



UPLAND

# Active Transportation Plan

for the Municipality of the  
District of Argyle

Final Plan

July 2016

Prepared for the  
Municipality of the District of Argyle

## ACKNOWLEDGMENTS

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## TABLE OF CONTENTS

|           |                                |    |
|-----------|--------------------------------|----|
| Section 1 | <b>Introduction</b>            | 1  |
| Section 2 | <b>Existing Conditions</b>     | 9  |
| Section 3 | <b>Consultation Outcomes</b>   | 25 |
| Section 4 | <b>Programming + Promotion</b> | 31 |
| Section 5 | <b>Network</b>                 | 37 |
| Section 6 | <b>Route Types</b>             | 53 |
| Section 7 | <b>Services + Amenities</b>    | 63 |
| Section 8 | <b>Implementation</b>          | 75 |
| Section 9 | <b>Appendix</b>                | 84 |

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Brad D'Entremont



# SECTION 1 INTRODUCTION

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## ABOUT THIS PLAN

This document is the official Active Transportation Plan for the Municipality of the District of Argyle, which aims to improve active transportation within the area. Beginning in early 2016, the Municipality of the District of Argyle, along with a group of planners from UPLAND, worked together to identify a variety of ideas to help improve options for residents to use active modes of transportation for trips to work, school, shops, services, and for recreational purposes.

Aside from aiming to generally increase active transportation use, this plan aims to:

- Identify specific areas that need to be upgraded to increase active transportation;
- Identify new opportunities for active transportation infrastructure;
- Identify opportunities to educate people on how to use active transportation safely and efficiently and make people aware of the benefits;
- Increase active transportation opportunities around schools and business hubs of the Municipality;
- Identify links to Provincial Blue Route cycling initiative; and
- Provide a 10 – 15 year implementation strategy that identifies priorities, best practices for behavioural changes, and decision making processes.

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## WHAT IS ACTIVE TRANSPORTATION?

Active transportation (“AT”) refers to all forms of human powered transportation. Most commonly, it refers to walking and cycling, but also rollerblading, skateboarding, running, wheelchair use, skating, canoeing, kayaking, snow-shoeing, cross-country skiing, and more.

With every year, active transportation is steadily gaining popularity in communities of all shapes and sizes. There are a variety of health, social, environmental, economic, and tourism benefits to using active transportation. More importantly, people are increasingly realizing how much fun it is! With the right infrastructure and setting active transportation can be a wonderful way to connect with the environment and your friends and neighbours, while at the same time getting useful exercise.

Active transportation is typically used for two different purposes:

- **Utilitarian active transportation** includes trips where active transportation is used to get to a destination, such as work, school, the store, or appointments.
- **Recreational active transportation** includes leisure, recreational pursuits, and fitness (e.g. dog walking, hiking, paddling, etc.) and often takes place in off-road locations. In some cases, both utilitarian and recreational active transportation can occur at the same time.

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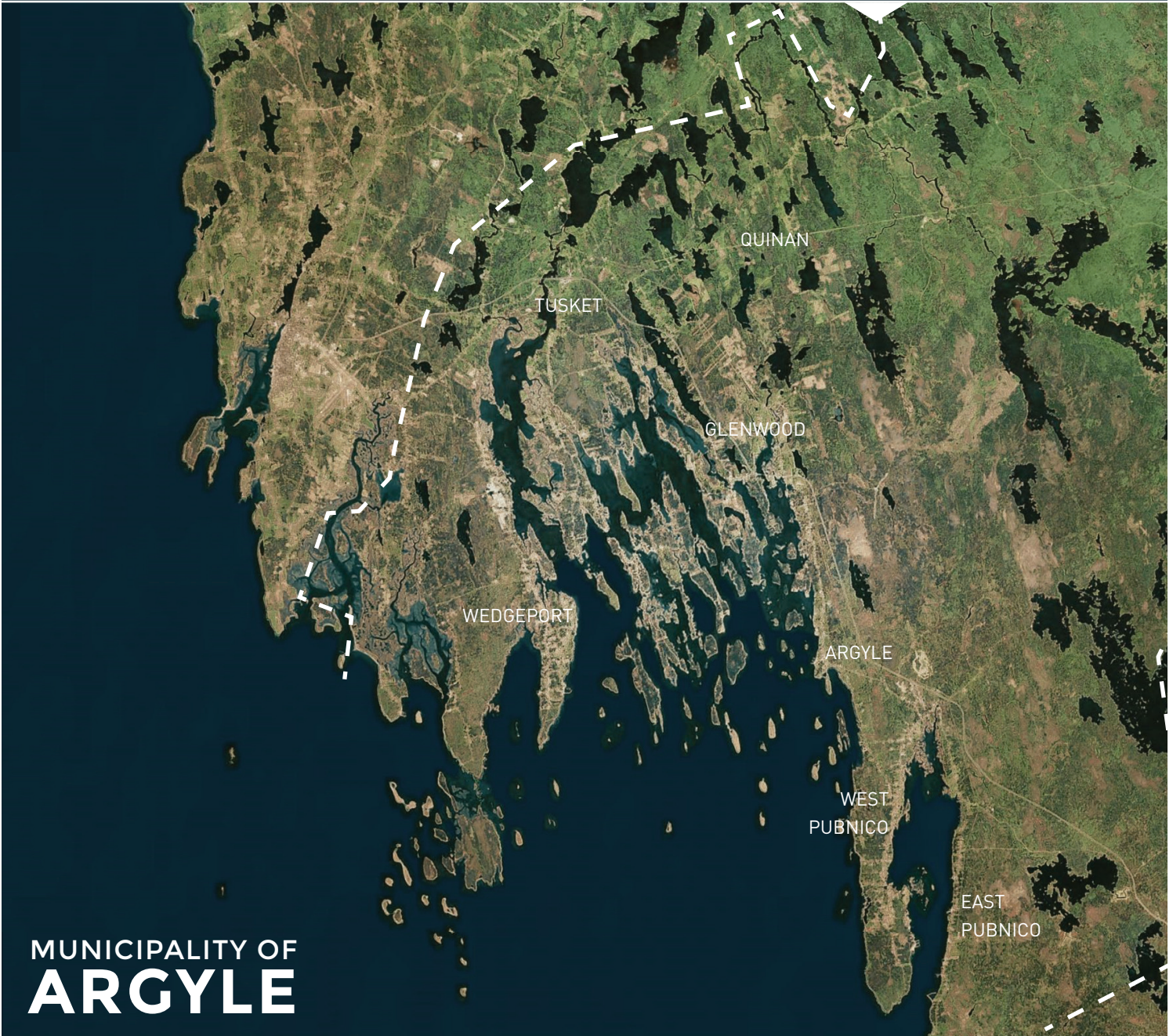
## CONTEXT

The Municipality of the District of Argyle is a rural municipality making up half of Yarmouth County on Nova Scotia's South Shore. It is bordered by the Municipality of the District of Yarmouth and the Town of Yarmouth to the west, the Municipality of the District of Barrington to the east and the Atlantic Ocean to the south. The municipality is 1,528 km<sup>2</sup> in area and was home to 8,252 people in 2011. Comparatively, it has a lower population density than Nova Scotia, with 5.4 persons per square kilometre, compared to the provincial average of 17.4.

Communities in Argyle are clustered within a few kilometres of the ocean shoreline and the Tusket and Argyle Rivers. They are serviced by two regional highways; Highway 103 and Trunk 3. Tusket is the transportation hub for the Municipality, which includes a community centre, the Université Sainte-Anne Campus, a day care, a credit union, a car dealership, a restaurant, a pharmacy, a grocery and hardware store, a courthouse and gaol, an archives, a municipal building and a post office.

Important industries in Argyle include shipyards, lumber mills, fisheries, and ship building. Traditionally, fishing has been the primary industry in the region and this is still the case today. Local attractions include Le Village historique acadien, Musée des acadiens des Pubnicos and Centre de recherche, West Pubnico Golf and Country Club, and several historic churches.

Residents who live in Argyle are on average older than Canada and Nova Scotia, with 18.7% of the population 65 or older. Almost half of the population of Argyle has French as their first language (45%). The current population originated primarily from Acadians, settlers from New England colonies, and Loyalists from American colonies. As a result, the area has the largest Acadian community in Nova Scotia.



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## **WHY PROMOTE ACTIVE TRANSPORTATION?**

Over the past ten years, municipalities across Canada and North America are increasingly realizing the multifaceted benefits of encouraging active transportation and are implementing programs and infrastructure to support its growth.

### **Active Transportation can...**

#### **...Bolster Tourism + Economic Development**

As part of Nova Scotia's Acadian Shores region, Argyle has many unique tourism attractions, many of which include exploring the community by using active transportation. For example, tourists can take stargazing tours, forest hikes, and boating / kayaking tours of the islands off the shore. They can also visit lighthouses, provincial parks, art galleries and gift shops, historic churches and chapels, wharves, and beaches. Southwestern Nova Scotia has received Starlight Reserve and Destination certification by the Starlight Foundation, which is supported by UNESCO. Visitors can learn about Acadian, Metis and Mi'kmaq heritage at le Village historique acadien de la Nouvelle-Ecosse, the Musee des Acadiens des Pubnicos et Centre de Recherche or the Wedgeport Sport Tuna Fishing Museum. Tusket is home to the Argyle Township Court House and Archives, which is the oldest standing courthouse in Canada and a National Historic Site. These attractions contribute to the local economy both directly and indirectly when visitors eat at local restaurants, shop or stay overnight in local accommodations.

Providing safe and comfortable active transportation routes between these attractions offers visitors an opportunity to make traveling by bicycle or by foot a part of their experience.

Active transportation is also a tourism opportunity in its own right. For example, many people are choosing bicycle tourism or hiking for their vacation plans. A 2014 Adventure Travel Trade Association survey found that 81 percent of bike tour operators had equal or increased bookings over the previous year. Quebec has developed a 5,300 km AT network called the "Route Verte", which is estimated to generate \$85 million of economic activity per year.

#### **...Be Fun + Build Community**

In 2014, Nova Insights Market Research and Consulting conducted a physical activity community survey in the District of Argyle. Adults were highly interested in walking and interested in swimming. There was also interest in family-friendly spaces and programs. People were very highly satisfied with outdoor spaces and trails in the region.

Active transportation is a great way to enjoy the outdoors and to spend time with family or friends. It is also a great chance to bump into an old friend, or maybe even meet someone new.

### ...Improve Physical Health and Mental Wellness

The rise of physical inactivity and obesity rates throughout North America is so prevalent that it is often referred to as an epidemic (Velo Quebec, 2010; Mapes J, 2009). The 2013 South West Health *Community Health Profile* reveals that this is of particular concern in Southwestern Nova Scotia (which includes Argyle). Compared to Nova Scotian and Canadian averages, residents within the South West Health Authority (which was dissolved into the Nova Scotia Health Authority in 2015) show lower self-reported physical and mental health; lower activity rates; and higher rates of being overweight or obese (64% of adults in 2010 compared to 48% in Canada and 57% in Nova Scotia). The South Shore and South West Health Authorities had the highest percentages of obesity in the province in 2011 (South West, 2013).

These trends are particularly concerning when it comes to children and youth. Of grade 7 students in Nova Scotia, only 13.2 percent of girls and 28.4 percent of boys are getting the recommended amount of daily physical activity.

Regular physical activity has been linked to a reduced risk of over 25 chronic health conditions, including stroke, heart disease, hypertension, type-2 diabetes, and some forms of cancer (Government of Canada, 2012). Physical activity has also been shown to have mental health benefits, including reductions in anxiety, substance abuse, and mild to moderate depression (CMHA, 2015).

The good news is that physical activity can be worked into our daily lives by taking part in active transportation. The Canadian Society for Exercise Physiology recommends adults aged 18-64 get an average of 20 minutes of moderate- to high-intensity activity a day. A brisk walk to the store, a bicycle ride to work, or a jog in the woods could be enough to meet this threshold.



### ...Reduce Pollution

Canada's average automobile fuel economy has improved markedly over the past decade and a half, yet from 2000 to 2012 (the last date with data availability) greenhouse gas emissions from passenger automobiles increased by 3 percent. In 2012, passenger automobiles were responsible for 12 percent of Canada's total greenhouse gas emissions (Transport Canada, 2015). Automobile use also emits other pollutants such as nitrous oxide, volatile organic compounds, and fine particulate matter.

Active transportation is one way to reduce these emissions. Walking, biking, kayaking, and other forms of active transportation are emission-free, so any trip made by active transportation instead of in an automobile reduces pollution.

### ...Improve Mobility Options

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. In Argyle, 14.8 percent of the population is 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).

Argyle is also home to an aging population. Many seniors continue to drive with great success. Others choose—or are required—to stop driving if health issues related to vision, motor control, or memory occur.

Other residents may not drive due to cost, disability, or personal preference.

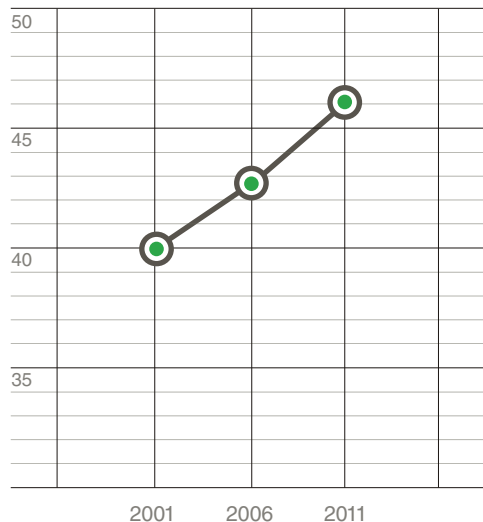
Active transportation can provide mobility and independence to people who might not otherwise have it.

### ...Save Money

The Canadian Automobile Association reports that the average family car can cost between \$0.36 and \$0.53 per kilometre for gas and wear-and-tear on the vehicle. Using active transportation is low-cost, or even free. Taking active transportation even a few times a week is an effective way to save money.

### Median Age Trend in Argyle

*Median age by year (Statistics Canada, 2011)*



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## **CHALLENGES FOR ACTIVE TRANSPORTATION IN ARGYLE**

Improving active transportation options is not always easy, and in rural areas such as Argyle, there are often other unique challenges. However, with dedicated consideration these challenges can be addressed.

### **A Successful Active Transportation Plan Will Consider...**

#### **...Limited Resources**

The municipal operating budget for Argyle was \$7.4 million in 2014/2015, compared to an average operating budget of \$15.9 million for other rural municipalities in Nova Scotia. With fewer financial resources available, active transportation infrastructure must be relatively easy to implement and affordable to build and maintain.

#### **...Lower Density**

When it comes to active transportation, closer is generally better. How far people will go depends on their physical ability as well as the safety, comfort and interest provided by their route. Yet, even the most committed active transportation user will look for other methods of transportation if the distance between their origin and destination is simply too far. With such long travel distances expected for most commuters in the municipality, it is unreasonable to expect a large amount of utilitarian active transportation to occur. The exceptions to this would occur likely within Pubnico, Wedgeport and Tusket, where there are much higher concentrations of businesses and homes.

#### **...Climate**

Yarmouth County has a temperate climate, with average temperatures in Tusket ranging from -6 °C in January to 18 °C in July and August. Winters are relatively mild compared to the rest of Atlantic Canada. These temperatures are generally very supportive of active transportation if the humidity is also at a comfortable level.

The Argyle climate becomes a little more challenging for active transportation when it comes to precipitation. Although Tusket has a slightly lower annual overall precipitation and snowfall than Halifax, Tusket has a higher annual rainfall than both Halifax and Vancouver. This can make active transportation uncomfortable for users, and can also raise concerns about safety and accessibility if snow and ice are not cleared from active transportation routes.

# SECTION 2 EXISTING CONDITIONS



**Butte de la Croix Trail**  
*Wedgeport*



## GEOGRAPHY

The geography of the Municipality of Argyle is heavily tied to water. The low-lying but heavily glaciated landmass is covered by drumlins, eskers and thousands of lakes and wetlands, many of which drain irregularly into the massive Tusket River watershed. Glacial activity has also had a considerable impact on the coastline. Even for Nova Scotia, the Municipality's coastline is extremely irregular, resembling a series of long, crooked fingers extending out into the sea. Although it is only approximately 40 kilometers to travel from one side to the other, the Municipality of Argyle features over 540 kilometers of marine coastline.

The coastal geography of Argyle also has obvious implications on travel times (at least on land). As the crow flies, it is only about 16 kilometers from Wedgeport to West Pubnico, however, by road it is about 50 kilometers.

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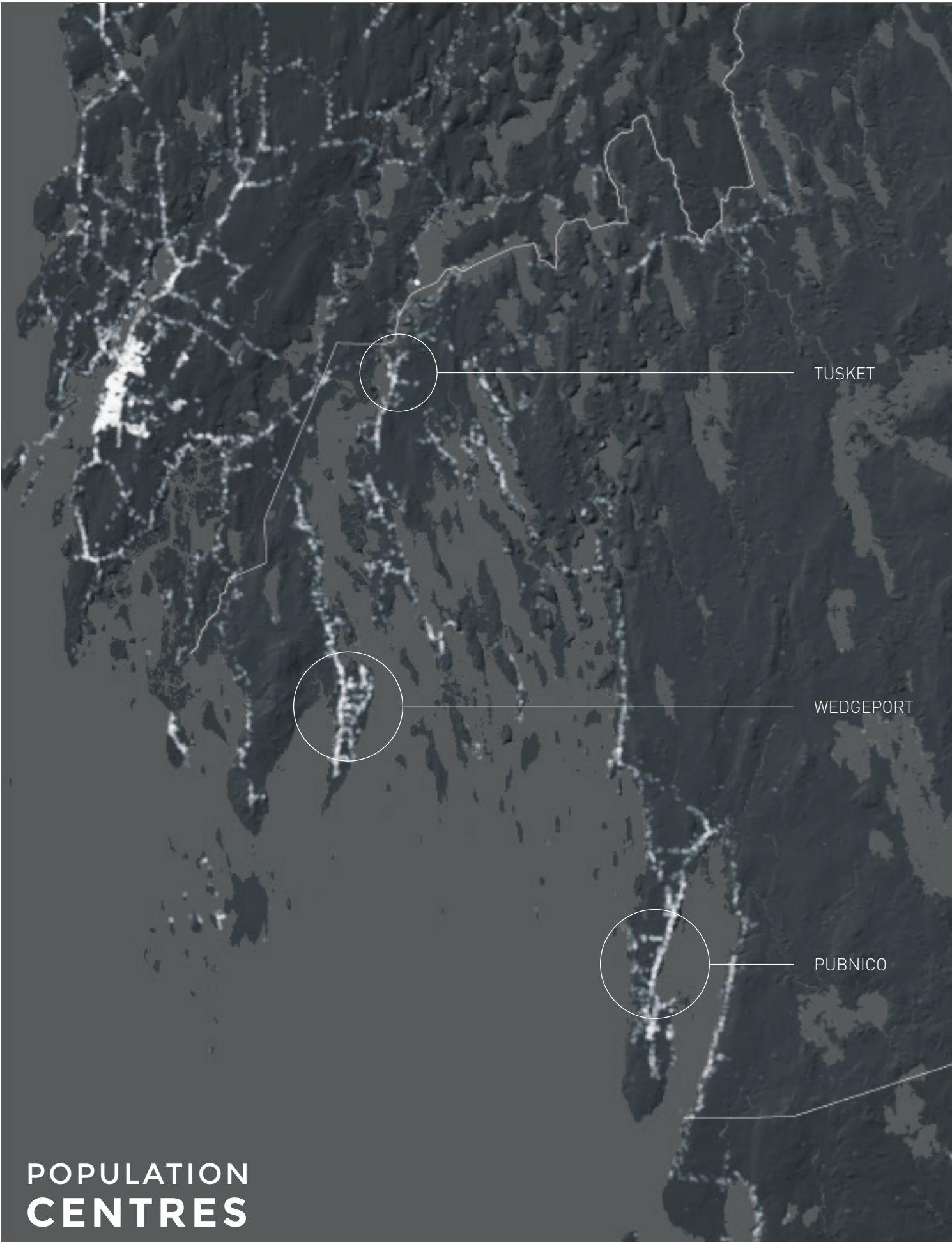
## **DEVELOPMENT PATTERN**

The vast majority of the Municipality is undeveloped, covered mostly by forests, barrens, and wetlands. Traditionally, most settlement has occurred along the coastline and along road corridors. Wedgeport, Tusket and Pubnico are among the more developed and established communities within the Municipality.

Wedgeport, in the west part of the municipality, is accessed by Route 334 and is home to historic churches, interpretive nature trails, a strong fishing culture (particularly tuna fishing), a school, the Wedgeport Harbour Authority, Wedgeport Tusket Islands Cruises, Wedgeport Boats, and many local fishing crews.

Tusket is located at the intersection of Highway 103 and Route 308. It includes commercial businesses, seafood plants, a secondary school, a campus of the Université Sainte-Anne, a farmers market, a post office, and a court house.

Pubnico, in the southeast part of the municipality, is accessed along Route 335. It includes bed and breakfasts, a school, an inn and motel, restaurants, many fishery related businesses, Abbott's Harbour Lighthouse, and a museum and research centre. The southern point of Pubnico is home to a wind farm consisting of seventeen turbines.



