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Municipal Council Meeting Agenda

Tuesday, June 25, 2024 – 9:00 a.m.

MODL Council Chambers – 10 Allée Champlain Drive, Cookville

- 1. Call to Order**
- 1.1 Mi'kma'ki Territorial Acknowledgement
- 2. Announcements, Acknowledgements, Recognition**
- 3. Public Input (15 Minutes)**
- 4. Changes/Approval of Agenda (as circulated)**
- 5. Approval of Minutes - June 11, 2024**
- 6. Business Arising from Minutes**
- 7. Awarding of Tenders/RFPs**
- 7.1 Award of RFP 2024-05-400 Wayfinding Signage 1-3
- 7.2 Award of RFQ 2024-05-301 Wheelchairs for Paraspport 4-5
- 8. Presentations/Scheduled Times - Nil**
- 9. Consideration of Correspondence - Nil**
- 10. Recommendations from Committees & Boards**
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- 10.1.2 Adoption of MODL Policy 099 Grant Disclosure 11-16
- 10.1.3 Bridgewater and Area Chamber of Commerce – Amendment to
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- 10.1.4 Approval of Fee Increase re Clean Energy Financing Program and
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- 10.2 Nominating Committee**
- 10.2.1 Appointments to the Indian Path Common Advisory Committee 22-24
- 10.3 REMO Advisory Committee**
- 10.3.1 Allocation of Funds re Emergency Management Coordinator 25

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12.2	Deputy Mayor’s Update	
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13.	Added Items	
14.	In Camera	
14.1	Contract Negotiations under Section 22(2)(e) of the MGA	
15.	Adjournment	

Council
Item: #7.1
Date: June 25, 2024
Authorization: T. MacEwan



Municipality of the District of Lunenburg

Request for Decision

Report to: Municipal Council
Submitted by: Trails & Open Space Coordinator, Marta Selassie
Date: June 25, 2024
Re: RFP #2024-05-400 Wayfinding Signage Award

Recommended Motion

That Council for the Municipality of the District of Lunenburg award Request for Proposal #2024-05-400 for the fabrication and installation of wayfinding signs to Hansen Signs in the amount of \$322,324.25 plus HST.

Background

In August 2020, the municipality issued a request for proposals to develop a wayfinding strategy. Fathom Studio, the successful bidder, completed the Signage and Wayfinding Design Intent in 2021. This design intent provided essential information for planning and constructing the municipality's wayfinding sign system. It outlines the signs required, proposed fabrication details, specifications and graphic layouts. Additionally, a location plan and message schedule were created, forming the basis for implementation.

In 2022, the first phase of implementation was completed, including the fabrication and installation of several park and directional signs and two municipal gateway signs. After this initial installation, it was determined that the strategy required amendments based on the lessons learned from the first phase.

Discussion

Staff engaged Fathom Studio to revise the Design Intent and Location Plan, incorporating lessons learned from implementation. On April 25, 2024, the municipality issued an RFP for the fabrication and installation of 57 signs. By the advertised closing time on June 6, 2024, two submissions were received. Each proponent was required to submit both a technical and

a cost proposal. An evaluation team reviewed and scored the proposals based on criteria and weighting outlined in the RFP and below.

Category	Weight
Methodology and Workplan	30
Project Schedule	15
Prior Experience	40
References	5
Cost	10
Total	100

The highest possible technical score was 90. The calculated average technical score from the evaluation team, along with the costs, cost score and total RFP evaluation score were as follows:

Proponent	Technical Score	Cost Proposal		Total Score
		Cost	Score	
Hansen Signs	83.25	\$ 322,324.25	10	93.25
New Century Signs	62.6	\$ 399,148.25	8	72.6

As per the request for proposal, the Municipality may, choose to reject any or all Proposals. MODL also reserves the right to enter negotiations with the successful proponent within the terms of the RFP to vary the scope of work to clearly define the total costs of the deliverables.

Budget Implications

The 2023-2024 capital budget includes \$425,000 for the continued implementation of the Wayfinding Strategy. Both bids received are within the allocated budget for this project.

Expenditures	
Wayfinding Contract	\$ 322,324.25
Project Support - Fathom	\$ 8,050.00
Contingency 20%	\$ 66,074.85
Net HST	\$ 16,991.81
Total	\$413,440.91

Strategic Plan

This project aligns with MODL Strategic Priority RE-Create Parks.

Work Plan

This work will be completed in 2024 and has been included in the departments workplan.

Alternatives

1. Council choose not to award the fabrication and installation of the wayfinding signs contract.
2. Council choose not to accept the recommendation and awards the fabrication and installation of the wayfinding signs to New Century Signs.

Summary

Staff recommend the award of RFP #2024-05-400 Wayfinding Signage to Hansen Signs who received the highest overall score for their proposal.

Report Preparation	
Department	Recreation, Parks & Tourism
Report Prepared by	Marta Selassie, Trails and Open Space Coordinator
Report Approved by	Tissy Bolivar, Program Coordinator/Acting Director
Date Reviewed by C.A.O.	

Council
Item: #7.2
Date: June 25, 2024
Authorization: T. MacEwan



Municipality of the District of Lunenburg

Request for Decision

Report to: Municipal Council
Submitted by: Tissy Bolivar, Program Coordinator
Date: June 25, 2024
Re: RFQ Award 2024-05-301: Wheelchairs for Parasport

Recommendation

That Municipal Council award RFQ 2024-05-301: Wheelchairs for Parasport to Harding Medical in the amount of \$34,800, all inclusive.

Executive summary

The Municipality of the District of Lunenburg received grant funding to advance parasport programming throughout the district. This will allow us to continue creating accessible, inclusive environments for both residents and visitors.

Discussion

A Request for Quotation (RFQ) was issued May 31, 2024, and closed on June 13, 2024. The RFQ was to supply and deliver six (6) wheelchairs for parasport programming. One (1) quotation was received and reviewed, meeting all requirements outlined in the RFQ.

Supplier	Cost	Delivery
Harding Medical	\$34,800	Free

Budget implications

Funding was received through a Sport Nova Scotia Equity, Diversity, Inclusion, and Accessibility (EDIA) Grant in the amount of \$45,548.79 to purchase six (6) wheelchairs for parasport, as well as an enclosed trailer for transportation and storage. The Municipality included a total budget

of \$47,000 in the 2024-2025 capital budget. After purchasing the trailer, we have a remaining balance of \$37,092.83. This provides sufficient funds for the RFQ.

Strategic plan

Active Living Strategy

1. Strategic Direction 4: Social Environments and Inclusion
 - (a) 4.2 Reduce barriers to participation in active living and daily movement to help ensure equitable access
 - (b) Identify and use an equity lens in consultation with stakeholders in planning and programming to support inclusion, diversity, and accessibility

IDEA @ MODL

1. Mission - MODL will work to achieve an inclusive, diverse, equitable, and accessible place to live and work.
2. 4.2 Accessibility
 - (a) 4.2.1 Invest in initiatives that promote equitable access to working and living at MODL.

Lunenburg County Accessibility Plan

1. Goods and Services: residents and visitors with disabilities have equitable access to goods and services provided by our municipalities.
 - (a) Programs: Deliver programming to people of all ages and abilities and commit to training all program delivery staff.

Work plan

As part of the 2024-2025 capital budget, this project is currently within staffs work plan.

Conclusion

All requirements were met set out in the RFQ by the respondent. It would be staff's recommendation to award RFQ 2024-05-301: Wheelchairs for parasport, to Harding Medical in the amount of \$34,800, inclusive.

Report Preparation	
Department	Recreation, Parks, and Tourism
Report Prepared by	Tissy Bolivar
Report Approved by	
Date Reviewed by C.A.O.	

Council
Item: #10.1
Date: June 25, 2024
Authorization: T. MacEwan



Municipality of the District of Lunenburg

10 Allée Champlain Drive, Cookville, Nova Scotia, Canada, B4V 9E4
Phone: 902.543.8181 Fax: 902.543.7123 Web Site: www.modl.ca

June 18, 2024

To Her Worship, Mayor Bolivar-Getson, and Councillors
of the Municipality of the District of Lunenburg

Dear Mayor and Councillors:

The Policy & Strategy Committee, in session on Tuesday, June 18, 2024, made the following recommendations to Council:

1. That Municipal Council approve the amendment to Policy 011 Deputy Mayor, as presented, and hereby gives seven (7) days' notice of Council's intention to repeal and replace Policy 011 at the June 25, 2024, Council meeting.
2. That Municipal Council adopt Policy – 099 Grant Disclosure Policy, as presented, and hereby gives seven (7) days' notice of Council's intention to adopt the proposed Policy 099 at the June 25, 2024, Council meeting.
3. That Municipal Council amend the Municipality's term of membership on the Bridgewater and Area Chamber of Commerce to two years, and further that this change take effect after the 2024 Municipal Elections.
4. The Municipal Council approve the increase of administrative fees from \$650 to \$800 per participant for the Clean Energy Financing Program and Water Supply Upgrade Program, effective July 1, 2024.

Respectfully submitted,

Chairperson and Members
Policy & Strategy Committee

/jp

Council
Item: #10.1.1
Date: June 25, 2024
Authorization: T. MacEwan



Municipality of the District of Lunenburg

Report to Policy & Strategy Committee

Report To: Chair and Members of Policy & Strategy Committee
Submitted By: April Whynot-Lohnes, Municipal Clerk
Date: June 18, 2024
Re: Amendments – Policy 011, Deputy Mayor

Recommendation

“that Policy and Strategy Committee recommends to Council the amendment to Policy 011 Deputy Mayor, as presented, and hereby gives seven days’ notice of Council’s intention to Repeal and Replace Policy 011 at the June 25, 2024, Council meeting”.

Executive Summary

At the May 21, 2024, Policy and Strategy Committee meeting, the committee discussed amendments to the policy as it related to eligibility (reoffering), term (one versus two years) and nomination process (expression of interest versus secret ballot).

Direction was given to proceed with amendments to the Deputy Mayor policy that reflected the eligibility being amended to allow the reoffering after the term of one year expired. The committee chose to maintain the secret ballot process for nominations.

Discussion

Staff has amended the policy (attached) in accordance with the Committee’s direction and also updated the policy to meet the accessible format and concise language requirements.

Section 48(1) of the Municipal Government Act states, “Before a policy is passed, amended or **repealed & replaced**, the Council shall give at least seven days’ notice to all council members.” Therefore, in accordance with Section 48(1), this is to serve notice that the attached policy “Deputy Mayor” Policy - 011 will be presented for Council’s consideration and approval at the June 25, 2024, Council meeting.

Conclusion

The proposed amendments incorporate Council's direction. The Committee can either approve the proposed amendments as presented or make additional changes to the policy and the proposed amendments to reflect Council's discussion or intention.

Report Preparation	
Department	Administration
Report Prepared by	April Whynot-Lohnes
Report Approved by	Alex Dumaresq
Date Reviewed by C.A.O.	

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Municipality of the District of Lunenburg

Policy Details	
Name	Deputy Mayor
Number	011
Legislative Authority	Sec. 16 MGA
Effective Date	

Purpose

- 1 To establish a policy on the appointment of Deputy Mayor as required under the Municipal Government Act (MGA).

Role

- 2 (1) The Deputy Mayor has all the power and authority, and will perform all the duties of Mayor when the Deputy Mayor is notified that:
 - (a) the Mayor is absent or unable to fulfil the duties of the Mayor,
 - (b) the office of the Mayor is vacant.

Selection Process

- 3 (1) Council will elect a Deputy Mayor yearly at the first regular Council meeting in November.
 - (2) The Deputy Mayor will be elected by ballot, as set in Policy 001 Proceedings of Council.
 - (2) If only one Councillor is nominated and they accept the nomination, they will be acclaimed to the position.
 - (3) If more than one Councillor is nominated, a vote will be conducted by ballot, as outlined in Policy 001 Proceedings of Council, and
 - (4) After the vote is tallied, the Mayor will declare the successful candidate to serve as Deputy Mayor.
 - (5) A Councillor may resign as the Deputy Mayor prior to the completion of the term, without resigning from Council.

Term

- 4 (1) The Deputy Mayor may serve until the end of the second regular monthly meeting in October, after the one-year (12 month) term has expired, with the exception of an election year, where the term expires at the end of the first regular monthly meeting in October.
- (2) Councillors are eligible to reoffer and serve more than one term in a four-year mandate.
- (3) If the Deputy Mayor resigns as member of Council, Council will elect a replacement for the balance of the term.

Effective Date

- 5 This Policy is effective on the first regular Council session or Special Council session, whichever event occurs first, following the general Municipal Election of October 19, 2024.

Repeal and Replace

- 6 Policy 011, approved on November 22, 2000 and amended May 13, 2008, is hereby repealed and replaced with new Policy 011.

Policy Adoption	
Date of Original Passage	November 22, 2000
Date of Notice of Intent to Repeal & Replace	June 18, 2024
Date of Council Approval	
Date Effective if different from Date of Approval	October 19, 2024
I certify that this Policy 011 Deputy Mayor was adopted by Municipal Council as indicated above.	
Signature of Municipal Clerk	Date

Version	Amendment Description	Approval Date
Original V1	Deputy Mayor Policy	Nov. 22, 2000
V2	Amended term from two years to one year	May 13, 2008
Repealed & Replaced	Amended to enable reoffering in 4 year mandate, updated to accessible format and language.	

Council
Item: #10.1.2
Date: June 25, 2024
Authorization: T. MacEwan



Municipality of the District of Lunenburg

Request for Decision

Report to: Chair and Members, Policy & Strategy Committee
Submitted by: Sandra Challis, Administrative Assistant - Recreation, Parks & Tourism
Date: June 18th, 2024
Re: New Proposed Policy – 099, Grant Disclosure Policy

Recommendation

“The Policy & Strategy Committee recommend Municipal Council adopt Policy-099 Grant Disclosure Policy, as presented, and hereby give 7 days’ notice of Council’s intention to adopt the proposed policy at the June 18, 2024, Council Meeting.”

Executive summary

The Municipality has been publishing a list of grant recipients annually on the municipal website, in accordance with a subclause covering in the community grants policy (043).”

Under Section 65C of the Municipal Government Act, MGA, Municipalities are **required to adopt** a policy to publicly disclose a list of grant recipients, and the amounts of those grants. Because the municipality has grants awarded under other programs and policies, staff recommend adopting a more comprehensive policy relating to grant disclosure.

The proposed policy **must** include:

- Frequency & Timing of Disclosure
- Content of Disclosure
- Form of Disclosure

The proposed policy **may** include:

- Any other matter that Council considers necessary or advisable to effectively carry out the intent and purpose of the policy.

Discussion

The policy presented proposes the following for **mandatory** inclusions:

- The Grant Disclosure policy will be disclosed annually, on or before May 31st.
- The Grant Disclosure policy will include the following information:
 - Type of Grant
 - Name of Organization / Individual*
 - Full amount awarded**
 - * For individuals, no personal information will be released, and only aggregate information provided under the grant category.
 - **The total amount awarded will be disclosed even if the grant has only been partially disbursed at the end of the fiscal year.
- The Grant Disclosure will be published on the Municipal Website.

The policy presented proposes to include clear guidelines of what, and what is not, considered a grant for the purposes of the Annual Disclosure.

Grants to be included in Annual Disclosure:

- Any transfer of money to an organization or individual under a formal municipal grant program i.e. Policy 043, Policy -053, Policy 048, Policy 098 and Fire Service Grants under the Recruitment and Retention strategy, excluding payments in exchange for a service.
- Any transfer of money approved through motions of Council to provide a discretionary award to an organization or individual. i.e. Food Banks
- Any transfer of money to an organization approved through the budget process (excluding payments in exchange for a service) i.e. Lunenburg County Wheels, Lunenburg County Ground Search & Rescue and including Management Agreement and Trail Group Funding.

Awards excluded from the Annual Disclosure including, but not limited to:

- Any Municipal Subsidies i.e., Property tax rebates or relief
 - Recipients under Policy - 012 Tax Exemption Reduction
 - Recipients under Policy - 049 Property Tax Rebate
- Fire Service & Commission Grants, i.e. Fire Taxes distributed, WCB payments, Insurance grants and Matching Grants.

Budget implications

There are no budget implications.

Alternatives and Conclusion

The adoption of a Disclosure Policy is mandatory under the MGA.

As alternatives, Council may:

- 1 Change, or widen, the method in which the Annual Disclosure must be made public.

- 2 Change the definition of what is, and what is not, considered a grant, i.e. to widen or narrow the scope of what is included in the Annual Disclosure.

Report Preparation	
Department	Recreation, Parks & Tourism
Report Prepared by	Sandra Challis, Administrative Assistant
Report Approved by	Alex Dumaresq
Date Reviewed by C.A.O.	

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Municipality of the District of Lunenburg

Policy Details	
Name	Grant Disclosure
Number	099
Legislative Authority	Municipal Government Act - Section 65C
Effective Date	June XX, 2024

Purpose

- 1 In accordance with Section 65(C) of the Municipal Government Act, the purpose of the Grant Disclosure Policy is to determine the timing and method for public disclosure of a list of Municipal Grant recipients, and the amounts distributed from the previous fiscal year.

Definitions

- 2 In this policy:
 - a) **Municipal Grant** means any of the following:
 - i) a transfer of money to an organization, or individual, under a formal municipal grant program with established eligibility criteria; and/or
 - ii) a transfer of money to an organization, or individual, pursuant to a motion of Council outside an established municipal grant program; and/or
 - iii) a transfer of money to an organization, or individual, that was included in the budget process. This does not include payments in exchange for providing a service to the municipality.
 - b) **Municipal Subsidy** means a discretionary reduction or exemption from the following:
 - i) rebates for residential property owners providing property tax relief for low-income households; and/or
 - ii) property tax rebates awarded/exemptions for non-profit community organizations.
 - iii) reduction of the property taxes for a building that has been destroyed or partially destroyed by fire, storm or otherwise.
 - c) **Fire Service and Commission Grants** means any of the following, or a combination of:
 - i) Fire tax levies distributed; and/or
 - ii) Workers Compensation Board of Nova Scotia (WCB) payments; and/or
 - iii) Insurance Grants; and/or
 - iv) Matching Grants.

Applications

3 This policy applies to all recipients of **Municipal Grants**.

Exemptions

4 This policy does not apply to recipients of **Municipal Subsidy, Fire Service and Commission Grants awards**.

Responsibilities

5 The following are responsible for:

- a) **Municipal Council**
 - i) Reviewing, amending, and adopting the Grant Disclosure Policy; and
 - ii) Supporting CAO in implementation of policy.
- b) **CAO**
 - i) Implementing the grant disclosure policy; and
 - ii) Supporting staff in the annual disclosure.
- c) **Staff**
 - i) Producing a master list of grant recipients for disclosure; and
 - ii) Publishing the disclosure.

Frequency & Timing of Disclosure

6 The list of recipients from the previous fiscal year will be disclosed annually, on or before May 31st.

Content of Disclosure

7 The following information must be included in the disclosure:

- a) **For Municipal Grants to Organizations:**
 - i) Type of Grant; and
 - ii) Name of Organization; and
 - iii) Full amount awarded.
- b) **For Municipal Grants to Individuals:**
 - i) Type of Grant; and
 - ii) Total number of recipients under this grant category; and
 - iii) Total amount awarded under this grant category.

Form of Disclosure

8 The content included in the disclosure must be posted on the Municipality's official website.

Policy Adoption	
Date of Original Passage	
Date of Notice of Intent to Consider (7 day notice)	June 18, 2024
Date of Council Approval	
Date of Effective Date (if different from approval date)	
I certify that this Policy 099 was adopted by Municipal Council as indicated above.	
Signature of Municipal Clerk	Date

Version	Amendment Description	Approval Date
Original V1	Policy 009, Grant Disclosure	June XX, 2024
V2		

Council
Item: #10.1.3
Date: June 25, 2024
Authorization: T. MacEwan



Municipality of the District of Lunenburg

Request for Decision

Report to: Chair and Members, Policy and Strategy Committee
Submitted by: April Whynot-Lohnes, Municipal Clerk
Date: June 12, 2024
Re: Term of Membership – Bridgewater & Area Chamber Commerce

Recommendation

“that Policy and Strategy Committee recommend the Municipality of Lunenburg’s term of membership on the Bridgewater and Area Chamber Commerce be amended to two years, and further that this change take effect after the 2024 Municipal Elections”.

Executive summary

At the May 21, 2024, Policy and Strategy Committee meeting staff was directed to review the terms of reference for membership on the Bridgewater and Area Chamber of Commerce. The direction was to look at the term of membership and whether it could be revised from one year to two years.

Discussion

Staff has reviewed the by-law and terms of reference for the Bridgewater and Area Chamber of Commerce to ensure there would be no conflict with the by-law if Council changed the term length. Staff can confirm that the discretion is that of the municipal units.

It is also staff’s understanding that the Chamber supports this change in membership term and concurs that a two-year term would be better suited as it provides a level of consistency and understanding of the Boards objectives.

Alternatives

Council may:

- choose not to change the term and leave it at one year;
- choose a different term;
- choose to not appoint a member and remove this committee from the list.

Conclusion

With the support of this change from the Chamber Board, and that there are no evident conflicts with their by-laws staff therefore recommends that the term for the member be revised to two years and that this change come into effect after the 2024 Municipal elections.

Report Preparation	
Department	Administration
Report Prepared by	April Whynot-Lohnes
Report Approved by	Alex Dumaresq
Date Reviewed by C.A.O.	

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Council
Item: #10.1.4
Date: June 24, 2024
Authorization: T. MacEwan



Municipality of the District of Lunenburg

Request for Decision

Report to: Policy and Strategy Committee
Submitted by: Abhimanyu Jain, Climate Change and Sustainability Manager
Date: June 18, 2024
Re: Administrative Fee Increases for Clean Energy Financing Program and Water Supply Upgrade Program

Recommendation

The Policy and Strategy Committee recommends:

“The Municipal Council approve the increase of administrative fees from \$650 to \$800 per participant for the Clean Energy Financing Program and Water Supply Upgrade Program, effective from July 1, 2024.”

Executive summary

In 2023, MODL entered into a five-year service agreement with Clean Foundation covering the fiscal years 2023-24 to 2027-28 for the continued delivery of the Clean Energy Financing Program and Water Supply Upgrade Program to the residents. MODL, along with all other municipalities receiving Clean’s services, has been notified by the organization of an increase in the cost of service delivery. To cover the rising service costs, Clean needs to adjust the administrative fees from \$650 (set in 2021) to \$800 per participant for both programs.

Discussion

Clean Energy Financing (CEF) Program: This program aims to provide financing options to homeowners for energy-efficient retrofits in their homes. The Council has set a target to retrofit 1400 homes to net-zero by 2030 as part of its 'Local Climate Change Action Plan 2030'.

For CEF participants, \$400 of that fee is subsidized by the FCM grant funding, meaning that CEF participants will see a change from \$250 to \$400. Increasing the administration fee from \$250 to \$400 means that the administration component of the participant's financing would increase from 1.25% to 2%. All existing clients would be locked in at the \$250 rate; the new rate would apply only to new clients who register on or after July 1, 2024. The \$400 paid by the homeowner will still be included in the homeowner's financing amounts, so they will not have to pay it upfront. In the case of an early exit, Clean will reduce its administration fee to \$300, which is typically recovered as a one-time payment from the participant to the Municipality. Administration fees are only applied to a file once the Customer Agreement has been signed.

Water Supply Upgrade (WSU) Program: The program offers low-interest financing for systems that can improve the supply of potable water for homes in the Municipality of the District of Lunenburg.

For WSU program clients, currently, there is no subsidy that applies. All existing clients would be locked in at the \$650 rate; the new rate would apply only to new clients who register on or after July 1, 2024. The \$800 paid by the homeowner will still be included in the homeowner's financing amounts, so they will not have to pay it upfront. Increasing the administration fee from \$650 to \$800 means that the administration component of the participant's financing would increase from 3.25% to 4%. In the case of an early exit, Clean will reduce its administration fee to \$300, which is typically recovered as a one-time payment from the participant to the Municipality. Administration fees are only applied to a file once the Customer Agreement has been signed.

Even with the fee increase, Clean's services remain heavily subsidized. Staff regularly reviews Clean's performance and service quality as per the current Agreement. All evaluations so far have been positive, indicating consistently high-quality services. Given these positive assessments, Clean's non-profit operating model, and ongoing scrutiny from multiple municipalities and funders, staff sees the fee increase request as reasonable and justified to meet the program's operational needs.

These proposed changes to the administrative fees would remain in effect until the expiry of the respective Agreements or until both parties agree to further modify them.

Budget implications

Administration fees are passed directly on to the client, meaning Clean's proposed fee increase has no net impact on the Municipality's budget. However, increased program fees may slightly reduce the financial resources available to clients for their home energy upgrades and water supply upgrades.

Alternatives

Alternatively, Council may direct staff not to execute the proposed amendment to the administrative fees in the respective service agreements and to return to Council with additional options for consideration.

Conclusion

To allow Clean Foundation to meet the current costs of program administration and delivery, staff recommends that the policy and strategy committee recommends to the municipal council to Council approve the increase of administrative fees from \$650 to \$800 per participant for the Clean Energy Financing Program and Water Supply Upgrade Program, effective from July 1, 2024.

Report Preparation	
Department	Planning and Development Services
Report Prepared by	Abhimanyu Jain, Climate Change and Sustainability Manager
Report Approved by	
Date Reviewed by C.A.O.	

Council
Item: #10.2.1
Date: June 25, 2024
Authorization: T. MacEwan



Memorandum

To: Mayor Bolivar Getson and Council
From: Chair, Nominating Committee
Date: June 25, 2024
Re: Appointments to Indian Path Common Advisory Committee

The Nominating Committee met on Tuesday, June 18, 2024 and made the following recommendation to Council:

“that Municipal Council appoint the following members to the Indian Path Common Advisory Committee:

- **Matt Keith & Stephen Johnson – term to November 2025;**
- **Susan Cochran, Karen Toews & Kevin Chisolm – term to November 2026; and**
- **Stefan Leslie – term to November 2027”.**

Respectfully submitted,

Chairperson & Nominating Committee



Memorandum

To: Councillor Hubley
From: Trails & Open Space Coordinator, Marta Selassie
Date: May 14, 2024
Re: Indian Path Common Advisory Committee Members

The Indian Path Common Advisory Committee provides input on the operation, policies and overall management of the Indian Path Common Land and coordinates volunteers working on maintenance. The committee consists of eight members with staggered three-year terms.

While a dedicated group of volunteers has diligently maintained the trail network, a gap in committee appointments has been identified. Our records indicate the last terms expired in 2019, as shown in the chart below. However, during discussions with the group, staff learned that new members had joined the committee in 2021 suggesting their terms would expire in 2024. It appears as though the nomination process may have been overlooked which could be attributed to staff turnover within the department.

Staff is seeking support from the Nomination Committee to proceed as proposed in the plan outlined in the chart below, which includes the currently active volunteers on the committee. If the Nomination Committee accepts this recommendation, staff will initiate a call to recruit two new volunteers to fill the vacancies with a term ending in November 2027.

Current		Proposed	
Janet Mason	November 2017	Matt Keith	November 2025
Mary Roycroft		Stephen Johnson	
Matt Keith	November 2018	Susan Cochrane	November 2026
Sabrina Hall		Karen Toews	
Stephen Johnson		Kevin Chisolm	
Marlene Lebel	November 2019	Stefan Leslie	November 2027
Sean Turner			
Anita Hirtle-Larkin			

Staff respectfully requests that the Nominating Committee present the following recommendation to council:

“That Municipal Council accepts the recommendation of the Nominating Committee and appoints the following members to the Indian Path Common Advisory Committee: Matt Keith and Stephen Johnson with a term expiring November 2025; Susan Cochran, Karen Toews & Kevin Chisolm with a term expiring November 2026 and; Stefan Leslie with a term expiring November 2027.

