire people to park or drop off a little further from the school.

It is also recommended to partner with local schools to create more programs that motivate students to use active transportation to get to and from school, like hosting walk, bike, and wheel-to-school days.

P10 Bike Friendly Business Program

Local businesses can help promote active transportation by providing bike racks, accessible entrances, or even offering discounts on certain days for those who use active transportation (for example, during HRM Bike Week, local businesses offer discounts to those who arrive with a helmet).

Cycling Nova Scotia has a Bike-Friendly Certification program which businesses and employers can seek to apply for. Municipalities may also wish to offer a subsidies program for installing bike friendly infrastructure like bike racks.

It is also recommended to collaborate with businesses by sharing ideas and resources on integrating active transportation into employees workdays through the implementation of policies (e.g., flexible schedule policies to encourage active transportation options), added amenities (e.g., bike racks), and cultural shifts (e.g., encouraging active transportation during the workday when possible).

Marketing &

Awareness

West Hants offers natural and cultural experiences for residents and visitors alike, and working to better promote active transportation in the area will support quality of life for residents while also bolstering tourism industry. The distribution of resources on active transportation, both online and in print form, provides a useful means to encourage not only physical activity, but visitation to the many parks, natural spaces, historical sites, and local shops that exist in the area. It will be important for the Municipality to distribute clear information about available infrastructure and events in order to make the most use of its offerings.

P11 Print Resources + Pocket Maps

The dissemination of information on active transportation routes, events, and opportunities should not solely be online, to ensure the information reaches a broader range of people. Examples of print resources that could be used include posters on community bulletins, brochures promoting events and activities, and pocket maps displaying all the trails and active transportation routes in the region. These maps should be available at visitor information centres and bike-friendly local businesses.

P12 Online Website + Map

While various resources exist regarding trails and cycling routes, a consolidated and maintained website that provides full details on active transportation and recreation routes (e.g. access points, accessibility, length, grade, terrain, etc) would be an extremely valuable resource for promoting active transportation in the region. Site visits of all trails may be required to audit for accessibility features and measure necessary criteria. As part of this website, a map of all trails, cycling routes, and multi-use paths would support residents and tourists seeking to travel and explore the region. Key destinations could also be included, along with bike-friendly businesses.

This website should be dependable, regularly updated, and could also include information on upcoming events (e.g. “try it” events), social activities, and campaigns. Ensuring that a feedback and evaluation system is integrated into the website is also important, to allow for streamline feedback on maintenance issues, hazards, and conditions.

P13 Social Media Promotion

To compliment the development of new facilities, there is the need to expand and enhance the dissemination of active transportation opportunities and resources. Social media provides a useful means to communicate the benefits of physical activity and to highlight opportunities for individual participation in self-directed and organized activities. The Municipal social media platforms are already a source of information. With improvements, the municipal website could also act as an information hub and assist with:

- Providing guidance on safe active transportation routes and other opportunities
- Promoting new recreation events, including new waterfront experiences
- Highlighting local residents who use active transportation, thus helping to normalize active transportation in the region
- Promoting local trails and routes, and link to the online map and website

P14 In-Person Engagement

To broaden the reach and effectiveness of active transportation initiatives, it is recommended to enhance the dissemination of information through in-person methods, such as setting up info booths at community events or high-traffic locations. This strategy will facilitate direct engagement with a wider audience, allowing the opportunity to share details about available routes, programs, and resources. By connecting face-to-face with community members, the municipality can raise awareness and encourage participation. These interactions will not only educate the public but also provide a valuable opportunity for collecting feedback and suggestions, ensuring continuous improvement and refinement of the network over time. Furthermore, this approach creates a space for building relationships with local residents, stakeholders, and organizations, deepening community ties and promoting long-term support for active transportation initiatives.

P15 Branded Signage

West Hants' 2023 Community Beautification Plan lays out a cohesive signage strategy for municipal parks and recreation facilities that incorporates the existing "Active Avon" signage, and West Hants branding. While intended for parks and recreation facilities, this standardized signage plan could be expanded to include route and wayfinding signage for trails and active transportation routes throughout West Hants. Using consistent signage on all active transportation routes would provide improved recognition of designated active transportation routes, whether on- or off-road, and would help visitors and residents visually identify the growing cohesive network of active-transportation routes in the municipality.

Planning &
Policies

The Municipality is currently in the process of reviewing its Municipal Planning Strategy and Land Use By-law to modernize and amalgamate its various planning documents. These documents guide the current and future land use and development in West Hants. The policies in these documents can support or hinder the goals set out in this Active Transportation Plan. This section provides recommendations on additions or alterations to the existing policy documents that would support the implementation of this plan.