TUSKET

WEDGEPORT

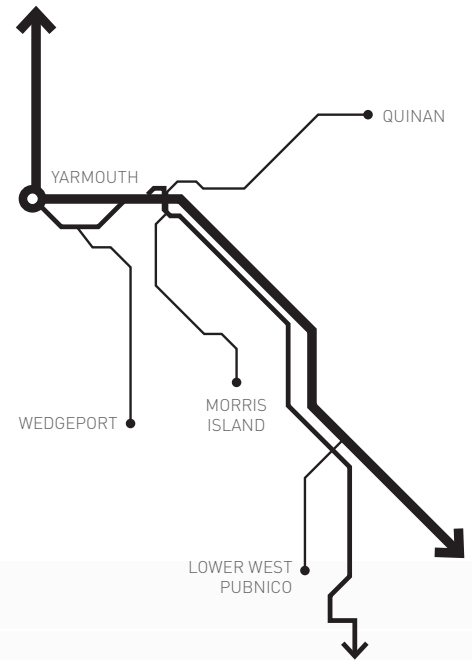
PUBNICO

# POPULATION CENTRES

## ROAD NETWORK

Due to the coastal geography of Municipality of Argyle and its narrow peninsulas extending out to the sea, the road network is quite disconnected, consisting of roads that terminate at their ends rather than looping back (out-and-back roads). These roads are connected to one another by Highway 103 and Trunk 3.

This type of a road network, while logical given the challenging geography of the area, does present challenges for active transportation by increasing travel times between communities. From a bicycle tourism point-of-view, out-and-back roads are not ideal for cyclists who would ultimately prefer to ride along looped roads (to avoid riding along the same road twice).



### 103 Highway 103

#### Description:

Highway 103 is a 100-series highway that runs 297 kilometres from Halifax to Yarmouth along the coastline of Nova Scotia's South Shore. In Argyle, the highway is not divided and does not have controlled access. There are three exits and a handful of other limited access points throughout.

Cycling and other forms of active transportation are generally not encouraged on Highway 103.

#### Traffic Volume:

- Within Argyle, average annual daily traffic volume on Highway 103 is between 3,000 and 5,000

#### Condition:

- Generally good throughout.

#### Length:

- 297 kilometres (total)
- 44 kilometers (within municipality)

### 3 Trunk 3

#### Description:

Parallel to Highway 103 is its predecessor, Trunk 3, which also runs along the South Shore from Halifax to Yarmouth. Generally, Trunk 3 runs closer to the coastline and provides more scenic views of the ocean at lower speeds.

#### Traffic Volume:

Average annual daily traffic volume on Trunk 3 varies from segment to segment:

- Between Tusket and Arcadia, it is approximately 1,700
- Between Pubnico and Tusket, it is approximately 850
- Between East Pubnico and Pubnico, it is approximately 1,200

#### Condition:

- Between Pubnico and Tusket, Trunk 3 is in very poor condition and portions are scheduled to be repaved within five years.
- Other segments are in moderate to good conditions, however, there are no paved shoulders on any segment of Trunk 3 in this area.

#### Length:

- 45 kilometers (within municipality)



# ROAD NETWORK

- Highway 103
- 3 Trunk 3
- 335 Route 335
- 308 Route 308
- 334 Route 334

### 335 Route 335

**Description:**

Route 335 is a 14 kilometre collector road that connects Pubnico at Trunk 3 with Lower West Pubnico. The road can be accessed from Highway 103 via Exit 31, which is an at-grade intersection.

**Traffic Volume:**

- Average annual daily traffic volume is between 3,500 - 4,500.

**Condition:**

- Generally good.
- Sidewalks and wide paved shoulders in West Pubnico.
- No paved shoulder in other sections.

**Length:**

- 14 kilometres

### 308 Route 308

**Description:**

Route 308 is a 45 kilometre long collector road that connects Morris Island to Quinan via Surette's Island and Tusket. The route is intersected by Highway 103 at Exit 33 (an overpass junction).

**Traffic Volume:**

- Average annual daily traffic volume between Tusket and Quinan is between 500 - 1,000.
- Traffic volume between Tusket and Indian Sluice Bridge is approximately 1,500, and south of the bridge is less than 200.

**Condition:**

- Road conditions vary from segment to segment. Portions of the route are in poor condition and are on the five year paving plan.

**Length:**

- 45 kilometres (total)

### 334 Route 334

**Description:**

Route 334 is a 20 kilometre collector road that connects Arcadia (in the Municipality of the District of Yarmouth) at Trunk 3 with Lower Wedgeport.

**Traffic Volume:**

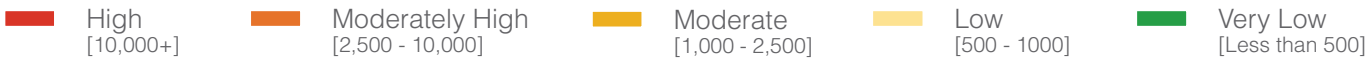
- On average, traffic volume on Route 334 between Arcadia and Plymouth is between 3,000 - 4,000 vehicles per day, and lowering to about 2,000 vehicles per day between Plymouth and Lower Wedgeport.

**Condition:**

- Generally good.
- Sidewalks and wide paved shoulders are present in the Wedgeport area.
- No paved shoulder in other sections.

**Length:**

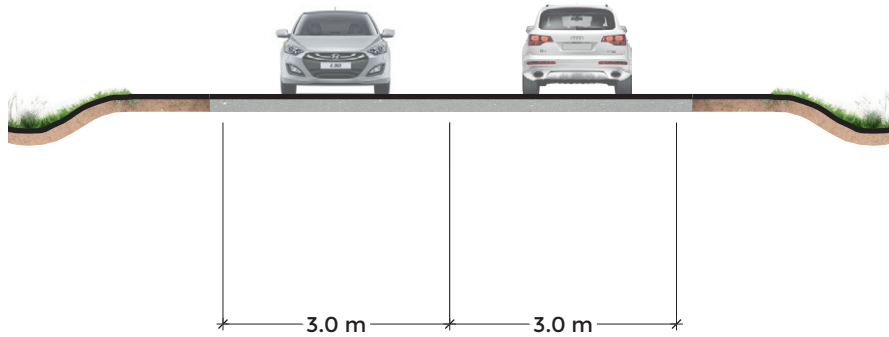
- 20 kilometres



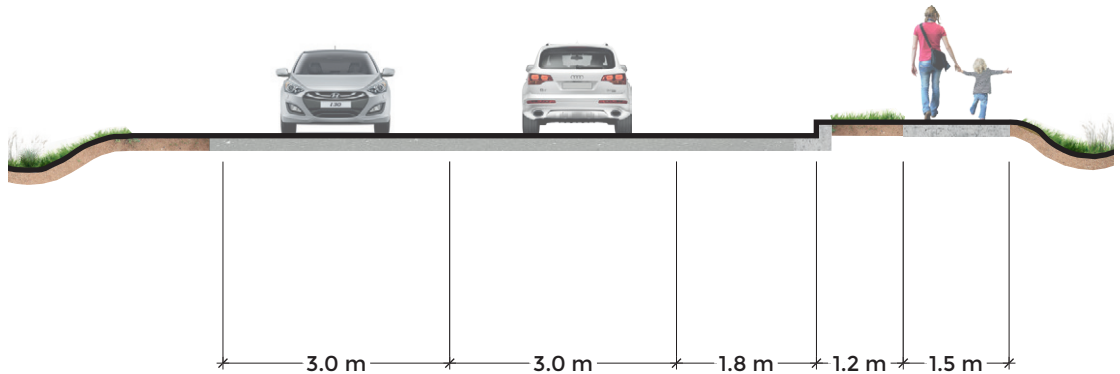
## ROAD CROSS SECTIONS

The road surfaces in Argyle are typically built to a consistent standard, with lane widths of 3.0 metres or greater and no paved shoulder. Variations exist within Wedgeport, Pubnico, and Tusket, where portions of the roadway are flanked by a 1.5 metre-wide sidewalk. The width of the unpaved shoulder varies widely throughout Argyle.

### TYPICAL COLLECTOR / ARTERIAL ROAD



### TYPICAL COLLECTOR / ARTERIAL ROAD WITH SIDEWALK





## COMMUNITY FACILITIES AND DESTINATIONS

The following list of landmarks and public facilities are important destinations in the community of Argyle that should be linked together by the active transportation network.



### 1 École Wedgeport

École Wedgeport is a P-6 elementary school managed by the conseil scolaire acadien provincial (CSAP) located in Wedgeport. All courses are taught in Acadian French.



### 2 Plymouth Elementary School

Plymouth School is a P-6 elementary school located on Highway 334 in the community of Plymouth. The school has an English and a French Immersion program for all grades.



### 3 École secondaire de Par-en-Bas

École secondaire de Par-en-Bas is a grade 7-12 secondary school located in Tusket, with approximately 400 students. The school is managed by the conseil scolaire acadien provincial (CSAP).



### 4 École Belleville

École Belleville is a P-6 elementary school managed by the conseil scolaire acadien provincial (CSAP) located in Belleville. All courses are taught in Acadian French.



### 5 Drumlin Heights Consolidated School

Drumlin Heights Consolidated School is a P-12 school located in Glenwood, with around 400 students. It is part of the Tri-County Regional School Board and is the only English high school in Argyle.



### 6 École Pubnico-Ouest

École Pubnico-Ouest is a P-6 elementary school managed by the conseil scolaire acadien provincial (CSAP) located in Pubnico. All courses are taught in Acadian French.



### 7 Argyle Municipal Office

Argyle's municipal office is located on Courthouse Road in Tusket.



### 8 Université Sainte-Anne

The Université Sainte-Anne has had a campus in Argyle since 1992. It is located in the Tusket Industrial Park, and hosts full-time and part-time students in college and university courses.



COMMUNITY  
FACILITIES  
& DESTINATIONS

## RECREATION AND TOURISM DESTINATIONS

The following list of landmarks and public facilities are important destinations in the municipality that should be linked together by the active transportation network.



### 1 Wedgeport Tuna Museum

Wedgeport was once known as the Sport Tuna Fishing Capital of the World. The Wedgeport Tuna Museum features hundreds of mementos, pictures and fishing gear related to the industry.



### 2 The Argyle Township Court House & Gaol

The Argyle Township Court House & Gaol is Canada's oldest standing courthouse, built in the village of Tusket, Nova Scotia in 1805.



### 3 Eglise Ste Anne Church & First Chapel Site

This magnificent church is a registered heritage property, featuring original paintings on ceiling and sanctuary walls, stained-glass windows, vaulted ceilings and a collection of church furnishings.



### 4 Glenwood Provincial Park

Glenwood Provincial Park is a small picnic area located just off of Highway 103 on Ricker's Lake.



### 5 Argyle Historical Baptist Church

The Argyle Baptist Church was built circa 1877, and is representative of the rural Protestant churches erected by the Planters and their succeeding generations.



### 6 Musée des acadiens des Pubnicos

The museum boasts impressive changing displays such as over 300 cameras; prize winning duck decoy carvings and a traditional Acadian garden.



### 7 Le Village historique acadien de la Nouvelle Écosse

Le Village historique acadien de la Nouvelle-Écosse is situated on a beautiful 17-acre site overlooking Pubnico harbour that depicts an Acadian life in the pre-1920 era.



### 8 Great Pubnico Lake

Great Pubnico Lake is a popular beach and swimming area and also includes a boat launch.



RECREATION &  
**TOURISM**  
 DESTINATIONS

**9** French Lake

French Lake is just east of East Pubnico and is also a popular swimming and boating destination.

## TRAILS

The following list of landmarks and public facilities are important destinations in the community of Argyle that should be linked together by the active transportation network.



### 1 Yarmouth Rail Trail / Rails-to-Trails

This 87 kilometre multi-use trail runs from Lower East Pubnico to Norwood through forest and wetlands. There are information kiosks in Lower East Pubnico, Yarmouth and Norwood and benches along the route.



### 2 Roche-St.-Pierre

This is a short 800 metre trail near Comeau's Hill that weaves through coastal vegetation and over a boardwalk to a large boulder overlooking the Tusket Islands.



### 4 Chebeck Trail

This is a 1.3 kilometre linear trail located along an esker in the northern area of the Wedgeport peninsula.



### 5 La Butte de la Croix

This is a short trail and boardwalk located at the end of Chemin de L'est in eastern Wedgeport. The 135 m boardwalk is located over marshland and features a small look-out at the end.



### 6 Rocco Point Chapel and Nature Trail

This is a 500 metre linear nature trail near Ste-Anne-du-Ruisseau that weaves through a hilly forest and across grasslands, terminating in a short boardwalk and viewing platform.



### 7 Tittle Road

Tittle Road is located at the southern tip of Surette's Island and is a popular walking road for locals. The road terminates at a small wharf at the end of the peninsula.



### 8 Stan O'Brien Interpretive Trail (Goose Creek Marsh)

The Stan O'Brien Interpretive Trail is a 1.5 kilometre nature trail on Robert's Island, featuring a boardwalk over a wetland. The trail hasn't been cleared in some time and is growing over in areas.



### 9 Le Village historique acadien de la Nouvelle Écosse

The museum features over a kilometre of trail that loops around the coast and through the heart of the Village.



### 3 Wedgeport Nature Trail

This five kilometre looping trail is located at the end of the Wedgeport peninsula along the coast, featuring sandy beaches and look outs.

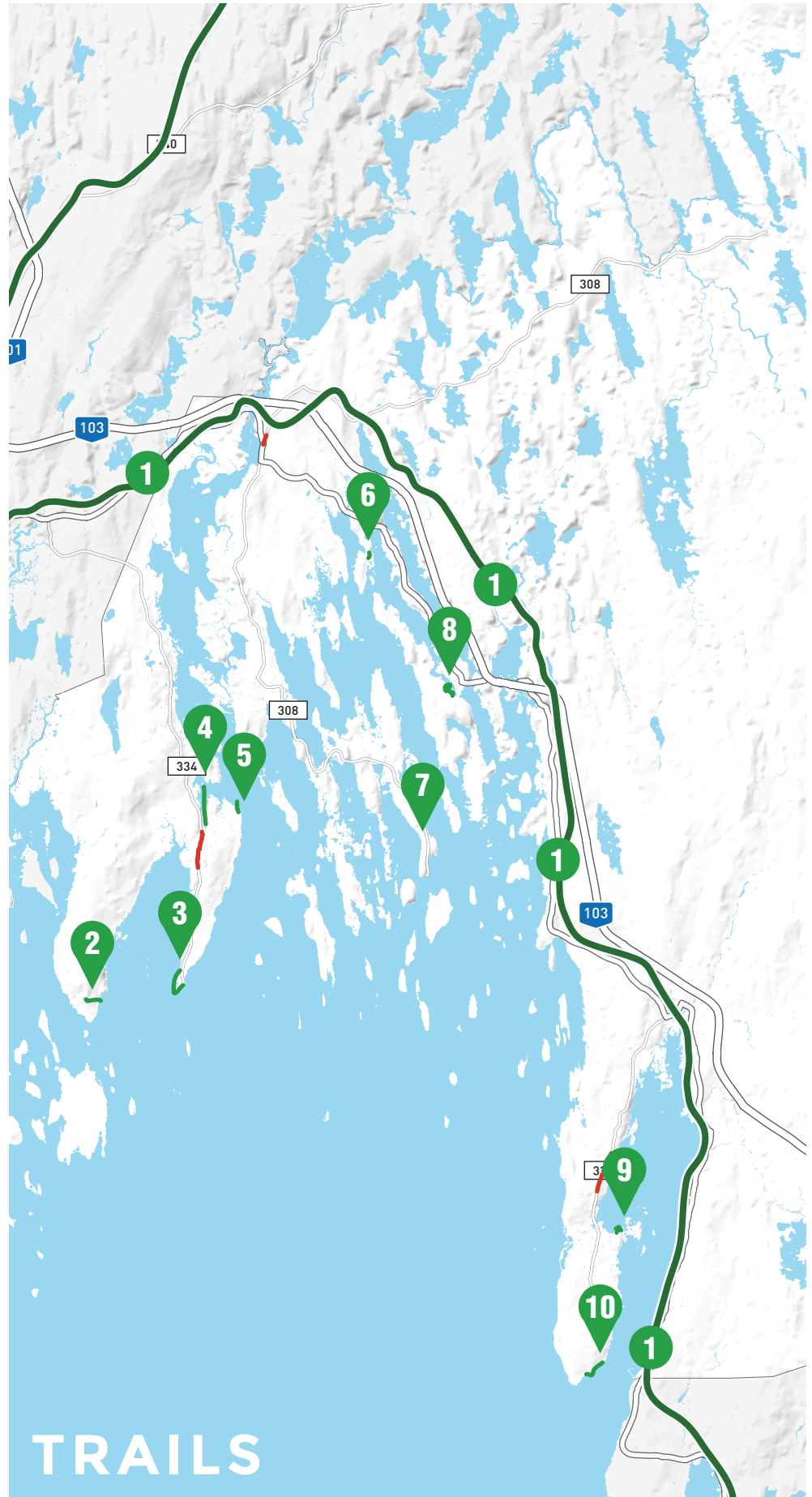
Future phases of the Nature Trail include extensions further along the coastline and a starlight viewing platform at the end of Route 334.



### 10 Pubnico Point Wind Farm

This community-built 4.8 kilometre trail is located in Lower West Pubnico at the end of Route 335 and loops around the southeastern tip of the peninsula. The majority of the trail hugs the coastline and returns inland along a service road for the wind farm. The trail includes a series of winding boardwalks that overpass wetlands and creeks.

The next phases of the trail have been roughed in and are expected to be built in the next year. They will include trail segments that wrap around the western side of the peninsula.





## SECTION 3 COMMUNITY OBJECTIVES

## CONSULTATION STRATEGY

One of the first steps for this project was to consult with the community to learn about the state of active transportation in the Municipality of Argyle and to get a better understanding of the potential opportunities and barriers. Our team spent a week in Argyle to host over half a dozen events in multiple communities and schools. By meeting with community groups, stakeholders, and landowners, our team was able to take advantage of local knowledge, while generating support, consensus and ownership for the project.

For the first week in April, members of UPLAND and the Municipality hosted the following consultation events:

- three public open houses (Wedgeport, Tusket and Pubnico);
- two youth workshops with student councils at Drumlin Heights Consolidated School and École Par-en-bas;
- two school staff workshops with teachers and school administrators at École Belleville and École Pubnico-Ouest; and
- a walk 'n talk event in Pubnico (which, due to snowy weather, was changed to an indoor focus group).

## WHAT WE HEARD

### Open Houses

Three separate open houses were held in the communities of Wedgeport, Tusket and Pubnico. These communities offered a good geographic coverage of the Municipality and also helped gain more in-depth knowledge for each community. The open houses were held from 5-8 pm and members of the public could drop by and have discussions with each other and members of the project team.



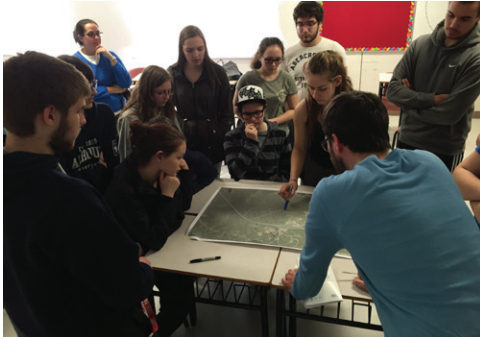
At the Wedgeport Open House, participants shared their knowledge on future trail building initiatives and highlighted some facilities that are used quite often, but are not widely advertised. The Wedgeport Nature Trail is the major trail facility in Wedgeport that is most often used by locals. The trail winds around the coastline at the southern tip of the peninsula, providing spectacular views of the bay. The Trail Association is planning future extensions, revitalizing some viewing platforms that are falling into disrepair, and building a starlight viewing platform along the trail. Other trails in the area include a short boardwalk by the Butte de la Criox, Chebeck Trail, and the Roche-St.-Pierre trail in Comeau's Hill. It was also noted that the sidewalk alongside Route 334 in the heart of Wedgeport was a great asset for the community and is well used, particularly during the day.



The main concerns and desires for improvements in Wedgeport were high traffic volumes/speeds along Route 334. Even along the sidewalk, safety issues were raised due to the lack of adequate street lighting, particularly at intersections and crosswalks. It was also noted, however, that if lighting were to be installed, they must conform with starlight standards (*i.e.* they must be down-lit so that they don't pollute light into the sky and have LED lamps that are on the warmer side of the spectrum). Other participants agreed that expanding the sidewalk to the credit union and Wedgeport School and linking existing trails would make the community even more walkable. Other amenities, such as wayfinding, maps and brochures, trailhead parking areas, and benches/picnic tables were also highlighted as useful features to have.

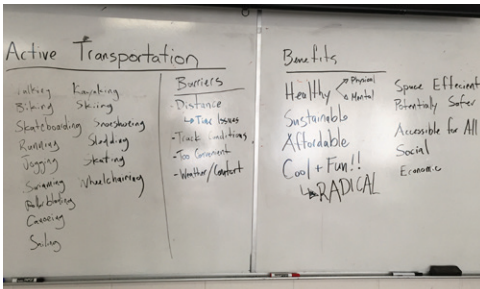


In Tusket, there were concerns that active transportation may be perceived as dangerous because of lack of paved shoulders on roads and because of potential threat of encountering dangerous animals on trails. A safe and convenient pedestrian connection across the overpass on Highway 103 could help encourage active transportation use.



In Pubnico, participants highlighted the Pubnico Point Trail as a wonderful and successful destination for active transportation users. Other popular destinations include the trail at the Village Museum, the sidewalk along Route 335, and the Rail Trail between Pubnico and East Pubnico. Great Pubnico Lake and French Lake are also used for recreational active use, but are relatively far to get to by foot or bike. The lakes are popular for swimming and boating in the summer. In the winter, residents often cross-country ski around the airfield in East Pubnico and walk to the church in West Pubnico.

One of the key desires from participants was improvements to the Rail Trail, particularly in the East Pubnico area, and extending the sidewalk on Route 335. Paved shoulders in other areas along the highway and along Trunk 3 were also highlighted as areas that could help encourage more active transportation use. Kayaking in Pubnico Harbour was also highlighted as an underexposed activity.



### Walk 'n Talk

Over twenty residents participated in a Walk 'n Talk event in Pubnico, despite snowy weather. The poor conditions kept the group indoors for a general discussion about AT in the municipality. At the meeting, some locations were identified as needing infrastructure to better support active transportation. In particular, adding a paved shoulder or sidewalk between Route 335 and Bellevue Apartments would encourage more seniors who live there to walk more often. An area behind the funeral home was also identified as a potentially attractive destination for AT users if some improvements were introduced, such as a waste bin and picnic table.