Memorandum Preparation	
Department	
Memorandum Prepared by	
Memorandum Approved by	
Date Reviewed by C.A.O.	

Council

Item: #10.3.1

Date: June 25, 2024

Authorization: T. MacEwan



Municipality of the District of Lunenburg

10 Allée Champlain Drive, Cookville, Nova Scotia, Canada, B4V 9E4

Administration

Phone: 902.543.8181 Fax: 902.543.7123 Web Site: www.modl.ca

June 19, 2024

Mayor Carolyn Bolivar-Getson & Council
10 Allée Champlain Drive
Cookville, NS B4V 9E4

Dear Mayor Bolivar-Getson:

RE: 2024/25 REMO Operating Budget Adjustment

At the May 27, 2024, Regional Emergency Management Organization (REMO) Advisory Committee meeting, the Committee passed the following motion:

“THAT the unspent funds allocated to the new Emergency Management Coordinator position be provided back to partner municipalities at year end, and further, that the remaining budgeted funds be kept in REMO’s contingency.”

Please forward this notice regarding the budget adjustment to your Council.

Sincerely,

Tom MacEwan
Chief Administrative Officer

cc: Angela Henhoeffler, REMO

Council
Item: #11.1.1
Date: June 24, 2024
Authorization: T. MacEwan



Municipality of the District of Lunenburg

Report to Council

Report To: Mayor and Municipal Council
Submitted By: Anna Giblin, Planner I
Date: June 18, 2024
Re: Westhaver Pond Land Use Regulations

This report is intended to inform Council about the land use issues regarding a specific property near Westhaver's Beach that were raised during a recent Council meeting. It aims to provide guidance to Council on the surrounding land use policies and outline any next steps that can be taken in response.

Introduction

The subject property is located at the corner of Maders Cove Road and Westhaver Road within the community of Maders Cove. It is adjacent to Westhaver Pond and is along a provincial road, directly opposite Westhaver's Beach. According to Property Online, the lot appears to cover an area of 1,264 square metres (13,605 square feet). A portion of the lot is a provincially identified wetland, and there is a watercourse that runs across the property. The property is designated as Environmental (ENV) on the Future Land Use Map of Princes Inlet and Area Secondary Planning Strategy (SPS) and Land Use By-law (LUB). Map 1 shows both the property boundary and the location of the provincially identified wetland.

Residents have reported that the property has undergone substantial alterations through clearing and infilling in recent years. These infilling activities have raised concerns among residents and members of the community regarding potential adverse effects on Westhaver Pond and nearby ecosystems.



Map 1: The property boundary and the provincially identified wetland on the subject property.

Background

In 2021, the property was purchased through a Municipal Tax Sale. A property report and zoning confirmation request was made to Planning and Development Services. The Development Officer completed this request on June 3, 2022. The property report identified the zoning regulations and setback requirements that apply to certain areas of the property and indicated that there is limited area to develop on the lot.

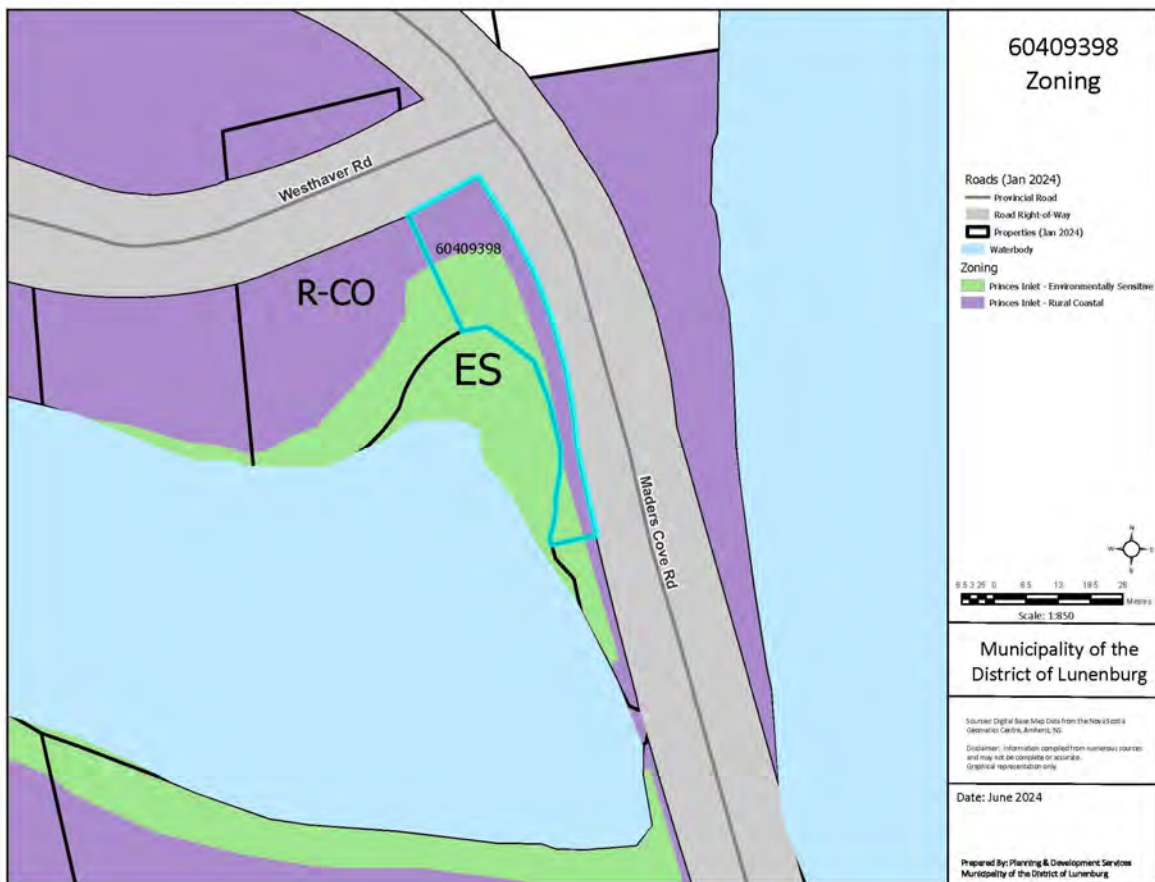
In May 2024, Planning and Development Services were asked to clarify if the lot could be used to park an RV or trailer. The Development Officer explained that no development permit is required for placing a trailer or RV on the lot.

On May 21, 2024, residents delivered a presentation to Council expressing concerns about recent activities on the property. They reported two instances of infilling since its purchase in 2021. The initial infilling attempt occurred in June 2022, and another in April 2024. According to

the residents, the initial infilling led to the erosion of the landfill materials into Westhaver Pond. The second infilling event involved more infill material and larger rocks to form a retaining wall. Additionally, there has been some media coverage on this matter.

Zoning and Land Use

The lands around Westhaver Pond are a provincially identified wetland. Council has established an Environmental (ENV) designation and have zoned these lands as Environmentally Sensitive (ES). A portion of the subject property is zoned Environmentally Sensitive (ES), and the other portion is zoned Rural Coastal (R-CO). Map 2 shows the zoning of the subject property.



Map 2: Zoning on the property: Environmentally Sensitive (ES) & Rural Coastal (R-CO).

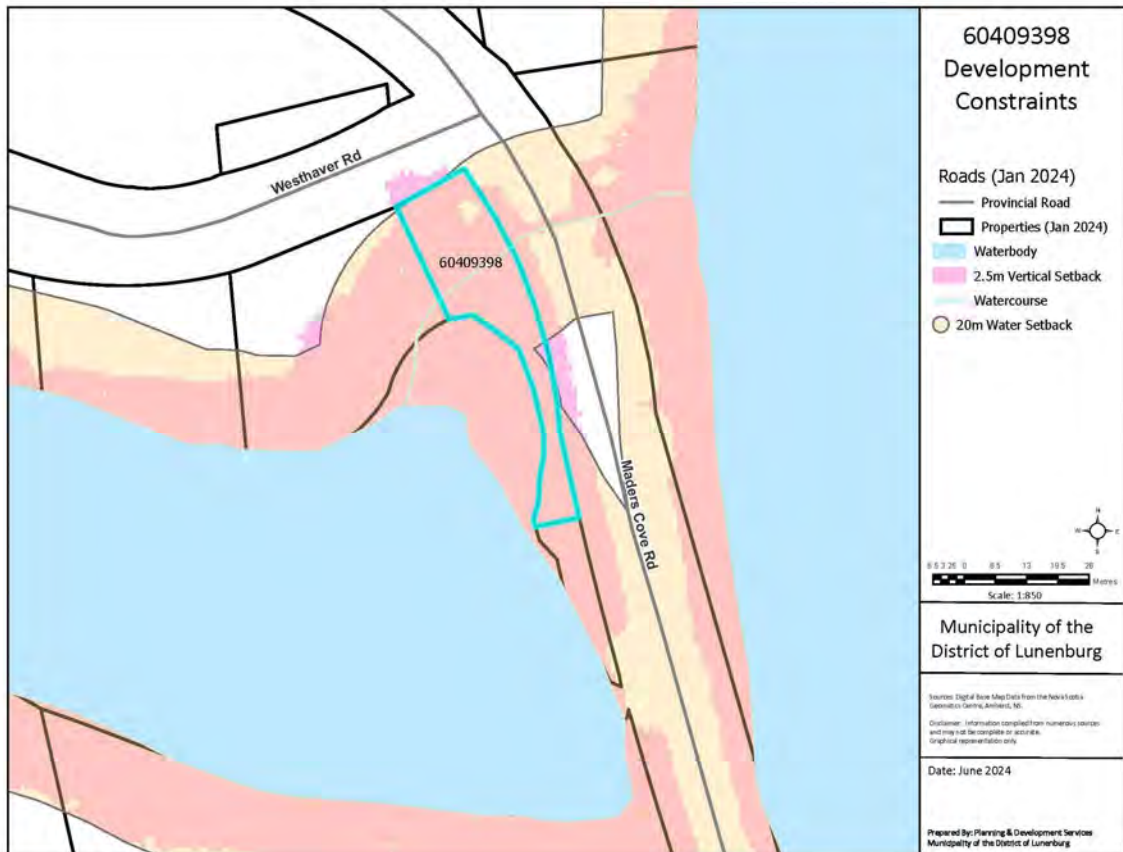
Relevant sections of the Princes Inlet and Area Secondary Planning Strategy (SPS) and Land Use Bylaw (LUB):

- Section 3.3 of the SPS states "Council recognizes the lands adjacent to Westhaver Pond, near to Westhaver Beach, are considered as important environmental assets to the local community, and that these lands merit protection through local land use controls."
- Section 3.3.1 of the SPS states "Council will place the identified provincial wetland which is located around Westhaver Pond in a restrictive Zone, which will not permit for any structures, including raised boardwalks, to be built within its boundaries".
- Section 4.17 and section 4.17.1 of the LUB states "in relation to a proposed development affecting a provincially-identified wetland... No development permit application will be issued by the Municipality until such time that it has been confirmed by the Province that the proposed development does not affect, or is inconsistent with, any related provincial wetlands policy".
- Section 7.2 of the LUB states "no uses shall be permitted within the Environmentally Sensitive (ES) Zone, and no building permit shall be issued for any structure".
- Section 4.18 of the LUB states that no development permit is required for "the use of an RV or camper for temporary accommodation provided the use does not last for longer than a 4-month period in a calendar year".

If the area of the lot zoned R-CO was to be developed, any structures would be subject to specific setbacks requirements. These include maintaining a vertical height requirement of 2.5m based on the Canadian Geodetic Vertical Datum (CGVD 28), as well as a horizontal setback of 20m due the existence of a watercourse that crosses the property. These setback provisions are outlined in sections 4.15.1 and 4.16 of the LUB. There are also R-CO zone requirements for structures which includes a minimum side yard setback of 1.5m, a minimum flankage yard setback of 5m, and a minimum rear yard setback of 1.5m. These setbacks provisions are outlined in section 5.4.2 of the LUB.

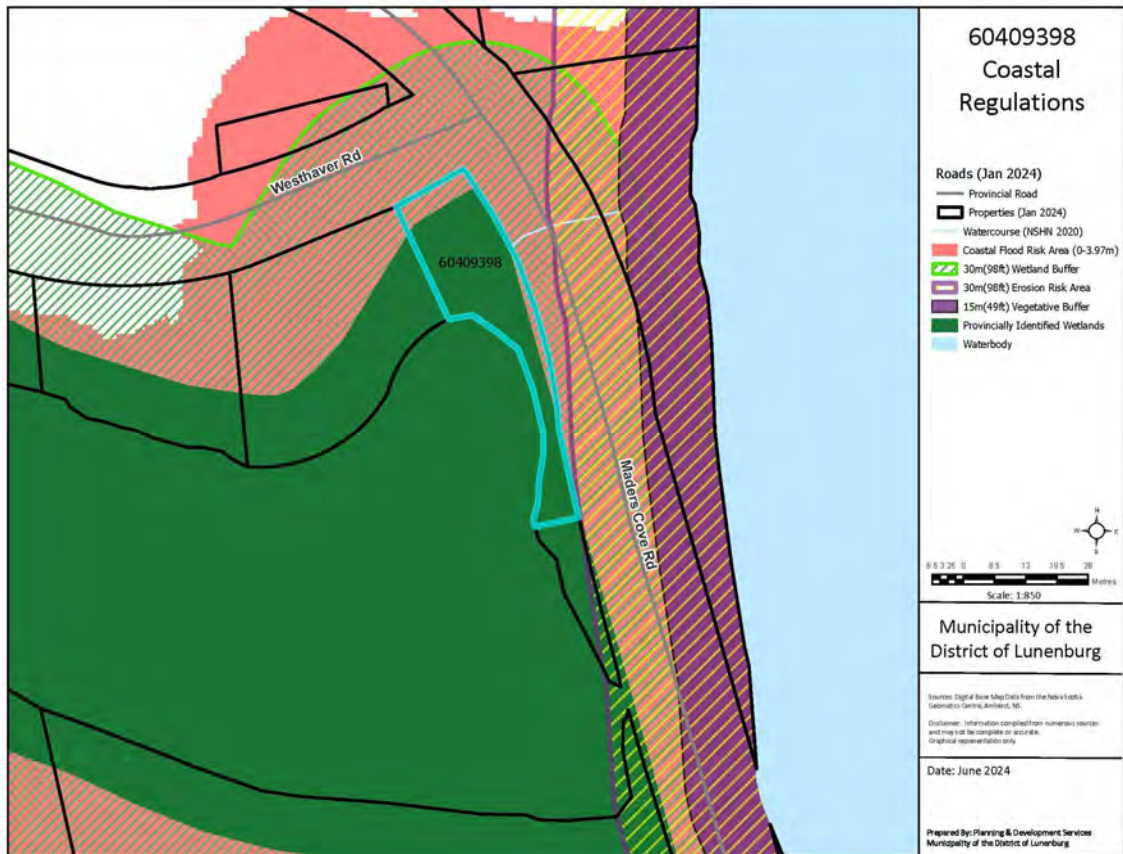
Given the applicable setbacks and the predominant ES zoning on the lot, there are significant development limitation for the property. Map 3 shows areas of the lot in which the vertical and horizontal setbacks are applied. However, utilizing the property for temporary accommodation by parking a trailer or RV on site is considered a permissible use as long at the time frame does not exceed 4 months in a year as section 4.18 of the LUB specifies.

Additional setbacks to consider include the Coastal Protection Regulations. Map 4 indicates the portion of the property that is within the Coastal Flood Risk Area, and subject to the 30 m Wetland Buffer setback. With the addition of the wetland buffer and setback, it appears that no structures would be permitted to be built anywhere on the lot.



Map 3: Shows the areas where the vertical and horizontal setbacks are applied.

See next page.



Map 4: Shows the areas where the Coastal Protection Regulation setbacks are applied.

Implications

The Princes Inlet and Area Land Use Bylaw includes regulations concerning development near identified wetlands, however, these regulations are only triggered “in relation to a permitted development”. In this instance, no development has taken place nor have any building permits been requested or issued by the municipality.

Approval is required by the Provincial Department of Environment and Climate Change for alterations of provincially identified wetlands, including activities such as infilling, draining, and excavating. Landowners must follow a permit process before engaging in such activities. Due to provincial regulation of wetlands, the municipality has a limited role in regulating activities related to wetlands.

Next Steps

At present, Council has limited options for addressing the Westhaver Pond issue. However, there have been some suggestions on how the municipality can handle similar situations in the future. These suggestions include increasing the municipality's control over infilling activities and either holding onto or acquiring environmentally-sensitive lands.

Municipal Regulation of Infilling

One of the Province's Statements of Provincial Interest relates to identifying flood risk areas. The Province has designated some areas as flood risk areas, but many flood risk areas have yet to be identified. Municipalities are responsible for identifying other known Flood Risk Areas and mapping all locally identified floodplains. Planning documents need to include policies that reflect this Statement of Provincial Interest and address identified flood risk areas.

Regulating development within flood plain areas is important because such development can increase flood levels, posing risks to existing developments elsewhere. Unlike protecting wetlands from infilling, which is under provincial jurisdiction, regulating development is up to municipalities. Generally, municipalities cannot regulate activities like infilling when it is not in relation to a development. However, there is a tool that enables municipalities to regulate infilling in identified floodplain areas regardless of if it is in relation to a development.

The Municipal Government Act, section 220 (5) states that municipalities can "regulate or prohibit excavation, filling in, placement of fill or reclamation of land on floodplains identified in the land-use by-law". This indicates that municipalities can have more control over infilling in flood plain areas once these areas have been identified. Some flood plain mapping has already taken place, but more up to date mapping is required. Further mapping can be carried out as part of the MODL 2040 project if directed by Council. For this tool to be effective, the approach must be consistent and applied everywhere. But once the flood risk areas are identified and mapped, Council will have the ability to regulate and prohibit infilling not linked to development within identified flood plain areas should it choose to take this regulatory approach.

Municipal Ownership of Conservation Lands

Municipal staff are currently drafting the Land Conservation & Stewardship Policy. This policy will function as a framework for evaluating land parcels that are available for purchase or donated to the municipality for conservation purposes. This policy will establish a criterion for Council to consider when assessing such properties. The intent of this policy is to help protect watersheds and wetlands, safeguard ecosystems, and preserve habitats. This policy will assist

MODL in achieving the goal of the Local Climate Change Action Plan (LCCAP) which is to protect or conserve up to 20% of the identified land and water mass of the municipality by 2030.

In reference to tax sale properties, there is nothing in the Municipal Government Act that allows municipalities to bypass the bidding process even if the property has ecological or conservation value. The municipality must participate in a competitive process to bid on, and obtain properties, that are up for sale in a Tax Sale. However, after 6 years of unsuccessful bidding, ownership of a property is transferred to the municipality by default. In those cases, with municipal ownership completed, there would be flexibility to evaluate a property on its ecological or conservation value and determine possible next steps.

Conclusion

In summary, the subject property is not suitable for development due to several existing zoning constraints. Since the municipality lacks primary authority to regulate infilling, MODL cannot currently prevent or control the infilling of wetlands. However, as per the provincial requirement for municipalities to address the Statement of Provincial Interest concerning Flood Risk Areas by identifying flood risk areas, this could grant municipalities greater control over infilling in the future (provided that these and other areas are determined to be within flood risk areas). In terms of acquiring lands, the municipality has not yet implemented or approved the Land Conservation & Stewardship Policy, which will provide Council with some means of preserving parcels of land with conservation importance. Although Council currently has limited ability to address concerns raised at Westhaver Pond, there may be additional opportunities in the future to prevent and manage similar situations.

Report Preparation	
Department	Planning and Development Services
Report Prepared by	Anna Giblin, Planner I
Report Approved by	Reid Shepherd, Manager of Planning, LPP, MCIP
Date Reviewed by C.A.O.	

Council
Item: #11.1.2
Date: June 25, 2024
Authorization: T. MacEwan



Municipality of the District of Lunenburg

Report to Council

Report To: Council
Submitted By: Jacob Macpherson, Planner 1
Date: June 25, 2024
Re: Cluster Development Options Report

Recommendation

If Council wishes to direct staff to amend the Land Use By-Law and Municipal Planning Strategy based on Option 1 contained in the report below, staff recommends the following motion:

Motion

“That Council accept the staff recommendations contained within Option 1 and direct staff to re-draft cluster development regulations, including altered text and approval of all cluster development applications through the development agreement process, in the form of an amended draft Municipal-Wide Land Use By-Law and amended draft Municipal Planning Strategy, for First Reading.

Origin

Cluster developments are a type of residential development where several detached and/or multiple-unit dwellings are located on the same property. The Municipality of the District of Lunenburg (MODL)'s Council directed staff to develop regulations for the construction of Cluster Developments in MODL. Staff conducted and reported on the initial public engagement conducted in the Summer and Fall of 2023.

During the Planning Advisory Committee meeting held on October 12, 2023, suggestions were made by the Committee to examine certain elements based on additional discussions and feedback with members of the public.

On November 28, 2023, Council passed a motion accepting staff's recommendation and directed staff to draft a Municipal Planning Strategy amendment and new Land Use By-Law to be brought before Council for consideration.

The proposed cluster development and coastal protection regulations were scheduled to go before Council for First Reading on February 27, 2024. Once the agenda had been posted containing the full draft documents, staff and Council received several public comments with concerns related to the proposed cluster development regulations. On February 26, a statement from Mayor Carolyn Bolivar-Getson outlining the need to do further consultation with the community was released and First Reading was put on hold. That additional consultation has now occurred.

In the meantime, Council has also received additional legal advice on the draft regulations. In particular, the possibility of including requirements related to private roads, hydrogeological studies, environmental studies, and servicing for water and wastewater in a Land Use By-Law. The advice indicated that, for phased-development condominiums, a court would find the regulations to be invalid as Land Use By-law provisions.

In light of this and the additional public input, staff have prepared this report, outlining options for moving forward with the regulations.

Background

The purpose of this report is to get Council's direction and proceed to next step of the cluster development regulations. The objective of the cluster development regulations is to ensure that new cluster development projects follow standards that are appropriate to the size, configuration, and location of the proposed development.

Council and staff have reviewed the cluster development regulations based on the legal advice of a solicitor and additional public input. As a result, staff is recommending a new version of the cluster development regulations that better conforms to the structure, wording, and limitations of the Municipal Government Act. This is found below as Option 1.

Option 1: Require a Development Agreement for all Cluster Developments (Recommended)

The draft regulations that were brought before Council previously included a tiered approach that would have required the Site Plan Approval process for smaller cluster developments, and

the Development Agreement process for larger cluster developments. Two challenges have been identified with this approach:

1. The Site Plan Approval process has been identified as not having the appropriate authority to ensure proper evaluation of cluster developments.
2. The placement of the criteria and detailed study requirements process within the Land Use By-law (versus the Municipal Planning Strategy) have been identified as beyond the authority of a Municipality under the Municipal Government Act.

In order to address the above issues, Staff are recommending that Council provide direction to draft revised regulations with the following changes:

1. Require the Development Agreement approvals process for all cluster developments (defined as 6 or more units within 2 or more buildings on one lot).
2. Shift the evaluation criteria for cluster developments from the Land Use By-law to the Municipal Planning Strategy.
3. Revise the evaluation criteria and study requirements to be less explicit and to be more general and in keeping with the evaluation criteria used for all Development Agreements (similar to that in existing plan areas or neighbouring municipal units). An example of the criteria is contained in the section below outlining content for the Municipal Planning Strategy.

Making the above changes to the regulations would address challenges related to the authority of Council to regulate cluster developments through the Land Use By-law and Municipal Planning Strategy. The recommended changes would continue to allow a detailed evaluation and review of cluster development applications through the Development Agreement process through more generalized policies that would achieve similar results to the previous draft regulations.

Under Option 1, a Development Agreement would be used in all cases that an application is defined as a Cluster Development. As a result, the regulations would be moved from the Land Use By-Law to the Municipal Planning Strategy. By implementing the regulations through the Municipal Planning Strategy, the language of the regulations would be presented in a more generalized way to reflect the level of flexibility Council has when considering each individual application.

Below is additional detail on the suggested language to be contained in the Land Use By-law and Municipal Planning Strategy:

Land Use By-Law Content

Cluster Development only Permitted by Development Agreement

The Land Use By-Law would direct applicants to undergo a development agreement, the policies of which would be contained in the Municipal Planning Strategy. No development permit would be issued for any Cluster Development except in accordance with a development agreement approved under the policies in the Municipal Planning Strategy.

Municipal Planning Strategy Content

Option 1 would only permit cluster developments by development agreement. Through the development agreement approval process, Council would consider evaluation criteria for the proposal, including wording such as:

- Adequacy of street networks, site access, emergency access
- Adequacy of services such as water and sewer
- Availability of a safe water supply
- The suitability of the site in relation to environmental impact

The requirements of the development agreement would be similar to the previous requirements of the site-plan-approval process, with the exception that Council would have more discretion over what requirements are considered necessary based on the proposal. The development agreement process would also include a public hearing where members of the public can provide comments about the proposed development. Appendix A directly compares the requirements of Option 1 and Option 2.

Option 2: Move Forward with Regulations as Proposed

Council may decide to move forward with the regulations that were presented at the special Council Meeting on November 11, 2023 and introduced in draft form in the agenda that was prepared for the February 27, 2024 Council agenda. Through this option, cluster developments of nine units or less would be considered through site plan approval, with specific requirements spelled out in the land use by-law. As previously stated, this approach has been identified as problematic in terms of municipal authority under the Municipal Government Act. Staff are not recommending this option.

Option 3: Do not Implement Regulations

This option entails not moving forward with any cluster development regulations. Cluster developments would continue to lack specific regulations in the Municipality, and concerns

raised previously such as road construction, servicing and environmental impact would remain. Staff do not recommend this option.

Next Steps

If Council passes the motion of Option 1, staff will draft a revised version of the cluster development regulations for First Reading, which could be brought before Council on July 9. If passed, the project could proceed to a public information session during the week of July 15, followed by a possible Public Hearing and Second Reading on July 22, 2024.

Appendix A – Comparison of Requirements for Option 1, Option 2

Approval	Cluster developments would be approved through the Development Agreement Process.	Cluster developments would be approved through the Site Plan Approval Process.
Roads	Council will consider the adequacy of street networks, site access, and emergency access.	All new cluster developments would be required to meet the municipality’s private road design and construction standards, found in the existing subdivision by-law.
Servicing	Council will consider the adequacy of services such as water and sewer. Council will consider the availability of a safe water supply.	Applicants would need to demonstrate that their site can be properly serviced by water and wastewater treatment. For all defined cluster developments, the applicant would provide a servicing plan showing the layout of the site and associated wastewater systems in accordance with Nova Scotia Environment’s on-site sewage technical guidelines. For cluster developments with 10 or more units or where known water quality and quantity issues exist, the application would be required to perform a hydrogeological assessment and conform to the guidelines set out in Nova Scotia Environment’s groundwater assessment standards.

Environment	Council will consider the suitability of the site in relation to environmental impact.	All cluster developments of 10 or more units would need to demonstrate, through a study completed by a qualified professional or professionals, the potential impact and recommended mitigation measure for the following items within the subject property: <ul style="list-style-type: none">• Wetlands• Natural habitats• Species at risk
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Report Preparation	
Department	Planning & Development Services
Report Prepared by	Jacob Macpherson, Planner I
Report Approved by	Reid Shepherd, Manager of Planning, MCIP, LPP
Date Reviewed by C.A.O.	