P15 Land Use By-law

Land Use By-laws (LUBs) can determine the minimum required parking spaces for buildings, depending on their use and size. As LUBs are updated, the following should be added:

- Regulations and a definition to require bicycle parking be provided for residential and commercial buildings, and designating the amount required; and
- Policy to support collaboration with the Province on developing active transportation infrastructure within the Municipality

P16 Municipal Planning Strategy

The new Municipal Planning Strategy should include opportunities to align with the goals and recommendations of this plan. Adding the following policies would ensure that active transportation considerations are included in future municipal planning.

Add Policy __ It shall be the intention of Council to investigate providing **active transportation infrastructure** throughout the Municipality.

Add Policy __ It shall be the intention of Council to require pedestrian connections to adjacent active transportation networks for developments approved via the site plan approval process through the Land Use By-law.

Add Policy __ It may be the intention to require sidewalks and/or multi-use pathways on new public roads through the Subdivision By-law throughout the Municipality.

Add Policy __ It shall be the policy of Council to regularly review progress on and work to implement the active transportation network identified in the Municipality's Active Transportation Plan .

Add Policy __ It shall be the policy of Council to permit trails as a land use in all zones through the Land Use By-law.

Add Policy __ It shall be the policy of Council to monitor the condition of roads, curbs, **trails, sidewalks, bike lanes**, and gutters and to upgrade such services as deemed necessary.

P17 Subdivision By-law

The Municipality's Subdivision By-law (*West Hants Subdivision By-law Part 5. Public Streets*) includes design specifications for streets including dimensions and materials but do not address any need for active transportation facilities. Further specifications for roads, sidewalks, and pathways are provided in the *Municipal Services Specifications Manual*.

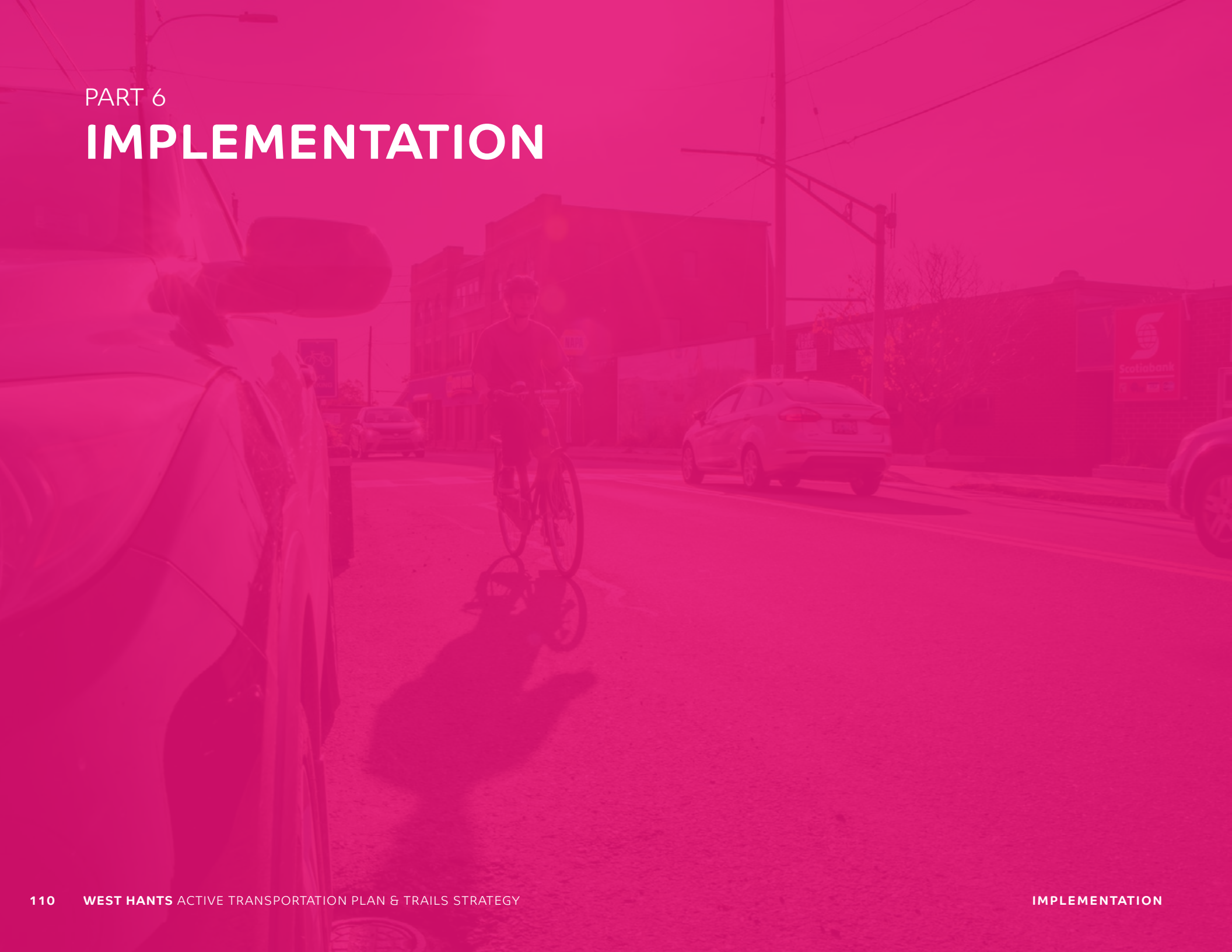
The specifications for Municipal Street Design provided in the *Municipal Services Specifications Manual* should be reviewed and amended to ensure that required characteristics (e.g. sidewalk requirements) are given according to street type (e.g. Major, Rural, Residential Collector) as opposed to generally, and that adequate right-of-way is provided for the construction of additional active transportation facilities (e.g. separated multi-use pathways) as necessary.