École Par-en-bas



Finally, improvements to on-road infrastructure, such as street lighting, signage and road markers, were frequently discussed. In particular, extending the sidewalk to the elementary school was identified as an obvious way to encourage youth to use active transportation in a safe manner. Where the sidewalk currently exists, there is a wide shoulder between travel lanes and the curb, which could easily be converted into bicycle lanes.

### Student Workshops

In order to get a better understanding of how youth in the community might better use active transportation, our team met with the students councils at the two high schools in the Municipality; one in École Par-en-bas and another at Drumlin Heights Consolidated School. Another reason for meeting with youth was to raise awareness and educate students on what active transportation was and what the benefits are. Students were also asked to think about how to improve active transportation opportunities in and around the school.



Drumlin Heights School

At Drumlin Heights, student council members discussed the benefits of active transportation and how it could be more used at their school. Students quickly identified the lack of access to the Rail Trail as a key barrier to overcome. The trail



**Walk 'nTalk Focus Group**



**Pubnico Point Tour**

runs right behind the school but lacks a formal pathway to get there. As a result, when the trail is used for school purposes, staff and students walk along a muddy path on a slope to get onto the trail, which is inconvenient and unsafe. A more formal trail connection would open up the trail for more use.

Along the trail itself, maps and trail signage could help people get around quickly and conveniently, and also be used to teach cartography and wayfinding to students. The trail eventually crosses a road which leads back to the school, but requires a short walk along Trunk 3. A short sidewalk on this segment would alleviate and safety issues with walking along the busy road, and help create a convenient AT loop around the school.

At École Par-en-Bas, student council also highlighted the need for safe connections to nearby amenities, particularly for a safe way to cross over the highway to businesses and amenities in Tusket. A ballfield that is used just north of the school could also use a paved shoulder or sidewalk to facilitate walking to and from the school. Finally, the Rail Trail is also relatively close to the school and would be far more accessible with a formal trail connection to it.

**School Staff Workshops**

Recognizing the importance of incorporating active transportation into the lives of youth, our team also met with staff and school administrators from two elementary schools; École Belleville and École Pubnico-Ouest. These meetings allowed the team to gain a better understanding of the needs of students from the perspectives of their teachers and to discuss how education and awareness of active transportation can be incorporated into school curriculum and outcomes.

At École Belleville, the major opportunity that emerged was getting better and more convenient access to the Rail Trail. Currently, if a class wants to walk along the trail for a course, they must walk for several hundred metres along Belleville Road, which is time consuming and can also be stressful from a safety point of view. A more direct connection between the trail and the school would help facilitate more outdoor use and reduce safety risks. Furthermore, staff suggested providing trail maps and wayfinding signage along the trail which can help instill cartography and map reading skills amongst students.

The school is also surrounded by natural environments that can perhaps be used for school curriculum. For example, Eel Lake is directly behind the school but is never used due to the lack of safe access. The school is also flanked by forested areas on both sides, which are occasionally used for exploration by students in after-school programs. By providing infrastructure such as fences around the forested areas, students may be able to play in the trees while avoiding risks such as getting lost or encountering wildlife.

At École Pubnico-Ouest, staff discussed extending the sidewalk to the school and adding a crosswalk across Route 335 as the major opportunity to increase active transportation use at the school. Currently, some students do walk or bike to and from school, however, those numbers would increase if better infrastructure is provided. Furthermore, the only playground in the community is behind the school, so a sidewalk and crosswalk would also help connect the playground to the community. At both schools, the issue of liability insurance was brought up as an issue that is preventing the types of outdoor activities that can or cannot occur.

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### **Other Stakeholder Interviews**

Other stakeholders that were consulted for this project include the area manager and special projects manager at the Nova Scotia Department of Transportation and Infrastructure Renewal, the Blue Route project manager at Bicycle Nova Scotia, members of the Wedgeport Nature Trail Committee, the Pubnico Point Trail Committee, and the Yarmouth Rail Trail Committee.

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## GUIDING PRINCIPLES

The following guiding principles flow from the background work in this report, site visits, and public consultation discussions. These principles will guide the proposed network design and implementation strategy.

### **Focus on Education and Awareness**

Education is vital for helping people understand the benefits of active transportation, while encouraging them to participate and making them feel safe as active transportation users. Even for people who might never participate in active transportation, education and awareness helps develop a culture that embraces active transportation, where everyone shares the road with a positive attitude.

### **Connect the Dots**

Argyle is already home to some amazing trail facilities and on-road infrastructure, most of which was built by the community itself. Providing convenient and safe connections between these facilities will make them even more amazing and attractive.

### **Make it Irresistible**

Using active modes of transportation should not be difficult or scary. It should be a fun experience for people of all ages and abilities. Amenities should be provided to make AT effortless and enjoyable.

### **Make it Safe**

Active transportation should be safe for people, regardless of age and ability. This can be accomplished through educational programs and events, infrastructure improvements, and ongoing maintenance to ensure AT routes are in top condition.

### **See Beyond the Roads**

While sidewalks, paved shoulders and bicycle lanes are ideal forms of active transportation infrastructure, Argyle features a well connected system of lakes, rivers, and sheltered inlets, which are perfect for paddling. Trails and recreational facilities can also offer off-road active transportation use such as hiking, running, cross-country skiing, and mountain biking.

### **Find Partners, Near and Far**

Argyle is a community of communities, consisting of dedicated volunteers that have spent their valuable time and resources on improving active transportation facilities in the municipality. This project provides an opportunity to both draw on and add to this volunteer base to help drive forward the initiatives of this plan.

Additionally, the Municipality is not alone in its desire to improve active transportation. Other municipalities in the province are also working on plans and are willing to collaborate and share resources to improve AT for everyone in Nova Scotia.

### **Be Realistic**

It would be easy to recommend top-of-the-line infrastructure improvements for the entire municipality. The challenge, of course, is to suggest interventions that are cost effective and implementable, especially when financial resources are limited. Interventions should be achievable, short-term projects that offer the best return on investment. This approach will result in immediate and on-going results, and help build positive public support.

### **Year-Round**

The benefits of active transportation are best enjoyed all year-round. An effective active transportation system continues to function even when snow falls. Infrastructure should be designed with good drainage in mind, and routes should either be easily plowed or function well with skis or snowshoes.

Photo Credit:  
Brad d'Entremont

Le Village historique acadien  
de la Nouvelle Écosse  
*Pubnico*



# SECTION 4 PROGRAMMING + PROMOTION

## ACTIVE TRANSPORTATION COMMITTEE

Implementing this Active Transportation Plan requires a person or group to monitor progress, champion improvements, and explore the detailed steps required for implementing each improvement. One possible option is to transition the Active Transportation Advisory Committee established to oversee the development of this Plan into a committee with the mandate to implement the Plan. With a new focus on implementation, the transitioned Committee should include representation from groups in the community who are responsible for different elements of infrastructure and programming. For example, the Committee should ideally include representation from the local NSTIR office, the RCMP, local trails groups, and local schools (in addition to Council and staff representation).

**Recommendation: Establish an Active Transportation Committee with the mandate of overseeing the implementation of this Plan**

## MUNICIPAL PARTNERSHIPS

Many municipalities in Nova Scotia have developed active transportation plans and begun to implement AT improvements. While every municipality is unique in its own context, many active transportation initiatives are common among municipalities, and could in fact be applied from one jurisdiction to another. For example, signage and programs for bicycle-friendly businesses gain stronger messaging power and better public recognition when they share a consistent design, or “brand”, throughout the province.

Working as an “Active Alliance”, municipalities in Nova Scotia could work together and share resources to build on each other’s efforts on improving active transportation and make better use of hard-to-come-by funding resources. For example, rather than each municipality developing its own signage concepts, all municipalities could share one signage design templates and use the money saved to actually have the signs programmed, fabricated, and constructed.

Below is a list of resources and initiatives that could be shared between municipalities include:

- wayfinding signage templates;
- trailhead kiosk designs;
- Bicycle Friendly Business programs;
- Park and Play programs;
- draft Active Transportation policies;
- network branding;
- site furniture design concepts and initiatives;
- background mapping;
- success stories and case studies; and
- education and awareness programs.

Eventually, these tools and resources could be shared through an open-source website, consisting of many AT resources that anyone could use and contribute to.

**Recommendation: Work with other Nova Scotian municipalities to forge an “Active Alliance”, where active transportation resources can be shared and distributed to build capacity throughout Nova Scotia**

ACTIVE  
ALLIANCE

ACTIVE ARGYLE ACTIVE AVON

ACTIVE  
SHERBROOKE

## MARKETING

As Argyle implements this active transportation plan, it is important to continually remind residents of the benefits of active transportation, to celebrate successes, to communicate new active transportation opportunities, and to advertise to potential visitors. The Municipality currently has a strong presence on Facebook, and this will surely continue as an important portal for communicating news about active transportation.

The Municipality has also made strides in developing informational material for the active transportation opportunities in the region. The recent development of a bilingual brochure of Yarmouth County trail facilities is one such example. Many of the area's trails are also listed online via [southshoreconnect.ca](http://southshoreconnect.ca) and [yarmouthandacadianshores.com](http://yarmouthandacadianshores.com). It is important to actively update these resources as more active transportation opportunities become available.

Building upon these successes could include the development of materials specifically targeted at tourists, with the intent of drawing in visitors who might not have otherwise considered visiting the region. The Municipality could consider sponsoring the development of a Cycle Nova Scotia brochure for the area and also the development of a generalized "Active Argyle" brochure for placement at major tourism entry points to the province, such as the Yarmouth ferry dock.



### **Recommendation: Develop materials or brochures to help market Argyle as an active transportation tourism destination**

A brochure aimed at promoting the coastal scenic qualities of Argyle can help attract visitors and newcomers to enjoy the active transportation opportunities in the area.

## BUSINESS PARTNERSHIPS

Investments in active transportation infrastructure can also help directly and indirectly support local businesses, especially tourism-related businesses. Many communities and organizations have recognized this synergy through the implementation of “bike-friendly business” programs. For example, Velo Cape Breton gives out an annual Bicycle Friendly Award to the business or establishment that, “brought an outstanding contribution to the development of cycling on Cape Breton Island.”



The Cities and Environment Unit, in partnership with Halifax Regional Municipality and Nova Scotia Environment, recently implemented its Bike-Friendly Certification program. Businesses that fulfill a certain set of criteria are given access to promotional material, such as window stickers and web page logos; free training in basic bicycle skills for staff; and access to subsidized bicycle racks. Mandatory criteria for the program include the provision of well-maintained, accessible bicycle parking and the demonstration of bike-friendly policies (free water fills, use of washrooms without purchase, *etc.*). Businesses can earn higher recognition based on a “menu” of additional initiatives, including:

- Bicycle repair stand and tools;
- Showers for employees;
- Financial incentives for employees who cycle;
- Discounts for cycling customers; and
- Sheltered bicycle parking.

A similar program would be relatively easy to adopt for Argyle and would be a very visible way to promote active transportation and build stewardship in the community.



Business initiatives do not need to be limited to cycling. Businesses can be encouraged to provide infrastructure (*e.g.* showers) and incentives for employees who use active transportation to get to work. Local businesses, particularly food and accommodation providers, are also excellent locations to serve information about active transportation opportunities in the region. Businesses stocked with maps, brochures, or even informed employees are invaluable resources for promoting active transportation.

### **Recommendation: Implement a bike friendly business certification program in Argyle**

The expansion of an existing bike friendly program or the development of an Argyle-specific program can help provide amenities to cyclists (both local and visitors) while encouraging them to support local businesses. This could either be a unique program specifically for Argyle, or the municipality could seek a partnership with the Halifax program.

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## ACTIVE TRANSPORTATION EVENTS

Argyle has a strong tradition of hosting events and programs focused on active living, such as pickle ball for adults, seniors yoga, minor soccer, and a floor hockey league. This tradition also already includes specific active transportation events, such as the "Amazing Bike Race". Other potential events that could build on this momentum include:

- A youth-focused "bike rodeo". These events often focus on skill building, with sessions on safety and basic maintenance leading to skill testing and even an obstacle course. The local RCMP detachment is often a good partner for this type of event.  
*Resource:* [http://www.bike.cornell.edu/pdfs/Bike\\_Rodeo\\_404.2.pdf](http://www.bike.cornell.edu/pdfs/Bike_Rodeo_404.2.pdf)
- A 5-kilometer "fun run".  
*Examples:* <http://www.doctorsns.com/en/home/issuesadvocacy/kidsrunclub/fun-runs.aspx>
- A "walk (or bike, or wheel...) to work week", in partnership with local businesses. For those businesses that are too far for their employees to walk, the focus can be shifted to a "walk at work" day that encourages employees to get out on their lunch or other breaks.  
*Example:* <http://commuterchallenge.ca>

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## SCHOOL PARTNERSHIPS

Developing an active transportation culture among younger generations can lead to lifelong active transportation use, and can also lead to greater awareness and respect for active transportation users if or when youth become automobile drivers.

Argyle's many schools are generally located close to active transportation opportunities, though often they could benefit from closing infrastructure gaps (see page 48 for more details).

Schools can be limited when it comes to active transportation programming opportunities, due to their specific institutional and insurance requirements. However, some forms of educational programming could likely be implemented for schools without encountering too many barriers. Examples include:

- "Share the road" education.  
*Example:* <http://wisconsinbikefed.org/wp-content/uploads/2013/09/Share-Be-Aware-Drivers-Ed-without-videos-2013-1.pptx>
- After-school workshops on basic bicycle maintenance.
- Coordination with physical education teachers to link classroom learning outcomes with active transportation activities.

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## **VOLUNTEER DEVELOPMENT**

Volunteers are an important part of implementing and maintaining active transportation opportunities in Nova Scotia. The drive for new facilities often comes from community members, and the long-term maintenance of facilities (particularly trails) is often in the hands of volunteer groups.

Argyle has a strong history of volunteer involvement in trail building and maintenance that continues to this day. The development of the Yarmouth Rail Trail and the recent repairs at La Butte de la Croix in Wedgeport are two of the many examples of this community spirit. However, volunteer time is a precious commodity that must be continuously encouraged and nurtured. Without ongoing renewal, volunteer work can fall on fewer and fewer shoulders and, ultimately, lead to a cycle of volunteer burnout.

The Municipality can continue to assist in ongoing volunteer development by supporting events and programs such as:

- Training workshops on sustainable trail design and heavy equipment use
- Community "trail clean-up and maintenance days", with a specific focus on attracting new community members
- Continued celebration of volunteer contributions

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## **DATA COLLECTION + EVALUATION**

Data on active transportation usage can be useful for tracking the success of programs and infrastructure investments, for communicating opportunities to local business owners, and for supporting applications for grant money.

Argyle is very fortunate because its 2014 physical activity community survey established a baseline for physical activity data before the implementation of this Active Transportation Plan. A repeat of that survey in five or ten years can then be compared to the 2014 results to start evaluating physical activity trends in Argyle over time.

The Municipality should also consider working with local businesses to collect data on active transportation tourism activity over time. For example, accommodation providers could record and report overnight stays provided to visitors who arrive by bicycle.



# SECTION 5 NETWORK

## APPROACH

The most obvious way to encourage active transportation in a community is by simply providing safe and convenient routes to do so. An active transportation network has the same needs and requirements as a road network for motor vehicles.

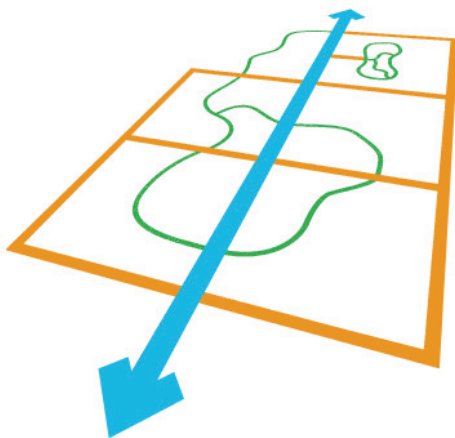
**First and foremost, it must be safe.** Our roads are designed using standards to make it as safe as possible to drive a vehicle. Stopping distances and corner sight lines are two things traffic engineers consider when designing our roads. The same approach to safety should be taken with active transportation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

**It must be direct.** Everyone loves shortcuts. Like our roads, AT routes should provide options for short and direct routes between origins and destinations.

**It must be comfortable.** Roads full of potholes are enough to drive someone crazy. Indeed, no one enjoys a bumpy ride. For active transportation users, an even surface with a decent amount of space is essential to making the facilities broadly usable.

**It must be 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 AT network should also make sense to a visitor and not be confusing. Signage should be available to help AT users easily plan their trip and navigate the network.

## NETWORK HIERARCHY



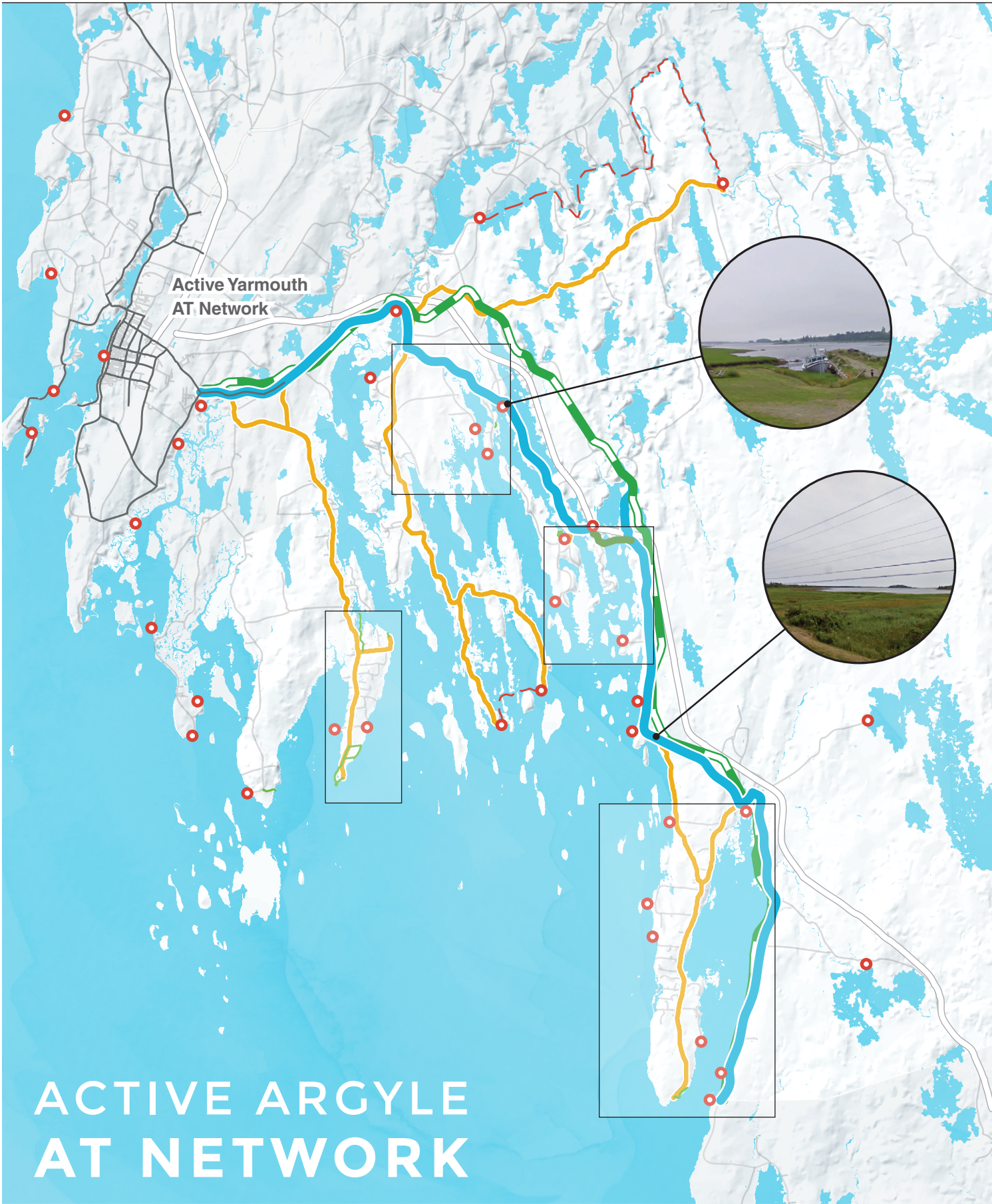
- 1. Regional Routes
- 2. Community Routes
- 3. Trail Facilities

A clear hierarchy helps establish a logical structure to the AT network. A hierarchy is not meant to prioritize one route over another, but rather to clearly identify the function each route plays in the overall network. Just as neighbourhood streets, collector streets, and highways work together to form an effective street network, the different types of AT routes work together to form an effective AT network.

**Regional routes** are the "spine" of the Argyle AT network. They connect local, community-based routes with one another and also provide connections to neighbouring municipalities, such as Yarmouth and Barrington. These routes enable efficient travel over long distances.

**Community routes** enable travel within a community. They connect common origin and destination points to allow active transportation to be used for utilitarian purposes. Some people may use community routes for recreational purposes, particularly when they connect to trail facilities.

**Trail facilities** are primarily for recreational purposes. They are typically created for their scenic or cultural value.



REGIONAL ON-ROAD ROUTE

REGIONAL OFF-ROAD ROUTES

COMMUNITY ROUTES

WATER ROUTES

CANOE/KAYAK LAUNCH

TRAIL FACILITIES

## PROPOSED REGIONAL ROUTES

Route networks benefit considerably from having a strong "spine" or regional route from which the rest of the network can build. Argyle is lucky enough to have two potential spines; one off-road "trail" route via the Yarmouth County Rail Trail, and another on-road route via Trunk 3. Both routes travel parallel to one another through the Municipality, crossing over each other several times.