Council
Item: #11.2.1
Date: June 25, 2024
Authorization: T. MacEwan



Municipality of the District of Lunenburg

Request for Decision

Report to: Municipal Council
Submitted by: Trudy Payne, Director of Recreation, Parks, & Tourism
Date: June 25, 2024
Re: Active Transportation Plan

Recommendations

That Council for the Municipality of the District of Lunenburg accept the Active Transportation Plan dated June 2024 as presented.

Background

On July 11, 2023, Council awarded the refresh and development of an Active Transportation Plan that would reflect the input from an extensive community engagement process to Urban Systems Ltd. The scope of work involved looking at best practices, community engagement, developing a plan that includes recommended routes, strategies and actions and class D budgets for the recommended routes.

Executive Summary

Urban Systems Ltd. developed the recommended Active Transportation Plan following the scope of work provided in the RFP. They utilized a number of public engagement tools to receive input and feedback from community members. The report highly reflects the preferred community routes that were identified using the various engagement methods. The report also outlines short term, medium term and longer-term actions to improve active transportation in the District of Lunenburg, from improving current infrastructure, building new infrastructure to educating the public and providing skills to residents to encourage them to engage in more modes of active transportation. It also includes very high-level costs that would be associated in implementing the plan and cautions that pricing does change, and more detailed designs

would be required to help determine actual costs in implementing the recommended routes. The report is to help guide Council in decision making when considering making active transportation improvements within the Municipality.

Budget implications

There would be no impact on the 2024-2025 budget, however, based on the report Council would need to consider making revisions to the 5-year capital plan in order to move forward with the recommendations and to continue maintaining funds in the operating budget to provide maintenance to the AT infrastructure and to provide education and training opportunities to the public.

Work Plan

Implementing the Active Transportation would be led by the Active Living Coordinator but would involve all the departments within the Municipality to include in their work plans as well.

Alternatives

1. To not accept the Active Transportation Plan as presented.

Conclusion

The Municipality of the District of Lunenburg was one of the first rural municipalities across Canada to develop an Active Transportation in 2010. The Plan is now fourteen years old and required updating based on the knowledge gained in Canada around active transportation over this fourteen-year period and based on the growth and development currently happening in the Municipality. The Plan will help guide the Municipality is becoming a more livable Municipality, considering all modes of transportation, and providing for more equitable transportation infrastructure, other than only roads for vehicle transportation.

Report Preparation	
Department	Recreation, Parks, & Tourism
Report Prepared by	Trudy Payne, Director of Recreation, Parks & Tourism
Report Approved by	
Date Reviewed by C.A.O.	

Municipality of the District of Lunenburg

ACTIVE TRANSPORTATION PLAN

Council Presentation

URBAN
SYSTEMS

JUNE 25, 2024

AGENDA

- Project Overview
- Community Engagement
- Key Themes
- Recommended Active Transportation Network
- Implementation

Project Overview

What is the Active Transportation Plan?

- Updated Active Transportation Plan (ATP) to continue enhancing active transportation in MODL
- A long-term vision and plan for active transportation in MODL
- Identify a recommended active transportation network improvements
- Identify policies, programs, and initiatives to encourage more active transportation
- Priorities for implementation and high-level cost estimates



What is Active Transportation?

- Any form of human-powered transportation
- It includes people bicycling, walking dogs, jogging, skateboarding, people using mobility devices such as wheelchairs/walkers/strollers, and all travel using human power as the motor for movement
- Includes a variety of trip purposes and lengths
- Encouraging more trips made by walking, cycling, and rolling supports a more balanced transportation system with a wide range of benefits – just a few of which are listed below.



Health



Environmental



Economical



Social



Safety



**Convenience &
Choice**



**URBAN
SYSTEMS**

Project Overview

Plan Process

The Active Transportation Plan (ATP) was developed over a 10-month time frame. Development of the ATP included a variety of opportunities for community members to participate in the planning process and provide input. The development of the ATP included four distinct phases:



Project Launch & Learn

September 2023



Background Research & Public Engagement #1

October - November 2023



Plan Development & Public Engagement #2

December 2023 - May 2024



Draft and Final ATP

June 2024



Community Engagement

- **Round 1**

- 3 Community “Pop-Up” Events (LCLC Family Fun Day, New Germany Farmers Market, South Shore Sustainability Summit)
- Online Survey and Interactive Map (178 responses)
- 2 Virtual Stakeholder Meetings

- **Round 2**

- 2 Open Houses (New Germany Legion, Petite Riviere Fire Hall)
- Online Survey (160 responses)
- Lived Experience Focus Groups (MODL Accessibility Committee, Flourish Centre)
- Virtual Stakeholder Meeting
- Active Transportation Steering Committee Workshop



What We Learned from Community Members



- **Top barriers for walking:**

- Lack of sidewalks and paved shoulders
- Condition of road shoulders
- Speed, noise, and volume of motor vehicle traffic



- **Top barriers for cycling:**

- Lack of dedicated on-street bicycle facilities
- Lack of bicycle routes that are separated from traffic
- Speed, noise, and volume of motor vehicle traffic



What We Learned from Community Members



- **Top community priorities:**

- Improving road safety for all users
- Making active transportation choices more accessible for people of all ages and abilities
- Reducing reliance on motor vehicles
- Providing more active transportation choices, especially for those unable to afford the cost of owning a vehicle



- **The types of projects participants would like to see prioritized include:**

- Building on and expanding the existing trail network
- Creating walking loops near popular community destinations
- Creating safe walking and cycling routes around schools – particularly in New Germany



Key Themes

CONNECT	EXPERIENCE	ENCOURAGE
<p>Focuses on providing safe and comfortable connections throughout MODL and identifies strategies to improve access to active transportation facilities as well as recreation and community destinations.</p>	<p>Focuses on improving the experience for people walking, biking, and rolling, making active transportation an easy and reliable way to move and explore in MODL.</p>	<p>Focuses on creating a culture around active transportation, making walking, biking, and rolling more common in MODL through wayfinding, awareness, celebration, and promotion.</p>



Plan Framework

Vision

A vision statement was developed with Municipal staff based on key themes from community input and builds on MODL's commitments as outlined in other strategic plans (including the Active Living Strategy, Climate Action Plan, and MODL2040). To guide future investments, the ATP is structured around the following vision statement:

“

“By 2035, our communities will be connected by well-maintained routes that make walking, wheeling, and cycling in MODL a safe, easy, and convenient choice for all.”

”

Theme Connect

Strategy 1:

Develop a complete active transportation network that connects to key destinations throughout the municipality.

Strategy 2:

Improve Regional Connections.

Strategy 3:

Explore opportunities to include active transportation facilities in all road renewal, new development, and construction projects.

Strategy 4:

Celebrate Active Transportation.

Theme Experience

Strategy 5:

Support effective land-use planning to build an environment that makes walking, cycling, and rolling more convenient and enjoyable.

Strategy 6:

Maintain the active transportation network year-round.

Strategy 7:

Support Active School Travel and age friendly planning.

Strategy 8:

Provide an active transportation network that is safe and accessible for everyone.

Theme Encourage

Strategy 9:

Create active transportation opportunities that are equitable.

Strategy 10:

Further develop cycle tourism and other local and regional active tourism opportunities.

Strategy 11:

Foster a culture of support and use of active transportation.

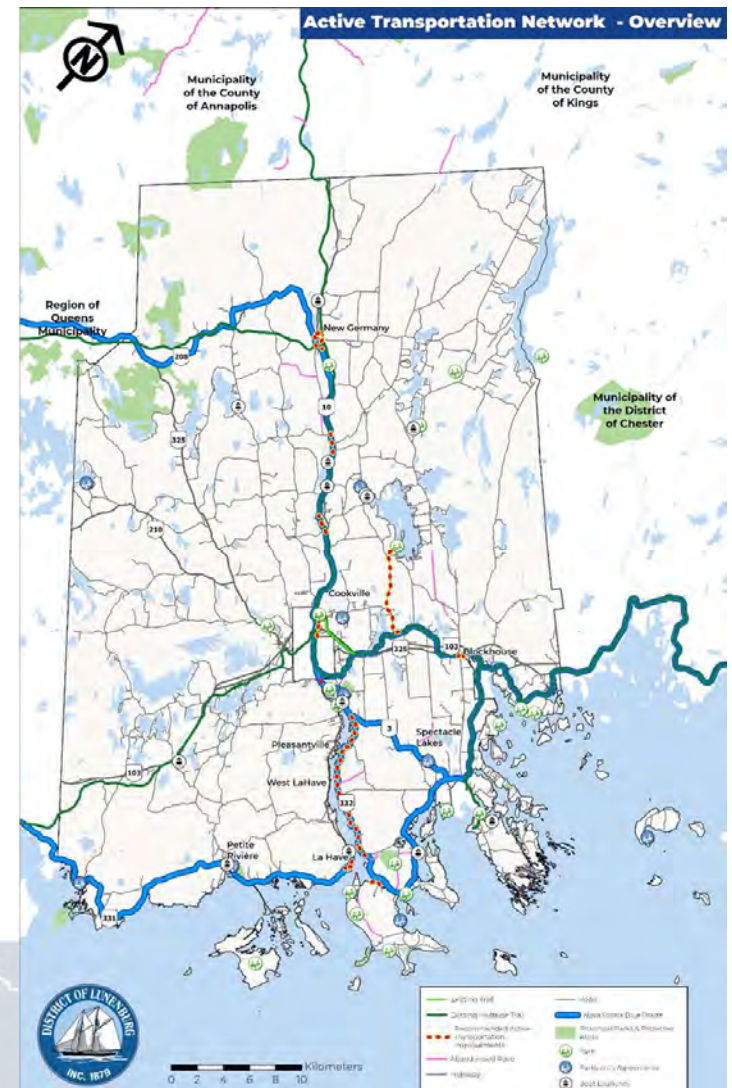
Strategy 12:

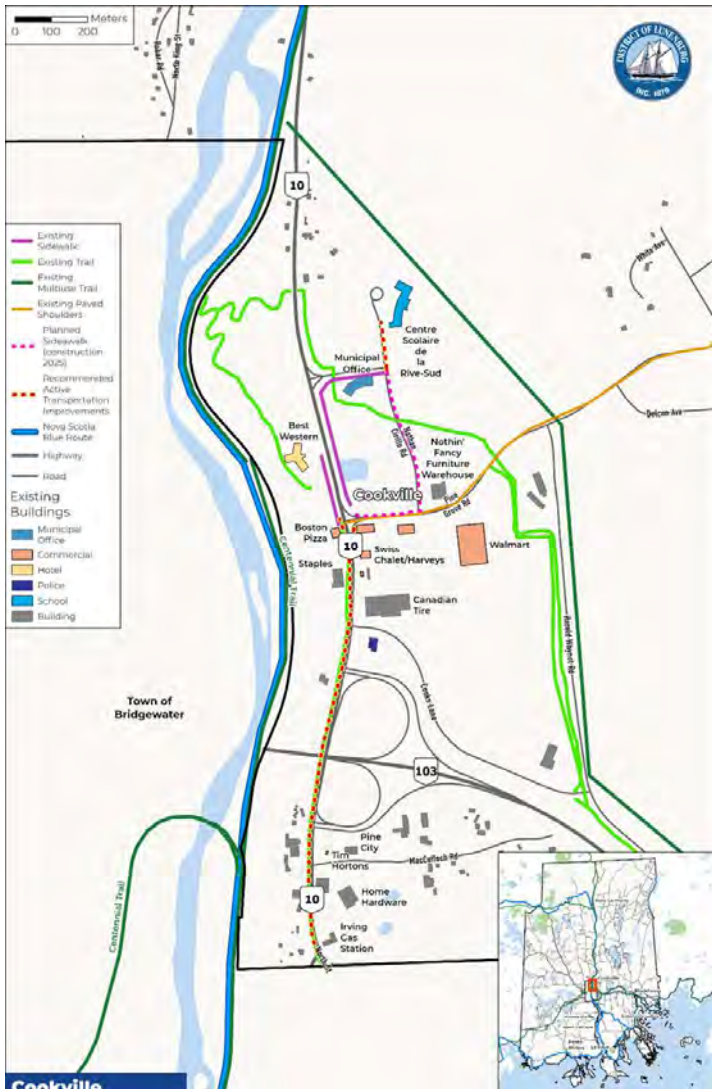
Improve the pedestrian and cycling experience.



Recommended Active Transportation Network

- Approximate Length of Recommended Improvements: 34.15 km
- Recommended Facility types:
 - Neighbourhood Greenways
 - Multi-use paths
 - Trails
 - Sidewalks
 - Paved Shoulders





Cookville

- **Rationale:**
 - Area of present and future residential development
 - Largest commercial area in MODL
 - Youth Walkability Audit by Scolaire Du River Sud (2021)
- **Proposed Corridor Length:** Approximately 3.1 kms total, including section across Hwy 103 to connect to Bridgewater Town Limits
- **Recommended Facility Types:** Sidewalks and Multi-Use Path where feasible along Hwy 10



New Germany

- **Rationale:**
 - Need for improvements identified repeatedly in the online survey and during in-person engagement
 - Identified in the 2010 Plan, but no improvements had been made at this time
- **Corridor Length:** 3.1 kms total
- **Recommended Facility Types:** Neighborhood Greenway, Multi-Use path where feasible



Blockhouse

- **Rationale:**
 - Popular commercial core in MODL; area is a draw for residents and visitors
 - Proximity to the Adventure Trail
- **Corridor Length:** 1.2 kms total
- **Recommended Facility Types:** Neighbourhood Greenway, Multi-Use path where feasible



Petite Rivière

- **Rationale:**

- Popular boat launch and well-visited General Store
- Community feedback indicated support for connecting the bridge crossing to the general store, local fire/community hall, and the community park/picnic area/boat launch

- **Corridor Length:** 210 metres

- **Recommended Facility Types:** Multi-use Path, Neighbourhood Greenway

MARC Connector

- **Rationale:**
 - MARC is a popular community amenity for residents of MODL and neighbouring communities
 - Proximity to population centres
- **Corridor Length:** 0.16 km
- **Recommended Facility Types:** Multi-use Path, Neighbourhood Greenway, Trail





LaHave and Riverport

- **Rationale:**

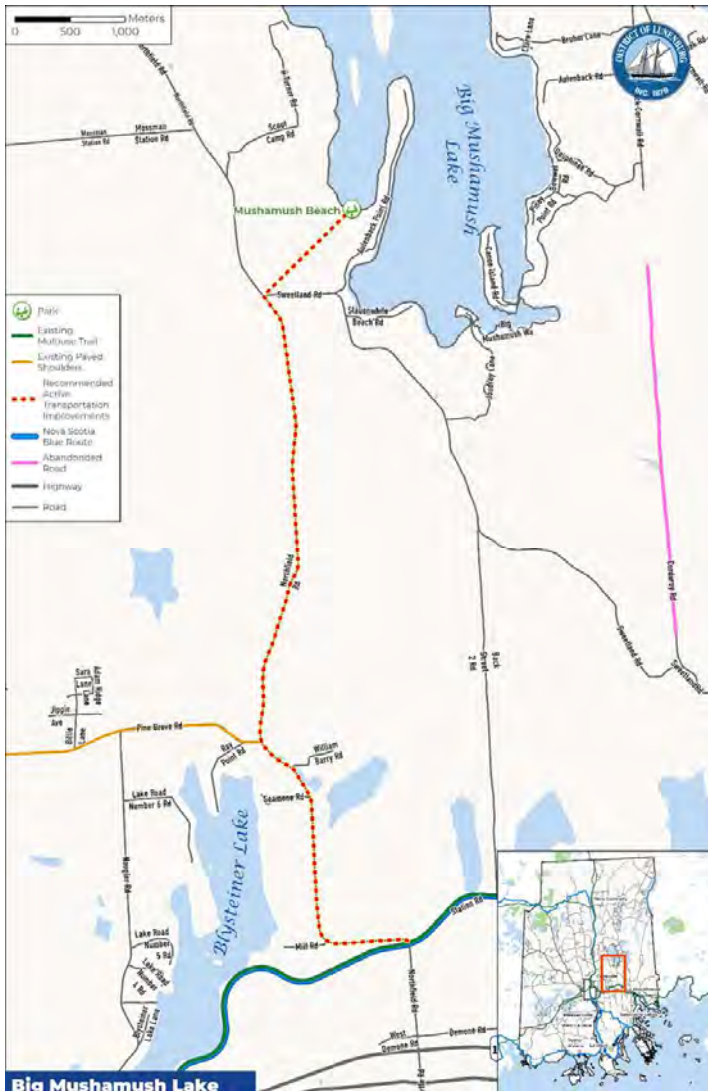
- LaHave has become a renowned spot to stop and tour for many visitors to the region.
- Proximity to nearby Fort Point museum
- Creates a nice route for visitors and locals
- Riverport is a relatively higher density area and creating a safe way to move among community amenities will help increase the possibility for economic development

- **Corridor Length:**

- LaHave: 1.8km
- Riverport: 0.68km

- **Recommended Facility Types:**

- LaHave: Sidewalk, Multi-use Path, Neighbourhood Greenway
- Riverport: Neighbourhood Greenway, Multi-use Path where feasible



Big Mushamush Lake

- **Rationale:**
 - Was the most popular water-access point requested by engagement participants
 - Will provide residents and visitors with a direct link to a walking and biking trail through the nearby forest
- **Corridor Length:** 8 km
- **Recommended Facility Types:** Multi-use Path, Neighbourhood Greenway, Trail



South LaHave

- **Rationale:**
 - Route 332 will be part of the Blue Route starting in 2024
 - Will provide a great cycling route along the southern portion of the LaHave River
 - Already a popular route for cyclists, recommended improvements will improve safety for the riders and other road users
- **Corridor Length:** 15 km
- **Recommended Facility Types:** Paved Shoulders, Multi-use Path where feasible



LaHave River Trail

LaHave River Trail

- **Rationale:**

- This very popular trail is a critical North-South active and OHV corridor for MODL and the broader region
- Gaps force trail users onto the busy Highway 10 with no facilities to keep them comfortable and removed from vehicles

- **Corridor Length:**

- Section 1: Bruhm Road to Salmon Run Road – 1.35 kms
- Section 2: Southern Trail Terminus to Veinot Road – 2.59 kms

- **Recommended Facility Types:** Multi-use Path, Trail

Implementation

- The ATP establishes a long-term framework with recommended improvements over the short- (1-2 years), medium- (2-5 years), and long-term (5+ years).
 - Recommended active transportation improvements include 34.15km of new or improved infrastructure
 - All recommended corridors will require further corridor feasibility and design studies
- Recommended Active Transportation Improvements have been grouped into 3 phases based on a series of prioritization factor, including:
 - Proximity to Schools, Commercial Areas, and Community Destinations
 - Network Connectivity
 - Population Density and Equity Need
 - Network Need
 - Existing Road Classification



Implementation

Estimated Capital Costs

Phase 1: \$6.3 - \$9.9M

- Cookville
- LaHave River Trail
- MARC Connector

- New Germany*
- LaHave
- Blockhouse

- Big Mushamush Lake
- Petite Riviere
- Riverport

Phase 2: \$4.9 - \$7.9M

Phase 3: \$15.5 - \$27.4M

- South LaHave



Funding Strategies

- **Capital Planning**
 - Incorporate ATP recommendations into Operating and Capital Budgets
- **Integration**
 - Integrate pedestrian and cycling improvements with other plans and capital projects where possible
- **External Funding Sources**
 - Provincial Programs and Initiatives
 - Federal Funding (details on the next slide)
- **Staff Resources**
 - Implementing the ATP will be the responsibility of the Active Living Coordinator, but will also require support from members of all Municipal departments
- **Active Transportation Committee**
 - Regular check-ins and monitoring progress on the ATP. Can be combined with the Municipality's existing Internal Transportation Committee



National Active Transportation Strategy

- **Spring 2021**

- The Government of Canada launched the Active Transportation Fund (ATF), a \$400 million investment over 5 years to make active travel easier, safer, more convenient, and more enjoyable.
- The ATF was heavily oversubscribed, with \$1.3 billion in applications and the entire \$400 million was fully allocated within 2 years.

- **Spring 2024**

- Infrastructure Canada announced that starting in 2026 the National Active Transportation Fund would become a part of the Permanent Transit Fund – a \$3 billion per year fund aimed at supporting sustainable transit solutions.
- It was indicated that approximately 10% of the total funding amount will be allocated for active transportation projects across the country.
- For all capital funding applications, a completed ATP must be in place, so MODL is well positioned to apply for these funds.





Thank you!

We also want to thank all community members and stakeholders for their participation in the process.

This Plan reflects what we learned from community members and would not have been possible without their participation and valuable input.



Active Transportation Plan



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Executive Summary

Since its inception in the late-1800's, the Municipality of the District of Lunenburg (MODL) has had a strong background of supporting Active Transportation, exemplified by their historical and ongoing support of long-established recreational trails throughout the municipality. While this impressive history has enabled the creation of a solid "spine" of recreational trails that run both North-South and East-West through the Municipality, there are many residents within the 130 communities that comprise MODL that do not currently have easy or convenient access to comfortable walking, wheeling or cycling facilities.

In an effort to improve the health, well-being, and safety of the community, the municipality worked with transportation planning and design professionals to develop an updated Active Transportation (AT) Plan to help guide investments, policies, and programming to help improve and expand transportation options for local residents and visitors alike.

As part of the development of this new Active Transportation Plan, extensive engagement with local community members, stakeholders, council members, and administration was conducted. Through these conversations, it became clear that there exists a strong desire amongst community members to be able to access local and regional amenities and services via walking or cycling, make available transportation options for those community members unable to afford the very significant costs associated with vehicle ownership and maintenance, and provide safe, healthy, and sustainable active transportation options for residents and visitors (and children and seniors in particular) to be able to spend time outside supporting their mental and physical well-being.

Since the development of the previous Active Transportation Plan in 2010, much has changed (and is still changing) both in the municipality as well as in the field of Active Transportation. While the prior plan recommended long portions of roadway be widened with paved shoulders to allow for cyclist and pedestrian use, current design standards dictate the separation of vulnerable road users from vehicles where vehicle volumes and speeds are high – as is the case along many roads in the municipality. In addition, given the significant financial costs associated with the prior plan (\$50 million to fully implement the 2010 Plan with paved shoulders only) and

the fact that very little of the proposed infrastructure improvements have been built over the past 14 years, this current plan has been developed in a manner that better reflects the financial realities and capacity of the community to implement. Instead of focusing on constructing over 200 kms of widened shoulders (that are typically used by only very confident road cyclists - a quite narrow segment of the population) as in the 2010 AT Plan, the 2024 AT Plan focuses on shorter, community identified corridors (and all ages and abilities infrastructure) in key locations that will increase transportation options for residents and visitors alike. This updated plan is also a more financially feasible and achievable plan that is much more likely to be actioned and implemented over the next 10 years given the more modest financial investment required.

In addition to feasibility of implementation, another important consideration that came up repeatedly in the community consultation was the significant transportation challenges facing local residents who were or are unable to afford the cost of private vehicle ownership. Based on 2024 data from Auto Trader, the average cost of a new car in Canada is currently around \$67,817 (as of September 2023). Coupled with October 2023 statistics from Statistics Canada, indicating an average APR of 8.19% on new auto loans, the typical new car now requires approximately \$1,091 monthly to finance over eight years. Used cars are not much cheaper - the current average price for a used car is \$39,155, and used car loans have higher interest rates with six-year repayment periods, resulting in an average monthly car payment of \$765.

Whether financing a new or used car, these numbers represent a significant financial burden upon MODL residents (as well as all Canadians), and efforts should be made to ensure that those who are unable to afford private vehicle ownership are not left out of transportation planning and design initiatives in MODL.

More and more Canadians are opting for lower cost transportation options such as e-bikes to help combat the significant cost of living increases over the past few years, and the Municipality will need to consider and address the needs of these transportation systems users as soon as possible – many engagement session attendees indicated that they have already purchased e-bikes and are finding the gaps in the current network quite challenging.

With the community's stated goals of community health and well-being, climate change mitigation and adaptation, fiscal prudence, and community safety (including road safety), it is hoped that the Municipality will endeavour to action these identified goals - as implementing the recommendations contained within the active transportation plan will directly support all of the community goals identified above. All of the actions and strategies in this plan are intended to help build a safer, more sustainable, healthier, and financially responsible transportation system for MODL in the years ahead and have been fully informed by community feedback and engagement.

With exciting new development, a growing population, and supportive local and Provincial partners, the Municipality is very well positioned to create a community where residents of all ages and abilities can move about freely and safely on foot or bicycle, resulting in a more connected, healthier, and safer MODL for everyone.

Introduction

Located along Nova Scotia's South Shore, the Municipality of the District of Lunenburg (MODL) is a growing rural community that offers an exciting mix of coastal and forested areas. The variety in geography provides MODL's approximately 25,000 residents with a wide array of recreation and tourism opportunities for people of all ages, abilities, and interests. MODL has recently experienced modest population growth, increasing in population by 3% between 2016 and 2021.

Covering more than 432,000 acres, the municipality has many parks and trails that are popular for both residents and visitors; there are also several Provincially designated Blue Routes that run through the municipality, making the area a popular destination for cyclists. While the municipality already offers a variety of parks and trails for recreation, there is limited infrastructure to support people walking and wheeling within their communities to access these parks and trails, as well as other key destinations in the municipality - including schools, groceries, and retail centres.

The updated Active Transportation Plan (ATP) will build on progress made from the Municipality's 2010 Active Transportation plan and is intended to create a roadmap for continuing to improve active transportation and road safety through future projects, policies, and programs. The ATP will act as a roadmap for identifying opportunities to improve accessibility, as well as recommend key pedestrian and bicycling safety improvements that can enhance and improve conditions for residents and visitors of all ages and abilities.

As a largely rural community, many of the recommendations in the Plan will require support from and collaboration with key partners - including the Provincial Public Works department, neighbouring municipalities, and local community organizations. As such, the updated ATP will help to both identify opportunities for partnerships as well as clearly articulate how recommended projects will benefit community members, visitors, and local businesses.



What is active transportation?

Active transportation is any human-powered mode of transportation, such as walking, cycling, paddling, or using a mobility aid. It describes any active trip you make to get from one place to another, whether it be work, school, the store, or spending time with family and friends in nature. Other new and emerging transportation modes such as e-bikes and e-scooters can also fit in this category and may use the same trails and pathways.

Creating more spaces and opportunities to participate in active transportation helps to create healthy, vibrant, and livable communities. The updated ATP will help MODL set a clear path for the future and ensure people of all ages and abilities can safely and comfortably enjoy walking, cycling, and wheeling in the community.



**The ATP has been
divided into six sections:**

- **Introduction** highlights the overall purpose, process, and community engagement activities that have taken place to develop the Active Transportation Plan.
- **Active Transportation Today** outlines the conditions and considerations for active transportation in MODL today. These are the factors that shaped and influenced the plan's themes and actions. It also outlines trends in active transportation, including understanding demographic and land use trends, connections to other relevant programs and policies, and existing conditions for walking, biking, and wheeling in MODL.
- **Future Directions** outlines the future directions of active transportation in MODL based on the ATP's core themes of *Connect*, *Experience*, and *Encourage*. This section also includes specific strategies and actions for improving active transportation in MODL.
- **Active Transportation Network and Priority Projects** includes the recommended long-term active transportation network and the priority projects, as well as the funding opportunities to be able to implement. The recommended network was developed based upon input from community members and key stakeholders, and reflects the identified corridors and improvements expressed by these groups and local residents.
- **Implementation and Monitoring** outlines a plan for putting the themes, strategies, and actions into practice. This includes prioritizing actions and active transportation facility improvements, laying out a timeline and method of implementation, and identifying internal and external leads to guide the implementation of each action. This section also outlines high level infrastructure cost estimates and funding strategies.
- **Closing** summarizes the plan and outlines the next steps for ensuring the ATP is successfully implemented.