The Municipality's Subdivision By-law also set out requirements for public land to be included in any subdivisions. These requirements provide for parkland, but could be improved to ensure that public land within a subdivision could also be used for active transportation infrastructure.

73.(a) For the purposes of Sections 71 and 72, useable land shall be defined as land that:
(i) ~~has an average slope over the entire parcel of not more than fifteen percent (15%), provided that any part of the parcel with a slope of fifteen percent (15%) or more shall not exceed one-quarter (¼) of the area of the entire parcel;~~ **Have a maximum slope of five percent (5%);**
(ii) consists of a parcel having an area of one-half (½) acre or more, **not including portions of the lands with dimensions less than 6 metres in any direction**;
(iii) is serviced by central water and sewer systems, or is capable of supporting an on-site sewage disposal system, unless the parcel is intended for recreational purposes, such as linear walking or hiking trails, which do not require an on-site sewage disposal system or services;
(iv) is not a clearing and grubbing disposal area;
(v) is not ~~swampland~~ **a wet or swampy area,** or subject to flooding;
(vi) is not an electrical **or gas** transmission corridor; and
(vii) where applicable, is able to meet the requirements for lot area and lot frontage contained in the Land Use By-law.

PART 6

IMPLEMENTATION



Facility

Phasing

The recommendations in this document are intended to be implemented over the coming ten years or beyond, and the implementation plan should be reviewed annually. The facility recommendations provided in the Plan have been categorized into Short-Term, Medium-Term, Long-Term, and Opportunity-Based projects provided based on their anticipated impact, cost, and feasibility and how well they accomplish the Guiding Principles of this Plan, which are to:

- Prioritize Safety and Eliminate Barriers
- Support Diverse Active Transportation Options
- Ensure Access for All Ages and Abilities
- Improve Connectivity and Expand Infrastructure
- Enhance Amenities and Overall User Experience

With the principle of equity in mind, priority is given to projects that provide the above improvements specifically where they are most needed. This would include projects that serve vulnerable residents or equity-seeking groups, projects that have a high impact due to high usage, or projects that mitigate significant safety concerns. The phasing described in this section of this report takes this into account, with the intention that the most impactful projects be undertaken first.

The actual scheduling of these projects will of course depend on the realities of available budget, willing partnerships, and other factors that will emerge as this plan moves into implementation. Recognizing this, a **Prioritization Framework** is also provided in the Appendix to assist the Municipality to adjust the Phasing Plan on a year-by-year basis and evaluate new opportunities as they arise.

Near-Term
Projects

Near-term projects are expected to be implemented within the first three years of the implementation period. These are high-impact interventions designed to deliver immediate benefits and set the foundation for future phases of the active transportation network. By focusing on early wins and strategic connections, these projects will help build momentum, demonstrate value to the community, and inform the development of longer-term initiatives. Their timely delivery is critical to fostering public support and achieving early progress toward the Municipality's medium-term and long-term projects.