### Yarmouth County Rail Trail

The Yarmouth County Rail Trail travels across the Municipality for approximately 45 kilometres. The trail extends east toward Barrington and Shelburne and west toward Yarmouth and the Acadian Shore. In East Pubnico, the trail runs alongside the coast, providing great views of Pubnico Harbour. Before crossing across the Pubnico peninsula, the trail crosses over and runs parallel to Trunk 3, running further inland alongside the coast. Near Drumlin Heights School, the trail diverges even further inland through the Belleville area before returning to the coastline in Tusket. Here again, the trail crosses over Trunk 3, providing the more coastal route toward the Town of Yarmouth. Throughout the Rail Trail, ATV use has created wheel ruts in the trail surface over time. As a result, running and cycling has become more and more difficult due to large puddles and tripping hazards.



#### Recommendation: Begin a Trail Resurfacing Program

The Rail Trail needs to be resurfaced to create a more comfortable and safe experience for AT users. Resurfacing should be prioritized in areas along the trail that are in close proximity to the coastline. At the same time, regulations should be created to ensure continued ATV use does not regrade the trail surfaces (*e.g.* limiting speeds and restricting aggressive ATV use, which can have a damaging impact on trail surfaces).

#### Recommendation: Introduce a Rail Trail Signage system

Better trailhead signage and directional/wayfinding signage would improve the convenience and safety of using the trail for all users by providing useful information at regular intervals along the trail. Signs should also be placed at important decision making points like trailheads, road crossings and intersections.

### Trunk 3

Like the Rail Trail, Trunk 3 also travels across the Municipality and is a great regional AT route candidate as it travels in close proximity to the coast and provides direct connections to the major communities. Currently, however, there are no paved shoulders on this route.

#### *Trunk 3 between East Pubnico and Pubnico.*

In East Pubnico, the road travels for approximately 14 kilometres parallel to Pubnico Harbour and the Rail Trail. This section of the route travels more inland than the Rail Trail and features moderate traffic volumes (approximately 1,200 vehicles per day). It has also been recently repaved and paved shoulders were not included in the work.

For this segment of Trunk 3, there are no immediate improvements necessary. Although traffic is on the high side, the road does not have any significant safety concerns (such as blind crests and blind corners) and is relatively straight. Furthermore, with the presence of the Rail Trail alongside the coastline, it would be more beneficial to invest resources in improving the trail surface rather than costly interventions on Trunk 3.

### *Trunk 3 between Pubnico and Tusket*

From Pubnico to Glenwood, the road travels for another 14 kilometres but is on the coastal side of the Rail Trail. Low traffic volumes (approximately 900 vehicles per day) and high scenic qualities on this segment make it an excellent candidate for regional active transportation use.

This route, however, does feature a pinch point near Glenwood, where there is a one kilometre gap connected by the busy Highway 103 (see map to the right). At this pinch point, AT users traveling on Trunk 3 are forced to use Highway 103 to continue through the area. Using active modes of transportation on 100-series highways should be avoided as much as possible due to the high traffic speeds and volume. In this case, the only viable alternative is to rebuild the former Trunk 3 bridge and provide a new off-road connection parallel to the highway. Such a solution may take some time to complete, due to the high cost, but it has been done elsewhere in the province.



#### **Recommendation: Rebuild the former Trunk 3 bridge**

The Highway 103 pinch point creates a barrier to AT travel between the east and west halves of Argyle. While potentially expensive, rebuilding the Trunk 3 bridge is a key element in creating a complete AT network. The former bridge was located just south of the existing Highway 103 segment and the right-of-way and bridge piles still exist.

After the short pinch point on Highway 103, the route rejoins Trunk 3 and features the same low traffic volumes and high scenic attributes as before. The route passes by Glenwood Provincial Park, which hosts a handful of lakeside picnic tables and public washrooms. Shortly thereafter, a short detour will take users to the Stan O'Brien Interpretive Trail, a beautiful nature trail that hasn't been properly maintained in some time. At one point, educational interpretive panels and wayfinding signs were located along the trail and provided very interesting information for trail users. However, these signs have essentially decayed to the point of being unrecognizable.



#### **Recommendation: Revitalize the Stan O'Brien Interpretive Trail**

It wouldn't take much effort to reinvigorate this beautiful trail. New signage and a few days of trail clearing will go a long way in restoring it to its former glory. Currently the trail is difficult to find. Some on-road signage along Trunk 3 would also help raise awareness of the trail's existence and help direct visitors to find the trail.

The majority of Trunk 3 between Pubnico and Tusket is in poor condition, featuring pot holes and deteriorating shoulders. Recognizing this, portions of this segment are scheduled to be repaved by NSTIR within the next few years.



#### **Recommendation: Paved Shoulders on Trunk 3 Between Argyle Sound and Tusket**

As a strong candidate for a regional AT route within the Argyle network, and also as a potential future Blue Route connection, paved shoulders should be strongly considered when the highway is repaved in the next few years. Paved shoulders would help encourage regional and tourism related active transportation along the route.



# GLENWOOD AREA

**REGIONAL  
ON-ROAD  
ROUTE**

**REGIONAL  
OFF-ROAD  
ROUTES**

**COMMUNITY  
ROUTES**

**TRAIL  
FACILITIES**

**CANOE /  
KAYAK  
LAUNCH**

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### *Trunk 3 Between Tusket and Pleasant Lake*

After passing through Tusket, Trunk 3 continues on toward the Town of Yarmouth, before passing through Pleasant Lake and the Route 334 junction near Arcadia. The Municipal boundary ends just past Pleasant Lake; however, in order to get to the community of Wedgeport road users must continue to travel along Trunk 3 or the Rail Trail before connecting with Route 334, which leads back into the Municipality again. This segment of Trunk 3 features moderate traffic volumes (approximately 1,700 vehicles per day). It has also been recently repaved and adding paved shoulders was not included in the work.

A large portion of this segment is within the municipal boundary for the Town of Yarmouth. Coincidentally, the Town of Yarmouth's Active Transportation Plan has also identified Trunk 3 as an important route. This creates a great opportunity to both work together to improve AT routes in the region and to also facilitate vital connections from one municipality to another.



[Click here to view the Town of Yarmouth's Active Transportation Plan](#)  
or type in the following URL: [bit.ly/29oGpbu](http://bit.ly/29oGpbu)

For this segment of Trunk 3, there are no immediate on-road improvements necessary in the form of paved shoulders. With the Rail Trail running parallel to the road, AT users should be encouraged to use the trail whenever possible.

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## **PROPOSED BLUE ROUTE**

The Blue Route is a provincial cycling network currently under development in Nova Scotia. It is a collaborative project between Bicycle Nova Scotia, the Province, and other partners. The project aims to connect communities around the province with safe, clear cycling routes. It is inspired by the successful Route Verte (Green Route) in Quebec.

As of summer 2016, one 56 km section of the Blue Route has been developed in Pictou County between East Mountain and Pictou and another 55 kilometre section between Masstown and Wallace.

The Blue Route is planned to include Yarmouth County, but the final route has not yet been finalized. The map to the right shows the route within the Municipality of the District of Argyle, as proposed by this Active Transportation Plan. In general, the proposed route utilizes the Yarmouth County Rail Trail and Trunk 3, switching between them to use whichever one is closer, at that particular location, to the shore and all the scenic beauty it provides.

Starting in Lower East Pubnico, the proposed route runs along the Rail Trail. In Lower Argyle it then switches to Trunk 3, where it remains until Tusket. From Tusket to Yarmouth the proposed route runs on the Rail Trail.

The proposed Blue Route shares two major challenges with the overall AT network in Argyle: the pinch points in Glenwood and Tusket. Please see pages 41 and 47 for more information on these challenges.



BLUE ROUTE

# PROPOSED ARGYLE ROUTE

**PRIMARY  
BLUE ROUTE  
(ON ROAD)**

**PRIMARY  
BLUE ROUTE  
(OFF ROAD)**

**ALTERNATIVE  
BLUE ROUTE  
(ON ROAD)**

**ALTERNATIVE  
BLUE ROUTE  
(OFF ROAD)**

## WEDGEPORT AREA ROUTES AND TRAILS

The community of Wedgeport is connected to the rest of the Municipality via Route 334, which ties into the regional AT network via Trunk 3 and the Rail Trail. Route 334 is approximately 20 kilometres long and features moderately high traffic volume, particularly on northern segments of the route. The road runs along the Tusket River inlet through Plymouth and Wedgeport, providing regular views of the water along the way.

Currently, there is a paved asphalt sidewalk within the community of Wedgeport that runs for just over a kilometre between Chemin Doucet and Eglise Ste-Michel. The sidewalk is located on the eastern side of the road and features a wide paved shoulder between the travel lane and the sidewalk curb.

### Recommendation: Paved Shoulders on Route 334

Route 334 has been recently repaved and is in good condition. However, high traffic volumes along the road justifies the inclusion of paved shoulders when the road is resurfaced by NSTIR in the future. In areas, where the asphalt sidewalk exists, a paved shoulder is only need on the west side of the road.

### Recommendation: Utilize shoulders along the sidewalk as a Bicycle Lane in the community centre

Route 334 features a wide 1.8m shoulder between the northbound traffic lane and the sidewalk curb within the Wedgeport community centre. Assuming a paved shoulder is added to the other side of the road in the future, these shoulders could be converted into dedicated bicycle lanes.



COMMUNITY ROUTES

BOAT LAUNCH

TRAIL FACILITIES



Photo Credit: Philip Atkinson

Within Wedgeport, there are two existing trails; the Nature Trail and the boardwalk at La Butte de la Croix. The Wedgeport Nature Trail Committee is always working on improving and expanding the Nature Trail. Currently, there are plans to expand the parking areas and regrade the gravel roads at the end of Route 334, Spruce Road and Stone Road. There are also plans to repair and extend the boardwalks and look-offs. The Committee is also working on plans to build a Starlight Viewing Platform at the end of Route 334, which offers crystal clear views of the stars at night. Finally, there is a need for trail wayfinding signs, picnic tables and benches throughout along the Nature Trail to make it more convenient and attractive.

Portions of the boardwalk at La Butte de la Croix have been recently burnt out by a small marsh fire in early 2016. The Wedgeport Nature Trail Committee has already begun repairing the damage to bring the boardwalk back to full operation.

There is also an opportunity to add another trail facility to the Wedgeport network. Chebeck Road is a 1,300 metre track that winds up along an esker and terminates with fantastic views of Chebeck Cove. The former road surface hasn't been regraded in a very long time, and as a result, there are large potholes and muddy puddles along the path. With some minor regrading and trail signage, the Chebeck Road Trail could be a fantastic place for active recreation in the future.

**Recommendation: Work with the Wedgeport Nature Trail Committee to continue improving the local trail network**

The Wedgeport Nature Trail Committee is actively improving the local trail network and will be a key partner in implementing the goals and objectives of this plan. The plan must support their work by sharing information, resources, and contacts and by helping secure funding for their initiatives.

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## TUSKET AREA ROUTES AND TRAILS

In many ways, Tusket is the administration and transportation hub of the Municipality. The community hosts several administrative offices and is also where the Rail Trail, Trunk 3 and Route 308 all converge together. As a result, this is an important area for the overall AT network. Trunk 3 provides on-road regional connections to the Pubnicos to the east and Wedgeport/Yarmouth to the west, while the rail trail provides an off-road option to the same destinations.

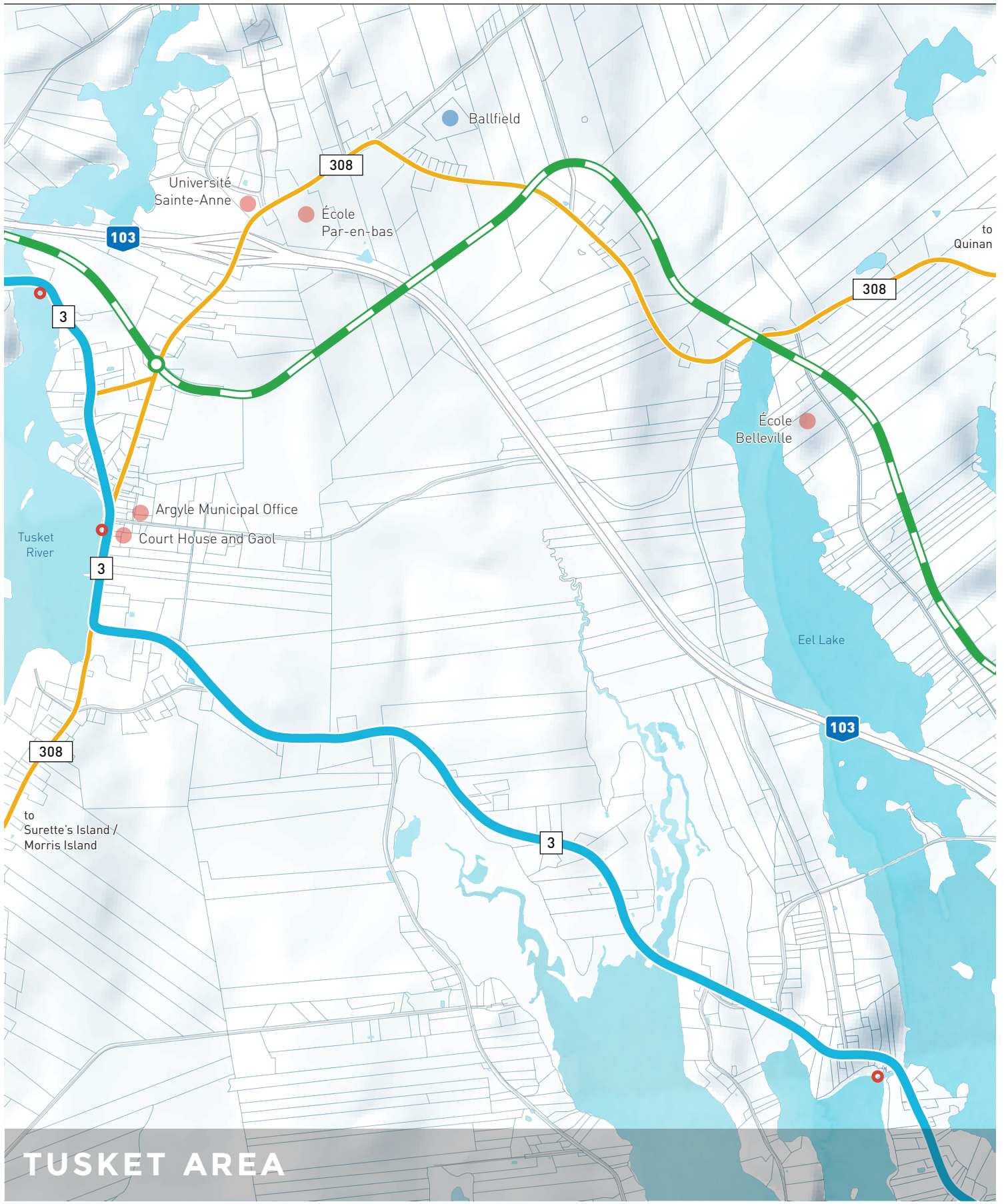
Route 308 runs south to Surette's Island and Morris Island, which is recognized as a community AT route. The route also runs northeast toward the community of Quinan. This route is recognized as a local community AT route as well, particularly because it provides access to a well known paddling route along the Tusket River.

Traffic volume throughout Route 308 is quite low and so, as a result, there are no immediate infrastructure interventions required. Selective shoulder paving may be beneficial in areas along the route where blind crests or tight corners exist. For more information on selective shoulder paving, see page 57.

Within the village area of Tusket, there is a 1,300 metre pinch point between where Trunk 3 and Route 308 meet at the south end of the community and where Route 308 intersects with the Rail Trail (just north of Van Noorden Road). This pinch point is an important segment within the AT network because it has high scenic qualities; has a concentration of local shops, businesses, and other destinations; and provides an important opportunity for AT users to switch between Trunk 3 and the Rail Trail. It is also an important piece within the planned provincial Blue Route network. It also features high traffic volumes and no paved shoulder, although there is a short, 300 metre length of sidewalk between Courthouse Road and Apartment Nova.

**Recommendation: Introduce paved shoulders on the 1,300 metre Tusket pinch point**

This short segment is one of the more important parts of the AT network and justifies the inclusion of paved shoulders. NSTIR is planning maintenance paving of Route 308 in the near future. While road crews are in the area, it could be cost effective to add shoulder paving within the pinch point to the scope of work. In areas, where the sidewalk exists, a paved shoulder is only need on the west side of the road. Furthermore, the existing paved shoulder between the northbound travel lane and existing piece of sidewalk (between Courthouse Road and Apartment Nova) could also be designated as a dedicated bicycle lane through pavement markings.



# TUSKET AREA





### Recommendation: Paved Shoulders on Route 335

In many ways, Route 335 is very similar to Route 334 in Wedgeport. Both feature high traffic volumes and lead to populated communities. Route 335 has also been recently repaved, meaning the road will not be repaved by NSTIR anytime soon. However, like in Wedgeport, when the road is resurfaced by NSTIR in the future, paved shoulders should be considered along the road until to D'Entremont Road (which leads to Dennis Point Harbour). In areas, where the concrete sidewalk exists, a paved shoulder is only needed on the east side of the road.

### Recommendation: Utilize shoulders along the sidewalk as a Bicycle Lane

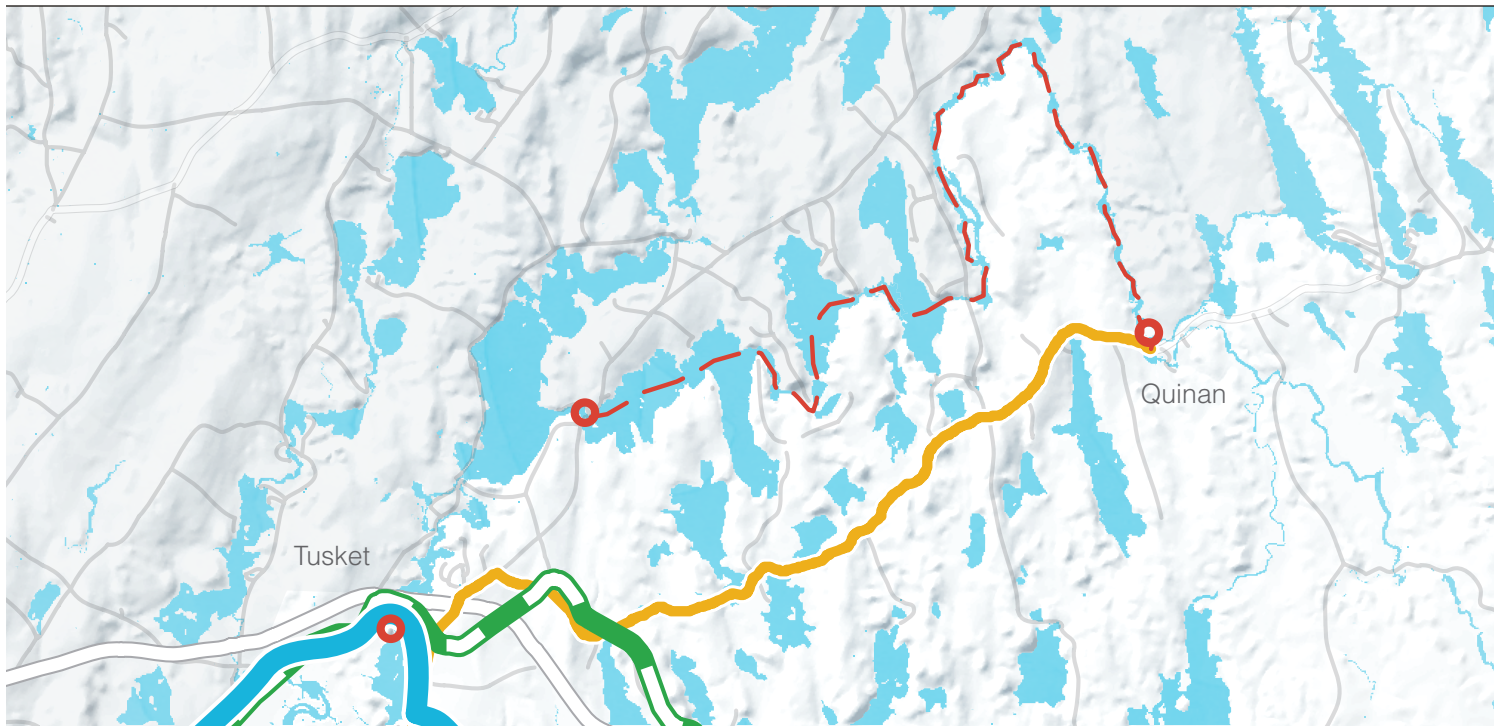
Route 335 features a wide 1.8m shoulder between the southbound traffic lane and the sidewalk curb. Assuming a paved shoulder is added to the other side of the road in the future, these paved shoulders could be converted in dedicated bicycle lanes.



The Pubnico Point Trail is a celebrated community asset that is well used year-round. Building off the success of the first phase of the trail, the Trail Association has already begun groundwork for the second phase, which includes a new loop that extends out to the west of the parking lot and existing trail. The trail has already been roughed in and is ready to be finished in 2016. A third phase of the project involves looping the trail up back along the western side of the peninsula to join up with a service road for the wind farm.

### Recommendation: Work with the Trail Committee to complete the Pubnico Point Trail

The Trail Committee is actively improving the trail, which will be an important facility in accomplishing the goals and objectives of this Plan. The AT Committee should support their work by sharing information, resources and contacts and by helping secure funding for their initiatives.



## WATER ROUTES

The Tusket River is well known paddling route in the Southwest Nova region. The river winds its way from the Tobeatic before draining into salt water near Tusket. There are short runs of rapids along the route, particularly during spring or after heavy rainfall events, meaning some paddling experience would be necessary. The river is best accessed at Quinan via Route 308 and finishes at the end of Gavels Lake by a bridge in Gavelton. The gorgeous river presents an excellent opportunity for water-based active transportation, particularly for recreational purposes. The Great Pubnico Lake and French's Lake are also great locations for fresh water kayaking and canoeing.