Plan Process

The Active Transportation Plan (ATP) was developed over a 10-month time frame. Development of the ATP included a variety of opportunities for community members to participate in the planning process and provide input. The development of the ATP included four distinct phases:



Project Launch & Learn

September 2023



Background Research & Public Engagement #1

October - November 2023



Plan Development & Public Engagement #2

December 2023 - May 2024



Draft and Final ATP

June 2024

Plan Purpose and Objectives

Building on best practices, the plan identifies policies, programs, and initiatives to encourage active transportation. The objectives of the ATP are to:

- Encourage more people to walk and wheel (travel by scooter, wheelchair, mobility aid etc.), through the provision of comfortable and safe travel options throughout the Municipality.
- Identify a network of walking and cycling facilities that provides active travel connections that are ideally accessible year-round (when and where possible with existing resources) and encourages all community members to be more physically active.
- Identify supporting policies and programs that are prioritized and incorporated into an actionable implementation plan.
- Reduce the impacts of transportation poverty in MODL and support community members to fully participate in their community.
- Identify options to promote and encourage visitors to use active transportation, considering wayfinding and end-of-trip facilities (safe bicycle parking, storage, and other amenities).



Community and Stakeholder Engagement

Community and stakeholder engagement was a critical part of the development of the ATP. A variety of in-person and virtual engagement opportunities were available to community members, including two online surveys, an interactive map, three community pop-ups, and two open houses.

Round 1: Understanding Current Conditions

The first round of engagement took place between September and November of 2023, and focused on understanding current active transportation habits, challenges, and priorities for the future. Community members were able to provide input through an online survey, interactive map, and at several pop-up sessions. The project team also hosted two stakeholder meetings to introduce the project, share feedback from community members, and learn about the projects and initiatives key stakeholders were working on. The Round 1 engagement summary can be found in [Appendix A](#).

Round 2: Gathering Feedback on the Draft Plan

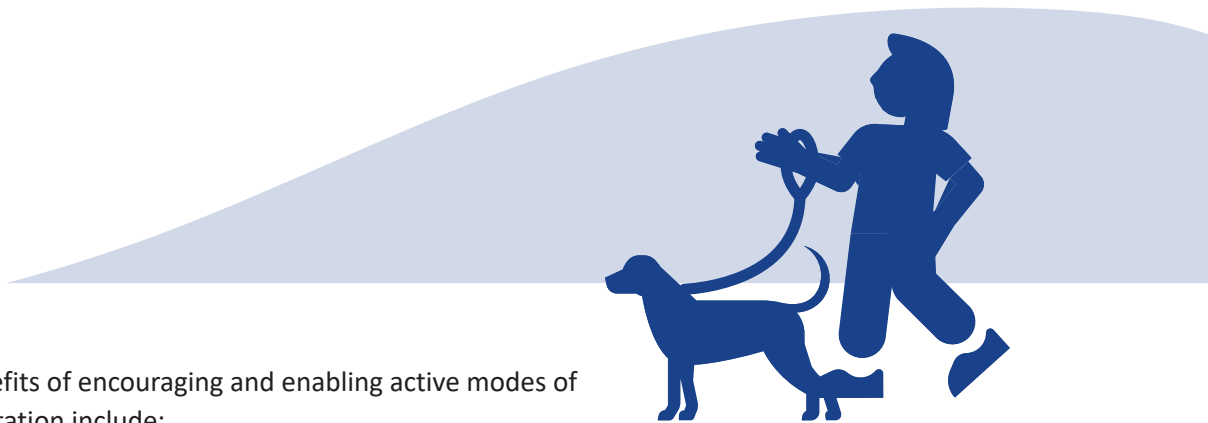
The second round of engagement was designed to gauge community support for the preliminary recommendations as well as understand the types of projects community members would like to see prioritized. Feedback from community members and stakeholders helped the project team to gauge support for the community identified corridors in the Plan and make adjustments as needed to these recommended active transportation improvements. The Round 2 engagement summary can be found in [Appendix B](#).

Active Transportation Today

This section sets the stage for the recommendations and directions outlined in the AT Plan. It outlines the current state of active transportation in MODL and highlights opportunities to build on current projects, as well as existing plans and policies.

The Case for Active Transportation

In recent years communities of all sizes across North America have seen increasing interest in shifting away from a reliance on automobiles towards active forms of transportation, including walking, wheeling, and cycling. This shift can help communities move towards more balanced transportation systems that encourage healthy and active living, create more livable environments, and contribute to cost-effective and efficient infrastructure solutions.



The benefits of encouraging and enabling active modes of transportation include:

- **Health Benefits:** While the Municipality of the District of Lunenburg has an extensive local and regional trails network, there are currently limited formal biking facilities within the community itself. Investing in active transportation has been shown to create more physically active communities, which can in turn improve psychological well-being and reduce the risk of numerous chronic diseases including Type 2 Diabetes and heart disease. Walking can be the easiest and most affordable way for people in MODL to add exercise to their daily routines. 2021 census data shows that approximately 95% of the Municipality’s employed labour force commute by automobile.¹ Since 2016, the average age of the population and the number of residents over the age of 65 has decreased.² Additional active transportation infrastructure will demonstrate commitment to the health of the population and promote aging in place.

Grey Bruce Public Health provided the following summary on why Active Transportation in rural communities is important:

- People who commute for 30 minutes a day by walking or cycling show a 35% reduction in risk for diabetes.
- For every kilometre walked per day, risk of obesity declines by 5%. For each hour spent sitting in a vehicle, risk of obesity increases by 6%.
- If Canadians increased their physical activity by just 10%, direct healthcare costs could be reduced by almost \$150 million yearly. Switching to active transportation modes from driving increases physical activity levels.
- Residents of rural areas are more likely to be injured or die from motor vehicle collisions. Compared to urban Canadians, their odds of dying are 60-90% higher for men aged 45-64 and 70-200% higher for women aged 45-64. Therefore, reducing the amount of driving in rural communities is one way to reduce death and injury from collisions (ITSR, 2014).

1 Main mode of commuting, <https://www12.statcan.gc.ca/census-recensement/2021/as-sa/fogs-spg/page.cfm?topic=13&lang=E&dguid=2021A00051206001>. Census Profile, 2021.

2 Age characteristics, Municipality of the District of Lunenburg, Nova Scotia. Census Profile, 2016, 2021.



- **Safety Benefits:** Properly designed active transportation facilities that provide dedicated spaces for active transportation users and make people more visible within the roadway have the potential to reduce the risk of collisions, thereby creating a safer transportation system for all road users. Roads designed for slower motor vehicle speeds have been shown to decrease the probability of serious injury and death for active transportation users, and they are much more comfortable for people walking, wheeling, and cycling. Road safety improvements are important; RCMP data shows there has been no decrease in the number of collisions between 2019 and 2023.
- **Economic Benefits:** Neighbourhoods, streets, and other destinations that are attractive and accessible for people walking, wheeling, and cycling can invite more visitors, who will in turn be patrons of local services and amenities. Investing in active transportation produces a more balanced and equitable transportation system that can move more people for less cost, allowing people of all socioeconomic backgrounds to travel safely throughout the municipality. With the Municipality aiming to boost tourism in both winter and summer, an active transportation network can also help decrease traffic volumes during seasonal peaks, help attract seasonal workers, and grow tourism in a sustainable way.

- **Environmental Benefits:** The transportation sector, especially motor vehicles, is one of the largest emitters of greenhouse gases in Nova Scotia with 30% of all Provincial emissions related to the transportation sector. Active transportation is a zero-emissions mode that can help to reduce emissions and air pollution while also helping to address motor vehicle traffic congestion. Encouraging more trips by active modes is an important part of climate change resilience strategies and aligns with provincial and federal climate change initiatives.

At a local level, in November of 2022, Municipal Council approved MODL's Local Climate Action Plan 2030 (LCAP 2030). This approved plan highlights the fact that "Municipal Council has set the target to reduce its community emissions by 30% below 2019 baseline emissions level by 2030, 65% below 2019 levels by 2040, and achieve net-zero community emissions by 2050." This plan also calls for MODL to "continue to develop a region-wide connected AT network of on-road and off-road facilities that are convenient, accommodate the needs of existing and future users, and promote an increase in non-motorized vehicle travel, particularly for short distance trips." "Supporting cycling and pedestrian friendly infrastructure" was also listed as a "High Priority" action in the LCAP 2030.

LCAP 2030 also notes that 29% of all emissions in MODL are created by "Community Vehicles" (i.e. Transportation sector); shifting as many of these emission producing trips to active transportation will greatly assist in helping the community meet the targets set by Council in the fall of 2022.

- **Societal Benefits:** Active transportation enables and encourages social interaction, which helps to build trust, respect, understanding, and a sense of co-operation within a community. Studies show that these important social interactions diminish when motor vehicle volumes increase and walking infrastructure decreases.³ These interactions are vital for people of all ages and abilities. In addition, providing more active transportation infrastructure can benefit equity-seeking groups in MODL, such as the Black, Indigenous, and People of Colour (BIPOC) community, women, the 2SLGBTQIA+ community and individuals with mobility and cognitive impairments, by creating safer spaces, lower transportation costs and improving access.

3 Lucas, Karen & Peter Jones. Social Impacts and Equity Issues in Transport: An Introduction (guest editorial). *Journal of Transport Geography*. 2012, Vol 21. doi:10.1016/j.jtrangeo.2012.01.032.

- **Transportation Poverty:** Research has shown transportation as being the second highest cost driver for low-income households across Canada, and according to 2024 data from Auto Trader, the average cost of a new car in Canada is currently around \$67,817 as of September 2023. Coupled with October 2023 statistics from Statistics Canada, indicating an average APR of 8.19% on new auto loans, the typical new car now requires approximately \$1,091 monthly to finance over eight years. Used cars are not much cheaper - the current average price for a used car is \$39,155. Used car loans have higher interest rates with six-year repayment periods, resulting in an average monthly payment of \$765.

Public transit passes average \$940 per year in Canada, while the cost of owning and maintaining a bike averages \$300 per year (<https://bikehub.ca/research/pedaling-towards-equity-analyzing-transportation-access-in-metro-vancouvers-cycling-network>). With Nova Scotia leading all Provinces in rates of poverty at 13.1%, and food insecurity at 28.9%, local governments can help reduce transportation sector related costs by providing low or no cost transportation options. With the presently low population density in MODL, public transit may be challenging to initiate and maintain. The explosion in the sales of electric bikes (e-bikes), along with increased range and decreasing purchase prices have greatly reduced transportation costs (and emissions) for many Canadians. With a strong existing trails network, MODL is well positioned to expand this network in the coming years as part of their efforts to reduce the cost of living for residents in MODL, specifically those costs related to the transportation sector.

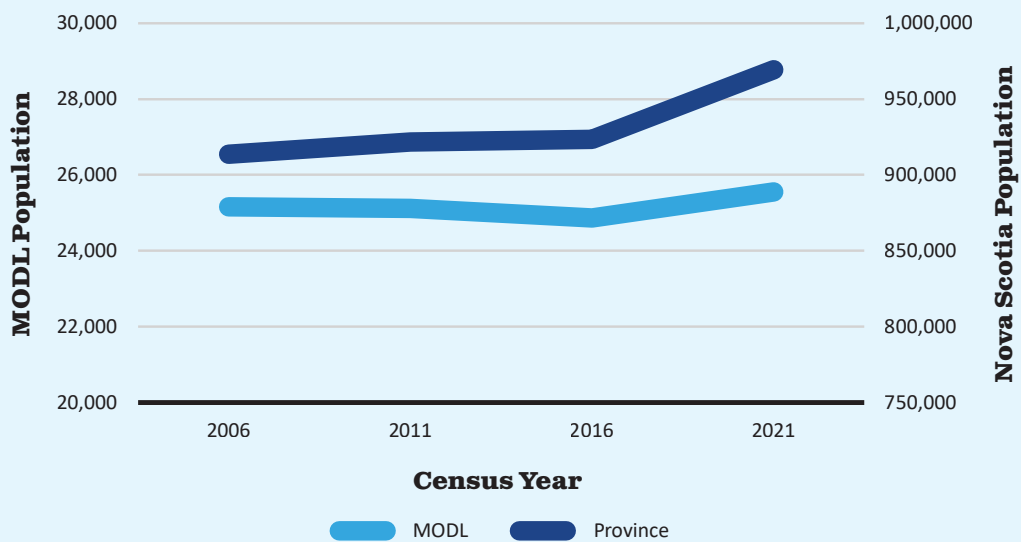


Community Context

“The Mi’kmaq are the founding people of Nova Scotia and remain the predominant Aboriginal group within the province. The Mi’kmaw nation has existed in what is now Nova Scotia for thousands of years and is made up of thirteen Bands/First Nations, each of which is governed by a Chief and Council. All thirteen Chiefs in Nova Scotia come together on a regular basis as the Assembly of Nova Scotia Mi’kmaq Chiefs. The Assembly plays a significant role in the collective decision making for the Mi’kmaq of Nova Scotia, particularly on issues pertaining to Mi’kmaq rights, negotiations, consultation, and governance.”⁴

While the area has been occupied for 12,000 years, the Municipality was incorporated in 1879 and surrounds the separately incorporated Municipality’s of Bridgewater, Lunenburg, and Mahone Bay. The municipality is characterized by small farms within expansive forested areas with scattered rural residential development.

Figure 1: MODL Population 2006 - 2021



4 Province of Nova Scotia. *Key Facts: Nova Scotia's Aboriginal Population* [Online] 2014 <https://novascotia.ca/abor/docs/demographics/NSMikmaqFactSheet2014.pdf>

MODL's population decreased slightly between 2006 and 2016 but grew between 2016 and 2021 during a period of significant growth at the provincial level. The Municipality has a stable but aging population.

MODL offers several opportunities for recreation and activity, including:

- Beaches / waterfront amenities
- Hiking trails
- Parks
- Golf courses
- Campgrounds

While there are several opportunities for both indoor and outdoor recreation, this Plan seeks to enhance opportunities for active transportation throughout the municipality to accommodate active commutes and lifestyles.

Equity Considerations

Nearly 40% of Nova Scotians over the age of 15 live with one or more disabilities.⁵ Additionally, a significant majority of Nova Scotians believe accessibility is a human right (90%) and say that accessibility is very important to them personally (80%).⁶

Because transportation costs are tied to location and availability of services or infrastructure, they can be seen as a component of housing costs. Those living in areas without public transport or access to safe and convenient active transportation infrastructure face the higher transportation costs of car ownership. For those who are unable to drive, such as those too young to hold a drivers license or those with health situations that prevent them from safely operating a vehicle, the costs or impacts to access basic needs and services can be even greater. Affordable transportation options can be a key component of affordable and accessible housing.

5 Province of Nova Scotia, *About disability in Nova Scotia*. <https://accessible.novascotia.ca/about-disability-nova-scotia#:~:text=Almost%20in%205%20Nova%20Scotians%20lives%20with%20a%20disability&text=37.9%25%20of%20Nova%20Scotians%20aged,with%20one%20or%20more%20disabilities>

6 Province of Nova Scotia, *Accessibility is Important to Nova Scotians*. https://accessible.novascotia.ca/sites/default/files/2023-08/Accessibility%20is%20Important%20to%20Nova%20Scotians_2022.pdf



Demographics

The population of MODL remained relatively stable between 2006 and 2021, growing by about 1.5% over a 15-year period. MODL is home to an aging population with nearly 30% of residents over the age of 65 (29% vs 22% in Nova Scotia), with more than half of residents being over the age of 50 (55% vs 45% in Nova Scotia).

The average age of 48.7 years in MODL is well above the provincial average (44.2 years) and significantly older than the national average (41.9 years). The MODL median age of 53.6 years is 8 years older than the provincial median age and 12 years older than the national median age. Understanding that MODL is home to an older population, it is important that the Municipality consider the unique needs of older residents when planning future infrastructure improvements.

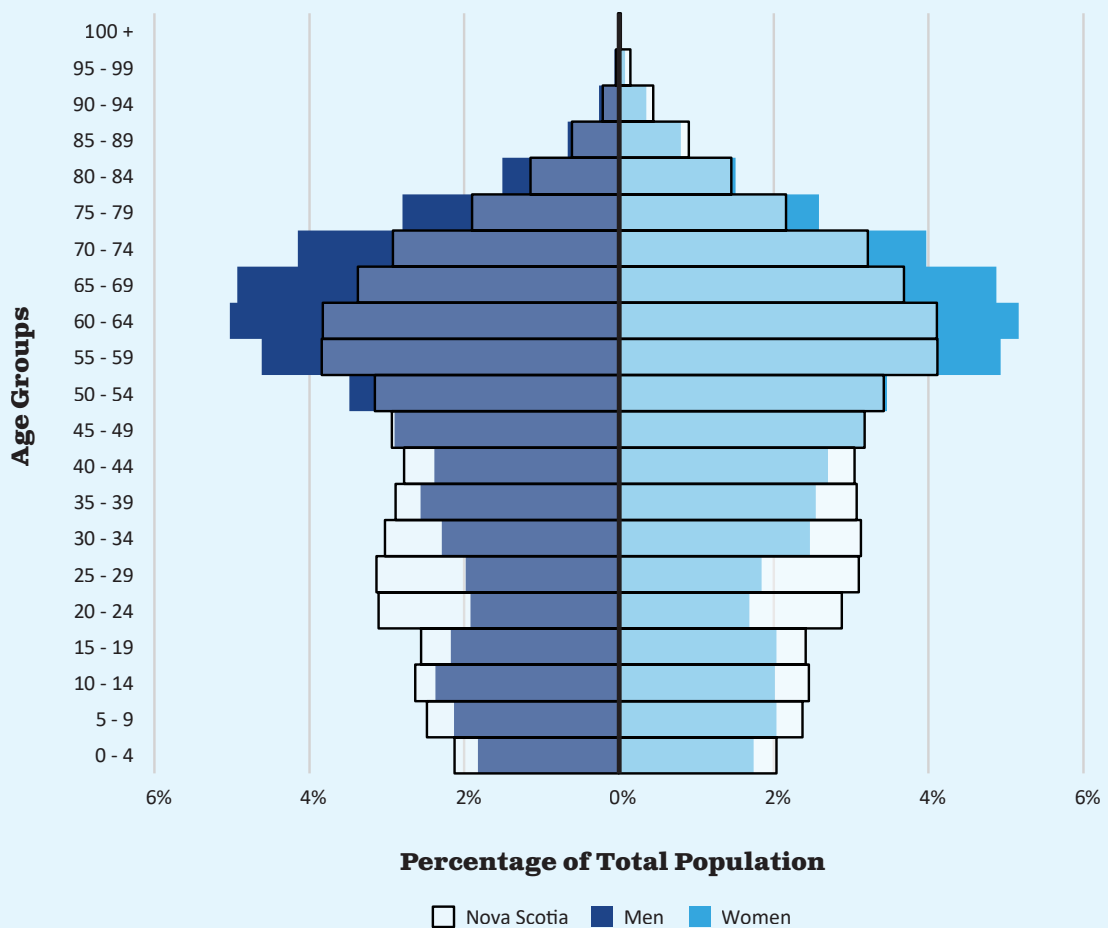
MODL is a quiet and beautiful community that is attractive to retirees and young families alike. Its close proximity to several commercial areas in the South Shore provides a high level of services and amenities. As the population continues to age, creating infrastructure to serve their needs will provide continued independence and improve the quality of life.

Considering community demographics is crucial for creating an equitable transportation system that is safe, comfortable, and accessible for all. It is especially important to understand the transportation needs of marginalized populations, which may include women, seniors, the BIPOC community, immigrants, and refugees, the 2SLGBTQIA+ community, and people who are socio-economically disadvantaged or experiencing homelessness or addiction.

Based on 2021 Census data,

- About 1.5% of the MODL population identify as a visible minority.
- About 3.5% of the population identify as Indigenous, mainly First Nations and Métis.
- About 5.8% of the MODL population are immigrants or non-permanent residents.
- Nearly 15% of the population is considered low income using the LIM-AT measure.
 - The highest rates of low-income status are among those 65 years of age and older.
- According to Statistics Canada’s 2022 *Canadian Survey on Disability*, 37.9% of Nova Scotians aged 15 and older live with one or more disabilities.

Figure 2: MODL Population Pyramid, 2021
(Source: Statistics Canada).





Land Use

The majority of land in MODL is not currently subject to any land use or zoning control. The municipality has eight planning areas: Hemford Forest, Princes Inlet, Oakland, Blockhouse, Riverport & District, Hebbville, Osprey Village, and Lunenburg Municipal Industrial Area. These differ from typical zoning areas in that they describe different places rather than different uses.

For example, the Blockhouse Secondary Planning Strategy (SPS) and Land Use By-law (LUB) address the specific history of the Blockhouse community and establishes objectives, goals, and land use controls. The Blockhouse area includes a Rural (RU) Zone that establishes size and intensity thresholds for different uses.

The Blockhouse SBS addresses transportation with two policies, but does not discuss active transportation:

- 6.2.1 *It shall be the policy of Council to encourage the Nova Scotia Department of Transportation and Infrastructure Renewal continue to maintain the existing roads and signage to an acceptable level.*
- 6.2.2 *It shall be the policy of Council to support, not necessarily financially, initiatives to promote public transportation, including transportation for seniors.⁷*

⁷ Municipality of the District of Lunenburg, Zoning, <https://modl.ca/zoning.html>

Existing Travel Patterns

According to the 2021 Census data, approximately 95% of employed MODL residents over the age of 15 travel to work in a vehicle – 89% as a driver and 6% as a passenger. About 2% of MODL commuters walk to work and 3% use another mode (i.e., not driving, walking, public transit, or cycling). Less than 1% of MODL commuters use public transit or ride a bike to get to work (approx. 0.4% and 0.2%, respectively).

Figure 3: Main Mode of Commuting, 2021
(Source: Statistics Canada).

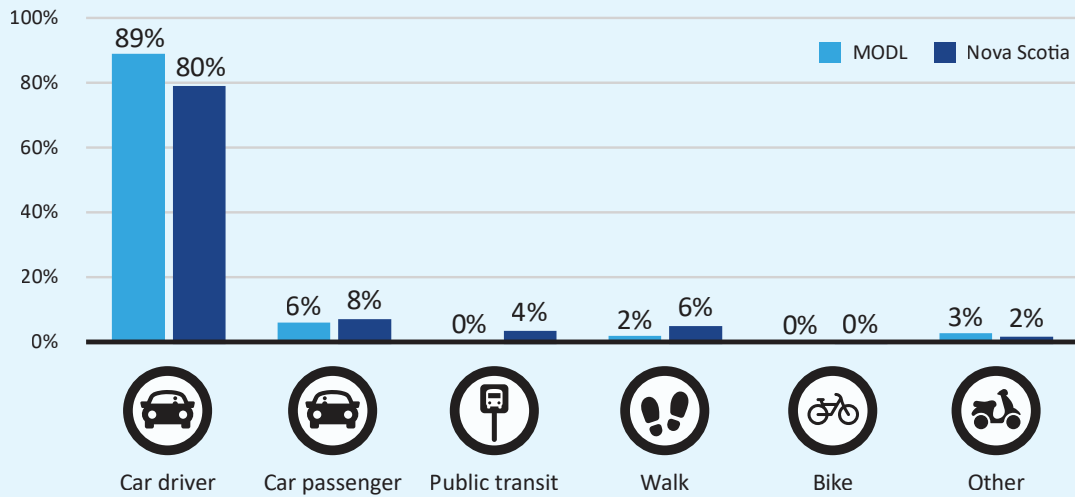
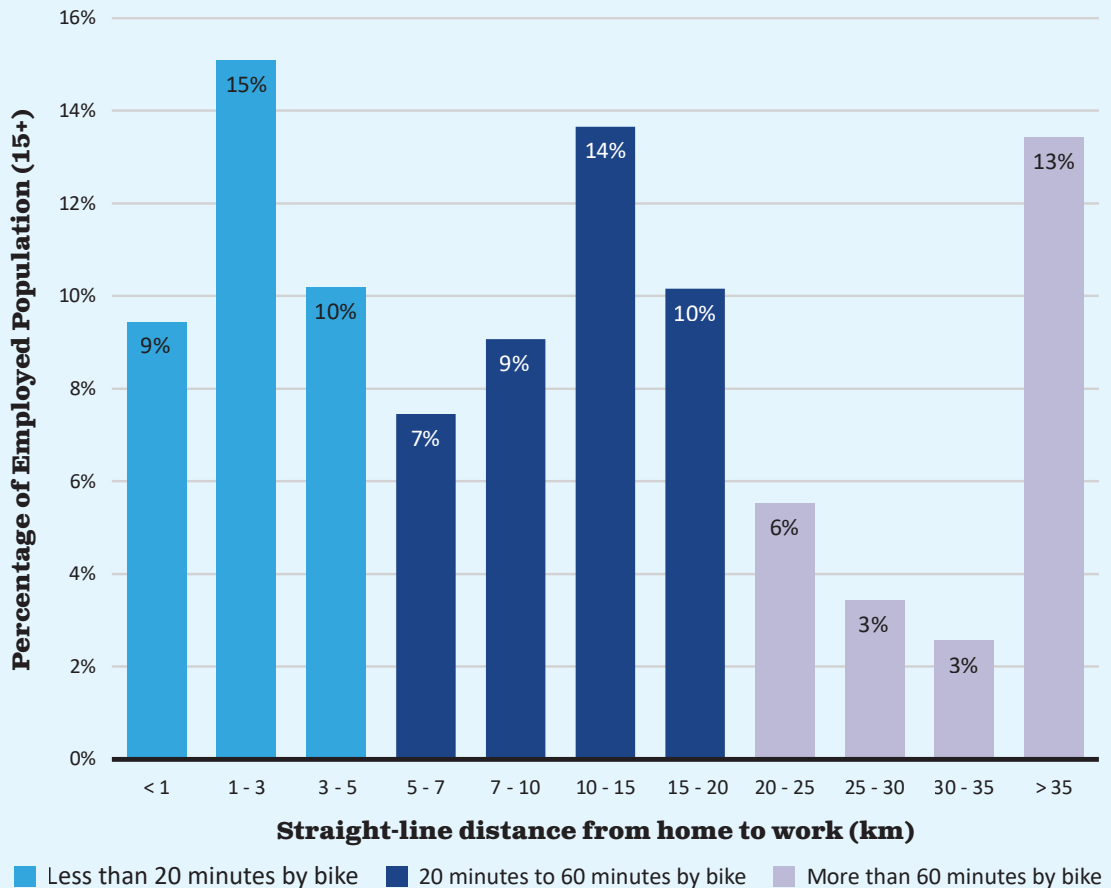


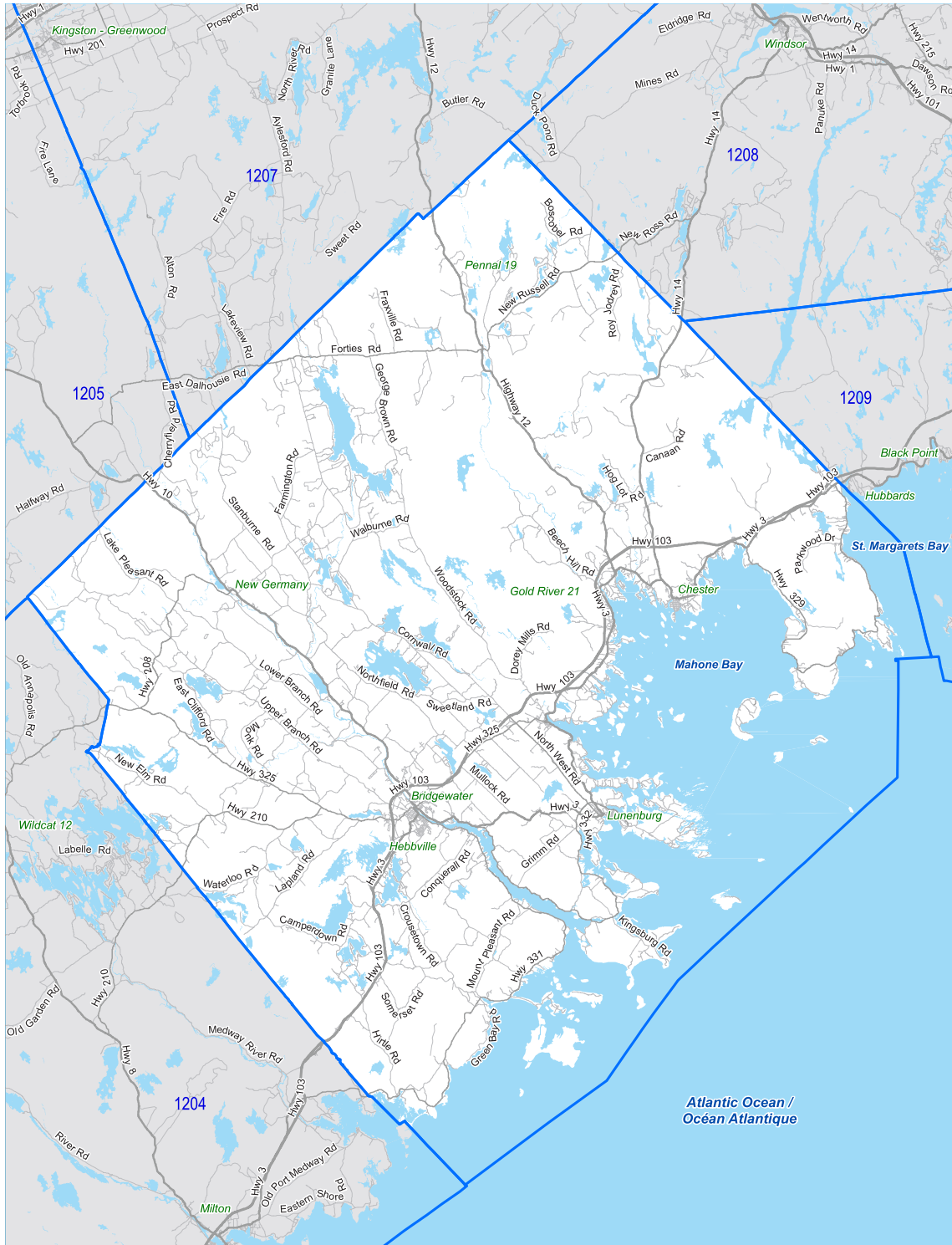
Figure 4: Straight-line distance from home to work, Lunenburg, 2021 (Source: Statistics Canada).