Capital Projects

#	FACILITY NAME	ESTIMATED COST
R3	Trunk 1 (Hantsport to Windsor)	$225,600.00
R4.1	Trunk 1 (Windsor to St. Croix)	$4,668,000.00
H1	School & Prince Local Street Bikeway	$2,280.00
H2	Hantsport Loop Local Street Bikeway	$6,480.00
H3	Bishopville Road Local Street Bikeway	$9,000.00
F1	Falmouth Back Road Multi-Use Pathway	$1,023,000.00
F2	Falmouth Dyke Road Local Street Bikeway	$5,400.00
W1	Lake Pisiquid Loop Multi-Use Pathway Upgrades	$124,800.00
W2	King Street Local Street Bikeway	$2,040.00
W7	Payzant Drive Local Street Bikeway	$3,360.00
TMP2	Panuke Road Bikeway	$10,320.00
B1	Dunlop Road Local Street Bikeway	$1,560.00
	TOTAL	$6,081,840.00

Studies

#	STUDY NAME	ESTIMATED COST
F	Falmouth AT Functional Plan	$90,000.00
WW	Windsor Waterfront AT Functional Plan	$90,000.00
B	Brooklyn AT Functional Plan	$60,000.00
	TOTAL	$240,000.00

** Cost estimates include 20% contingency and do not include HST*

Medium-Term
Projects

Medium-term projects are expected to be implemented within years four through six of the implementation period. These projects build on early successes and begin to address broader gaps, supporting a more connected and resilient network. They play a critical role in extending access to underserved areas, improving network continuity, and reinforcing the Municipality's commitment to a safe, inclusive, and accessible active transportation network. As the network grows, these projects will help maintain momentum and ensure that benefits are distributed more equitably across the region.

Capital Projects

#	FACILITY NAME	ESTIMATED COST
H4	Hantsport Memorial Community Centre Multi-Use	$124,800.00
H5	Foundry Trail	$34,560.00
F3	School Street Multi-Use Pathways	$334,800.00
W3	O'Brien Street Multi-Use Pathway	$316,200.00
W4	Wentworth Road Multi-Use Pathway Modifications	$288,000.00
W5	Wiley & Albert Local Street Bikeway	$3,840.00
W8	The Crossing Local Street Bikeway	$4,200.00
W9	Avon View High School Multi-Use Pathways	$390,600.00
W10	Tregothic Trail Multi-Use Pathway Extension	$77,520.00
W11	Cole & Abbey Local Street Bikeway	$2,400.00
W12	Wentworth Creek Local Street Bikeway	$4,320.00
B2	School Connector Multi-Use Pathway	$186,000.00
	TOTAL	$1,767,240.00

Studies

#	STUDY NAME	ESTIMATED COST
LRT	Hantsport to Lakelands Rail Trail Functional Plan	$144,000.00
MRT	Windsor to Maitland Rail Trail Functional Plan	$54,000.00
WD	Windsor Downtown AT Functional Plan	$90,000.00
	TOTAL	$288,000.00

** Cost estimates include 20% contingency and do not include HST*

Long-Term
Projects

Long-term projects are anticipated to be implemented in years seven through ten of the implementation period. These initiatives are generally more complex, requiring greater coordination, resources, and investment. While they represent the final phase of network development in this plan, they are essential to achieving the Municipality's long-term goals. Their successful delivery will help ensure that the full benefits of earlier investments are realized and sustained over time.

Capital Projects

#	FACILITY NAME	ESTIMATED COST
R1.1	**Hantsport to Lakelands Rail Trail (Windsor section)**	$933,600.00
R2	**Windsor to Maitland Rail Trail**	$2,344,200.00
R8	**Avondale Loop (Mantua Bridge to Union Corner)**	$42,720.00
W6	**King's-Edgehill Multi-Use Pathway**	$428,760.00
	TOTAL	**$3,749,280.00**

** Cost estimates include 20% contingency and do not include HST*

Opportunity-Based
Projects

Opportunity-based projects are not tied to a specific timeline and are intended to be implemented whenever enabling circumstances arise, such as road work, development projects, or new funding becoming available. These flexible projects allow the community to capitalize on emerging opportunities to advance active transportation in an efficient and cost-effective way.

Capital Projects

#	FACILITY NAME	ESTIMATED COST
R1.2	Hantsport to Lakelands Rail Trail	$6,528,840.00
R4.2	Trunk 1 (Windsor to St. Croix)	$6,288,000.00
R5	Trunk 14 West	$9,045,600.00
R6	Trunk 14 East	$6,934,560.00
R7	Basin Shore Coastal Route	$8,904,720.00
W13	Wentworth Road Rail Trail Connector	$260,400.00
TMP1	Three Mile Plains Loop	$864,000.00
	TOTAL	$38,826,120.00

** Cost estimates include 20% contingency and do not include HST*

Cost
Estimates

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

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

All values are provided in 2025 Canadian dollars and allowances should be made for inflation. Not included in this budget are unanticipated environmental remediation costs, archaeological surveys, site furniture, interpretive features or signage, or applicable taxes. These cost estimates are calculated based on the standard costs per metre of each facility type, which are summarized in the table to the right. These costs provide a ballpark figure only; costs will change over time with the varying costs of materials and services, and the conditions and particularities of each site will also impact the final costs of implementation.