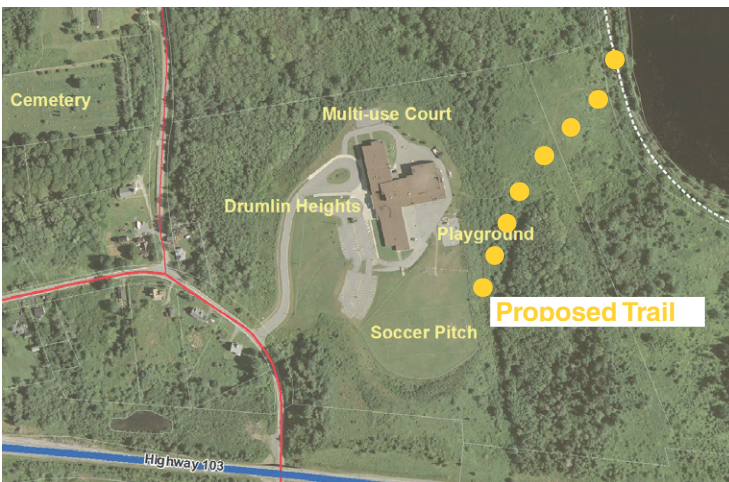
There is also an abundance of sea kayaking opportunities in Argyle. The Southwest Paddlers Association has mapped different areas along the coast where sea kayakers can drop into the ocean.

## SITE SPECIFIC IMPROVEMENTS

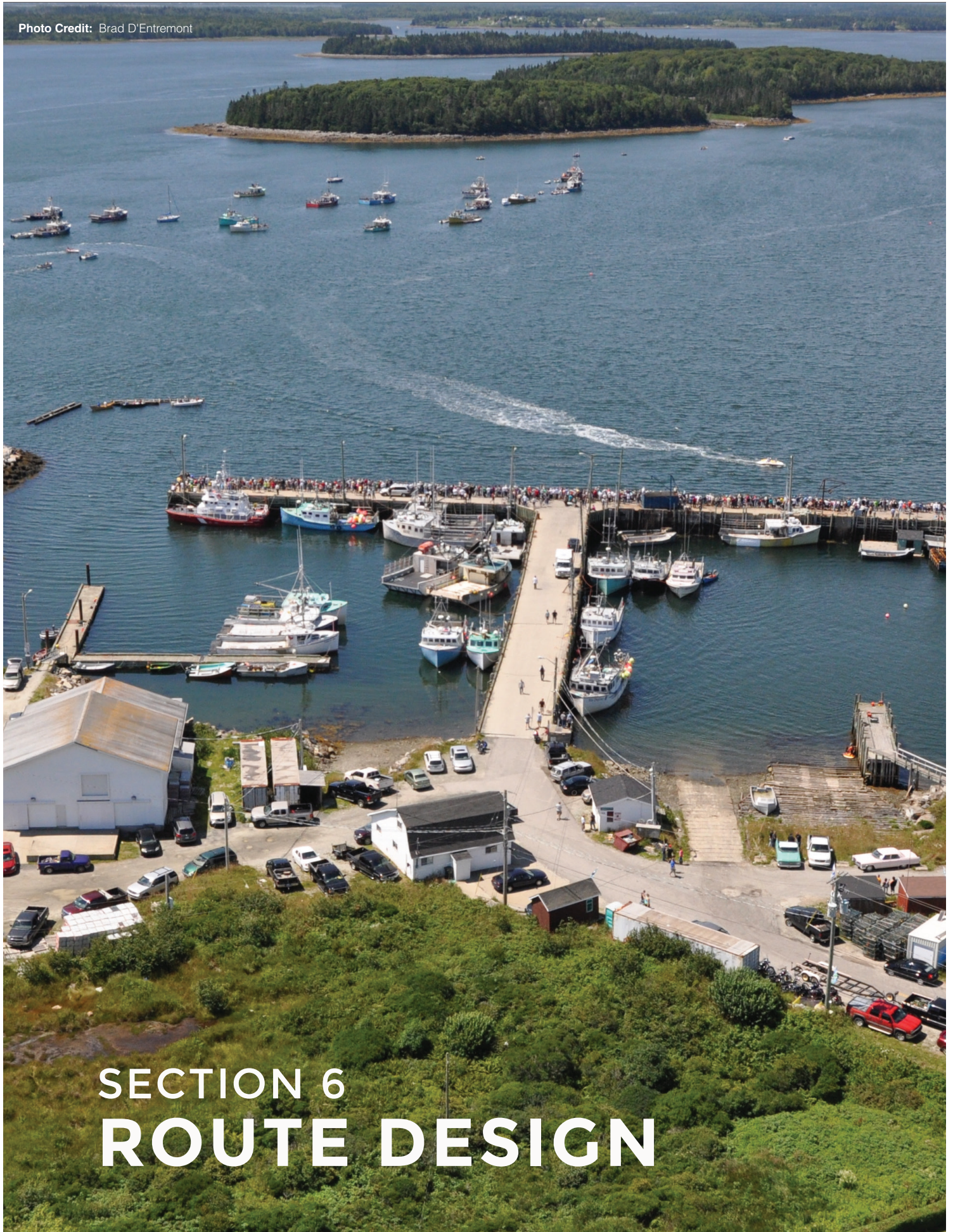
There are several areas along the AT Network that require more site specific interventions, particularly at several schools in the Municipality.



**Recommendation: Provide a more direct connection to the Rail Trail for staff and students at École Belleville**  
École Belleville is located in close proximity to the Rail Trail, yet students must take a long and tedious detour along Belleville Road to get onto the trail. There is a vacant piece of land located directly across the school property. It may be possible to negotiate with the landowner to build a short trail that provides a more direct connection to help staff and students onto the trail in a safer and more timely manner. By allowing better access to the trail, students will have more opportunities to integrate active transportation into the day-to-day curriculum.



**Recommendation: Provide a more direct connection to the Rail Trail for staff and students at Drumlin Heights**  
Similar to École Belleville, Drumlin Heights Consolidated School is also in close proximity to the Rail Trail without proper formal access. The Rail Trail runs behind the school down a slope next to a lake. Currently, students who want to use the trail must negotiate the steep grassy slope to get to trail. Wet weather could result in slippery and muddy conditions. A staircase or a gently sloped crusher dust trail will provide more traction and give students a safer and more direct connection to the Rail Trail.

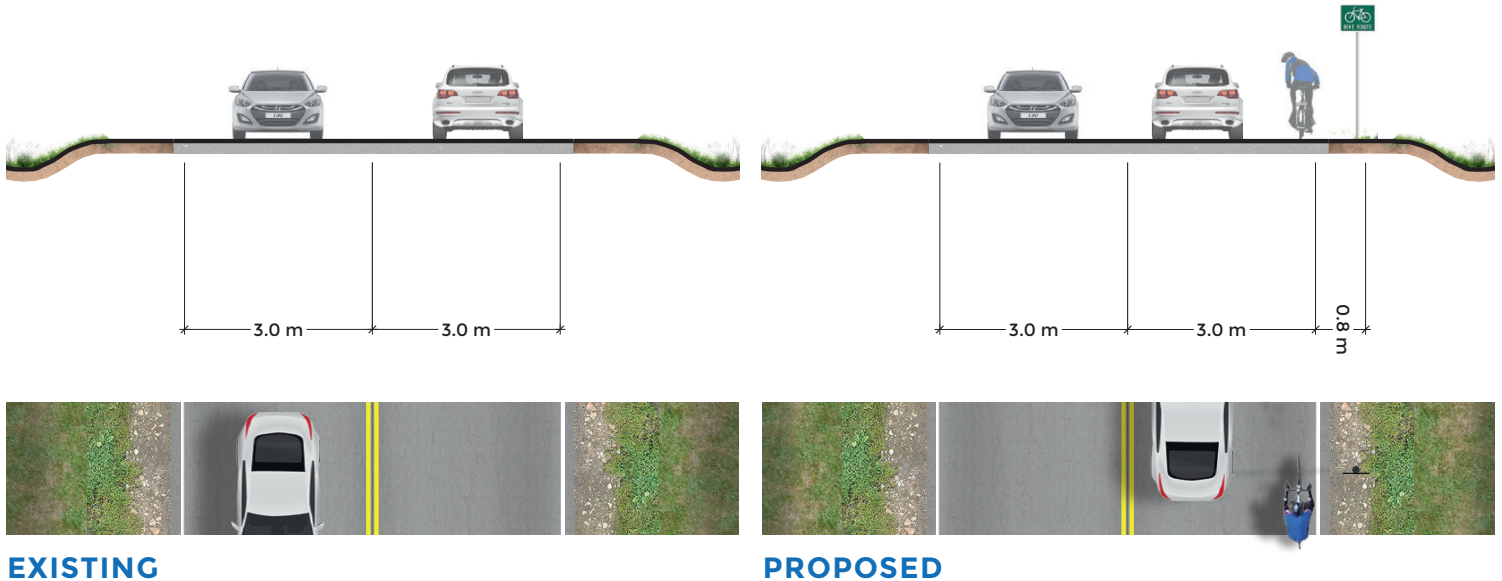


# SECTION 6 ROUTE DESIGN

## ACTIVE TRANSPORTATION ROUTE TYPES

The road network in the Municipality of Argyle consists of a variety of road types that have different travel lane widths, traffic speeds, and other design specifications. Similarly, the Active Transportation network also consists of different route types, each serving different needs with different design parameters. The following section provides technical details on these different route types and includes a series of maps indicating where these route types will be located.

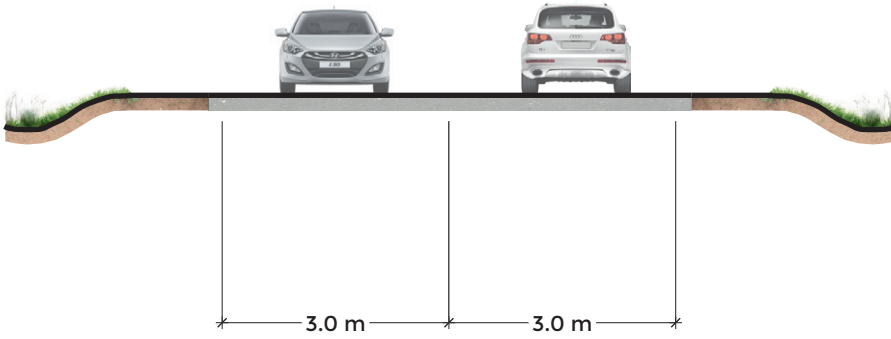
These design standards are based on guidelines and specifications from the Nova Scotia Department of Infrastructure Renewal and the Vélo Québec Technical Guide for Pedestrian and Cycling Planning.



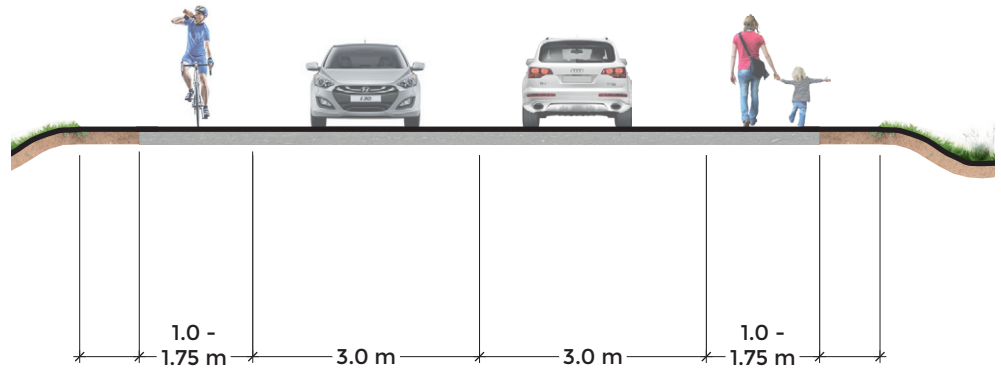
## ON-ROAD ROUTE WITH SIGN POSTS

A handful of on-road active transportation routes within the network are useful long range connections (which are more useful for cyclists), but have relatively low vehicular traffic. These routes should be designated as signed AT routes, featuring "Bike Route" to ensure road users know that the route is to be shared by motorists and cyclists. These types of routes should also feature "Share the Road" signage to acknowledge that cyclists may also use the route from time to time.





**EXISTING**



**PROPOSED**



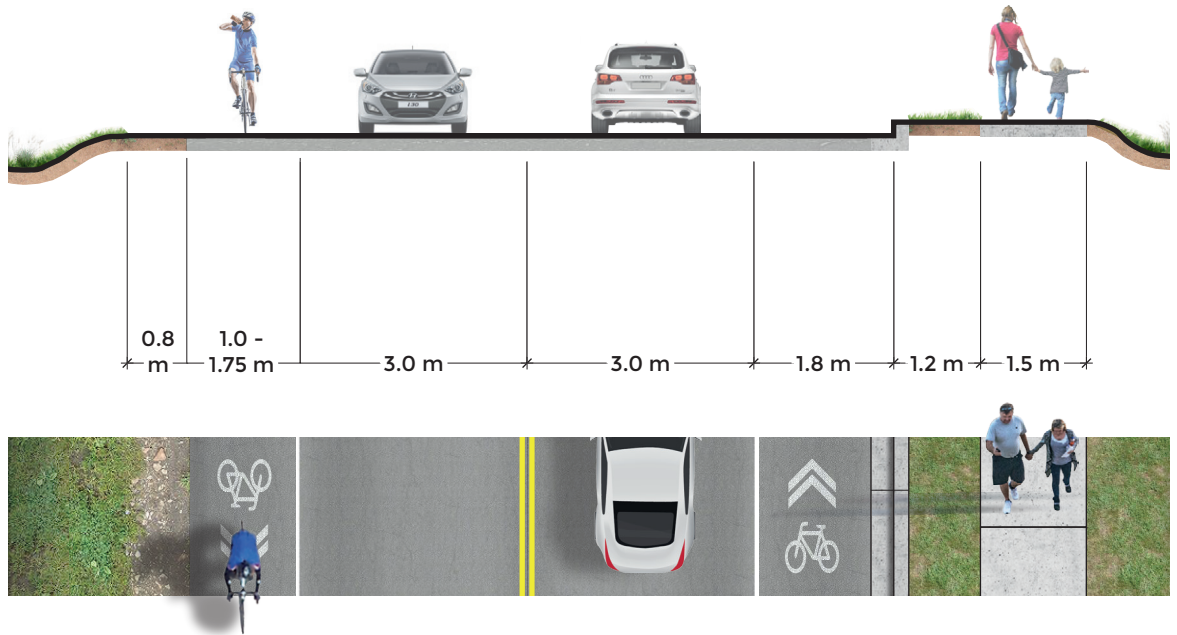
## ON-ROAD ROUTE WITH PAVED SHOULDERS

There are a handful of on-road active transportation routes within the network that feature high traffic volumes or are key regional corridors. These routes should feature paved shoulders to allow for pedestrians and cyclists to use both sides of the road in a safe and comfortable manner. It is important that these paved shoulders stay obstacle-free and are kept clean of litter and debris.

Paved shoulders range between 1.0 and 1.75 metres wide, depending on traffic volume and traffic speeds (see appendix for shoulder width specifications by NSTIR).

## ON-ROAD ROUTE WITH SIDEWALK AND BIKE LANES

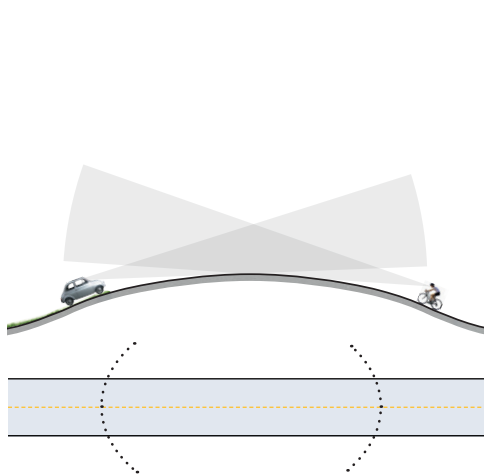
Within West Pubnico, Tusket and Wedgeport, there are segments of the road that feature a sidewalk along one side of the road, with a 1.8 metre wide paved shoulder between the sidewalk curb and the inside travel lane. The sidewalks provide an excellent walking route for pedestrians, and the paved shoulder presents an opportunity to create a similarly excellent route for cyclists. Dedicated bike lanes can be created by adding a paved shoulder on the other side of the road, offering excellent spaces for cyclists within the community centres of the Municipality. Bike lane symbol markers can be placed as per Transportation Association of Canada guidance.



## SELECTIVE SHOULDER PAVING

There are on-road routes within the AT Network that feature traffic volumes that are low enough that paved shoulders are generally not needed. In most situations, the roads are long, flat and straight, allowing active transportation users to travel comfortably alongside of the road while being able to see any potential conflicts, such as oncoming traffic, potholes, *etc.*, far enough in advance. However, in certain situations, the roads may present horizontal and vertical alignment issues that could put active transportation users at risk. In order to ensure maximum safety, extra shoulder width may be necessary to ensure safety for all road users.

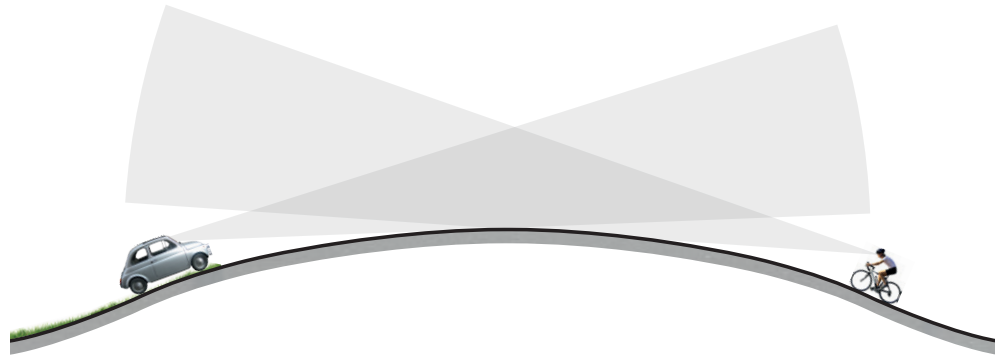
Paved shoulders could be considered in the following situations:



Blind Crest (no paved shoulder)



Blind Crest (with paved shoulder section)

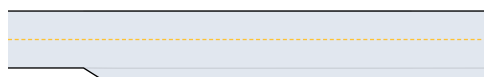


### Blind Crests

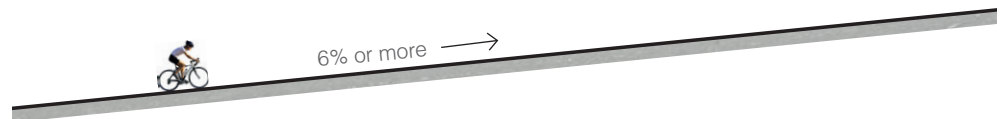
If grades are too steep on both sides of a short vertical crest, the curve may be too rounded to allow for sufficient sight lines between approaching vehicles, resulting in what is known as a "blind crest". These crests can result in dangerous situations where a cyclist is riding alongside the road and may not see a vehicle approaching from the other side of the crest. The danger of this situation is compounded when another vehicle is approaching from behind the cyclist, resulting in a situation where two cars and a cyclist are side-by-side in an area where sight lines are limited. Providing a paved shoulder in these situations would offer a space of refuge for cyclists on the side of the road and remove them from potential danger.



Uphill Incline (no paved shoulder)



Uphill Incline (with paved shoulder section)



### Long Uphill Inclines

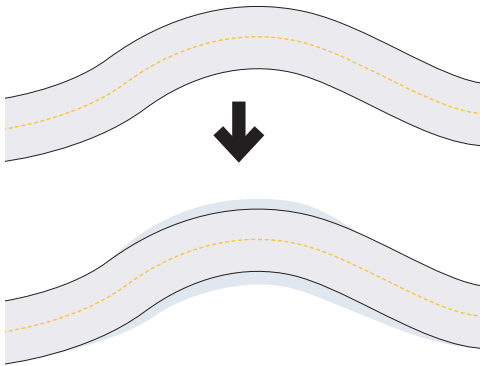
Cyclists are most stable on grades below 6%, where they can maintain high enough speeds without significant effort. However, on uphill grades greater than 6%, speeds will generally decrease enough that cyclists may begin to weave to maintain balance, making them more vulnerable to passing traffic. Long sections of road that have uphill grades of over 8% often require cyclists to dismount because they cannot keep their balance. A paved shoulder should be provided on uphill stretches of road with grades greater than 6% to offer room for cyclists while they are vulnerable. Short sections (less than 75 metres) may be short enough that paved shoulders are not necessary.

## Tight corners

Tight horizontal curves along a road can result in reduced visibility for all road users, but particularly for active transportation. These conditions are especially prevalent when sightlines are restricted by trees and vegetation along the road. Without being able to anticipate oncoming traffic, active transportation users could find themselves in a situation that could put them on a collision course with two passing vehicles without adequate time to take precautions. Furthermore, on tight corners, cyclists are concentrating on negotiating the curve of the road, and tend to lean to one side, making them even more vulnerable.

A solution to these dangerous situations is to provide paved shoulders on road curves that restrict sight lines, especially where thick vegetation exists alongside the road right-of-way.