Statistics Canada does not collect some commuting data at the Census Subdivision (CSD) level. The straight-line distance commuting data is only available for the entirety of the Lunenburg Census Division, which includes the population centres adjacent to MODL. For this geographic area, the breakdown among employed residents over the age of 15 is shown above in [Figure 4](#).

More than a third of commuters (35%) live less than 5 km in a straight line from their usual place of work. This translates to longer actual commute distances, but still represents a group for whom active modes of travel are a relatively feasible option. Those living between 5 and 20 km from their usual place of work might face additional challenges in attempting to commute via active modes and are less likely to choose active transportation as their primary commuting mode. Finally, those living more than 20 km in a straight line from their place of work are the least likely to choose to commute using active transportation modes.

Figure 5: Lunenburg Census Division (Source: Statistics Canada).



Existing Transportation Network

MODL is serviced by key routes including:

- Highway 103, which runs along the South Shore and connects through Mahone Bay and Bridgewater.
- Trunk 10, which runs east to west from Bridgewater and through New Germany.
- Trunk 3, connecting Mahone Bay, Lunenburg, and Bridgewater.
- Route 331, which runs along the south side of the LaHave River from Bridgewater, down to LaHave and past Voglers Cove.
- Route 332, which runs on the north side of the LaHave River from Bridgewater to Riverport and connects back with Trunk 3 just outside of the Town of Lunenburg.

More than 99% of the roads in MODL are owned and maintained by the Province of Nova Scotia. The Municipality works closely with the Public Works team to identify opportunities to incorporate active transportation infrastructure into road renewal projects throughout the region.

Osprey Village in Cookville is the commercial centre of MODL, located at Exit 12 off Highway 103. This is a popular destination for residents in MODL as well as residents from neighbouring communities who travel to Osprey Village to access a variety of retail centres, including Canadian Tire, Walmart, and Staples. One of the few hotels in the region is also located in Osprey Village.

Other areas of higher density include New Germany and along the 331 between Bridgewater and LaHave. These hubs are served by schools, churches, grocery stores, and a variety of local businesses.

These hubs are consistent with where we heard community members would most like to see active transportation improvements and align with the community identified routes included in the active transportation network plan.

Active Transportation Network

The active transportation network in MODL currently includes a robust trails network and the Nova Scotia Blue Route. The existing trails network includes a series of established trail spines that are maintained by volunteer associations. These trails provide key north-south and east-west shared use connections throughout MODL. The shared use trails are able to be used by people walking, wheeling, and cycling, as well as people on off-highway vehicles.

Figure 6: MODL Parks and Trails Map (Prepared by: Planning & Development Services, Municipality of the District of Lunenburg).

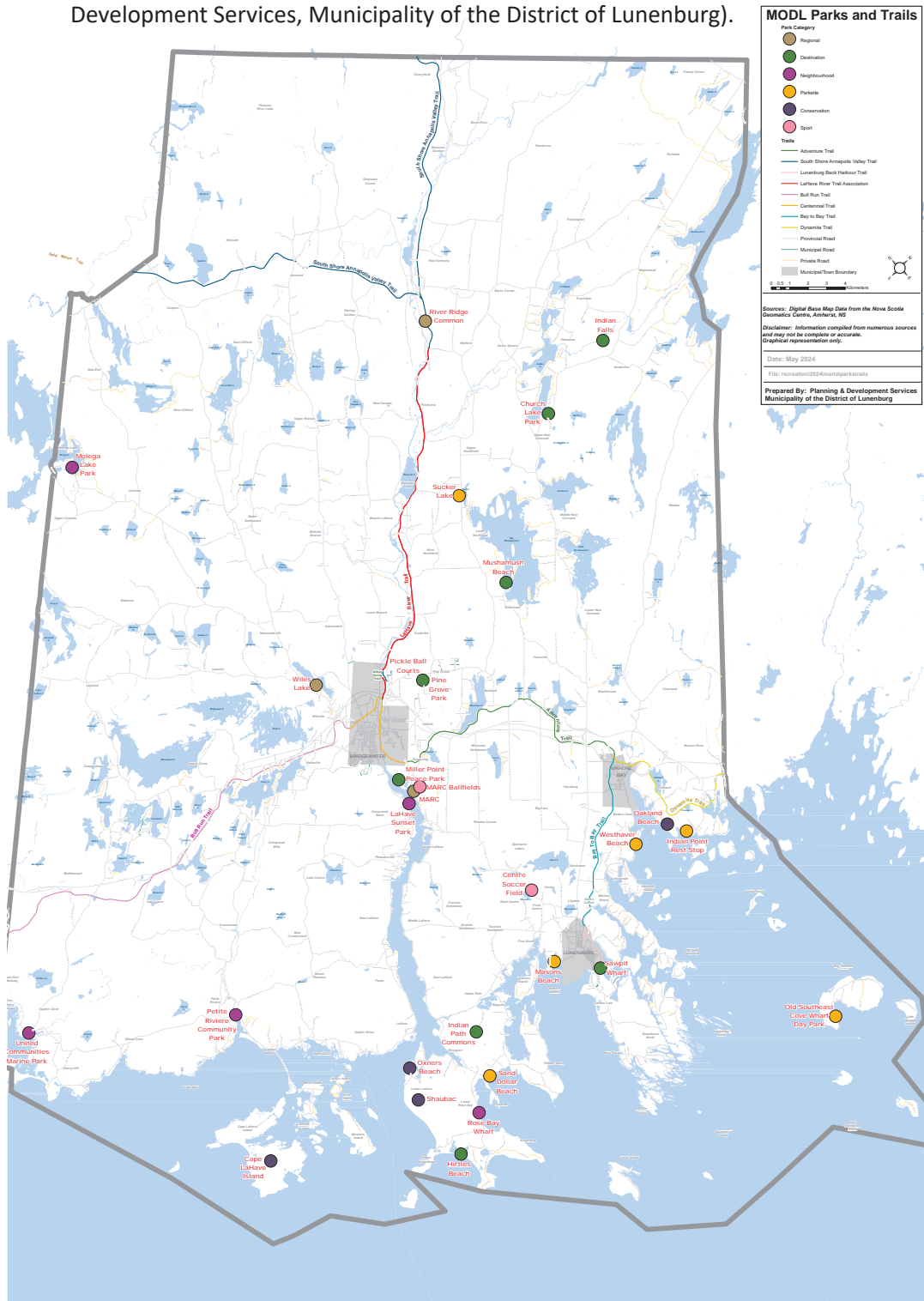
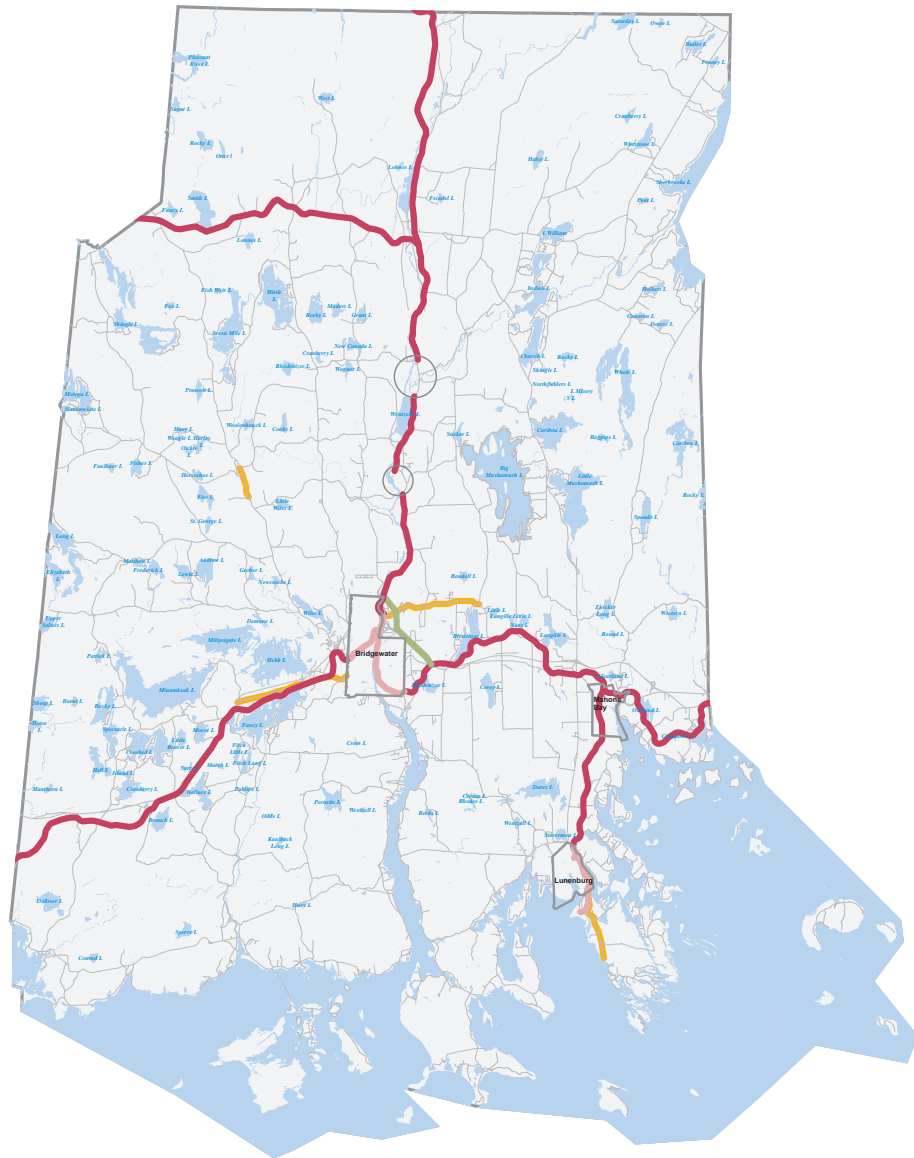


Figure 7: MODL Active Transportation Network as of February 2023 (Map from MODL 2040 Plan).



Part ?; Transportation Active Transportation

- Completed - Non-Motorized
- Completed - Shared Use
- In Planning
- Paved Shoulders



MODL2040

0 1.25 2.5 5 7.5 10
Kilometers

Sources: Digital Base Map Data from the Nova Scotia Geomatics Centre, Amherst, NS

Disclaimer: Information compiled from numerous sources and may not be complete or accurate. Graphical representation only.

Date: February 2023

Prepared By: Planning & Development Services
Municipality of the District of Lunenburg

A key part of the Municipality's active transportation network is its connections to the Blue Route. Currently, the Blue Route runs along the South Shore, along the north side of the LaHave River, around the Town of Lunenburg, and along Route 208 from New Germany to Colpton. In 2024, there is an additional 80km of new Blue Route sections planned for MODL, most of which will include clear signage identifying the road as part of the Blue Route to improve the quality of cycling in MODL.



Figure 8: Blue Route corridors within MODL. The dark blue dotted lines are “Planned Road” facilities, while the light blue dotted lines are “Planned Trail” facilities.

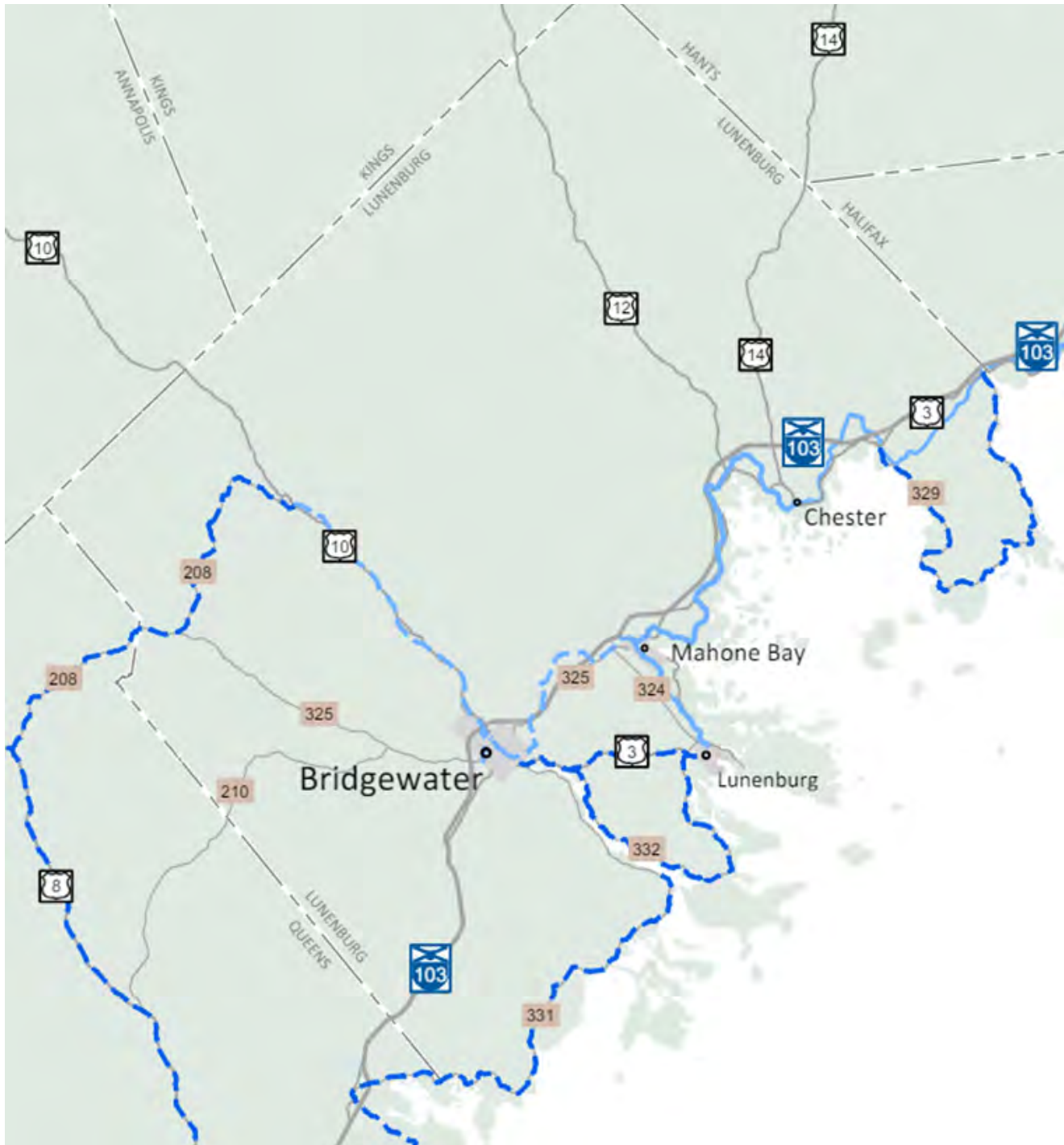


Figure 9: Existing Sidewalk network in MODL (black lines).



While the existing sidewalk network in MODL is quite small, new developments such as Osprey Village will include provisions for sidewalks to be installed, resulting in a significant increase in the overall length of the sidewalk network. The Municipality is also planning on expanding the existing sidewalk network near Centre Scolaire de la River Sud in 2025, so more facilities will be created in the coming years that support walking as a means of transportation to and from community amenities.

Safety

Between 2019 and 2023, the RCMP has record of 61 collision incidents involving people walking, cycling, or using off highway vehicles (OHV's) in Lunenburg County. Most incidents involved OHVs or motorcycles/dirt bikes, but there were 18 incidents involving pedestrians and cyclists, 2 of which resulted in fatalities. We know though community consultation that most residents do not commute by active transportation, which could contribute to there being fewer reported incidents involving pedestrians or cyclists. This safety data relies on residents reporting their incidents and injuries, therefore some accidents may go unreported.

Identified Issues & Opportunities

Residents were asked to provide input on their experience with active transportation in the Municipality of the District of Lunenburg and share what initiatives and infrastructure would get them moving. The questions posed to participants were:



What are the barriers for walking and cycling more often than you do in MODL?



What types of walking or cycling infrastructure would encourage you to walk or cycle more in MODL?

Factors that prevent community members from walking, wheeling, or cycling more included a lack of active transportation facilities, the condition of existing facilities, the lack of separated bike routes, and the speed, noise, and volume of motor vehicle traffic. Most of these concerns will require new or improved active transportation facilities.

Community members shared that providing paved road shoulders, sidewalks, separated bike lanes, and multi-use pathways (paved and unpaved) would increase active transportation usage among residents.

Relevant Plans, Policies, and Bylaws

Regional, Provincial, and Federal Plans & Policies

Municipality of the District of Lunenburg Active Transportation Plan (2010)

MODL adopted the first fully rural active transportation plan in Canada in 2010. Despite this progressive first step, however, the plan remains largely unimplemented. The plan focused heavily on recommending Rails to Trails projects and paved shoulders to complete an active transportation network. The 2010 ATP recommended that the network establish connections between the communities within the municipality and create a number of recreationally focused trail loops.

The cost of implementing the paved highway shoulders component of the 2010 ATP was prohibitive. The Plan recommended up to about 180 km of paved shoulders along highways in the municipality. Using today's unit costs for paved shoulders, the full network would cost more than \$50 million to implement. In addition to cost, the plan acknowledged that the Municipality required extensive collaboration with provincial departments to implement the plan as nearly all roads in the Municipality are under provincial control.

Municipal Road Design and Construction Standards (2018)

Establishes design standards for different street types, design speeds, and cross sections. Does not address cycling or pedestrian facilities.

Municipality of the District of Lunenburg: Active Living Strategic Plan (2022)

The MODL Active Living Strategic Plan promotes health, education, social connection, GHG emissions reductions, and tourism within the Municipality. The Plan identifies five key outcomes:

1. Physical environment supports for walking
2. Social supports for walking
3. Physical environment supports for other less structured physical activity
4. Social supports for other less structured physical activity
5. Policies to support physical activity

IDEA @ MODL

MODL's IDEA (inclusion, diversity, equity, and accessibility) Strategic Plan for 2024-2028 sets out a goal for the Municipality "to advance an environment with a fundamental shared commitment to respectful engagement and human dignity."

The plan establishes a timeline for implementation and identifies key action items within core categories in order to achieve the Municipality's vision. The plan does not discuss transportation equity specifically, but does commit to identifying and addressing obstacles and barriers in its mission statement:

“

“We envision—and will cultivate—a community that recognizes equity and diversity as fundamental to achieving inclusive excellence in service and community engagement. We acknowledge that this commitment requires identifying and addressing obstacles, barriers, and biases that limit equitable and accessible opportunities.”

”



Province of Nova Scotia

Connect2

Nova Scotia's Department of Communities, Culture, Tourism And Heritage offers the Connect2 grant program to support increased active transportation community initiatives for Nova Scotians. The program funds up to 75% of eligible project costs. Eligible project categories include Active Transportation Infrastructure & Design, Shared Mobility, and Capacity Building and Community Engagement.

Table 1: Summary of Connect2 Funded Projects

Funding Year	Total Grants Awarded	Number of Projects Funded
2012/2013	\$850,855	26
2013/2014	\$1,486,946	36
2014/2015	\$681,123	17
2015/2016	\$545,345	26
2016/2017	\$646,188	30
2017/2018	\$625,539	22
2018/2019	\$584,257	19
2019/2020	\$680,477	17
2020/2021	\$655,760	14
2021/2022	\$349,400	7
2022/2023	\$351,247	6
Grand Total	\$7,457,137	220

Bill 121

Bill No. 121 (2022), which would have been known as the Active Transportation Act, received first reading in 2022, but has not yet received further readings or royal assent. The bill that received first reading committed the Nova Scotia government to support active transportation plans for all municipalities and First Nations in the province, and to use the principles of equity, climate change reduction, and accessibility in active transportation planning.

The bill also committed Nova Scotia to completing a province-wide active transportation network by 2030, requiring funding starting in 2023. One component of the network would have been paved shoulders or separated bikeways included in all provincial paving projects.

Government of Canada

National Active Transportation Strategy (2021)

Canada has set a target to cut its GHG emissions by 40-45% below 2005 levels by 2030. To support this effort, Canada has recently established a federal National Active Transportation Strategy and National Active Transportation Fund to encourage and support investments in pathways and trails for cycling, walking, wheelchairs, e-bikes and scooters, to give everyone the opportunity to be active and access public transportation. The strategy ensures that communities of all sizes can look to incorporate more active transportation in their everyday lives through new partnership opportunities that can help finance transformational active transportation infrastructure programs for communities with shovel-ready projects that meet the goals of making active transportation safe, comfortable, and connected.

In the spring of 2021, in support of Canada's National Active Transportation Strategy, the Government of Canada launched the Active Transportation Fund (ATF), a \$400 million investment over five years to make travel by active transportation easier, safer, more convenient, and more enjoyable. The Active Transportation Fund invested in projects that build new and expanded networks of pathways, bike lanes, trails, and pedestrian bridges, in addition to supporting active transportation planning and stakeholder engagement activities. The ATF was heavily oversubscribed, with \$1.3 billion in applications, and the entire \$400 million was fully allocated within two years instead of five as initially planned.

In the spring of 2024 and in conversations with the Canadian Active Transportation Alliance, Infrastructure Canada announced that starting in 2026, the National Active Transportation Fund will become a part of the Permanent Transit Fund – a \$3 Billion per year fund aimed at supporting sustainable transit solutions. While no formal allocation for Active Transportation has been identified, INFC staff have indicated a floor of roughly 10% of the total funding amount will be allocated for Active Transportation projects across the country. For all Capital funding applications, a completed Active Transportation Plan must be in place, so MODL is well positioned to apply for and receive these funds.

Future Direction

Vision

A vision statement was developed with Municipal staff based on key themes from community input and builds on MODL's commitments as outlined in other strategic plans (including the Active Living Strategy, Climate Action Plan, and MODL2040). To guide future investments, the ATP is structured around the following vision statement:

“

*“By 2035, our communities will be **connected** by **well-maintained routes** that make walking, wheeling, and cycling in MODL a **safe, easy, and convenient choice for all.**”*

”

Guiding Principles

Throughout the planning process, it was important that recommendations would support MODL in creating an inclusive and equitable active transportation culture and network. The development of the ATP was guided by the following principles:

- **Active transportation is for everyone.** MODL offers a wide range of active transportation opportunities that support mobility independence at any age.
- **Active transportation is a safe option for residents and visitors.** Active transportation improvements will be designed and built to be safe and comfortable for all users. Community members should feel safe using the active transportation network regardless of their mode, time of day, or time of year.
- **MODL is a livable and well-connected area.** The active transportation network is able to connect community members to key destinations. Transportation modes are integrated to facilitate multi-modal travel and support access for all to recreation and essential destinations throughout the region, regardless of physical ability or economic situations.
- **Active transportation improvements will not come at the expense of the environment.** Active transportation improvements will maintain or restore wildlife and aquatic habitats. Investing in the active transportation network will help to increase the number of zero-emissions trips.
- **Active transportation improvements will support our community's overall health.** Improving access to active transportation opportunities is one part of supporting our community's physical and mental health.
- **Include achievable and aspirational recommendations.** It is important that the Plan include recommendations that can be achieved in the short- and medium-term so that community members can see and experience active transportation improvements quickly. It is also important to include longer-term and aspirational recommendations that will have a large impact but may take more funding and rely on collaboration with key partners.



Themes

Building from the guiding principles along with feedback from community members and stakeholders, three themes were identified to support the Municipality in achieving its active transportation goals. The three key themes are:

- **Connect:** Focuses on providing safe and comfortable connections throughout MODL and identifies strategies to improve access to active transportation facilities as well as recreation and community destinations.
- **Experience:** Focuses on improving the experience for people walking, wheeling, and cycling, making active transportation an easy and reliable way to move and explore in MODL.
- **Encourage:** Focuses on creating a culture around active transportation, making walking, wheeling, and cycling more common in MODL through wayfinding, awareness, celebration, and promotion.

Each theme includes several strategies and detailed actions that will support active transportation improvements in MODL.

“

“By 2035, our communities will be connected by well-maintained routes that make walking, cycling, and wheeling in MODL a safe, easy, and convenient choice for all.”

”

Theme
Connect

- Strategy 1:**
Develop a complete active transportation network that connects to key destinations throughout the municipality.
- Strategy 2:**
Improve Regional Connections.
- Strategy 3:**
Explore opportunities to include active transportation facilities in all road renewal, new development, and construction projects.
- Strategy 4:**
Celebrate Active Transportation.

Theme
Experience

- Strategy 5:**
Support effective land-use planning to build an environment that makes walking, cycling, and wheeling more convenient and enjoyable.
- Strategy 6:**
Maintain the active transportation network year-round.
- Strategy 7:**
Support Active School Travel and age friendly planning.
- Strategy 8:**
Provide an active transportation network that is safe and accessible for everyone.