Costs for additional design work and engineering studies have been indicated wherever possible.

Standard Facility Unit Costs

#	FACILITY TYPE	UNIT COST
SR/LSB	**Shared Route or Local Street Bikeway** Signage and pavement markings	$2, per linear metre (LM)
PS	**Paved Shoulder** 2m wide, asphalt shoulder on each side	$400, per linear metre (LM)
S1	**Sidewalk with Curb** 1.8m wide concrete sidewalk with curb	$750, per linear metre (LM)
S2	**Sidewalk without Curb** 1.8m wide concrete sidewalk without curb	$600, per linear metre (LM)
MUP1	**Multi-use Pathway (Paved)** 3.0m wide asphalt multi-use pathway	$310, per linear metre (LM)
MUP1	**Multi-use Pathway (Crusher Dust)** 3.0m wide crusher dust multi-use pathway	$160, per linear metre (LM)

Regional Routes

R1	Hantsport to Lakelands Rail Trail					
#	Name	DESCRIPTION	QTY	UNIT COST	UNIT	TOTAL
R1.1	**Rail Trail**	Develop new multi-use pathway from Tannery Rd to Prince St	700	$160.00	per LM	$112,000.00
R1.2	**Rail Trail**	Develop new multi-use pathway from Prince St to Causeway Trail	9,300	$160.00	per LM	$1,488,000.00
R1.3	**Rail Trail**	Upgrade trail to new multi-use pathway from Causeway Trail to Windsor Waterfront	800	$100.00	per LM	$80,000.00
R1.4	**Rail Trail**	Develop new multi-use pathway from Windsor Waterfront to Midland Rail Trail	400	$160.00	per LM	$64,000.00
R1.5	**Rail Trail**	Develop new multi-use pathway from Midland Rail Trail to Wentworth Rd	1,000	$160.00	per LM	$160,000.00
R1.6	**Rail Trail**	Upgrade trail to new multi-use pathway from Wentworth Rd to Tregothic Trail	900	$100.00	per LM	$90,000.00
R1.7	**Rail Trail**	Develop new multi-use pathway from Tregothic Trail to Windsor Back Rd	3,300	$160.00	per LM	$528,000.00
R1.8	**Rail Trail**	Develop new multi-use pathway from Windsor Back Rd to Municipal boundary	17,500	$160.00	per LM	$2,800,000.00
-	**Functional Plan**	Transportation engineering design study for trail to determine costs and feasiblity	1	$120,000.00	each	$120,000.00
Sub-Total						$5,442,000.00
Contingency (20%)						$1,088,400.00
Total						**$6,530,400.00**

R2	Windsor to Maitland Rail Trail					
#	Name	DESCRIPTION	QTY	UNIT COST	UNIT	TOTAL
R2.1	**Rail Trail**	Develop new multi-use pathway from Windsor to Avondale Road	7,100	$160.00	per LM	$1,136,000.00
R2.2	**Rail Trail**	Develop new multi-use pathway from Avondale Rd to Mantua Rail Trail access	400	$160.00	per LM	$64,000.00
R2.3	**Rail Trail**	Develop new multi-use pathway from Mantua Rail Trail access to Trunk 215	2,600	$160.00	per LM	$416,000.00
R2.4	**Rail Trail**	Minor upgrades to multi-use pathway from Trunk 215 to end of Herbert River Trail	3,700	$25.00	per LM	$92,500.00
R2.5	**Rail Trail**	Minor upgrades to multi-use pathway from end of Herbert River Trail to North Stanley Rd.	8,000	$25.00	per LM	$200,000.00
-	**Functional Plan**	Engineering design study for trail to determine costs, feasiblity and access bridge	1	$45,000.00	each	$45,000.00
Total						**$1,953,500.00**
Contingency (20%)						$390,700.00
Total						**$2,344,200.00**

R3 Trunk 1 (Hantsport ⇄ Windsor)

#	Name	DESCRIPTION	QTY	UNIT COST	UNIT	TOTAL
R3.1	**Shared Route**	Develop shared route between Willow Street and Halfway River Bridge	1,000	$2.00	per LM	$2,000.00
R3.2	**Paved Shoulders**	No upgrades needed	10,200	$0.00	per LM	$0.00
R3.3	**Avon River Bridge Upgrades**	Determine options for connection into Windsor	300	$0.00	per LM	$0.00
R3.4	**Waterfront Trail**	Upgrade Waterfront trail to paved Multi-use Pathway	600	$310.00	per LM	$186,000.00
Sub Total						**$188,000.00**
Contingency (20%)						$37,600.00
Total						**$225,600.00**

R4A Trunk 1 (Windsor ⇄ St. Croix River)