Tight corner (no paved shoulder)



Tight corner (with paved shoulder section)





# ACTIVE ARGYLE ROUTE TYPES

**ON-ROAD ROUTE  
WITH SIGN POSTS**

**ON-ROAD ROUTE  
WITH PAVED SHOULDER**

**ON-ROAD ROUTE WITH  
SIDEWALK AND BIKE LANES**



# GLENWOOD AREA

**ON-ROAD ROUTE WITH SIGN POSTS**

**ON-ROAD ROUTE WITH PAVED SHOULDER**

**ON-ROAD ROUTE WITH SIDEWALK AND BIKE LANES**



**ON-ROAD ROUTE WITH SIGN POSTS**

**ON-ROAD ROUTE WITH PAVED SHOULDER**

**ON-ROAD ROUTE WITH SIDEWALK AND BIKE LANES**



# TUSKET AREA

**ON-ROAD ROUTE WITH SIGN POSTS**

**ON-ROAD ROUTE WITH PAVED SHOULDER**

**ON-ROAD ROUTE WITH SIDEWALK AND BIKE LANES**

# SECTION 7 SERVICES + AMENITIES



Photo Credit: Philip Atkinson

Wedgeport Nature Trail  
*Wedgeport*

## IMPORTANCE OF SERVICES & AMENITIES

A well connected and organized network of active transportation routes will certainly help accomplish many of the goals of this Plan. Beyond this, however, the municipality can further encourage active transportation use by providing support services and amenities, such as bike racks, boat launches, picnic areas, benches, equipment tools, maps, wayfinding signage, and more. These types of services and amenities can help make AT more attractive, convenient, and comfortable.

## FURNITURE

Furniture, such as benches, picnic tables, and waste bins, along active transportation routes can considerably enhance comfort and convenience for AT users. In addition, it can also help define and enhance the attractiveness of unique spaces along AT routes.



Public benches allow active transportation users to stop to rest, socialize, or comfortably admire a special view or landmark. There are several existing benches located along existing AT routes within the Municipality. A local concrete company has worked with the trail associations to create concrete benches. The company has created a form template to create a bench and whenever they have excess concrete from a job, they will pour it into the forms. Volunteers will come to remove the form-works from the concrete, assemble the benches and place them along the trails. This arrangement is a great example of the community working together to develop useful trail amenities at the cost of a few person-hours.



Alternatively, benches could be ordered out of a catalog, but can cost between \$500 and \$2,000 each, depending on the model. Some locally made wooden benches have also been created and installed in certain areas, however, these require more time to create and materials need to be purchased.



Picnic tables are also a useful amenity along AT routes. They create places for people to gather to play a game, eat a meal, have a barbecue, or socialize in groups. Picnic tables are particularly useful for bicycle tourists who are traveling through the area that depend on the presence of picnic areas to prepare their own food. There are several picnic areas that have already been created and installed throughout the AT network. The concrete company has also created forms to build round picnic tables that have been placed in areas. Typical wooden picnic tables have also been built and provided in many other areas.

Waste bins are less common in the existing network. This is likely because they require a high level of ongoing maintenance (*i.e.*, ensuring the bins are clean and emptied regularly). This level of maintenance is difficult for a volunteer group to keep up with among their other duties and responsibilities. On the other hand, without regular bins along long distance trails, litter and waste problems can get out of hand.

### **Recommendation: Continue building and installing furniture for AT users**

The community can continue to work with the local concrete company to produce relatively low-cost furniture to place along the AT routes. Furniture should be placed where people would naturally want to stop, such as scenic vistas, trailheads, and junctions. They should also be placed at regular intervals on long distance trail routes to provide areas for people to rest if they need it.

## OFF ROAD SIGNAGE AND WAYFINDING

As motorists, we depend on a well design and effective system of on-road wayfinding signs to get around a place, particularly if we are new or unfamiliar with an area. Similarly, active transportation users also need directional signage to conveniently move throughout the network on off-road facilities.



Wayfinding sign panels for the Active Avon group in Windsor/West Hants

A active transportation-based signage system for Argyle would result in several benefits, such as:

- Increased awareness for trails that are currently underexposed due to the lack of off-site directional signs;
- Improved internal navigability for trail users;
- Improved linkages between trail or park facilities and adjacent community amenities; and
- Improved sense of arrival for AT users and visitors by installing trailhead or park signs at entrances to AT facilities.

The Active Avon group in Windsor and West Hants has developed a system of wayfinding signs for active transportation users that they are willing to share with other municipalities to further the development of AT initiatives in the province (view the Active Avon Active Transportation Plan for more information). The group is currently in the process of installing these signs on several trails, including the Lake Pisiquid Trail in Windsor/Falmouth.

The system consists of a series of simple signposts, including trail markers, entrance signs, directional signposts, and off-site directional sign posts. The sign post panels include an area for a network brand or wordmark that could help build recognition amongst AT trail users and visitors.

The signs utilize universal colour coding for different types of messages. Similar to Parks Canada and other standardized signage systems, red is used for prohibition or warning signs, blue is used for conveying information messages, green is used for directional or identification messages, and black is used to indicate mandatory rules for obligatory action. Sign panels are affixed to 6x6 inch wooden posts (150 x 150 mm). **In Argyle, it is particularly important for sign panels to be presented in both English and French.**

### Sign Panel Colour Coding



Guidance and Information



Directional and Identification

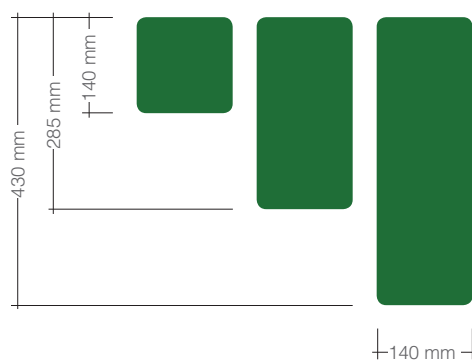


Prohibition and Warning

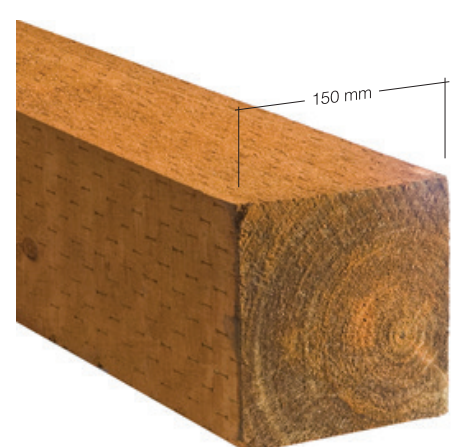


Mandatory Trail Rules

### Sign Panel Dimensions



### Sign Post Dimensions





Sample Sign Panel  
(140mm x 140mm)

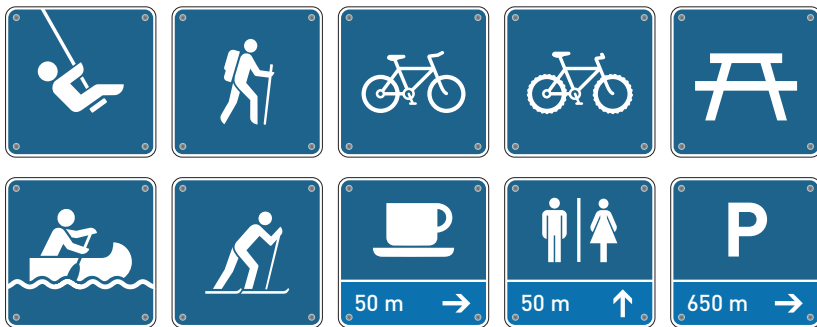
Prohibition  
Symbols



Mandatory  
Symbols



Guidance and  
Information

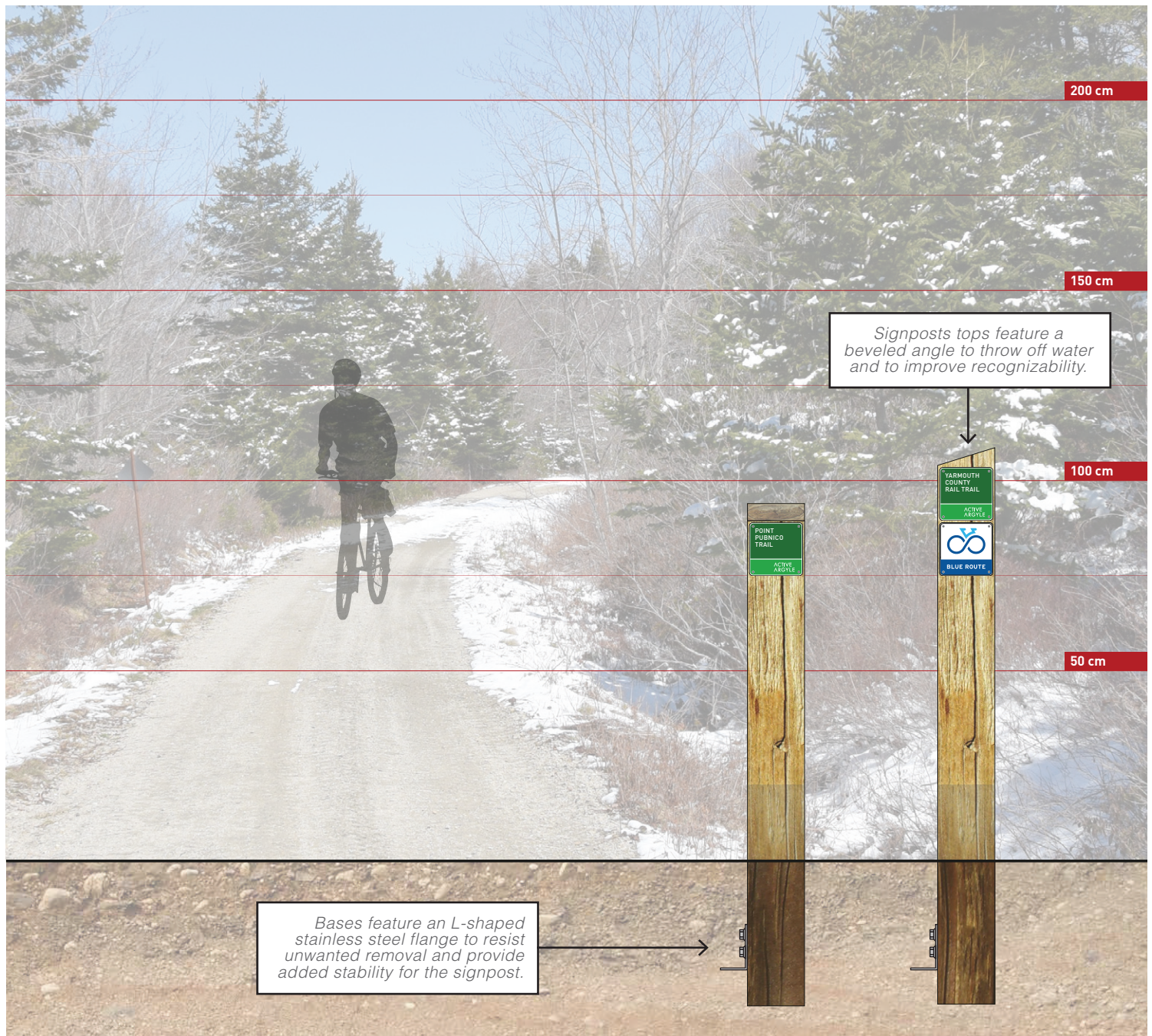


Blue Route  
Indicator



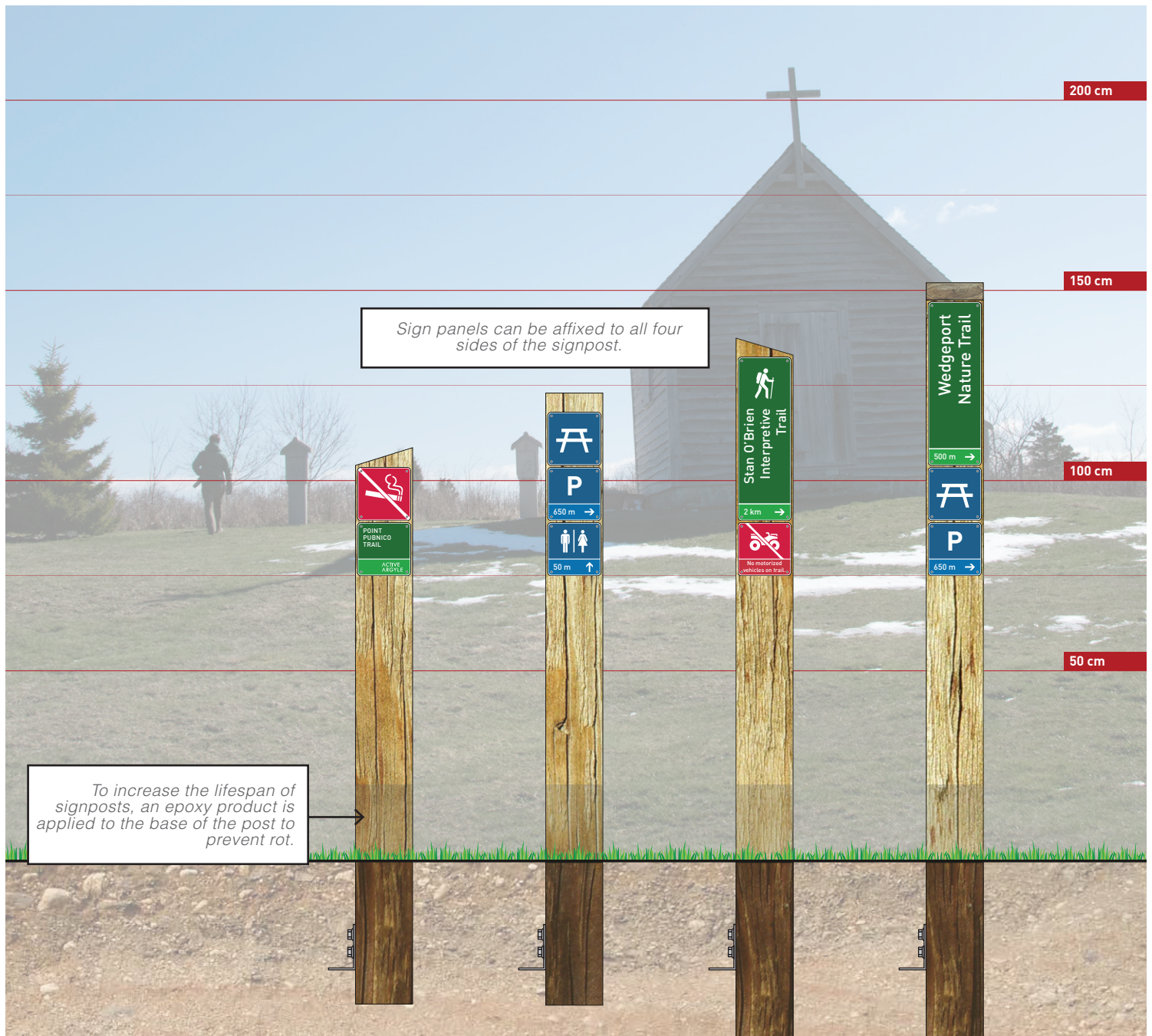
## Trail Markers

Trail markers are placed along trails to reassure users that they are traveling in the right direction and on the right route. These types of signs are particularly useful on complex trail networks where there may be more than one trail name. They are also useful for long distance trails (such as the Rail Trail) where directional signs are not as frequently used. The trail marker signs consist of a single pane sign panel featuring the trail name and Active Argyle logo. In areas where the Blue Route and AT Network overlap, two trail markers may be used on the same signpost.



## Directional Signs

Directional sign posts should be placed at important junctions and decision-making points along a trail network. They might direct trail users to nearby destinations or other trail connections. The sign posts are versatile in that panels can be placed on all four sides of the posts, so that trail users can get important directional information regardless of which way they are walking along the trail.

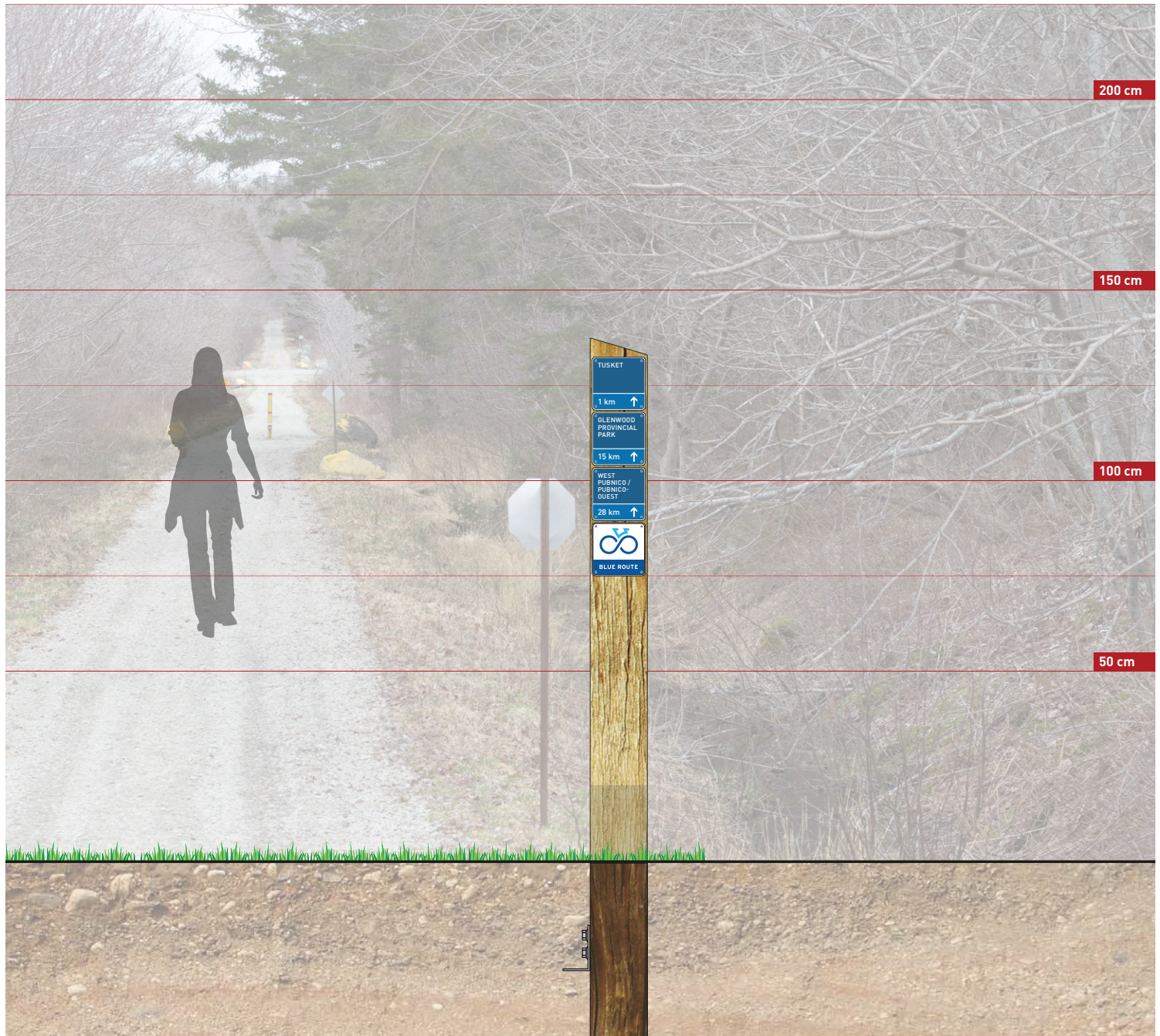


## Destination Distance Markers

On long distance routes, it may be useful to place sign posts indicating the distances until the next town or landmark. These types of signs would be particularly useful on the Rail Trail / Blue Route.

Sign placement criteria:

- Sign posts should be placed along the trail approximately 1 km before and after an important destination.
- Sign posts should be placed after an important junction or turning point.
- Each post should be limited to a maximum of three destinations per signpost to reduce information overload.
- The nearest destination should be placed at the top.
- Sign posts should be placed at 5 km intervals on long stretches between destinations.

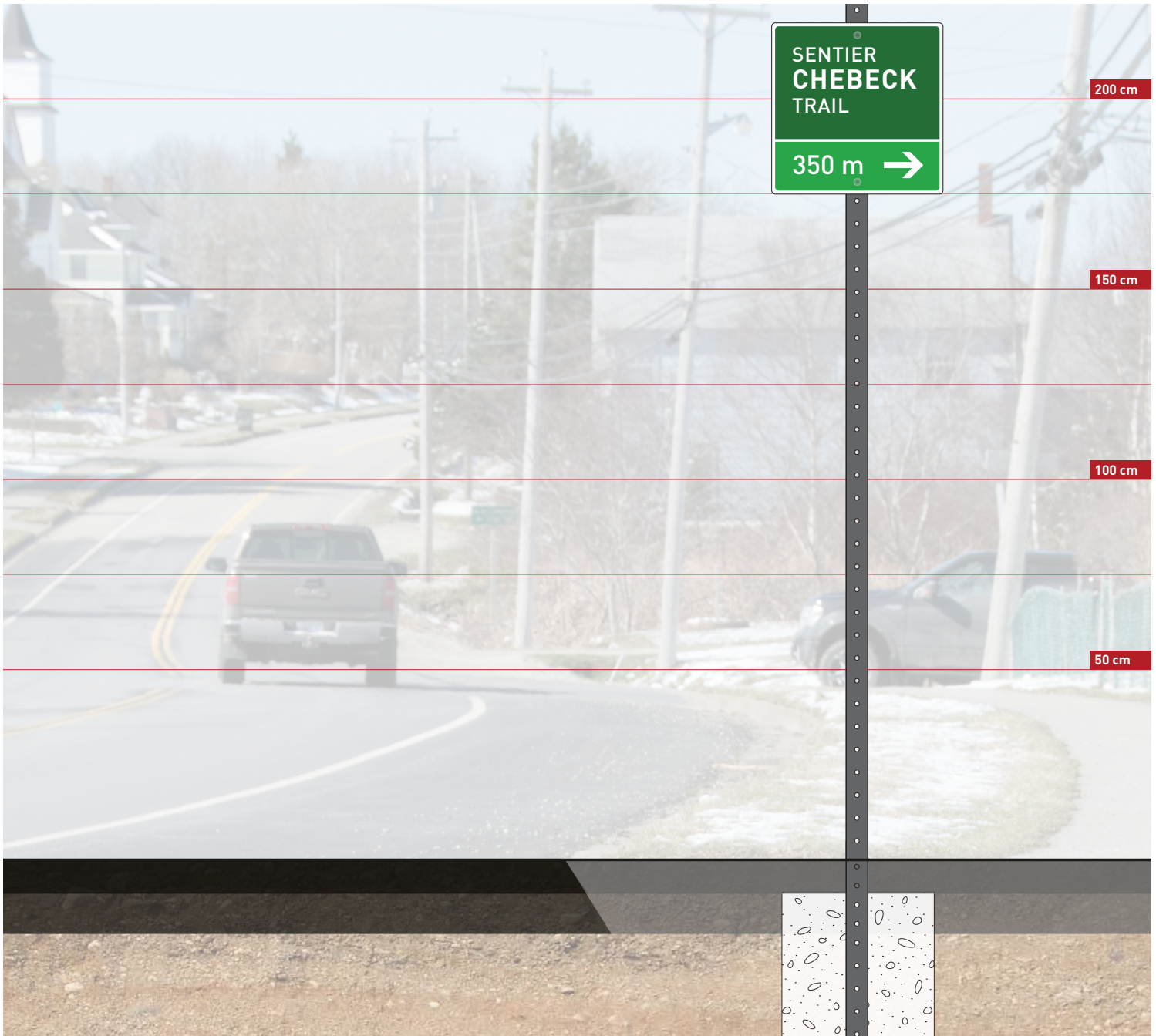


## Off-Site Directional Signs

There are a handful of trails and parks that are either underexposed or difficult to find for AT users. The strategic placement of off-site directional signs can help direct potential users to these hard-to-find or underexposed facilities.