Theme
Encourage

- Strategy 9:**
Create active transportation opportunities that are equitable.
- Strategy 10:**
Further develop cycle tourism and other local and regional active tourism opportunities.
- Strategy 11:**
Foster a culture of support and use of active transportation.
- Strategy 12:**
Improve the pedestrian and cycling experience.

The following sections expand on the ATP themes and introduces the actions. Later in the document is an implementation plan that includes next steps, prioritization, and outlines estimated costs and potential funding strategies for implementing the ATP.

Strategies and Actions

Theme **Connect**

The theme **Connect** is focused on improving active transportation routes in MODL and creating safe and comfortable connections between key destinations that are accessible for everyone, year-round. Within the Connect theme, there are 4 strategies and 22 actions.

Strategy 1:

Develop a complete active transportation network that connects to key destinations throughout the municipality

Action 1.A: Enhance existing pedestrian and cycling facilities throughout the municipality.

To ensure the active transportation network is accessible to residents and visitors of all abilities, the Municipality will work to provide high quality active transportation facilities. To support this, the Municipality will ensure the existing inventory of active transportation facilities (sidewalks, paved shoulders, bike lanes, etc.) is integrated with the existing GIS inventory.

Based on a condition assessment of the active transportation facilities, the Municipality will formalize a prioritization process for the replacement and enhancement of existing pedestrian and cycling facilities. The Municipality will also capitalize on opportunities to require higher quality facilities be implemented as part of new developments and road renewal projects throughout the municipality.



Action 1.B: Integrate active transportation connections into the Municipality’s existing parks and trails.

The Municipality will seek to ensure that existing and planned trails within MODL parks and community hubs connect to the broader active transportation network. This will ensure active transportation users are able to seamlessly connect to active transportation corridors within MODL parks, encourage residents to utilize active transportation when visiting these facilities, and encourage increased usage as residents walk or bike to these recreational destinations.

Action 1.C: Report annually to Council and community members on the growth of the active transportation network as well as annual spending on active transportation.

Municipal staff should report back on active transportation statistics and trends to Council and residents. This information can be shared through various means including social media and future Active Transportation report cards, an annual report being produced in many communities across Canada. The Municipality should develop a program for reporting back to the public information that indicates annual spending on active transportation and growth in the active transportation network.

Action 1.D: Fill gaps in the pedestrian and cycling networks based on priority.

Safe and comfortable routes for pedestrians and cyclists are the backbone of a well-connected active transportation network for people of all ages and abilities. The Municipality will work to fill gaps in the pedestrian and cycling networks to create a walking, wheeling, and cycling environment that is accessible to all and connects residents and visitors to key destinations throughout MODL. High priority locations have been identified in the Active Transportation Network Plan. In addition to these locations, there are opportunities to fill gaps in the active transportation network through new developments and road renewal projects.



Action 1.E: Investigate opportunities within existing utility, railway, alleyways, and abandoned road right of way to develop new pathways.

Some of the most popular trails in the municipality already follow old rail lines. There may be opportunities for the Municipality to take advantage of other unused corridors, including utility corridors, alleyways, and abandoned roads to expand the active transportation network. If these rights-of-way can provide a more convenient connection that is away from high speed or high traffic roads, then the Municipality should consider how these areas could be used for active transportation routes. To aid in this decision-making process, the Municipality should develop a formal evaluation process to determine which corridors should be considered for obtaining required right-of-way.

Action 1.F: Identify major barriers in the pedestrian and cycling network, including (but not limited to) railways, waterways, and major roadways.

There are a number of major barriers to expanding and enhancing the active transportation network in MODL, including working with limited right-of-way, major roadways, and routes interrupted by privately owned land. When exploring new active transportation routes, the Municipality should identify any major barriers to implementing the routes, assess the feasibility of working within the limitations or explore alternative routes.

Where routes are unable to be consistent or joined, providing improved crossings for pedestrians and cyclists at key locations will help to make walking, wheeling, and cycling more attractive for all as active transportation routes are made safer and more direct.

Action 1.G: Maintain dedicated funding programs to improve, maintain, and develop new pathways and trails.

The Municipality already provides funding for various non-profit and charitable organizations to support the development of new and maintenance of existing recreation facilities and programs. Maintaining a dedicated funding program will ensure that the Municipality is able to support the improvement, maintenance, and development of new active transportation pathways and trails.

Strategy 2:

Improve Regional Connections

Action 2.A: Implement new and upgrade existing trail connections as outlined in the Active Transportation Network Plan.

Expand and connect the trail network by implementing new and improving existing connections throughout the municipality as identified in the Active Transportation Network map. It is important to note that the recommended active transportation improvements in [Figure 10](#) are desire lines showing network connections. In many cases, they are not located on property under the Municipality's jurisdiction. This means the alignment of these trails has not been determined and are longer-term projects. Priorities should focus on improving active connections to key destinations, such as schools, grocery stores, and retail and commercial centres.

Action 2.B: Ensure future active transportation connections are well integrated throughout the region.

As the region continues to grow, the Municipality should seek opportunities to expand the active transportation network and ensure any new pedestrian or cycling routes connect with the existing active transportation network. Building upon the existing network will help to create an active transportation network that is connected throughout the region, making it easy and convenient for residents to choose active modes and visitors to explore the region by walking, wheeling, or cycling.

Action 2.C: Develop a region-wide network of bicycle routes that are comfortable for everyone.

Develop a network of dedicated bicycle lanes, multi-use paths, and bike-friendly routes to encourage cycling as a viable mode of transportation. Install bicycle racks and bicycle parking facilities at strategic locations throughout the municipality. The Municipality should continue to follow guidelines such as the Transportation Association of Canada's Geometric Design Guide standards for the design and installation of cycling infrastructure to ensure that new cycling facilities in the municipality are reflective of current design standards, and congruent with cycling facilities in other parts of Nova Scotia.



Action 2.D: Develop a region-wide network of pedestrian routes that is comfortable for everyone.

Create a network for pedestrian infrastructure, including sidewalks, crosswalks, multi-use paths, trails, and other pedestrian-friendly pathways. Ensure that these facilities are accessible, well-lit, and connected to key destinations such as schools, parks, and retail and commercial centres. The Municipality should work to identify areas where sidewalks or pedestrian pathways would most improve the pedestrian experience. The Municipality should also continue to ensure that pedestrian facilities are included in any new developments and road renewal projects.

Action 2.E: Coordinate with neighbouring communities to create and support a region-wide active transportation network.

The Municipality will work closely with neighbouring communities to better align active transportation connections and partner on construction efforts where practical. For this action, the Municipality should connect with neighbouring communities, including the Town of Bridgewater, the Town of Lunenburg, the Town of Mahone Bay, and the Municipality of the District of Chester, on a regular basis (i.e., quarterly) to share progress updates and upcoming initiatives.

Action 2.F: Explore the feasibility of a public transit (bus) system to provide accessible and convenient connections throughout the region.

Public transit is a key component of a vibrant, interconnected, healthy, and sustainable community. The Municipality is currently exploring a public transit system for Osprey Village and nearby communities that will connect with the Town of Bridgewater's transit system. The Municipality is currently serviced by Lunenburg County Wheels, which provides pre-booked, door-to-door transportation services. This is a great service for supporting community members who do not have access to or are unable to operate a vehicle; however, the service can be cost prohibitive for some and has limited service times.

The Municipality will explore the feasibility of organizing and operating a public transit system that is accessible, affordable, and connects community members with key destinations.

Strategy 3:

Explore opportunities to include active transportation facilities in all road renewal, new development, and construction projects

Action 3.A: Work with Public Works and other agency partners to ensure high quality active transportation standards are incorporated into all regional roadway projects.

The majority of roads in MODL are under the jurisdiction of Nova Scotia Public Works. The Municipality will continue to work with Public Works to advocate for active transportation improvements and provide context specific feedback for all regional road renewal projects. This approach also applies to other agency partners that may be involved in road renewal projects or new developments.

Action 3.B: Develop guidelines for the installation of public amenities through capital projects and developments.

To help guide the installation of public amenities, the Municipality will develop guidelines for the design, placement, and installation of public amenities (such as seating and washrooms) and landscaping, through capital projects and developments. These guidelines can also provide guidance for procuring and installing public art.

Action 3.C: Create process for implementing sidewalks for new developments.

The Municipality should create policies and processes to ensure that all new developments include (at a minimum) facilities for pedestrians, and preferably for cyclists as well. For example, language in MODL's Zoning Bylaws could include the requirement that universally accessible, direct pedestrian routes be provided from the main entrance of at least one principal building to the adjacent public sidewalk, and transit stop if available. Requiring a minimum clear width of 1.5 m or greater, and that all walkways must be free of any vertical objects such as signs, lamp posts, bike racks (and bikes locked to them) and protruding objects will help ensure that the full sidewalk width is always available for safe pedestrian movement.

Enshrining these requirements into Zoning bylaws will help ensure that all new residential, commercial, and industrial developments include safe, separated facilities for people on foot or bike, and advance the development of a comprehensive and connected AT network in the municipality.

Action 3.D: If and when a Development Manual is created, ensure the Municipality’s Development Manual considers and follows current design guidance for active transportation facilities.

The Municipality should continue following guidelines such as the Transportation Association of Canada’s *Geometric Design Guide for Canadian Roads* for the design and installation of future bicycle and walking infrastructure to ensure facilities in MODL are reflective of current design standards, and are constructed to the highest standards of road safety and professional knowledge.

Action 3.E: Incorporate active transportation facilities (including bike parking and end-of-trip facilities) as part of new infrastructure projects, as well as in conjunction with other projects, plans, and developments.

The Municipality should ensure considerations for active transportation facilities are made in the design and implementation of new and upgraded roads, as well as other infrastructure and development projects. This will require collaboration with a variety of departments and agencies, as well as external partners, to work together to share information on appropriate opportunities to incorporate various components of the Active Transportation Plan into all new infrastructure projects. The Municipality should also seek to integrate active transportation facilities, such as sidewalks, multi-use paths, and bike lanes, into all future projects, plans, and developments.

Action 3.F: Follow complete street principles in all new development and road projects.

As the Municipality plans for the future, it should ensure that all new road projects and developments consider the installation of complete streets as part of these projects. This will help ensure consistency in road design and help create a predictable and connected walking and cycling network. This will also help ensure that new communities and roads in MODL provide safe and efficient facilities for those on foot and bike, and encourage the use of these transportation modes.

Strategy 4:

Celebrate Active Transportation

Action 4.A: Educate community members on the benefits of active transportation.

A key component to encourage a culture of active transportation is to demonstrate the benefits of active transportation to residents and help individuals see how it can fit in their everyday lives. Community-wide communications and marketing efforts that feature a diversity of ages, genders, and ethnicities as regular users of active transportation can help illuminate the benefits of active transportation as part of everyday travel.

The Municipality will actively engage with local partners to help educate residents on the benefits of active transportation for everyone.

Action 4.B: Celebrate the launch of new facilities and programs with the community.

An important component of encouraging a culture of active transportation is ensuring residents are aware of new active transportation infrastructure projects. The Municipality will celebrate new active transportation facilities and programs through website materials, social media, events, and activations that get people excited about the implementation of the Active Transportation Network.

When constructing active transportation infrastructure, a portion of the capital costs can be allocated to education and awareness. Funding for education and awareness initiatives can also come from a wide variety of sources including grants, community partners, the business community, and others.

Increasing awareness about the opportunities to walk, wheel, and cycling in daily life can encourage more active trips. The Municipality and partner organizations will look for opportunities to promote walking and cycling to the grocery store, eating out, running errands and appointments through various campaigns such as Nova Scotia Bike Week.

Action 4.C: Work with Bridgewater and Area Chamber of Commerce and other community partners to activate public spaces.

The Municipality should work with community organizations to develop a program for activating public spaces. This program would outline cost-effective strategies to experiment with developing new or existing public spaces and street improvements to energize the public realm, such as pilot projects and temporary installations.

Theme

Experience

The theme **Experience** is focused on improving the experience for people walking, wheeling, and cycling, making active transportation an easy and reliable way to move and explore in MODL. Within the Experience theme, there are 4 strategies and 13 actions.

Strategy 5:

Support effective land-use planning to build an environment that makes walking, cycling, and wheeling more convenient and enjoyable

Action 5.A: Encourage active transportation in land use planning.

The Municipality should incorporate active transportation considerations into all land use planning and development processes and ensure that new developments are designed to be walkable, wheelable, and bike-friendly, with amenities and services easily accessible by pedestrians and cyclists.

Action 5.B: Support higher density mixed use infill development that promotes and encourages active transportation.

Higher density and mixed-use developments can support active transportation by providing more destinations within a shorter travel distance. Areas that contain a mix of commercial, institutional, and recreational uses allow residents the opportunity to live, work, and play in the same area and to move between activities conveniently by walking, wheeling, or bicycling. Where space is available and zoning is appropriate, encouraging higher density developments (such as what is planned for Osprey Village) is recommended to help generate more active trips.

Action 5.C: Ensure future population and employment areas are integrated with the existing and planned active transportation and transit network.

As the municipality continues to grow, it will be important to ensure new developments and retail and service hubs are connected to the Active Transportation Network. Providing safe, convenient, and comfortable pedestrian and cycling routes to future population and employment areas will encourage new and existing residents to more frequently choose active transportation for their daily trips.

Strategy 6:

Maintain the active transportation network year-round

Action 6.A: Provide accessible detours for people walking and wheeling during construction and maintenance.

Ensuring accessible detours includes providing adequate information and advance notice that a sidewalk or bicycle route is closed, as well as providing adequate detour information to bypass the construction zone. Signage should also display alternate routes. Municipal departments can require contractors to establish temporary paths where necessary and implement a penalty structure for those who do not comply. Detours should be provided for users of all ages and abilities. The Municipality should review current construction policies and develop guidelines for contractors and Municipal departments to ensure that they represent best practice for accommodating all active transportation users.

Action 6.B: Seek to standardize maintenance practices and procedures for the active transportation network.

To help provide a consistent experience throughout the active transportation network, the Municipality should develop a minimum standard for maintenance practices and procedures. Any new active transportation facilities should be constructed to these recommended standards. It is recommended that the local Trail Associations work to meet the recommended minimum standards as well.



Action 6.C: Review, update, and create (if necessary) current minimum maintenance standards and ice/snow removal requirements for active transportation infrastructure including sidewalks and pathways.

Updating the Municipality’s maintenance practices and procedures in conjunction with the implementation of the active transportation network will be an important component to ensuring facilities can be used year-round and are kept in a state of good repair. In addition to the capital cost of implementing the infrastructure projects identified in the Active Transportation Network Plan, the ongoing operations and maintenance costs need to be considered as part of the Municipality’s annual budget. The following actions identify opportunities to improve maintenance practices and procedures for the active transportation network:

- Design active transportation facilities that consider all types of weather and facilitate drainage, snow removal, and snow storage. This includes considerations about facility type, buffer space for snow storage, and proper drainage.
- Review and update current maintenance and operating policies and procedures for active transportation infrastructure, including sidewalks, paved shoulders, and multi-use pathways to ensure year-round use.
- Work with partners (such as Cycle Nova Scotia and regional Trail Associations) to develop a map that shows the location of winter-maintained trails and active transportation routes.
- Provide accessible detours for people walking and bicycling during construction and maintenance by reviewing current construction detour policies and developing new guidelines for contractors and Municipal departments to ensure that they represent best practice for accommodating all active transportation users during construction and maintenance.

Action 6.D: Design pedestrian and bicycle facilities to ensure proper drainage and snow removal, and pursue alternate snow storage.

One of the best ways to facilitate the removal of snow from active transportation routes is through thoughtful design. Active transportation facilities can often become a snow storage area for vehicle travel lanes, and can accumulate debris and gravel. Where possible, the Municipality should plan for active transportation facilities to be maintained year-round and account for snow and ice removal.

Strategy 7:

Support Active School Travel and age friendly planning

Action 7.A: Provide bicycle education and training for students in elementary and secondary schools.

Hands-on bike skills courses offered at schools (including those participating in Active and Safe Routes to School programs) help students gain the confidence and skills to ride to school. Bike skills programs can teach and encourage students to bicycle for transportation and recreation. Programs are often offered around grades 6 through 8 and provide students with the valuable life skill of being able to ride a bike comfortably and confidently on roads with vehicles present.

Action 7.B: Support Active and Safe Routes to School programs and initiatives.

Active and Safe Routes to School is a community-based initiative that promotes the use of active transportation for daily trips by children to and from school. Active and Safe Routes to School programs typically focused on the 6 E's: engineering, education, encouragement, equity, enforcement, and evaluation. Initiatives such as in-class curriculum, walking clubs, walking/cycling school buses, no-idling campaigns, active transportation-based field trips, and road safety education for secondary students supports active transportation education and uptake among students. This action should also include the creation of active transportation / school travel plans for all new or refurbished schools in MODL.





Strategy 8:

Provide an active transportation network that is safe and accessible for everyone

Action 8.A: Implement traffic calming measures near community destinations.

The Municipality will look to install traffic calming measures, such as speed humps, raised crosswalks, curb bump outs, and Rectangular Rapid Flashing Beacons (RRFBs), to create safer and more pedestrian-friendly streets. These measures can help reduce vehicle speeds and improve the overall safety of active transportation users. Traffic calming measures should be considered and prioritized near community destinations such as schools, churches, community and recreation centers, and retail and commercial hubs.

Action 8.B: Adopt a formal Vision Zero Policy.

The Municipality will consider adopting a formal “Vision Zero” policy that seeks to eventually reduce all serious road injuries and deaths to zero. Vision Zero is a program launched in Sweden in 1997 that has at its core the belief that life and health are paramount over any other benefit to society. There are many major cities across Canada that are adopting formal Vision Zero Policies, but MODL would be one of the first rural communities in Nova Scotia to pursue this. Adopting a formal Vision Zero Policy will help guide future road planning and design, as the goal of achieving zero road deaths and serious injuries is paramount over all other considerations. Using the principles that make up Vision Zero policies will also serve to improve the pedestrian and cycling experience in MODL through the reduction of motor vehicle speeds and the separation of active transportation users at high-risk areas.

As part of this action, the Municipality will continue to monitor hot spot collision locations and identify safety mitigation measures for these locations.

Action 8.C: Enhance the safety, accessibility, and visibility of intersections and crossings.

The Municipality will work with Public Works to enhance accessibility while also improving safety at intersections. This can include installing Rectangular Rapid Flashing Beacons (RRFBs), audible pedestrian signals, and new or updated curb ramps where appropriate.

Action 8.D: Seek funding opportunities to support the installation of infrastructure that improves the safety and comfort of pedestrians and cyclists.

While the primary responsibility for funding active transportation infrastructure falls onto local governments, other levels of government can and often do assist with the expense of building safer and healthier transportation systems. Existing funding programs include the Government of Canada's Investing in Canada Infrastructure Program (ICIP) and National Active Transportation Fund, the Federation of Canadian Municipalities Green Municipal Fund, and the Government of Nova Scotia's Connect2 Grant Program.

The Municipality should continually explore funding opportunities to help support the creation of safe, separated infrastructure that will improve road safety, provide more opportunities for healthy activities such as walking and cycling, and reduce air pollution. This will require regular check-ins from staff and council to ensure that all funding programs are being explored and applied to when permitted, and regular funding being provided from the Municipality to ensure all matching grant programs can be submitted to in an effort to reduce the costs borne by local government.



Theme

Encourage

The theme **Encourage** is focused on creating a culture around active transportation, making walking, wheeling, and cycling more common in MODL through wayfinding, awareness, celebration, and promotion. Within the Encourage theme, there are 4 strategies and 24 actions.

Strategy 9:

Create active transportation opportunities that are equitable

Action 9.A: Work with equity seeking groups, including newcomers to Canada, children, youth, seniors, and people with disabilities, to understand their key challenges with active transportation.

Many equity seeking groups are often under-represented in community consultation and planning processes as they can experience more barriers to participation and may have a difficult time fully conveying their needs in transportation planning projects. The Municipality should conduct comprehensive and meaningful consultation with these groups to ensure that their needs are being addressed in the design of active transportation infrastructure. This action will help to ensure that all residents, regardless of their background, feel included in the planning process and that they feel ownership, inclusion, and connection to MODL facilities that they have had input in creating.

Action 9.B: Ensure best practices in accessibility are considered for new transportation infrastructure projects and upgrades, following standards identified under the Nova Scotia Accessibility Act and the Lunenburg County Accessibility Plan.

The Municipality will follow the standards set out in the Nova Scotia Accessibility Act and Lunenburg County Accessibility Plan to ensure new and upgraded active transportation facilities are accessible for everyone.

Action 9.C: Apply an intersectional, equity-focused lens to the planning, design, and implementation of all active transportation facilities, amenities, and programs to support equity-seeking groups.

The Municipality will work with stakeholders, including marginalized and under-represented groups, to develop a checklist of different lenses and factors that are considered during the design and implementation of all active transportation facilities, amenities, and programs. The Municipality will conduct targeted communication and engagement on active transportation projects with equity seeking groups to understand their unique needs and issues.

Action 9.D: Support the Lunenburg County Accessibility Committee in representing vulnerable and under-represented groups to identify their unique needs.

The Municipality will continue to work with the Lunenburg County Accessibility Committee to consult with vulnerable and under-represented groups on all active transportation projects, seeking their input on proposed designs, and ensuring that these designs are inclusive of the needs of persons with disabilities. This action will help to improve the quality of life for residents and visitors with disabilities and help to create an active transportation network that is equitable and accessible for all.



Strategy 10:

Further develop cycle tourism and other local and regional active tourism opportunities

Action 10.A: Work with partners to develop engaging maps to promote active trips and key destinations.

The Municipality should develop a map for community members and visitors that highlights active transportation routes and popular community destinations. This will be a useful tool for visitors planning a trip to the area and is an opportunity to promote local activities and support local businesses. The map should be available online and in hard copy at popular destinations and visitor information areas.

Action 10.B: Support programs that encourage adults to bicycle and promote road safety.

It's never too late to learn to ride a bike. Adult bicycle skills courses and basic maintenance workshops recognize that cycling education is important at all ages. Many riders may be interested but do not feel confident or comfortable to try cycling on their own or to make it a part of their everyday routine without support. Providing training for adults that can be tailored for unique groups and settings (e.g., seniors, newcomers to Canada, etc.) can help participants feel comfortable and build confidence using a bicycle as a means of everyday transportation. Partnerships with local bicycle shops and Cycle NS can help educate adults about different types of bicycles and how they can be adapted to suit different mobility needs.

The Municipality will encourage and support local partners in the development of programs and initiatives that encourage adults to bicycle.

Action 10.C: Explore opportunities to promote experiential tourism activities that celebrate the region.

Promoting active transportation from a tourism perspective can provide a variety of benefits to the local economy. MODL has much to offer – from scenic shorelines, beautiful forests, and river routes to exciting local and community owned businesses and experiences. The Municipality should explore partnering with local businesses and organizations to promote active transportation options, such as walking and cycling tours and activities for visitors.

Action 10.D: Continue to support the Blue Route throughout the region.

The Blue Route is a province-wide network of continuous bike routes that are safe and well-connected. The Municipality should continue working with Cycling Nova Scotia and the Department of Public Works to expand the Blue Route in MODL and explore funding opportunities for constructing higher-quality bicycle routes throughout the municipality.



Action 10.E: Pursue partnerships with private operators to provide a public bike and/or e-bike sharing program.

Public bike share programs provide community members with temporary access to a bicycle through payment for short-term, on-demand rental periods. There are a variety of public bike share programs across Canada, each with their own unique characteristics which range from a variety of ownership and operation models, user experiences, distribution and integration with other modes and systems, among other factors. Public bike share programs can make it more convenient and enjoyable for those that do not have access to a car or are unable to drive themselves. The Municipality should explore options for implementing a public bike share program, especially in community hubs and developing areas.

Action 10.F: Create, update, and maintain a GIS map of the Municipality's active transportation network, including locations of amenities and features.

Providing details about active transportation facilities, amenities and features for community members and visitors can make planning trips by walking, wheeling, and cycling more convenient and accessible. The Municipality should inventory existing active transportation routes, trails, pathways, and amenities and features to be included in a GIS based web-application that community members and visitors to MODL can use to help plan their trips. Knowing what amenities and features are available along or near trails and pathways can allow people to choose the routes that are most accessible for them and feel confident in their ability to walk, wheel, or cycle on specific routes.

Strategy 11:

Foster a culture of support and use of active transportation

Action 11.A: Promote active transportation education and awareness.

Launch educational campaigns to raise awareness about the benefits of active transportation and provide information on safe walking and cycling practices. Offer workshops, seminars, and community events to educate residents about active transportation options and encourage behaviour change. Campaigns could be run seasonally, annually, or as part of existing events, such as Bike to Work Week or Bike Week.

Action 11.B: Ensure a dedicated and stable annual funding is allocated to education, awareness, and encouragement - including road safety.

In addition to allocating funds to constructing active transportation facilities, the Municipality should also ensure there is funding available for community education, awareness, and encouragement campaigns. Promoting the benefits of walking, wheeling, and cycling as well as opportunities for participating in active transportation will help to encourage community members to consider choosing active transportation more often.

Action 11.C: Demonstrate the impacts of vehicle emissions on local air quality and highlight the positive impacts of active transportation on air quality in reducing overall vehicle emissions and improving public health.

Most Canadian's are exposed to traffic-related air pollution on a daily basis. Travelling in vehicles, working or living near busy roads and being outdoors near traffic are all ways community members can be exposed to Traffic Related Air Pollution (TRAP). Health Canada evaluated the link between TRAP exposure (living or working within 250 metres of a major roadway), and found that this type of prolonged TRAP exposure:

- causes lung cancer in adults
- causes the development and worsening of asthma symptoms in children
- reduces lung function
- likely causes childhood leukemia
- may cause allergies to worsen
- may cause breast cancer in adults
- may cause worsening of asthma symptoms in adults

It is important that community members are educated about the impacts of vehicle emissions on local air quality and are provided information on how active modes of transportation can have positive health impacts for both individuals and the wider community.

Action 11.D: Establish a Transportation Demand Management (TDM) program to work with local businesses to encourage employees to use sustainable modes of transportation.

This action includes the promotion of Transportation Demand Management (TDM) programs and initiatives that encourage employees to use active forms of transportation. This includes supporting employers in MODL to provide amenities and benefits that help to encourage employees to travel by sustainable modes. This can include providing secure bicycle parking, showers, and storage lockers for employees. This can also include encouraging employers to consider flexible work schedules and work from home policies, promoting carpooling and ride share arrangements, allowing for tele-commuting options and managing on-site parking.

Action 11.E: Lead by example to encourage and incentivize Municipal employees to walk or wheel to work.

Using similar TDM tools as those used by other employers in Nova Scotia, the Municipality itself should expand its efforts to encourage and motivate its own civic employees to walk or wheel as much as possible. Undertaking this action will help to shift Municipal employees out of their personal vehicles and into other more sustainable forms of transportation, and studies have shown that this modal shift results in improved physical and mental health, and a reduction in illness and employee absenteeism rates. Actively demonstrating a commitment to sustainable transportation through the adoption of this policy will show that the Municipality is committed to a healthier and less polluted community, and “walks the talk” when it comes to reducing the use of single occupancy vehicles.

Action 11.F: Create a permanent Active Transportation Committee of Council to advance active transportation programs and infrastructure.

This committee could be a committee of Council, or as a sub-committee of community members and organizations. This committee should meet on a regular basis to review the Municipality’s progress on achieving all of the recommendations and infrastructure improvements outlined in the ATP, seek new opportunities for funding and programs, and actively promote active transportation within the municipality.

Action 11.G: Allocate FTE time for Municipal staff to implement the Active Transportation Plan.