#	Name	DESCRIPTION	QTY	UNIT COST	UNIT	TOTAL
R4.1	**Separated MUP**	Develop shared route between Willow Street and Halfway River Bridge	1,300	$500.00	per LM	$650,000.00
R4.2	**Paved Shoulders**	Install paved shoulders between Payzant Drive and St. Croix River	8,100	$400.00	per LM	$3,240,000.00
Total						**$3,890,000.00**
Contingency (20%)						$778,000.00
Total						**$4,668,000.00**

R4B Trunk 1 (St. Croix River ⇄ Lakelands)

#	Name	DESCRIPTION	QTY	UNIT COST	UNIT	TOTAL
R4.3	**Paved Shoulders**	Install paved shoulders between St. Croix River and Newport Corner	3,700	$400.00	per LM	$1,480,000.00
R4.4	**Paved Shoulders**	Install paved shoulders between Newport Corner and Lakelands	9,400	$400.00	per LM	$3,760,000.00
Total						**$5,240,000.00**
Contingency (20%)						$1,048,000.00
Total						**$6,288,000.00**

R5 Trunk 14 (Windsor ⇄ Southwestern West Hants Border)

#	Name	DESCRIPTION	QTY	UNIT COST	UNIT	TOTAL
R5.1	**Shared Route**	Develop shared route between Municipal Boundary to New Ross Road	9,000	$2.00	per LM	$18,000.00
R5.2	**Paved Shoulders**	Install paved shoulders between Route 1 and New Ross Road	18,800	$400.00	per LM	$7,520,000.00
Total						**$7,538,000.00**
Contingency (20%)						$1,507,600.00
Total						**$9,045,600.00**

R6 Trunk 14 (Garlands Crossing ⇄ Greenfield)

#	Name	DESCRIPTION	QTY	UNIT COST	UNIT	TOTAL
R6.1	**Paved Shoulders**	Install paved shoulders between Trunk 1 and Route 215	9,700	$400.00	per LM	$3,880,000.00
R6.2	**Paved Shoulders**	Install paved shoulders between Route 215 and Brooklyn	1,000	$400.00	per LM	$400,000.00
R6.3	**Paved Shoulders**	Install paved shoulders between Brooklyn and Ashdale Road	3,700	$400.00	per LM	$1,480,000.00
R6.4	**Shared Route**	Develop shared route between Ashdale Road and Woodville	9,400	$2.00	per LM	$18,800.00
Total						**$5,778,800.00**
Contingency (20%)						$1,155,760.00
Total						**$6,934,560.00**

R7 Basin Shore Coastal Route (Newport Corner ⇄ Walton)

#	Name	DESCRIPTION	QTY	UNIT COST	UNIT	TOTAL
R7.1	**Paved Shoulders**	Install paved shoulders between Trunk 1 and Trunk 14	5,400	$400.00	per LM	$2,160,000.00
R7.2	**Paved Shoulders**	Install paved shoulders between Trunk 14 and Chambers Road	400	$400.00	per LM	$160,000.00
R7.3	**Paved Shoulders**	Install paved shoulders between Chambers Road and Cogmagun River Bridge	12,600	$400.00	per LM	$5,040,000.00
R7.4	**Shared Route**	Develop shared route between Cogmagun River Bridge and Walton Woods Road	30,300	$2.00	per LM	$60,600.00
Total						**$7,420,600.00**
Contingency (20%)						$1,484,120.00
Total						**$8,904,720.00**

R8 Avondale Loop (Mantua Bridge ⇄ Union Corner)

#	Name	DESCRIPTION	QTY	UNIT COST	UNIT	TOTAL
R7.1	**Shared Route**	Develop shared route between Avondale Road at Trunk 14 and Avondale Cross Road	6,900	$2.00	per LM	$13,800.00
R7.3	**Shared Route**	Develop shared route between Avondale Cross Road and Belmost Road	500	$2.00	per LM	$1,000.00
R7.4	**Shared Route**	Develop shared route between Belmont Road and Route 215	10,400	$2.00	per LM	$20,800.00
Total						**$35,600.00**
Contingency (20%)						$7,120.00
Total						**$42,720.00**

Local Routes

H Hantsport Local Network

#	Name	DESCRIPTION	QTY	UNIT COST	UNIT	TOTAL
H1	**School & Prince LSB**	Develop local street bikeway along School and Prince Streets	950	$2.00	per LM	$1,900.00
H2	**Hantsport Loop LSB**	Develop local street bikeway along Holmes Hill Rd, Rand St, Riverview Rd and Willow St	2700	$2.00	per LM	$5,400.00
H3	**Bishopville Road LSB**	Develop local street bikeway along Bishopville Rd	3750	$2.00	per LM	$7,500.00
H4	**HMCC Multi-Use Pathways**	Develop new multi-use pathway network at Hantsport Memorial Community Centre	650	$160.00	per LM	$104,000.00
H5	**Foundry Trail**	Uprade new multi-use pathway on Foundry Trail	180	$160.00	per LM	$28,800.00
Sub-Total						$147,600.00
Contingency (20%)						$29,520.00
Total						**$177,120.00**