Sign placement criteria:

- Sign posts should be placed along the road as per TIR's guidance.



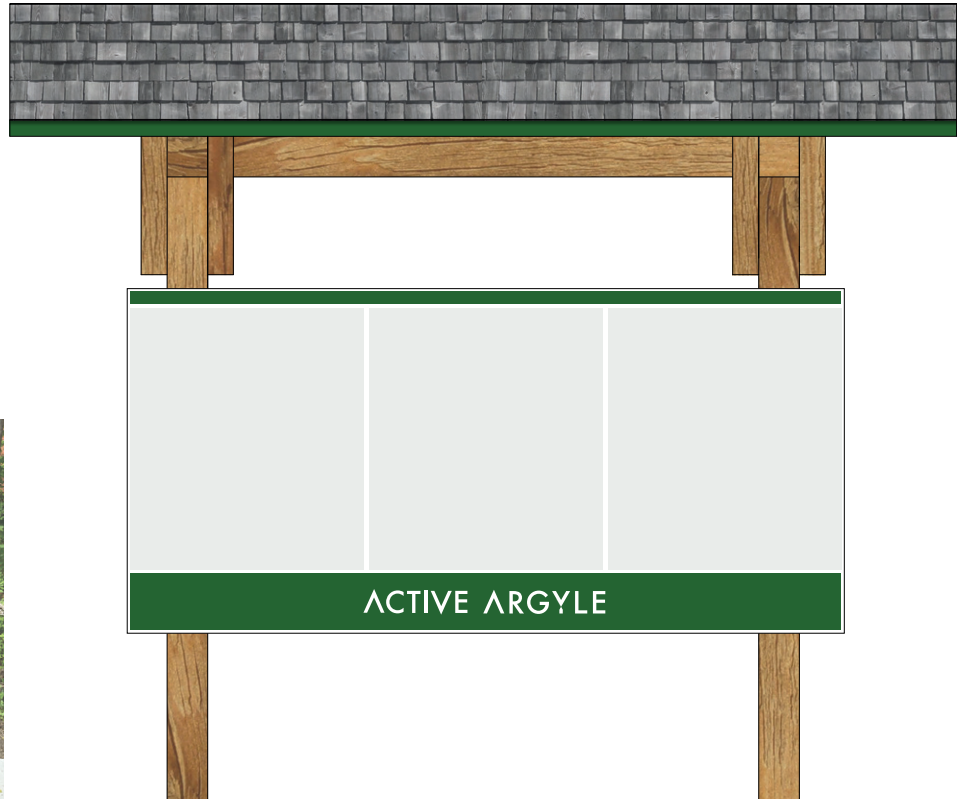
## Entrance Signs

Entrance signs should be placed at trailheads or park entrances to help convey a sense of arrival for AT users and to communicate park features and regulations. Useful information such as park hours of operation, permitted uses, and emergency contact information should be included on these signs.

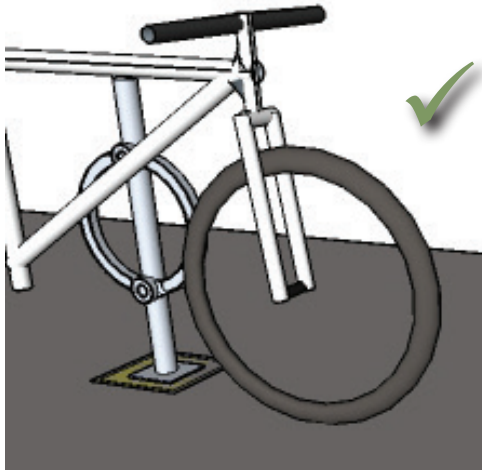


## Trailhead Kiosks

For more prominent trail locations, an entrance sign could be incorporated into a more attractive trailhead kiosk, which could include trail information, maps and useful information. The sheltered kiosks could also include a variety of maintenance tools for bicycles and other recreational equipment, such as screwdrivers, wrenches, and bicycles pumps. A company called Dero has a product called "Fix-It" that includes all of these tools in one contraption ([www.dero.com/product/fixit](http://www.dero.com/product/fixit)).



## BICYCLE RACKS

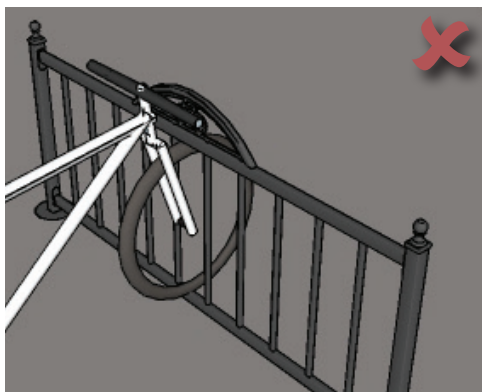
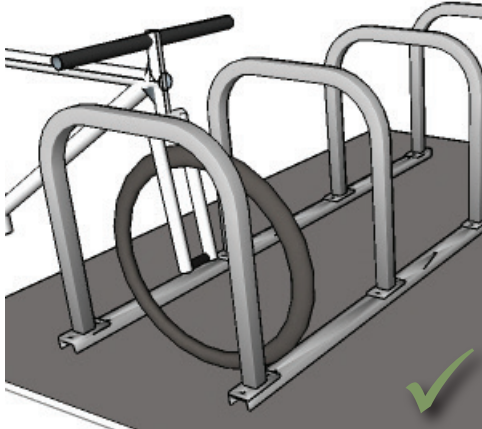


Effective bicycle racks are an important amenity to offer cyclists. Without them riders will feel uncomfortable stopping at a destination or will lock their bicycle to improvised locations, such as street trees, sign posts, or railings. These improvised options are not necessarily secure, may be damaged by the bicycle, or may place the bicycle in the way of drivers or pedestrians.

The design and placement of bicycles racks are important to their success. Bicycle racks should:

- Offer at least two points of contact for the bicycle; one for the frame, and the second on the frame or wheel. Designs where the wheel is slotted into a single point of contact can lead to fallen bicycles and bent wheels.
- Be secured to a permanent hard surface (concrete is ideal).
- Accommodate both cable-style locks and u-locks.
- Provide adequate space for get bicycles in and out. Each bicycle space should be at least 1.8 metres by 0.3 metres, with appropriate access lanes.
- Be zinc galvanized or stainless steel. Painted or powder coated racks can rust and be difficult to maintain.
- Be in an area of high visibility. This will make it easy for arriving cyclists to find the rack, and will also provide a higher degree of security.

**Recommendation: Place bicycle racks at important civic locations and businesses**



## BOAT LAUNCHES



Canoes and kayaks are flexible boats that can typically be launched in a variety of areas, with little infrastructure. However, a well-designed and formalized boat launch can confirm to paddlers that they are welcome, can provide easier access to paddlers with mobility issues, and can help avoid environmental impacts such as erosion.

At its most basic, a boat launch should consist of two identifying signs: one advertising the launch's location to people on the land, and one visible to paddlers already on the water. Other helpful amenities include a picnic table, solid waste bins, and a parking location within 100 metres of the launch point.

Beyond the above basic amenities, the design of a boat launch mostly comes down to the launch itself. Launches can vary widely in their level of infrastructure, and can include such approaches as:

- Natural shoreline (beaches, gravel banks, etc.)
- Stable mats, such as geotextile fabric or concrete mats
- Stairs (wooden or concrete)
- Concrete ramps
- Floating docks

One approach is not necessarily better than another, and is dependent on the particular conditions of each site. Each boat launch project should be carefully evaluated to achieve the following goals:

- Accessible
- Best-suited to the local conditions
- Cost-effective
- Durable
- Environmentally-friendly

The River Management Society provides a good overview of the strengths and weaknesses of different launch types, which can currently be found here: <http://www.river-management.org/assets/PreparetoLaunch/ptl%20-%204%20ch%203%20part%201.pdf>

# SECTION 8 IMPLEMENTATION



Trail at le Village historique  
acadien de la Nouvelle Écosse  
*Pubnico*

## IMPLEMENTATION PLAN

The recommendations proposed in this Plan have been developed with consideration for the human resources and financial capacity of the Municipality to undertake them. The following pages provide a framework for implementing these recommendations. The framework includes a rough timeframe for completion, a high level outline of steps to follow, an identification of the groups and organizations that could be partners in implementation, and if necessary, an opinion of probable costs for each recommendation.

The recommendations are arranged on the following pages based on when work on the specific project should begin. Short term recommendations should begin within years 1 - 3 of the plan period and medium term recommendations in years 4 and 5. Long term recommendation should begin from years 6 - 10. Recommendations labeled as “opportunity” are ideas that depend heavily on the work of outside agencies. These projects should be delayed until an outside opportunity—typically provincial road repaving—makes it easier to implement that specific AT improvement. Some recommendations are labeled "ongoing". These projects do not require a specific, one-time action, but rather a commitment from the Municipality to include these actions in its ongoing operations.

The timing of projects is somewhat loaded to the short term end of the timescale. This is done for two reasons:

1. To encourage the immediate implementation of smaller projects with visible impacts. This will allow the Municipality to capitalize on the enthusiasm surrounding the development of this Plan, as well as establish some early successes that can build further momentum for later elements of the Plan.
2. Some projects, such as solving the pinch point where Trunk 3 merges with Highway 103, are major undertakings. While the actual infrastructure improvements are probably a number of years away, these types of projects do require significant planning and advocacy to higher levels of government. It is crucial that the first steps for these larger improvements begin immediately.

## INFRASTRUCTURE COST ESTIMATES

Each of the following recommendations includes an opinion of probable costs, if costs are involved. These estimates were developed based on information available at the time of developing this Plan (summer 2016), combined with our best professional judgment. As such, variances in these estimates will occur. The changing costs of material and labour, as well as the conditions and underlying principles from which

contractors will derive their bids for the work, are outside our knowledge and control. Costs do not include HST. The range of costs indicated in each of the implementation details below accounts for a 20 percent contingency.

We have assumed the following base unit costs for active transportation route-based initiatives:

| Infrastructure                              |  |               |
|---|--|---------------|
| Route Type                                  | Description                              | Cost per km   |
| On Road Route with Paved Shoulder           | Paved Shoulder as Part of Road Retrofit  | \$ 36,000.00  |
| On Road Route with Paved Shoulder Extension | Paved Shoulder Added to Existing Road    | \$ 100,000.00 |
| On Road Route with Sign Posts               | Sign Posts on Existing Road              | \$ 2,000.00   |
| Multi-Use Trail                             | Crusher Dust, New Construction           | \$ 190,000.00 |
| Resurface Multi-Use Trail                   | Crusher Dust, Resurfacing Existing Trail | \$ 10,000.00  |

| Wayfinding                   |  |            |
|------------------------------|--|------------|
| Sign Type                    | Description                            | Total Cost |
| Off-Site Directional Sign    | Sign panel plus post kit, installed    | \$ 200.00  |
| Entrance Sign                | Sign panel and wooden posts, installed | \$ 500.00  |
| Trail Directional Sign Post  | Post only, installed                   | \$ 125.00  |
| Small Directional Sign Panel | 14x14 cm, panel only                   | \$ 30.00   |
| Medium Direction Sign Panel  | 14x28.5 cm, panel only                 | \$ 40.00   |
| Large Directional Sign Panel | 14x43 cm, panel only                   | \$ 50.00   |

## ONGOING RECOMMENDATIONS

### Recommendation

#### Place bicycle racks at important civic locations and businesses

##### Steps to Implementation:

1. Identify a list of important civic locations and businesses that could benefit cyclists. Preference should be given to locations along the proposed Blue Route, locations with amenities for cyclists, and common destinations for residents.
2. Consider choosing a standard bike rack model/design and installation standards to streamline the administrative burden of each installation.
3. Install new racks on a rolling annual schedule and as opportunities arise (e.g. a business offers to co-pay for a rack).

##### Timeframe:

Ongoing

See page 73 for more information

##### Potential Community Partners:

Argyle businesses, schools, other civic institutions

##### Opinion of Probable Cost:

Bike rack, installed

\$ 500 - 2,000 (depending on size)

### Recommendation

#### Continue building and installing furniture for AT users

##### Steps to Implementation:

1. Concrete benches and picnic tables are currently being made in collaboration with a local concrete company
2. The Active Argyle Committee should continue to maintain this relationship with the concrete company to ensure that more furniture can be made and placed along trails and AT routes

##### Timeframe:

Ongoing

See page 64 for more information

##### Potential Community Partners:

Local concrete company, local trail groups

##### Opinion of Probable Cost:

No capital costs required, just time and commitment to remove concrete forms and move furniture to the site.

### Recommendation

#### Host regular active transportation events

##### Steps to Implementation:

1. This plan presents a variety of active transportation related events aimed at increasing education and awareness in the municipality.
2. The Active Argyle Committee should host regular events on an ongoing basis throughout the implementation period to work toward triggering a culture shift where active transportation is a safe, viable and fun way to get around for all ages and abilities

##### Timeframe:

Ongoing

See page 35 for more information

##### Potential Community Partners:

Active Argyle

##### Opinion of Probable Cost:

Cost will vary depending on event.

### Recommendation

#### Work with the Trail Committees to complete the trails in Pubnico and Wedgeport

##### Steps to Implementation:

1. The two trail committees are working hard to complete their visions for the Wedgeport Nature Trail and the Pubnico Point Trail. The Active Argyle Committee should support their work by sharing information, helping secure funding and finding volunteer support to help build trails
2. It is important that at least one member from each of the Trail Committees sit on the Active Argyle Committee so that all organizations can work together to help accomplish the municipal objectives of increasing active transportation

##### Timeframe:

Ongoing

See pages 46 and 50 for more information

##### Potential Community Partners:

Wedgeport Trail Committee, Pubnico Point Trail Committee

##### Opinion of Probable Cost:

No capital costs required, just time and commitment.

## SHORT TERM PROJECTS (YEARS 1 TO 3)

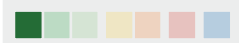
### Recommendation

#### Create an Active Argyle AT Committee

##### Steps to Implementation:

1. Create an Active Transportation Committee comprised of municipal staff; Council representation; business owners; community members; and representation from the RCMP, NSTIR, schools, and local trail groups
2. The Active Argyle AT Committee will be responsible for implementing the recommendations of this Plan, advocating for investments from other levels of government, and taking advantage of other opportunities to improve AT in Argyle as they present themselves

##### Timeframe:



Begin and Complete in 2016

See page 32 for more information

##### Potential Community Partners:

Council, schools, RCMP, NSTIR, local trail groups, business owners, community members

##### Opinion of Probable Cost:

Volunteer time

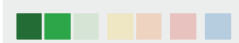
### Recommendation

#### Form a provincial "Active Alliance" with other municipalities

##### Steps to Implementation:

1. Contact the Active Avon and Active Sherbrooke AT Committees to discuss establishing a formal partnership to work together and share active transportation resources and knowledge, such as branding, signage, and AT policies (a verbal agreement is already in place)
2. Work with the province and other provincial stakeholders, such as Bicycle Nova Scotia, to broaden the partnership to other municipalities and active transportation groups throughout the province and to apply for funding to strengthen these tools and resources
3. Create an Active Alliance website that can host these resources and share success stories in a public forum

##### Timeframe:



Begin in 2016

Complete in Summer 2017

See page 32 for more information

##### Potential Community Partners:

Active Avon Group, Active Sherbrooke Group, Department of Energy, Bicycle Nova Scotia, and other Nova Scotian municipalities and AT groups interested in participating in such a partnership.

##### Opinion of Probable Cost:

No capital costs required, just time and commitment.

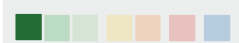
### Recommendation

#### Pave shoulders on the 1,300 metre Tusket pinch point

##### Steps to Implementation:

1. Contact the NSTIR area office and Area Manager and request adding shoulders to this section of road when crews are conducting maintenance paving on Route 308 in the near future.
2. Maintenance Paving for Route 308 is scheduled to occur in 2016.

##### Timeframe:



ASAP, Maintenance Paving is scheduled to occur 2016

See page 47 for more information

##### Potential Community Partners:

NSTIR, Bicycle Nova Scotia (as a potential ally)

##### Opinion of Probable Cost:

|  |                               |
|--|-------------------------------|
| Paved Shoulder, both sides (1000 metres) | \$ 100,000 - 120,000          |
| Paved Shoulder, one side (300 metres)    | \$ 15,000 - 18,000            |
| <b>Total</b>                             | <b>\$ 115,000 - 138,000 *</b> |

\* Costs for paved shoulders are typically covered by NSTIR, however, implementation is at their discretion.

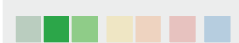
### Recommendation

#### Establish a Bike Friendly Business Program

##### Steps to Implementation:

1. Contact potential community partners to explore opportunities to extend existing bike friendly business programs to the Argyle area
2. Adopt an existing program or develop branding and criteria for an Argyle-specific program
3. Canvas local business owners for initial members/champions of the program
4. Advertise bicycle friendly businesses in future AT media

##### Timeframe:



Aim to launch a pilot program for summer 2018.

See page 34 for more information

##### Potential Community Partners:

Halifax Regional Municipality, Cities and Environment Unit, Argyle business owners

##### Opinion of Probable Cost:

|   |  |
|---|--|
| Bicycle Friendly Business stickers (200 stickers)       | \$ 500 - 1,000                           |
| Develop local program brand and criteria (if necessary) | \$ 1,000 - 2,000 or staff/volunteer time |

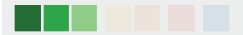
**Recommendation**

### Provide a more direct connection to the Rail Trail at École Belleville

**Steps to Implementation:**

1. Contact the landowner across from the school to discuss gaining direct access to the Rail Trail
2. If the landowner is willing, purchase the necessary land or establish an easement across the land
3. Conduct a site survey, develop a detailed design, and hire a contractor to construct the trail

**Timeframe:**



Begin discussions in 2016 with the objective to have construction complete by spring 2018 if an agreement is reached.

For more information, see page 52.

**Potential Community Partners:**

Owners of PIDs 90048992 and 90049032, CSAP, École Belleville

**Opinion of Probable Cost:**

Land acquisition or access (if applicable)  
100m multi-use trail \$19,000 - 23,000

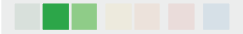
**Recommendation**

### Resurface the Rail Trail in East Pubnico

**Steps to Implementation:**

1. The rail trail in East Pubnico between Route 335 and the municipal border is 12,500 metres long and is in very poor shape.
2. Working with the Department of Natural Resources, the Yarmouth County Rail Trail Committee, and potentially Bicycle Nova Scotia, the Active Argyle Committee should aim to resurface this section of trail as soon as possible to accommodate long distance running and cycling opportunities

**Timeframe:**



Begin meeting with potential partners in early 2017 to secure funding, and aim for construction for spring 2018.

For more information, see page 40.

**Potential Community Partners:**

Active Argyle, ATV groups, Yarmouth County Rail Trail Committee, Department of Natural Resources, Bicycle Nova Scotia

**Opinion of Probable Cost:**

Resurface 12.5 km of crusher dust trail \$ 125,000 - 150,000

**Recommendation**

### Introduce a Rail Trail signage system in East Pubnico

**Steps to Implementation:**

1. After or during the resurfacing of the Rail Trail in East Pubnico, the Active Argyle Committee should consider installing wayfinding signs along this section of the trail, including entrance signs.
2. Depending on the timing, the signage could be installed when this section of the trail is officially opened as part of the Blue Route
3. The signage system will be a pilot project, with the intention of introducing signage along the remainder of the trail (within the Municipality of Argyle)

**Timeframe:**



Install signage during trail resurfacing construction in 2018 or during the following construction season in 2019.

For more information, see Page 65.

**Potential Community Partners:**

NSTIR, Bicycle Nova Scotia

**Opinion of Probable Cost:**

|   |                         |
|---|-------------------------|
| Directional sign posts with 5 panels (x7) | \$ 2,000 - 2,400        |
| Entrance signs (x3)                       | \$ 1,500 - 1,800        |
| Signage Plan Design                       | \$ 500 - 600            |
| <b>Total:</b>                             | <b>\$ 4,000 - 4,800</b> |

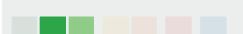
**Recommendation**

### Install signage at each of the main Nature Trails

**Steps to Implementation:**

1. As the remaining phases of the Nature Trails in Wedgeport and Pubnico are complete, the Active Argyle Committee should work with the Trail Committees to install wayfinding signage along the routes.