To help ensure progress is made on the recommendations in the Active Transportation Plan, the Municipality should allocate dedicated FTE time for Municipal staff to implement the Plan. This responsibility can be shared between employees and regular check-ins should be set up to track progress.

Strategy 12:

Improve the pedestrian and cycling experience

Action 12.A: Install public amenities including benches, street trees, lighting, drinking fountains, washrooms, and recycling bins where appropriate along pedestrian and cycling facilities and trails.

Simple improvements to the right-of-way can vastly improve the pedestrian experience and help to encourage residents to go for a walk, wheel, or bike ride along routes that support these activities. Amenities such as benches provide a space for people to rest; street trees can provide valuable shade on a hot day and limit noise from vehicles; lighting can help create a safer environment; washrooms allow for longer walking trips; and recycling bins can encourage the proper disposal of used containers. Installing these amenities in the public right-of-way will demonstrate the Municipality's commitment to supporting active transportation as a recognized form of transportation. These amenities help create more attractive, convenient, and lively public spaces that encourage people to spend more time outdoors and to provide more opportunities for people to rest and socialize.

Action 12.B: Ensure bicycle parking and end-of-trip facilities are provided at all MODL owned and operated facilities.

Bicycle parking and other end-of-trip facilities encourage people to bicycle as a primary mode of transportation by providing a secure place to leave their bicycle and a place to tidy up and/or change upon arrival at their destination. Installing and improving existing bicycle parking and end-of-trip facilities at MODL owned and operated buildings demonstrates leadership, and reinforces to residents, developers, and private business owners that bicycle parking is important. Adequate bicycle parking at libraries, recreation centres, and other civic facilities will benefit employees, residents, and visitors and support access to these facilities using active transportation.

The type of bicycle parking provided at each location will be dependent on the anticipated demand, available space, and financial resources. As part of this action, the Municipality should also identify an annual budget for the installation of bike parking and end-of-trip facilities.

Action 12.C: Provide more bicycle parking and end-of-trip options throughout the Municipality and at special events.

Providing more bicycle parking and end-of-trip facilities throughout the Municipality can be done in several ways. Firstly, the Municipality will ensure high-quality bicycle parking and end-of-trip facilities are installed at MODL owned and operated facilities. In partnership with local volunteer trail organizations, the Municipality will also review existing bicycle parking facilities at parks and trail heads and develop a list of amenities that could be implemented by trail maintenance organizations at these locations with Municipal support. Based on the use of the trails, the review will identify where trail head amenities could be installed (trail head amenities include washrooms, drinking fountains, bicycle and motor vehicle parking, bicycle repair stations, etc.). The Municipality will also work with local businesses and community partners to provide secure bicycle parking at retail and service hubs, as well as explore providing secure bicycle valet parking at special events.

Action 12.D: Enhance and expand active transportation wayfinding and signage in areas with high pedestrian and cyclist activity.

The Municipality will work with local businesses and community organizations to create wayfinding and kiosks identifying key information, such as popular destinations, community facilities and businesses, as well as a map with “you are here” locators with five-minute walking distance walksheds (sites within five, ten, and fifteen minute walking distance). This should be implemented consistently throughout the region at key community hubs and trail heads.





Action 12.E: Provide landscaping in the right-of-way.

Streetscape enhancements such as plants, trees, street banners and public art are aesthetically appealing and can improve the look and feel of community spaces, making them more inviting for residents and visitors to travel through. Especially around community hubs and new developments, the Municipality should provide streetscape enhancements where space is available within the public right-of-way. Through this action, the Municipality will need to consider the ownership and responsibility of maintenance for public art and other amenities within the right-of-way.

Action 12.F: Enhance visibility through lighting improvements along sidewalks, pathways, trails, and intersections where appropriate.

Strategically placed lighting along active transportation facilities may help to both reduce the impulse for persons to engage in criminal acts if they feel they will be seen, as well as increase the feeling of safety and comfort for the users of these facilities. This allows for safe and comfortable use of active transportation routes both day and night. This is especially important during the winter months when hours of daylight are at a minimum.

Action 12.G: Improve safety along active transportation facilities by improving visibility, sightlines, and access where appropriate.

There are many locations throughout the region where active transportation facilities cross or intersect with a roadway. The Municipality should identify locations that would benefit from additional or improved pedestrian crossings, such as locations that will provide a continuation to the active transportation network, locations where active transportation facilities intersect with the roadway without an established crossing, in areas of high pedestrian activity or with a high concentration of vulnerable road users.

Active Transportation Network Plan

The Municipality of the District of Lunenburg's Active Transportation Plan (ATP) proposes to use the existing recreational trails system to develop a fully integrated network for walking and cycling throughout the Municipality. Recommendations in the Plan follow national and international best practices to create an all ages and abilities (AAA) network.

- **Regional Connector:** These facilities provide the regional links to surrounding areas beyond Municipal boundaries. Because they are major links, some of the regional connectors are destination trails, offering experiences of natural features of ecological significance. Most of the Regional Connectors in MODL are currently shared-use recreational trails used by pedestrians, cyclists, and people on OHVs. These regional connectors include the South Shore Annapolis Valley Trail (that connects to other trails to the north and northwest of MODL in Queens and Annapolis), the Bull Run Trail (that connects to the Municipality of Queens in the west), and the Dynamite Trail (that connects to the Municipality of Chester in the east).
 - Recommended Facility Types: Trails, multi-use pathways.
- **Community Connector:** These provide the major links within the Municipality, such as from residential areas to community amenities. Many of these facilities will follow road corridors, since the roads already provide links, and they provide access across challenging terrain. Even though a route may follow a road, the facility can be located off of and separated from the road surface.
 - Recommended Facility Types: Multi-use pathways, sidewalks, local street bikeways.
- **Neighbourhood Connector:** These routes are the “local” links in the system, connecting neighbourhoods to the regional and community connectors and serving local needs, e.g., safe routes to schools.
 - Recommended Facility Types: Sidewalk, Multi-use pathways, traffic calmed streets.

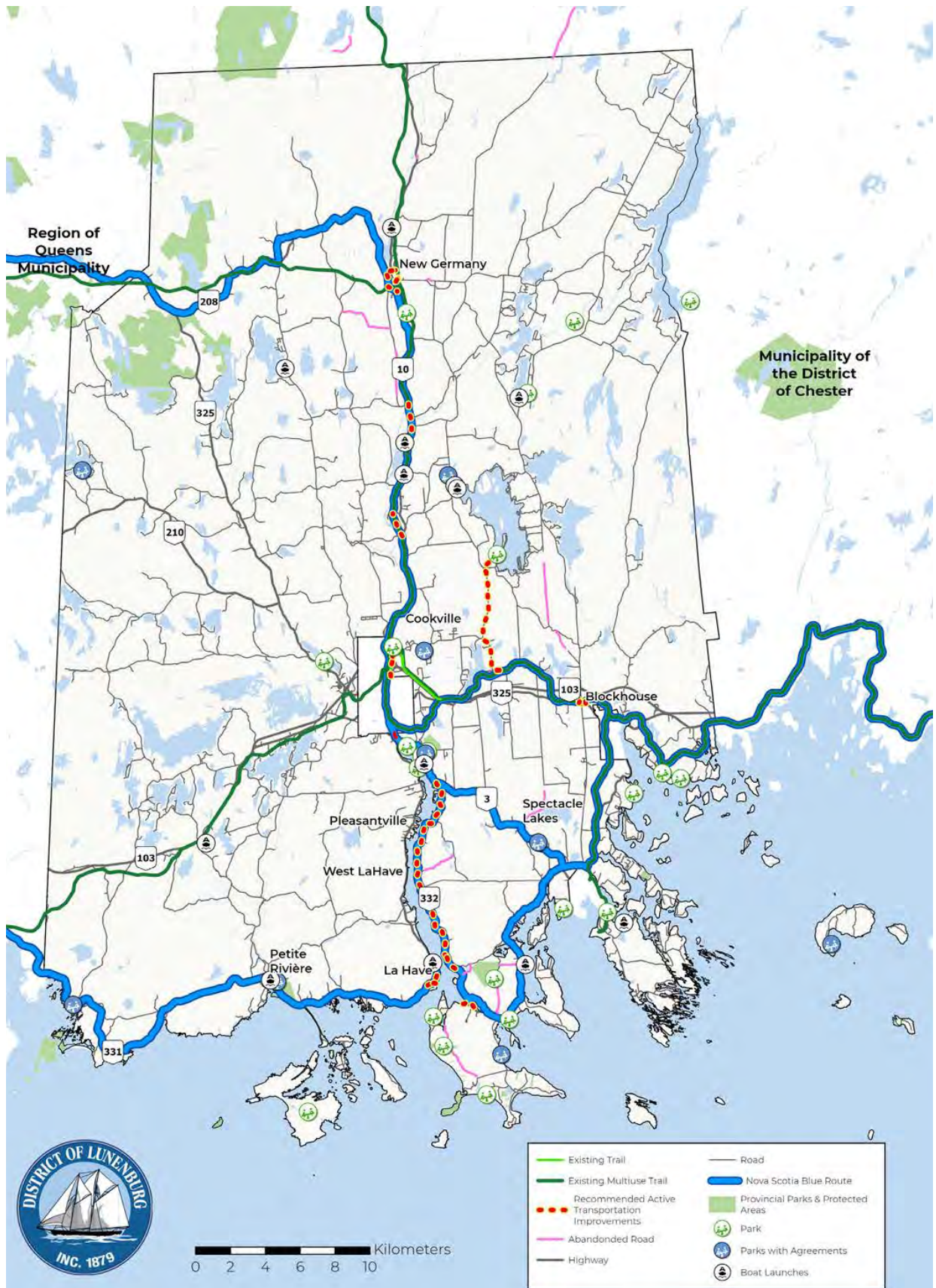


Figure 10: Map of Recommended Active Transportation Network in MODL

Recommended Active Transportation Network

The recommended active transportation network is designed to build off of the existing active transportation network that is the extensive trail system running throughout the municipality, as well as build sections of infrastructure in area of greatest demand. These 9 recommended corridors are described in greater detail below, along with an explanation for why each corridor was selected, along with recommended facility types to help inform the future study and design process required for each corridor.

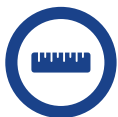
All of the corridors included in the Recommended Active Transportation Network were identified by community members and stakeholders as part of the public and stakeholder engagement process. Each corridor was then assessed in terms of feasibility, community benefits, network integration, and community demand.

Overall, the Recommended Active Transportation Network will expand the existing trail and sidewalk network to connect directly with more residential and commercial areas, close significant and ongoing gaps in the trail system, and create opportunities for residents and visitors alike to connect with the municipality in all its forms at a more human scale. Creating spaces for people to walk, wheel, and cycle by constructing the recommended network will help promote tourism, support improved community health, and improve road safety for all road users.



Note:

While many of MODL's current trails are shared-use (allowing OHVs), the recommended active transportation improvements included in this plan are focused on providing multi-use pathways which would serve pedestrians and cyclists. This would align with the direction other neighbouring municipalities are taking to help improve pedestrian and cyclist safety.



**Approximate Total
Network length: 34.15 kms**



Recommended Facility Types:

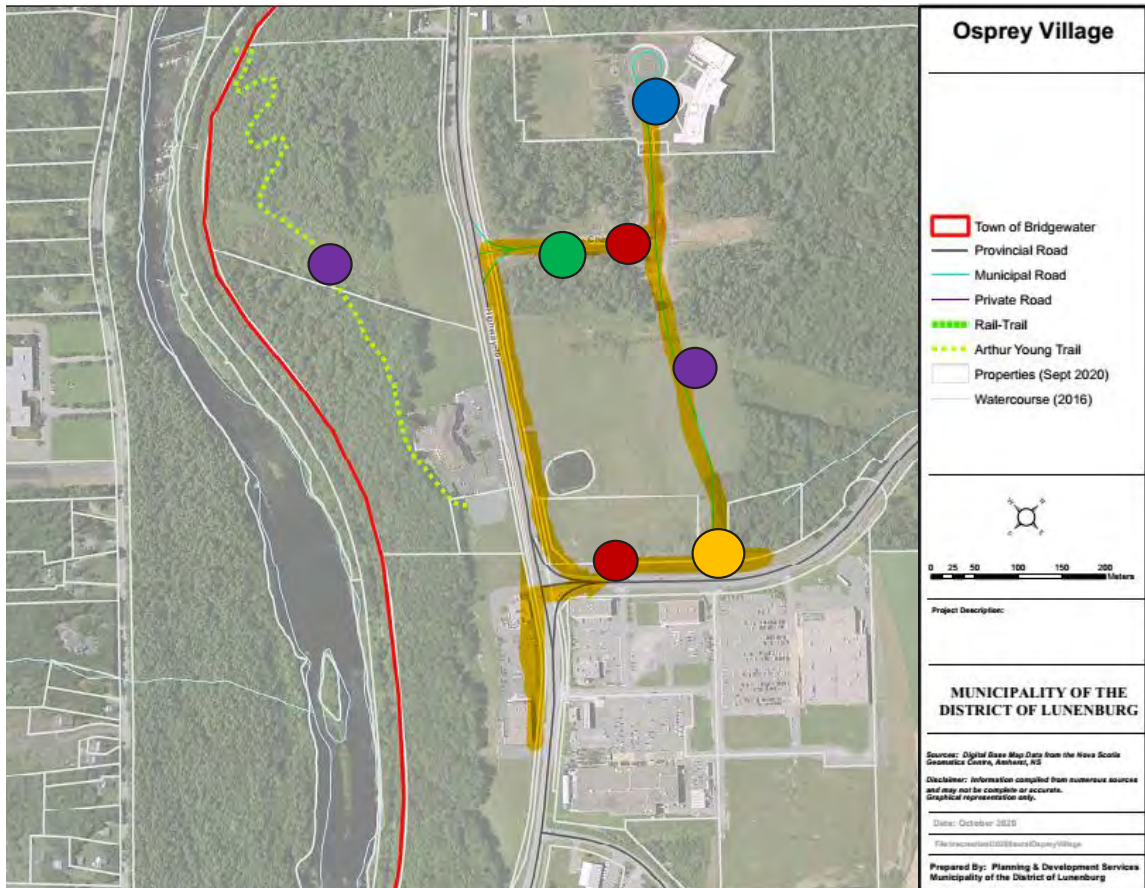
- Neighbourhood Greenways
- Multi-Use Paths
- Trails
- Sidewalks
- Paved Shoulders

Cookville

Rationale: As an area of present and future residential development, the largest commercial area in the municipality, a major educational facility, and the proximity of these major trip generating facilities to the Town of Bridgewater (another trip generating area itself) and the close proximity of all of these areas, it is imperative that MODL provide facilities that allow for the safe movement of pedestrians and cyclists – including improved and clearly marked crossings at intersections and mid-block where warranted. Given the small distances between these residential, commercial, and educational facilities – people **will** walk, wheel, or cycle to move between these facilities.

An additional rationale for these facilities was provided by the students at Centre-Scolaire Du River Sud, who in 2021 worked with the Ecology Action Centre to develop and write a *Youth Walkability Audit* for their school. As shown on the map below, these students were very clear in where they feel sidewalks and crosswalks are needed in the Osprey Village area:





- = Sidewalk needed
- = Potential Pathway
- = Crosswalk needed
- = Bike Racks Needed
- = School Signage improvement

These students also noted the lack of sidewalks “on Highway 10 past the Pinegrove intersection – this discourages use of AT into Bridgewater as well as to the nearby amenities (Boston Pizza, Staples, other stores). There are also no sidewalks on Pinegrove and Nathan Cirrillo. If sidewalks/pathway existed on Highway 10 to Bridgewater, there would also need to be walker/ cyclist lane on the Hwy 10 vehicle only bridge.”

The same sentiments about the lack of pedestrian and cycling facilities to connect to these important community amenities was also heard in stakeholder sessions, through the online survey, and in-person engagement.



Corridor Length:
Approximately 3.1 kms,
including section across Hwy
103 to connect to Bridgewater
Town Limits



Recommended Facility Types:
Sidewalks and Multi-Use Path
where feasible along Hwy 10

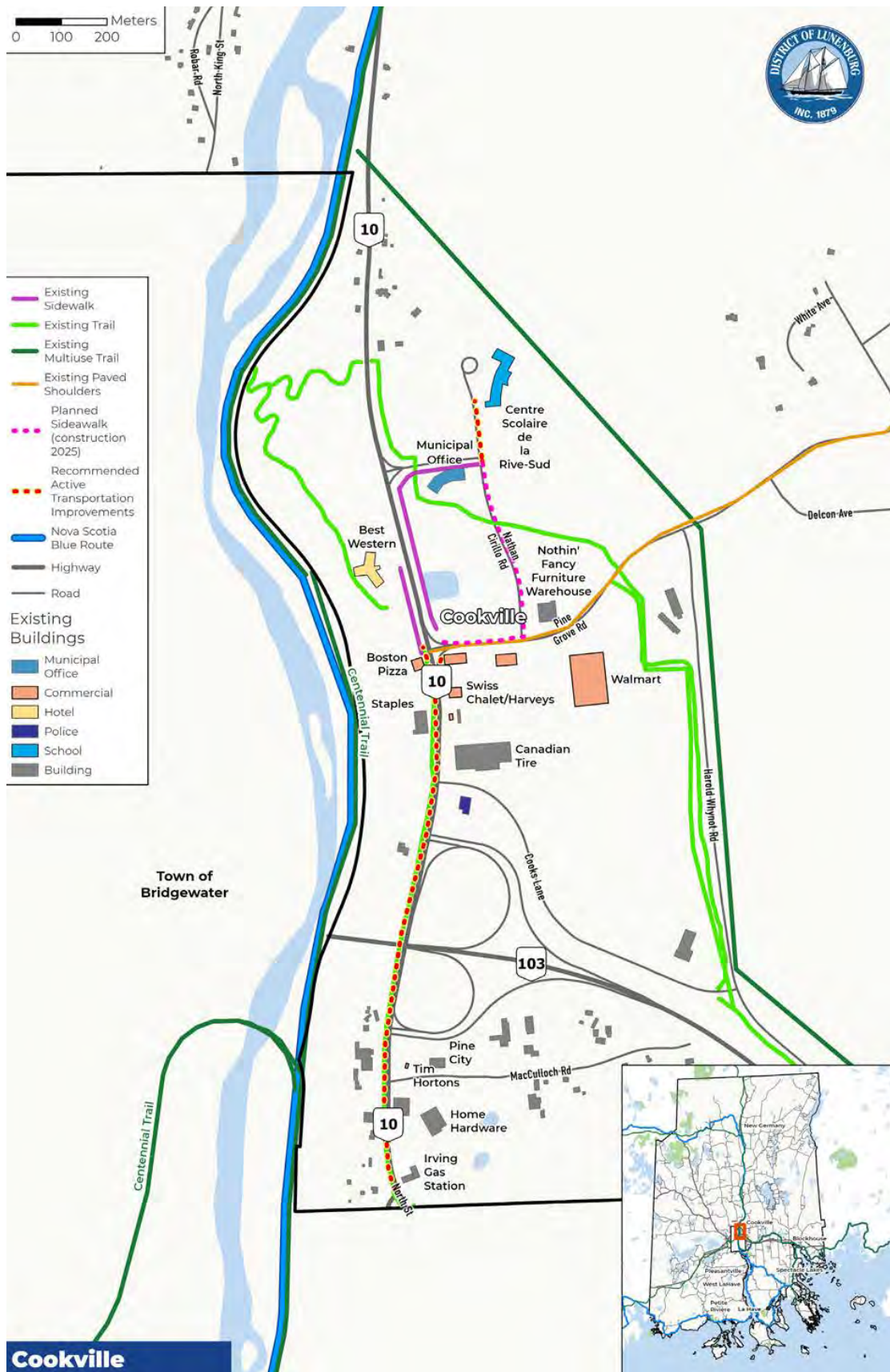


Figure 12: Map of Recommended Active Transportation Facilities in Cookville

New Germany

Rationale: The need for corridor improvements in this area was identified repeatedly in the online survey and was the main focus of conversations during the in-person engagement held in the community in early 2024.

The need for active transportation improvements in the commercial core of New Germany as well as to provide safe routes to school for the students and families in the area was identified in the 2010 AT Plan as well, but no improvements had been made as of summer 2024.

Community feedback also expressed support for connecting the AT network to other trip generating and commercial facilities along Highway 10 – the Shopper’s Drug Mart, the Food Bank, as well as the Freshmart further south. Local residents indicated that they have noted increasing numbers of people walking along or on the roadway to access these amenities. Local volunteer groups also indicated that many people in the region do not own vehicles, and from an equity perspective they would like to see safe walking and biking routes for those who cannot afford to own a private vehicle.

In discussion with the Province of Nova Scotia’s Public Works, they did express support for AT improvements in this area, so there is an opportunity to work with the Province to create safer conditions for pedestrians and cyclists. They did indicate that vertical deflections such as speed humps are currently not permitted on trunk roadways, but that horizontal traffic calming measures such as curb bump outs and lane narrowing would be permitted. A preference for multi-use paths as opposed to paved shoulders was also expressed, as was a willingness to design School Street as a 30 km/hr traffic calmed street to support Safe Routes to School. A new Traffic Calming Policy for the Province is currently in draft form, so this may assist with this process once completed. Lastly, it was noted that the Blue Route runs along much of the proposed corridor improvement areas, so this presents another opportunity to work with the Province on funding and/or designing road safety improvements in this area.

One important factor that should be considered moving forward is the location of the new school planned for this area. However, given the expressed willingness of Public Works to support a 30 km/hr designed and constructed street on School Street overall, the Municipality can move forward with calming traffic on this section of the corridor regardless of the new school location.



Corridor Length: 3.1 kms



Recommended Facility Types:
Neighborhood Greenway, Multi-Use path where feasible

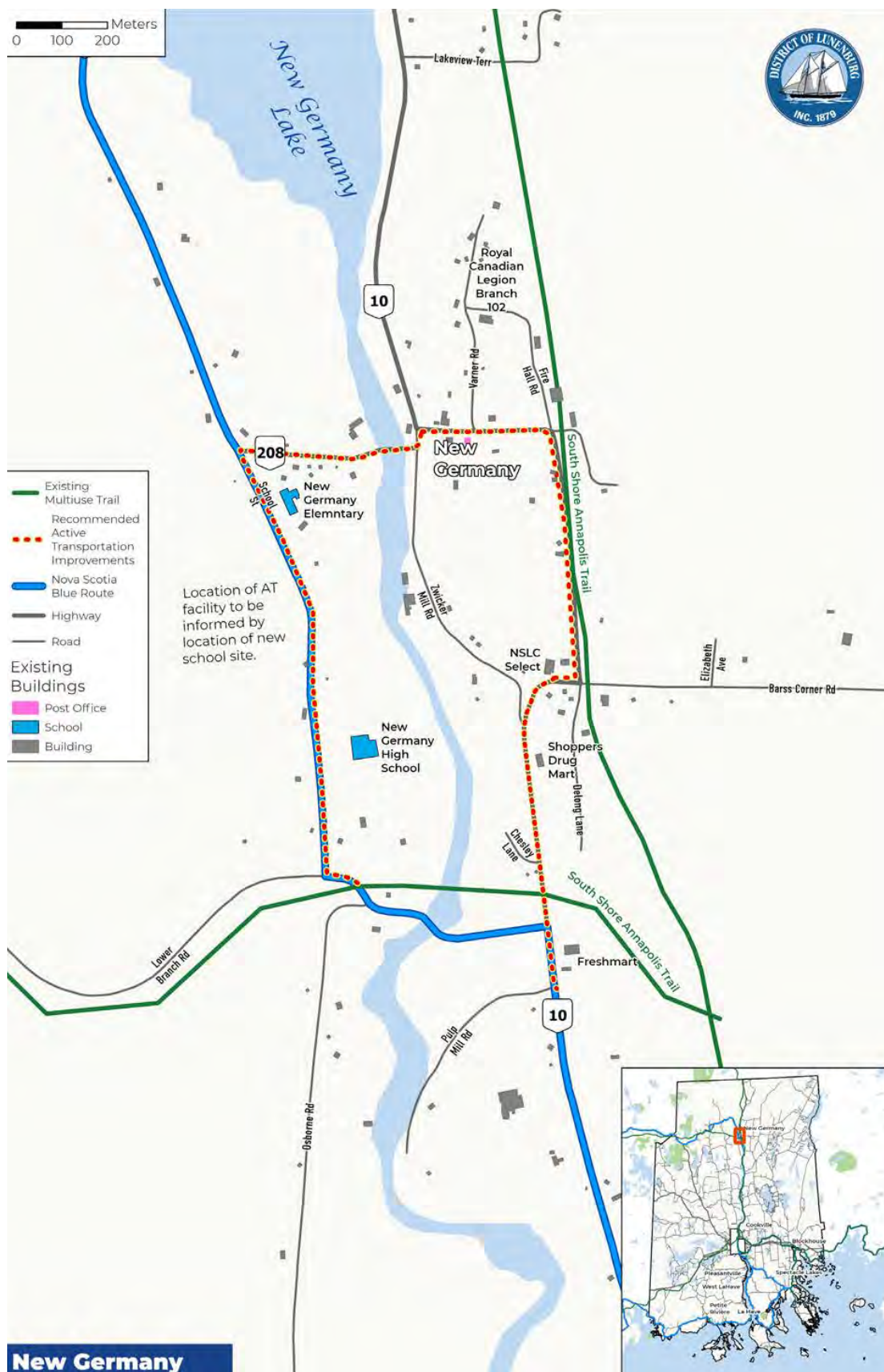


Figure 13: Map of Recommended Active Transportation Facilities in New Germany

Blockhouse

Rationale: Through the online survey and community engagement, the popularity of this area as an important commercial core of the Municipality was repeatedly emphasized. The close proximity of the Adventure Trail provides an excellent core AT facility upon which to build connectors from.

With the popularity of the Boulangerie La Vendeenne and Ali's General Store, providing comfortable connections to separated walking and cycling facilities from the Adventure Trail will help this area become a draw for many residents as visitors alike.

Lastly, creating improved pedestrian and cycling access for the students at the South Shore Waldorf School will not only allow these students to access the store and bakery, but will also provide safe access to the Adventure Trail itself, providing an opportunity for an enhanced outdoor education program at this educational facility.



Corridor Length:
1.2 kms



Recommended Facility Types:
Neighbourhood Greenway,
Multi-Use path where feasible



Figure 14: Map of Recommended Active Transportation Facilities in Blockhouse

Petite Rivière

Rationale: As many residents and visitors alike can attest, Petite Rivière offers not only wonderful views of the Petite Rivière itself, but also an important and popular launch point for personal watercraft travelling up and down the river.

Feedback collected in the online survey in particular indicated support for an expansion of the existing sidewalk network on the bridge crossing itself to connect to the general store, local fire/community hall, and the popular community park/picnic area/boat launch to the west of the bridge.

Future connections to the Petite Rivière Elementary School (500 metres northwest of the bridge) should also be considered once the first section of pathways have been built, as this would provide not only a Safe Route to School for the students at this school, but also an opportunity to access the park, bridge, and store via foot, bike, or mobility device.



Corridor Length:
0.21 km



Recommended Facility
Types: Multi-Use Path,
Neighbourhood Greenway





Figure 15: Map of Recommended Active Transportation Facilities in Petite Rivière

MARC Connector

Rationale: The MARC is a very popular community amenity for residents of MODL itself, as well as a draw for residents in neighbouring communities. Given its close proximity to population centres in the region and nearby active transportation facilities, this short stretch of multi-use path or neighbourhood greenway would help extend the existing regional active transportation network and provide an active transportation corridor for nearby communities.