F Falmouth Local Network

#	Name	DESCRIPTION	QTY	UNIT COST	UNIT	TOTAL
F1	**Falmouth Back Road MUP**	Develop new separated multi-use pathway along Falmouth Back Road	2,750	$310.00	per LM	$852,500.00
F2	**Falmouth Dyke Road LSB**	Develop local street bikeway along Falmouth Dyke Road	2,250	$2.00	per LM	$4,500.00
F3	**School Street MUPs**	Develop new multi-use pathways around Falmouth District School and Windsor Elms Village	900	$310.00	per LM	$279,000.00
-	**Functional Planning**	Transportation engineering design study for Falmouth to determine costs and feasiblity	1	$75,000.00	each	$75,000.00
Total						**$1,211,000.00**
Contingency (20%)						$242,200.00
Total						**$1,453,200.00**

TMP Three Mile Plains Local Network

#	Name	DESCRIPTION	QTY	UNIT COST	UNIT	TOTAL
TMP1	**Three Mile Plains loop**	Install paved shoulders along Three Mile Plains Road and Windsor Back Road	1,800	$400.00	per LM	$720,000.00
		Develop a shared route along Windsor Bacoad between Three Mile Plains Cross Road and Trur	4,300	$2.00	per LM	$8,600.00
TMP2	**Panuke Road SR**	Develop a shared route along Panuke Road between Trunk 1 and Panuke Road Park	2,100	$2.00	per LM	$4,200.00
-	**Signage**	Supply and install wayfinding and regulatory signage	8	$250.00	each	$2,050.00
Total						**$734,850.00**
Contingency (20%)						$146,970.00
Total						**$881,820.00**

W Windsor Local Network

#	Name	DESCRIPTION	QTY	UNIT COST	UNIT	TOTAL
W1	**Lake Pisiquid Loop MUP**	Upgrade existing paths in the Falmouth Waterfront Mini-Park to multi-use pathway standards	650	$160.00	per LM	$104,000.00
W2	**King Street LSB**	Develop local street bikeway along King Street	850	$2.00	per LM	$1,700.00
W3	**O'Brien Street MUP**	Develop separated multi-use pathway along O'Brien Street	850	$310.00	per LM	$263,500.00
W4	**Wentworth Road MUP**	Upgrade existing sidewalk to multi-use pathway standards along Wentworh Road	1500	$160	per LM	$240,000.00
W5	**Wiley & Albert LSB**	Develop local street bikeways along Wiley Avenue and Albert Street	1600	$2.00	per LM	$3,200.00
W6	**King's-Edgehill MUP**	Develop multi-use pathway along Kings Edgehill Lane	1150	$310.00	per LM	$356,500.00
		Develop local street bikeway along Clifton Avenue	400	$2.00	per LM	$800.00
W7	**Payzant Drive LSB**	Develop local street bikeway along Payzant Drive connecting to Avon View High School	1400	$2.00	per LM	$2,800.00
W8	**The Crossing LSB**	Develop local street bikeway through the Crossing neighbourhood	1,750	$2.00	per LM	$3,500.00
W9	**Avon View High School MUP**	Develop multi-use pathway connecting Avon View High School to nearby roads and trails	1,050	$310.00	per LM	$325,500.00
W10	**Tregothic Trail MUP Extension**	Upgrade existing east-west trail to mutli-use pathway standards	400	$160.00	per LM	$64,000.00
		Develop local street bikeway along Tremain Crescent connecting to proposed MUP	300	$2.00	per LM	$600.00
W11	**Cole & Abbey LSB**	Develop local street bikeway along Cole and Abbey Streets	1,000	$2.00	per LM	$2,000.00
W12	**Wentworth Creek LSB**	Develop local street bikeway loop in the industrial area of Wentworh Creek	1,800	$2.00	per LM	$3,600.00
W13	**Midland Rail Trail Connector**	Develop a shared-use pathway (unpaved) between the proposed rail trail (R2) and Wentworh R	700	$310.00	per LM	$217,000.00
-	**Functional Planning**	Transportation engineering study for downtown Windsor (W1/W2) to determine costs and feasibility	1	$75,000.00	each	$75,000.00
-	**Functional Planning**	Transportation engineering study for Windsor (W3/W4) to determine costs and feasibility	1	$75,000.00	each	$75,000.00
Sub Total						**$1,738,700.00**
Contingency (20%)						$347,740.00
Total						**$2,086,440.00**