**Timeframe:**



Install signage when trails are complete.

**Potential Community Partners:**

Wedgeport Trail Committee, Point Pubnico Trail Committee

**Opinion of Probable Cost:**

Costs depend on size and complexity of final trail networks. Refer to signage unit costs on page 76.

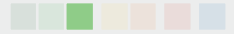
**Recommendation**

### Revitalize Stan O'Brien Interpretive Trail

**Steps to Implementation:**

1. Contact the Department of Natural Resources to request repairs to the 1.5 km trail or ask for a letter of authority to revitalize it
2. Resurface trail and reinstall interpretive panels and wayfinding signage

**Timeframe:**



Aim to begin construction in 2018

For more information, see page 41.

**Potential Community Partners:**

DNR

**Opinion of Probable Cost:**

|  |                           |
|--|---------------------------|
| Resurface trail  | \$ 15,000 - 18,000        |
| Interpretive Signage Panels (x6), designed and installed | \$ 10,000 - 12,000        |
| Directional sign posts with 3 panels (x4)                | \$ 900 - 1,100            |
| Entrance signs (x1)                                      | \$ 500 - 600              |
| <b>Total:</b>  | <b>\$ 26,400 - 31,700</b> |

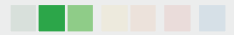
**Recommendation**

### Begin planning and design work for the Highway 103 pinch point

**Steps to Implementation:**

1. Contact NSTIR immediately to discuss the possibility of building a trail and bridge to provide a safe and convenient way for AT users to travel through the area.
2. Working with NSTIR and other interested parties, hire a consultant specializing in bridge and trail construction to determine the feasibility of building a new bridge and connecting trails on the old Trunk 3 right of way
3. If feasible, begin plans to secure funding partners to build the bridge and trail

**Timeframe:**



Begin study in 2017 or 2018

For more information, see page 41.

**Potential Community Partners:**

NSTIR, Bicycle Nova Scotia (as potential ally)

**Opinion of Probable Cost:**

|   |                             |
|---|-----------------------------|
| Feasibility and Concept Plan                    | \$ 5,000 - 10,000           |
| Design and construction for bridge              | \$ 650,000 - 800,000        |
| Construction and contingency for 650 m of trail | \$ 125,000 - 150,000        |
| <b>Total:</b>                                   | <b>\$ 780,000 - 960,000</b> |

**Recommendation**

### Pave the shoulders on Trunk 3 between Ye Old Argyle Rd and Exit 32A

**Steps to Implementation:**

1. Contact the NSTIR area office and advocate adding shoulders to this 7.4 km section of road when crews are resurfacing Trunk 3, which is scheduled to occur in 2019/2020.
2. Work with NSTIR to designate this section of road as a bicycle route

**Timeframe:**



Construction is scheduled to occur in 2019/2020, however, it is important to stay current with Paving Plans as they are released each year, and routes can be rescheduled without notice

For more information, see page 41.

**Potential Community Partners:**

NSTIR, Bicycle Nova Scotia (as potential ally)

**Opinion of Probable Cost:**

|  |                        |
|--|------------------------|
| Paved Shoulder, both sides (7400 metres) | \$ 266,000 - 320,000 * |
|--|------------------------|

\* Costs for paved shoulders are typically covered by NSTIR, however, implementation is at their discretion.

**Recommendation**

**Develop Marketing Materials to Promote AT Opportunities in Argyle**

**Steps to Implementation:**

1. Work with Bicycle Nova Scotia to expand their cycling brochure series to Southwest Nova Scotia (Shelburne to Yarmouth) or develop a separate brochure aimed at various AT opportunities within Argyle.
2. Hire a consultant to design an AT brochure
3. Print brochures and place them in Visitor Information Centres and major points of entry to the municipality and province

**Timeframe:**



Years 4/5

For more information, see page 33.

**Potential Community Partners:**

Bicycle Nova Scotia, Town of Yarmouth, Municipality of the District of Yarmouth, Municipality of the District of Barrington, Municipality of the District of Shelburne

**Opinion of Probable Cost:**

|                                      |                         |
|--------------------------------------|-------------------------|
| Design of brochure (each)            | \$ 2,000 - 3,500        |
| Printing of brochure (10,000 copies) | \$ 1,000 - 1,500        |
| <b>Total</b>                         | <b>\$ 3,000 - 5,000</b> |

**Recommendation**

**Resurface the Rail Trail from Tusket to the western municipal border**

**Steps to Implementation:**

1. The rail trail between Tusket and the western municipal border (shared with the Town of Yarmouth) is 4,500 metres long and is in quite poor shape.
2. Working with the Department of Natural Resources, the Yarmouth County Rail Trail Committee, and potentially Bicycle Nova Scotia, the Active Argyle Committee should aim to resurface this section of trail to accommodate long distance running and cycling opportunities on the trail.

**Timeframe:**



Year 4/5

For more information, see page 40.

**Potential Community Partners:**

Active Argyle, ATV groups, Yarmouth County Rail Trail Committee, Department of Natural Resources, Bicycle Nova Scotia

**Opinion of Probable Cost:**

|  |                    |
|--|--------------------|
| Resurface 4.5 km of crusher dust trail | \$ 45,000 - 54,000 |
|--|--------------------|

**Recommendation**

**Provide a more direct connection to the Rail Trail for staff and students at Drumlin Heights**

**Steps to Implementation:**

1. Contact the Department of Natural Resources to discuss gaining access across PID 90319880 to the Rail Trail
2. Work with a trail expert to determine the feasibility of constructing a ramp and/or stairs down the slope behind the school
3. Design and build the trail

**Timeframe:**



Year 4/5

For more information, see page 52.

**Potential Community Partners:**

DNR, TCRSB, Drumlin Heights

**Opinion of Probable Cost:**

|   |                    |
|---|--------------------|
| Design and construction for 250m of trail | \$ 47,500 - 57,000 |
|---|--------------------|

**Recommendation**

**Begin marketing paddling routes and investing in new infrastructure**

**Steps to Implementation:**

1. Begin marketing and promoting paddling opportunities on the shore and along the Tusket River via a website or brochure
2. Ensure existing launch points are well maintained and safe for visitors to use
3. Search for opportunities to add more launch points in appropriate locations and install signage along the road to help visitors find these areas

**Timeframe:**



Year 4/5 or later

For more information, see pages 33, 51, and 74

**Potential Community Partners:**

NSTIR

**Opinion of Probable Cost:**

|                                  |  |
|----------------------------------|--|
| Create a website                 | \$ 5,000 (or less with a stock website or one created by volunteers) |
| Create a brochure                | \$ 4,000 - \$6,000   |
| Create or upgrade a launch point | Cost will vary depending on location and existing conditions         |

**LONG TERM  
PROJECTS  
(YEARS 5 TO 15)**

**Recommendation**

### Resurface the Rail Trail between Pubnico and Tusket

|   |  |
|---|--|
| <p><b>Steps to Implementation:</b></p> <ol style="list-style-type: none"> <li>1. The rail trail between Tusket and Pubnico is 28 km long and it will need to be resurfaced in the future</li> <li>2. Working with the Department of Natural Resources, the Yarmouth County Rail Trail Committee, and potentially Bicycle Nova Scotia, the Active Argyle Committee should aim to resurface this section of trail to accommodate long distance running and cycling opportunities on the trail.</li> </ol> | <p><b>Timeframe:</b></p> <p>Year 6/7/8</p> <p>For more information, see page 40.</p> |
| <p><b>Potential Community Partners:</b></p> <p>Active Argyle, ATV groups, Yarmouth County Rail Trail Committee, Department of Natural Resources, Bicycle Nova Scotia</p>  |  |
| <p><b>Opinion of Probable Cost:</b></p> <p>Resurface 28 km of crusher dust trail <span style="float: right;">\$ 280,000 - 336,000</span></p>  |  |

**Recommendation**

### Extend Sidewalk to École Pubnico-Ouest

|   |   |
|---|---|
| <p><b>Steps to Implementation:</b></p> <ol style="list-style-type: none"> <li>1. Raise funds to build a sidewalk through fund raisers, annual municipal budget allocations, and provincial/federal grants</li> <li>2. Work with the province and NSTIR to ensure plans to build sidewalk meet their design standards</li> <li>3. Hire a contractor to build the 1,400 metre sidewalk</li> </ol> | <p><b>Timeframe:</b></p> <p>Years 6/7/8</p> <p>For more information, see page 49.</p> |
| <p><b>Potential Community Partners:</b></p> <p>NSTIR</p>  |   |
| <p><b>Opinion of Probable Cost:</b></p> <p>1.5 metre wide concrete sidewalk x 1400 metres long <span style="float: right;">\$ 250,000 - 300,000</span></p>  |   |

**OPPORTUNITY  
PROJECTS**

**Recommendation**

### Paved shoulders on Route 334

|   |  |   |                      |  |                    |              |                               |
|---|--|---|----------------------|--|--------------------|--------------|-------------------------------|
| <p><b>Steps to Implementation:</b></p> <ol style="list-style-type: none"> <li>1. Monitor NSTIR's annual paving plan documents</li> <li>2. Once Route 334 is added to the five-year paving plan, advocate to NSTIR for the inclusion of paved shoulders when the street is repaved</li> </ol>  | <p><b>Timeframe:</b></p> <p>As the opportunity presents itself</p> <p>For more information, see page 45.</p> |   |                      |  |                    |              |                               |
| <p><b>Potential Community Partners:</b></p> <p>NSTIR</p>  |  |   |                      |  |                    |              |                               |
| <p><b>Opinion of Probable Cost:</b></p> <table border="0"> <tr> <td>Incremental cost of 8.2 km of shoulders on both sides of street</td> <td style="text-align: right;">\$ 295,000 - 354,000</td> </tr> <tr> <td>Incremental cost of 2.7 km of shoulder on one side of street</td> <td style="text-align: right;">\$ 49,000 - 58,000</td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: right;"><b>\$ 344,000 - 412,000 *</b></td> </tr> </table> <p><i>* Costs for paved shoulders are typically covered by NSTIR, however, implementation is at their discretion.</i></p> |  | Incremental cost of 8.2 km of shoulders on both sides of street | \$ 295,000 - 354,000 | Incremental cost of 2.7 km of shoulder on one side of street | \$ 49,000 - 58,000 | <b>Total</b> | <b>\$ 344,000 - 412,000 *</b> |
| Incremental cost of 8.2 km of shoulders on both sides of street   | \$ 295,000 - 354,000   |   |                      |  |                    |              |                               |
| Incremental cost of 2.7 km of shoulder on one side of street  | \$ 49,000 - 58,000   |   |                      |  |                    |              |                               |
| <b>Total</b>  | <b>\$ 344,000 - 412,000 *</b>  |   |                      |  |                    |              |                               |

**Recommendation**

### Paved shoulders on Route 335

|  |  |  |                      |  |                    |              |                               |
|--|--|--|----------------------|--|--------------------|--------------|-------------------------------|
| <p><b>Steps to Implementation:</b></p> <ol style="list-style-type: none"> <li>1. Monitor NSTIR's annual paving plan documents</li> <li>2. Once Route 335 is added to the five-year paving plan, advocate to NSTIR for the inclusion of paved shoulders when the street is repaved</li> </ol>   | <p><b>Timeframe:</b></p> <p>As the opportunity presents itself</p> <p>For more information, see page 50.</p> |  |                      |  |                    |              |                               |
| <p><b>Potential Community Partners:</b></p> <p>NSTIR</p>   |  |  |                      |  |                    |              |                               |
| <p><b>Opinion of Probable Cost:</b></p> <table border="0"> <tr> <td>Incremental cost of 15.8 km of shoulders on both sides of street</td> <td style="text-align: right;">\$ 569,000 - 683,000</td> </tr> <tr> <td>Incremental cost of 1.2 km of shoulder on one side of street</td> <td style="text-align: right;">\$ 22,000 - 26,000</td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: right;"><b>\$ 591,000 - 709,000 *</b></td> </tr> </table> <p><i>* Costs for paved shoulders are typically covered by NSTIR, however, implementation is at their discretion.</i></p> |  | Incremental cost of 15.8 km of shoulders on both sides of street | \$ 569,000 - 683,000 | Incremental cost of 1.2 km of shoulder on one side of street | \$ 22,000 - 26,000 | <b>Total</b> | <b>\$ 591,000 - 709,000 *</b> |
| Incremental cost of 15.8 km of shoulders on both sides of street   | \$ 569,000 - 683,000   |  |                      |  |                    |              |                               |
| Incremental cost of 1.2 km of shoulder on one side of street   | \$ 22,000 - 26,000   |  |                      |  |                    |              |                               |
| <b>Total</b>   | <b>\$ 591,000 - 709,000 *</b>  |  |                      |  |                    |              |                               |

## FUNDING PARTNERS

Many of the recommendations of this Plan depend more on human resources than capital funding. However, there are a number of larger interventions that require significant funds. Implementing all of these recommendations in a reasonable period of time could be challenging without outside funding, including provincial, federal, and non-profit agency grants.

Below is a summary of a handful of funding opportunities that are currently (summer 2016) available in the Argyle area. Funding programs often change with each new government budget. It is likely that the below table will be obsolete long before the end of 10 year horizon of this Plan. However, the table gives a good indication of the funding agencies and types of grants that are often available. These agencies are likely the best place to look for future funding programs.

| Provider  | Program Name                    | Funding Available  | Notes  | More Information  |
|---|---------------------------------|--|--|---|
| <b>Federation of Canadian Municipalities</b>          | Green Municipal Fund            | Loan for up to 80 percent of eligible project costs<br><br>Grant of up to 15 percent of loan value           |  | <a href="https://www.fcm.ca/home/programs/green-municipal-fund.htm">https://www.fcm.ca/home/programs/green-municipal-fund.htm</a>   |
| <b>Nova Scotia Communities, Culture, and Heritage</b> | Recreation Facility Development | 1/3 of project cost up to a maximum of \$150,000   | Competitive RFP process. Next application deadline is February 6, 2017   | Contact local coordinator, currently Debby Smith: 902.634.7503 / debby.smith@novascotia.ca  |
| <b>Nova Scotia Department of Energy</b>               | Connect2                        | 50% of eligible costs up to \$150,000 for infrastructure and design and up to \$30,000 for enabling projects | Projects must be utilitarian in nature (e.g. connect people to services) | <a href="http://novascotia.ca/programs/connect2/">http://novascotia.ca/programs/connect2/</a>   |
| <b>Nova Scotia Communities, Culture, and Heritage</b> | Regional Development Grant      | 50% of eligible costs  | Projects must be focused on education and awareness                      | Contact local coordinator, currently Debby Smith: 902.634.7503 / debby.smith@novascotia.ca  |
| <b>Heart &amp; Stroke Foundation</b>                  | Walkabout                       | Grants of \$250 to \$2,000   | For infrastructure, marketing, or advocacy                               | <a href="http://walkaboutns.ca/walkabout-info/walkabout-programs/community/walkability-grants/">http://walkaboutns.ca/walkabout-info/walkabout-programs/community/walkability-grants/</a> |



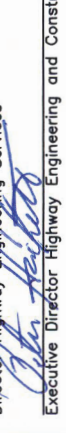
# SECTION 9 APPENDIX

MATERIALS

| POSTED SPEED (km/h) | PAVED SHOULDER WIDTH (m)                      |                       |   |                       |   |                  |
|---------------------|---|-----------------------|---|-----------------------|---|------------------|
|                     | AADT <1000                                    |                       | AADT 1000-2000                                |                       | AADT >2000                                    |                  |
|                     | NEW CONSTRUCTION/ <sub>1</sub> RECONSTRUCTION | REPAVING <sup>2</sup> | NEW CONSTRUCTION/ <sub>1</sub> RECONSTRUCTION | REPAVING <sup>2</sup> | NEW CONSTRUCTION/ <sub>1</sub> RECONSTRUCTION | REPAVING         |
| 50                  | NA  | 1.2                   | 1.0   | 1.2                   | 1.0   | 1.0              |
| 60-70               | NA  | 1.2                   | 1.0   | 1.5                   | 1.0   | 1.0              |
| 80                  | NA  | 1.5                   | 1.0   | 1.75                  | 1.5 <sup>3</sup>                              | 1.5 <sup>3</sup> |

**NOTES:**

- NEW CONSTRUCTION/RECONSTRUCTION GUIDELINES APPLY TO RECONSTRUCTION OR REPAVING WORK AREAS WHERE THE EXISTING SUBGRADE IS WIDE ENOUGH TO MEET THE NEW CONSTRUCTION SHOULDER STANDARDS, e.g. REMOVING CLIMBING LANES, NARROWING LANE WIDTH.
- REPAVING: NO WIDENING OF SUBGRADE IS PLANNED.
- THIS MAY BE UNACHIEVABLE DUE TO SUBGRADE CONSTRAINTS. EVERY EFFORT WILL BE MADE TO HAVE THE SHOULDER AS WIDE AS POSSIBLE, WITH A MINIMUM OF 1.0m. IF 1.5m IS UNACHIEVABLE, SIGNAGE MAY BE NECESSARY.
- NO SHOULDER WIDENING IS RECOMMENDED WHEN PAVEMENT PRESERVATION, MAINTENANCE OVERLAYS, ETC. ARE PLANNED.
- A MINIMUM OF 1.5m IS REQUIRED NEXT TO GUARDRAIL, CURB OR OTHER FIXED OBJECTS. ON SHOULDERS 1.5m OR GREATER, ADD 0.2m TO 0.5m IN AREAS WHERE THERE IS A FIXED OBJECT.

  
 Manager Highway Planning and Design  
  
 Director Highway Engineering Services  
  
 Executive Director Highway Engineering and Construction

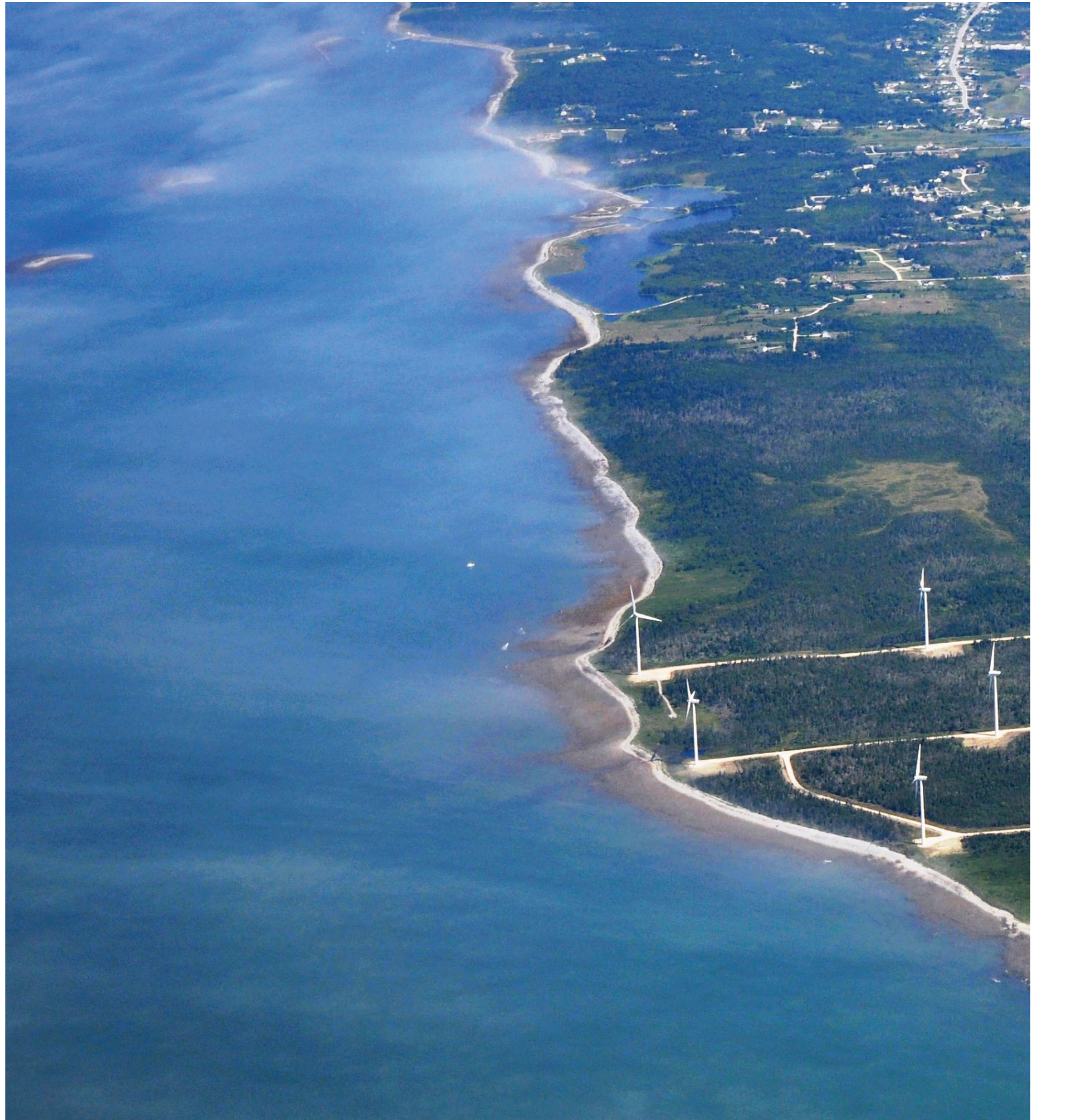


|     |                              |
|-----|------------------------------|
| No. | REVISION                     |
| 2   | NOTES REVISED JAN. 2014      |
| 1   | CHANGE TO NOTES 27 JUNE 2013 |

Scale : N.T.S.  
 Drawn by : G.WRIGHT  
 Checked by : E.PUGH  
 Date of Plan : JUNE2011  
 File No. : S--2011-200

**PAVED SHOULDER WIDTH  
FOR ACTIVE TRANSPORTATION**





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