B Brooklyn Local Network

#	Name	DESCRIPTION	QTY	UNIT COST	UNIT	TOTAL
B1	**Dunlop Road LSB**	Develop local street bikeway along Dunlop Road	650	$2.00	per LM	$1,300.00
B2	**School Connector MUP**	Develop a separated MUP connecting Midland Rail Trail (R2) to amenities and schools.	500	$310.00	per LM	$155,000.00
-	**Functional Planning**	Transportation engineering design study for Brooklyn to determine costs and feasiblity	1	$50,000.00	each	$50,000.00
-	**Signage**	Supply and install wayfinding and regulatory signage	2	$250.00	each	$500.00
Total						**$206,800.00**
Contingency (20%)						$41,360.00
Total						**$248,160.00**

Funding
Opportunities

Below is a list of relevant funding sources that the West Hants Regional Municipality can explore. This list is not exhaustive but represents key opportunities that can support the implementation of active transportation and trail initiatives. Municipal staff should monitor funding cycles and application deadlines, and consider partnerships to strengthen proposals and leverage matching funds where required.

Corporate Sponsorships

The Municipality or community trail groups can try raising funds through local companies and groups interested in contributing to ongoing maintenance and development of trails, or sponsoring signage.

Federal Funding

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

Provincial and Municipal Funding

- Tourism Nova Scotia Revitalization of Icons Program: Provides funding for infrastructure that enhances tourism assets, including trail systems and outdoor recreation destinations.
- Municipal Innovation Program: Supports innovative municipal projects, including those focused on sustainability and livability.
- Community Health Board (CHB) Wellness Funds: Grants for initiatives that promote physical activity, healthy living, and overall community wellness.
- Nova Scotia Department of Natural Resources
  - » OHV Infrastructure Fund - Trails: Provides funding for OHV (or shared use) trail development
  - » Connect 2 Program: Supports projects that create and enhance active transportation connections between destinations.
- Nova Scotia Communities Culture and Heritage:
  - » Active Communities Fund: Supports initiatives that increase physical activity through planning and implementation of active living strategies.
  - » Trail Maintenance Program (TMG): Provides funding for the maintenance and repair of existing trail infrastructure.
  - » Trails Engineering Assistance Grant Program (TEAG): Offers technical and engineering support for trail planning and development.
  - » Recreational Facility Development Grant: Funds the development of recreational facilities to promote sport and physical recreation, including parks and trails
  - » Community ACCESS-Ability Program: Offers funding support for accessibility-related improvements

APPENDIX

Appendix A.

PRIORITIZATION FRAMEWORK

Category	Description	Values	Scoring Description	Weight
Cost	Cost of the project, preliminary estimates based on standard costs per linear metre of each facility type	100	Low cost (<$100,000)	5%
		50	Intermediate cost (>$100,000 - <$1,000,000)	
		0	High cost (>$1,000,000)	
Land Access	There may be land ownership issues or opportunities that affect the feasibility of specific routes or facility types.	100	No land ownership issues.	10%
		50	A single land ownership issue.	
		0	Multi-party land ownership issues.	
Impact	Projects that serve equity seeking communites or vulnernable populations, impact a high number of users, or address a significant safety concern should be prioritized.	100	Project has a very high impact.	25%
		75	Project has a higher-than-standard impact.	
		50	Project has a standard impact.	
		25	Project has a lower-than-standard impact.	
		0	Project has a very low impact.	
Planned / Budgeted / Scheduled	Routes or facilities which appear in other regional plans or strategies, or are included in the province's paving schedule, have existing support and are more likely to be completed in the near-term.	100	The full length of this segment is in the paving schedule, the municipal budget, or another plan.	20%
		50	A portion of this segment is in the paving schedule, the municipal budget, or another plan.	
		0	This segment is not in the paving schedule, the municipal budget, or another plan.	
Safety and Comfort	The level of safety and comfort of a recommended route depends on the degree of separation from vehicular traffic, and the surface material of the facility.	100	Pedestrian trail or paved multi-use pathway.	20%
		66	Sidewalk or unpaved multi-use pathway.	
		33	Bicycle lane or paved shoulder.	
		0	Shared route or local street bikeway.	
Connectivity	The extent to which the recommended route intersects with other existing or planned active transportation facilities is a measure of how well they contribute to a complete and interconnected active transportation network.	100	This network component connects with more than two other components of the network.	20%
		50	This network component connects with one or two other components of the network.	
		0	This network component does not connect with any other components of the network.	


UPLAND