In addition, this stretch will link up with Highway 3, a new section of the Blue Route being designated in 2024. Blue Route sections of roadway have an increased likelihood of support (financial, design, and road renewal projects that includes AT facilities) from Public Works and the Provincial government, and as such has a strong possibility of connecting to future AT facilities along Hwy 3.

There is also a planned connector trail from the Bridgewater Centennial Trail to the north of the MARC that would provide an additional connection to the bike trails in the northern section of the MARC. The exact routing and land procurement has yet to be determined, but this planned connector trail would also improve access for people travelling on foot or bicycle from nearby communities and beyond.



Corridor Length:
0.16 kms



Recommended Facility
Types: Multi-Use Path,
Neighbourhood Greenway, Trail

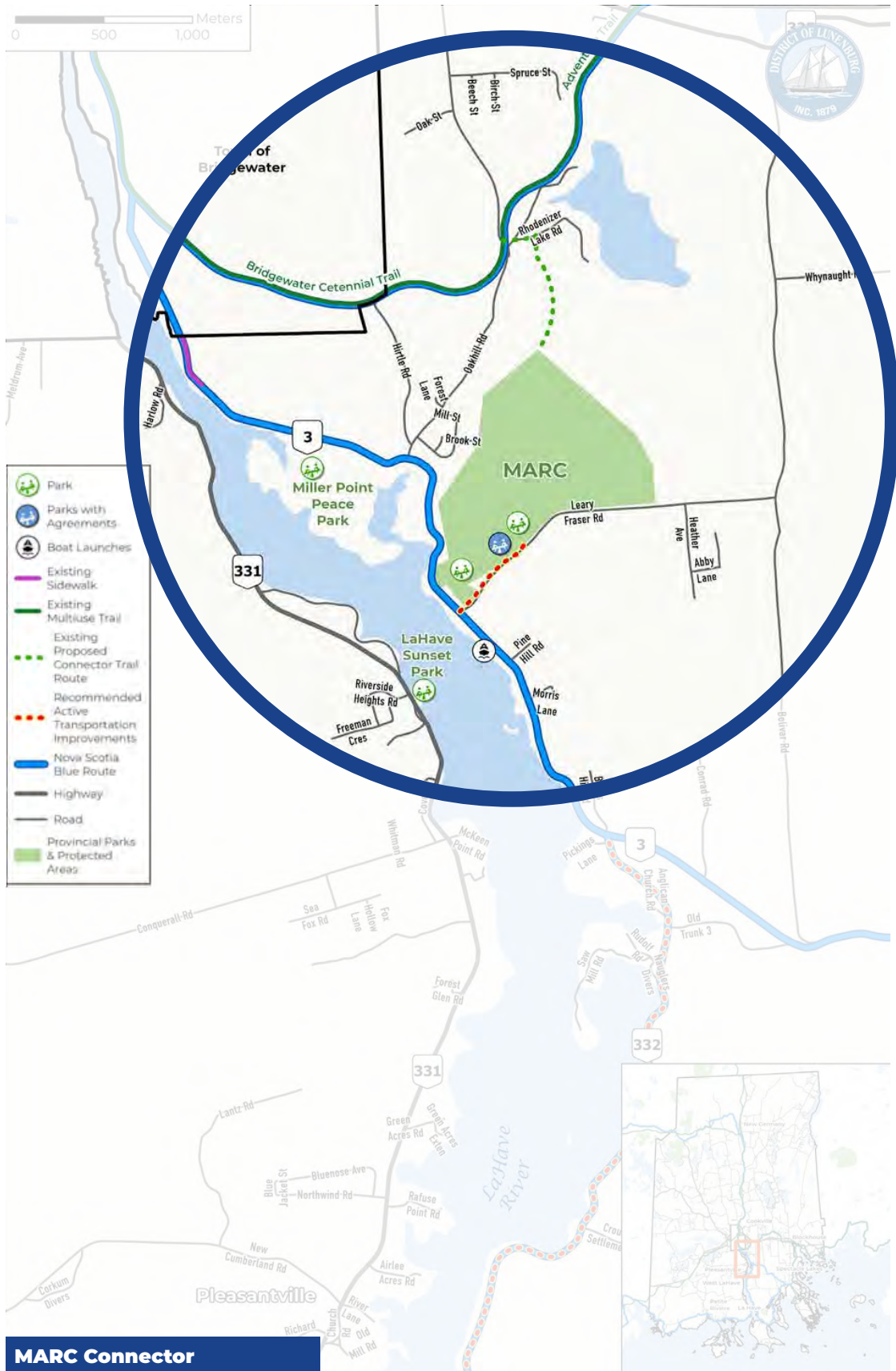


Figure 16: Map of Recommended Active Transportation Facilities near the MARC

LaHave and Riverport

LaHave section

Rationale: LaHave has become renowned as a great spot to stop and tour for many visitors to the region - particularly for the delicious baked goods found at the LaHave Bakery. Given this popularity and the close proximity to the nearby Fort Point museum, engagement session attendees and those who responded online expressed a desire to see a walking, wheeling, and cycling route being created to allow visitors and locals alike to visit the bakery and then stroll over to enjoy the vista of Fort Point Museum itself.

In addition, the recommended corridor for the section includes a terminus at the intersection of School House Road and Hwy 331 to the south. This would create a full loop as walkers, wheelers, and cyclists then travel the School House Road loop back towards the north. School House Road is already a low-volume, low speed corridor, so limited interventions would be required to turn this into a comfortable space for cyclists and pedestrians.

Lastly, the recommended AT corridor would extend 325 metres to the northwest to connect to the Lunenburg-LaHave ferry – part of the Provincially designated Blue Route Cycling Route. This positions this section for external (Provincial) support as Blue Route improvements are made, including shoulder widening and/or the installation of multi-use paths where feasible.

Corridor Length: 1.8 kms

Recommended Facility Types: Sidewalk, Multi-Use Path, Neighbourhood Greenway

Riverport Section

Rationale: Based upon the information collected in the online survey, residents in this area expressed strong support for improved walking and cycling amenities in their area.

With a stunning view of Ritcey Cove to the north, and a number of community amenities in the Riverport District Community Centre and the Riverport Fish Company (along with a cluster of residences), the relatively higher density of this community makes it a good candidate for increased rates of active transportation.

Although quite short in length, creating a walking/cycling loop from the Riverport District Community Center to the Riverport District Fire Department Building would provide visitors with a safe way to move amongst community amenities, increase the possibility of economic development in the area as more visitors can get out of their vehicles, and provide improved walking, wheeling, and cycling facilities for local residents as well.

Corridor Length: 0.68 kilometres

Recommended Facility Types: Neighbourhood Greenway, Multi-Use Path where feasible



LaHave & Riverport

Figure 17: Map of Recommended Active Transportation Facilities in LaHave and Riverport

Big Mushamush Lake

Rationale: In the process of developing the Active Transportation Plan, the project team was asked to consider how the Municipality could improve access and connections to waterways. This question was asked in the online survey, and the location most commonly indicated for future connections was Big Mushamush Lake, and to Mushamush Beach in particular.

With the rapidly growing popularity of electric bikes and the massive increase in riding range that they offer, providing comfortable pedestrian and cycling facilities that connect to the Adventure Trail to the south will create a new, safe, and comfortable route to a popular natural asset in the region.

Creating this active transportation facility will also provide visitors to Mushamush Beach with a direct link to a walking, wheeling, and biking trail through the nearby forest, adding to the list of activities to do at this location, and creating another draw for visitors to the area from across the Municipality and beyond.



Corridor Length:
8 kms



Recommended Facility
Types: Multi-Use Path,
Neighbourhood Greenway, Trail

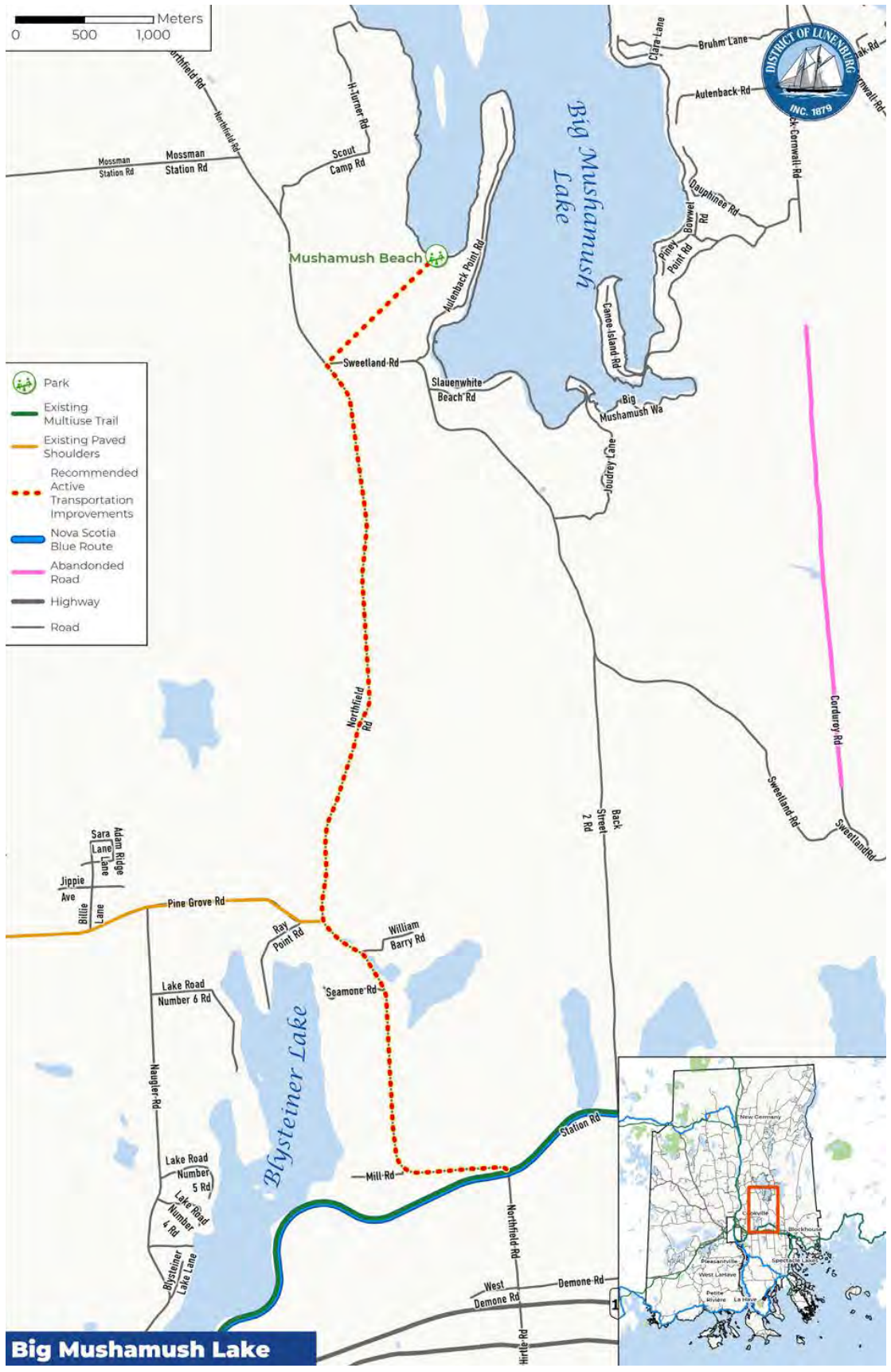


Figure 18: Map of Recommended Active Transportation Facilities to connect to Big Mushamush Lake

South LaHave

Rationale: As part of consultation with the Public Works department of the Province of Nova Scotia, it was conveyed that Hwy 332 from Riverport to the Town of Bridgewater was going to be a part of the Blue Route Cycling Route starting in 2024. This designation provides MODL with an opportunity to access funding and support from other levels of government (particularly the Provincial government) to improve and install new cycling and pedestrian facilities along this corridor.

Creating this route would not only expand and improve the Blue Route itself, but also prove a beautiful cycling route along the South LaHave River for locals and visitors alike. This is a very feasible distance for many cyclists, and could become a popular cycling route/loop due the riverside route and existing amenities at either end.

It should be noted that due to a very constrained right-of-way in many sections, making this corridor more comfortable for cyclists and pedestrians will be a significant undertaking, requiring extensive land acquisition, drainage upgrades, and relocated utilities and signage. However, given the strong upside of creating such a beautiful and well-situated cycling route – these challenges can and should be creatively solved in the years ahead.



Corridor Length:
15 kms



Recommended Facility Types:
Paved Shoulders, Multi-Use Path
where feasible





Figure 19: Map of Recommended Active Transportation Facilities along the South LaHave River

LaHave River Trail

Rationale: Throughout the consultation process (both online and in-person), a common refrain from residents and stakeholders was “when are the gaps in the LaHave River Trail going to be closed?”. This very popular trail is a critical north-south active and off-road vehicle transportation corridor for the Municipality and Region, and the lack of facilities in these two sections forces trail users onto busy Highway 10, with no facilities to keep them comfortable and removed from vehicles.

These significant gaps in the network were also identified in the original 2010 Active Transportation Plan, but challenges in procuring land for the continuation of the trail has made improvements very difficult. If a straight-line alignment is not possible due to a difficulty in procuring space for continuation of the trail, alternative alignments should be explored as soon as possible. Closing these gaps will not only provide a truly continuous north-south recreational trail for the municipality, but greatly improve road safety for all transportation users in the area as different modes are separated.

Corridor Length:

- Section 1: Bruhm Road to Salmon Run Road – 1.35 kms
- Section 2: Southern Trail Terminus to Veinot Road – 2.59 kms

Recommended Facility Types: Multi-use path, Trail





Figure 20: Map of Recommended Active Transportation Facilities along the LaHave River Trail

Highway 3 from Lunenburg to the Town of Bridgewater

(Not shown on Maps but still recommended for long-term implementation)

Rationale: As part of the Province of Nova Scotia’s Blue Route, this section of highway is a good candidate for improved cycling facilities. In addition to greatly expanding the cycling and pedestrian network in the Municipality, this route would also improve road safety (particularly for vulnerable road users on foot or bicycle) as well as connect two important communities in the region.



Corridor Length:
17.9 kms



Recommended Facility Types:
Paved shoulders

Network Prioritization

The recommended long-term Active Transportation Network Plan (ATNP) for the Municipality of the District of Lunenburg identifies new and improved pedestrian facilities, multi-use paths, bicycle routes, and trails. This magnitude of improvement will require significant financial investment and may take several years for the Municipality to fully implement. Priorities have been established to focus improvements on high demand and high need areas that either currently experience, or have the potential for generating, the highest levels of active trips. The purpose of this section is to outline the methodology that may be used to identify priorities for implementation and construction of the active transportation network over the next 10 years.

Common criteria for the prioritization of active transportation infrastructure are shown in the following table (Table 2) and include road classification, connections to key trip generators such as schools, parks, and other destinations, network need and connectivity, equity, and safety. By identifying and analyzing these criteria for specific corridors and comparing them to each other, priority projects may be identified.

It is important to note that through additional planning work, feasibility studies, feedback from residents, and alignment with other plans and capital projects that some routes may be re-prioritized. There are also other variables that need to be considered which may not be able to be fully accounted for at this time, such as pressing and potentially unforeseen accessibility and equity considerations, damaging weather events, as well as funding and resource constraints. Additional engagement with targeted groups may be required to ensure that equity is fully considered when prioritizing projects, and priorities may shift as critical needs arise.

Table 2: Prioritization Criteria

Factor	Description	Priority
Roads	Rural Collector	Highest
	Rural Local Road	Lowest
Schools	Directly adjacent to any school	Highest
	School within 200m	
	School within 400m	Lowest
Active Transportation Generators	Directly adjacent to/within any key destination or commercial area	Highest
	Key destination/commercial area within 200m	
	Key destination/commercial area within 400m	Lowest
Network Connectivity	Connects to existing facility on both ends	Highest
	Connects to existing facility on one side	
	Does not connect to an existing facility	Lowest
Network Need	No active transportation facility on either side	Highest
	Active transportation facility already on one side	
	Active transportation facility on both sides	Lowest
Equity	Located in area of high equity need	Highest
	Located in area of moderate equity need	
	Located in area of low equity need	Lowest
Population Density	Located in Area of High Population Density	Highest
	Located in Area of Moderate Population Density	
	Located in Area of Low Population Density	Lowest
Safety	Located in area with history of safety concerns	Highest
	Located in area with no history of safety concerns	Lowest

Facility Types

Facility Types

Selecting the appropriate active transportation facility is essential for creating a safe and convenient environment for pedestrians and cyclists. When considering the design and location of the facility, several factors come into play. Motor vehicles speeds and volumes are a primary consideration when determining the appropriate facility type. The higher the vehicle speeds and the higher the volumes of traffic, the more separation and protection is needed for a cycling facility in order to be safe and comfortable for all users. On streets with low motor vehicle traffic volumes and low motor vehicle traffic speeds, separated cycling or pedestrian facilities may not be necessary to provide a safe and comfortable environment, however interventions may be needed to ensure that traffic speeds and volumes are both low.

Other considerations include the connections to (and continuity of) adjacent facilities. Active transportation facilities should be easily accessible and well-connected to key destinations such as residential areas, schools, workplaces, and recreational areas. By providing a comprehensive network of cycling facilities, this will encourage more people to choose cycling as a mode of transportation, leading to reduced congestion and improved air quality.

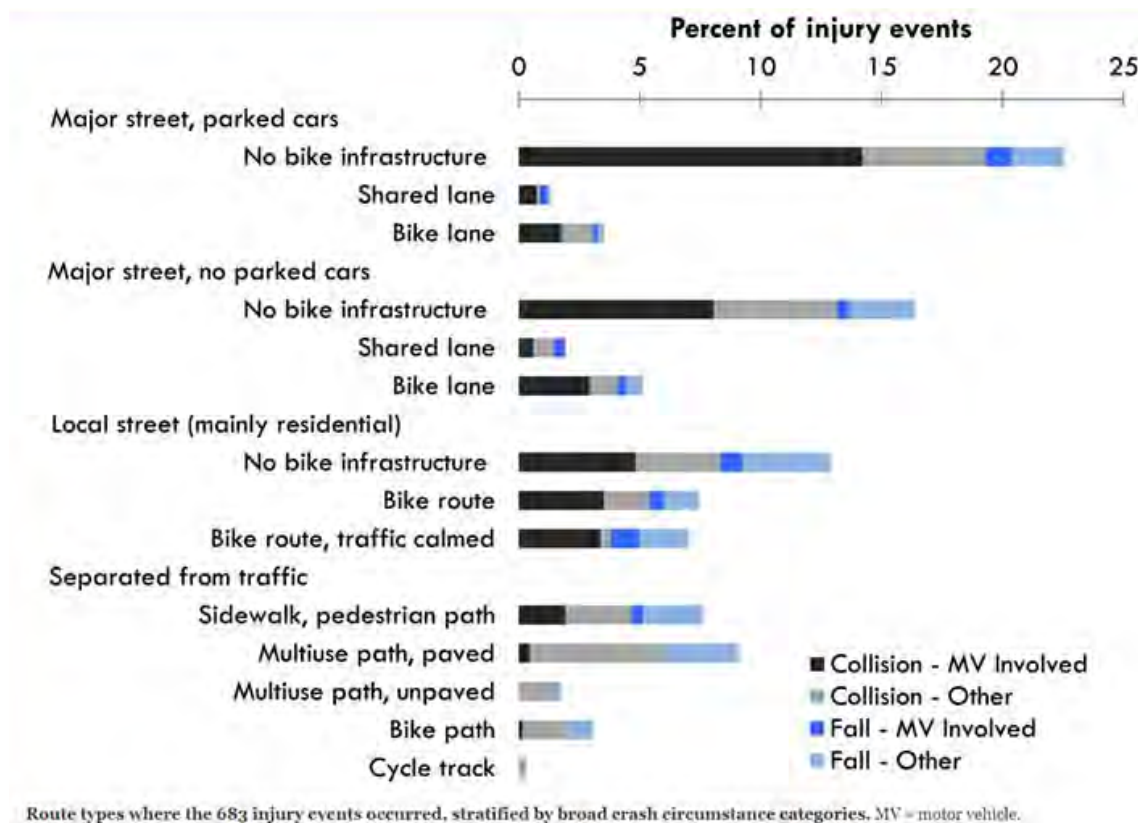
Community engagement and feedback should also be considered in the facility selection process. Consulting with local residents, cycling organizations, and other stakeholders helps to understand their needs and preferences, ensuring that the chosen facility type aligns with the community's vision for cycling infrastructure.

Figure 21: Continuum of Bicycle Facilities



Risks associated with various facilities should also be considered as part of the design process. Various facility types are associated with a greater risk of injury. Figure 22 below shows the risk of injury posed by various facilities. As clearly conveyed in the figure below, separating users from motor vehicle traffic greatly reduces the risk of injury for vulnerable road users.

Figure 22: Injury events by facility type



Source: Teschke, K., Frenndo, T., Shen, H. et al. Bicycling crash circumstances vary by route type: a cross-sectional analysis. BMC Public Health 14, 1205 (2014).

Design Guidance

Urban Systems project team members acted as expert advisors for the soon to be released Infrastructure Canada (INFC) funded *Cycling in Diverse Environments: A Supplement to The Canadian Bikeway Comfort and Safety (Can-BICS) Classification System Report* being developed by the Cities, Health & Active Transportation Research (CHATR) Lab at Simon Fraser University.

In 2019, the CHATR Lab developed the Canadian Bikeway Comfort and Safety (Can-BICS) classification system, with support from the Public Health Agency of Canada (PHAC). Can-BICS categorizes cycling infrastructure into five cycling facility types and three comfort classes. These facility categories and comfort classes were informed by our review of professional guidelines for cycling facility design and public health literature on the impact of various cycling facility types on road safety for people cycling and as motivators to cycling participation. The classes are:

- **High Comfort Bikeways** include low stress routes comfortable for most people.
 - Cycle tracks alongside busy roads
 - Local street bikeways
 - Off-road bike paths (paved)
- **Medium Comfort Bikeways** are low to medium stress routes which can be considered comfortable for some people
 - Multi-use paths (MUP) (paved)
- **Low Comfort Bikeways** are a high stress route comfortable for few people.
 - Painted bike lanes

Certain facility types did not reach the standards of comfort and safety used in the Can-BICS classification system. These include signed-only local street shared roadways and major street shared lanes marked with sharrows. While these routes may function as connectors within designated routes, they have limited comfort and safety (real or perceived) benefits.

The aim of the 2024 report is to provide a supplement to the Can-BICS classification system that clarifies how the classification system applies in small towns, rural, and remote communities. The 2024 report also includes the following high-level summary of cycling facilities by street class.

Table 3: Summary of Can-BICS cycling facilities relevant in the context of small towns, rural, and remote communities, ordered by street class.

Street Class	Operational Context (14)	Motor Traffic Volumes and Speed	Cycling Facility
Local Street	Roads without lanes (undivided central traffic path) where motor traffic volumes and speeds are low. Primary function is adjacent land access.	Very low volume - Walking pace	Residential Shared Street ^{8,9} New route type for context of small towns, rural, and remote communities
		Low volume - Low speed	Local Street Bikeway
Collector Street	Two and three-lane roads with moderate motor traffic volumes and speed. Carries local trips within neighbourhoods and connects local streets to arterials.	Moderate volume and speed	Painted Bike Lanes
Arterial Street	Multi-lane roads with high motor traffic volumes and speeds. Primary mobility function. Carries municipal and regional trips.	High volume - High speed	Cycle Track or Multi-Use Path
N/A	Independent corridors away from roads.	N/A	Bike Path or Multi-Use Path ¹⁰

The Can-BICS update also includes a new facility type for small towns, rural, and remote communities' contexts – Residential Shared Streets. These are defined as residential streets without curbs or sidewalks and a narrow profile intended for people driving, cycling, and walking (including using a mobility aid) within the same undifferentiated travel space. Signage and pavement markings provide wayfinding support and inform road users that cyclists and pedestrians are the primary users of the street and that **cars are guests**. Pavement surfacing materials may be varied to differentiate road spaces, but the entire roadway remains accessible to all users. Staggered landscaping, street furniture (e.g., bollards, planters, cycle parking), and on-street motor vehicle parking, if present, supports a narrow roadway profile that restricts motor vehicle flow, helping to keep speeds at a walking pace (≤ 10 km/h). This new facility type is covered under the Neighbourhood Greenways category below.

8 Motor vehicle volumes subordinate to pedestrian and cyclist volumes.

9 Heavy agricultural traffic (≥ 10 vehicles/peak hour) preclude use of residential shared roadways (p.34)(2).

10 Separate walking and cycling paths based on user volume and mix thresholds in Part IV.

Neighbourhood Greenways

Neighbourhood greenways, also known as neighborhood bikeways or local street bikeways, are cycling and pedestrian facilities on streets that are designed to prioritize and enhance bicycle and pedestrian travel. These greenways aim to provide safe and convenient routes for cyclists and pedestrians while also minimizing conflicts and risks associated with high volumes and/or speeds of motor vehicle traffic. Neighbourhood greenways are generally considered on streets with low traffic volumes (<2,500 vehicles per day) and low traffic speeds (<40 km/h).

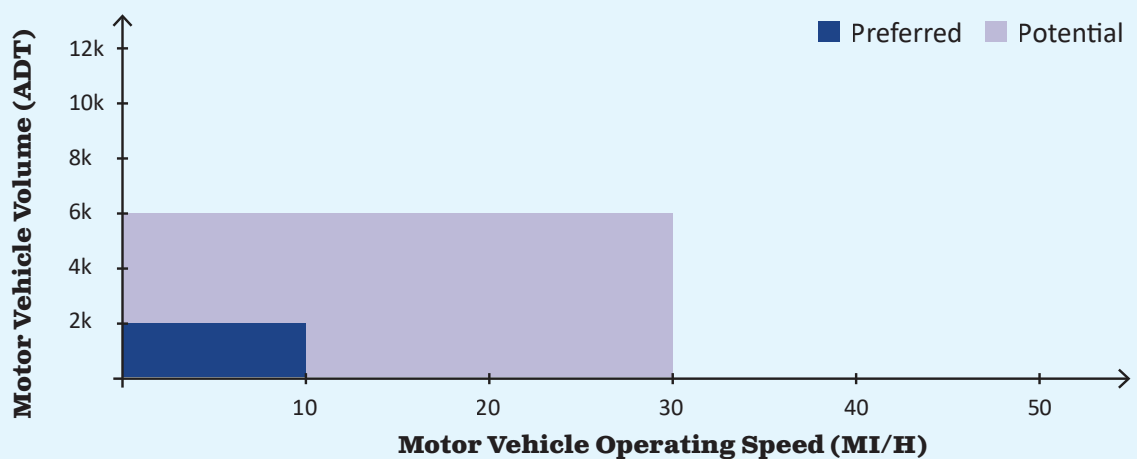
Benefits of Neighbourhood Greenway facilities include:

- Increases comfort for people cycling by reducing motor vehicle operating speeds and volumes.
- Improves conditions for pedestrians when implemented with sidewalks and enhanced pedestrian crossings.
- Improves the quality of life for residents through calmer traffic and safer crossings.
- Connects local residential roads to commercial corridors and community services such as schools.
- May reduce the incidence of serious injuries through reduced travel speeds.
- Less visually impactful than separated facilities.

Key considerations include:

- May require additional paved surface to provide sidewalk space for pedestrians.

Figure 23: Preferred and Potential Vehicle Volumes and Speeds for Neighbourhood Bikeways



Neighbourhood bikeways typically feature a combination of traffic calming measures and design elements to help create a comfortable and low-stress environment for cyclists. Some common features of neighbourhood bikeways include:

- **Traffic Calming:** speed tables and raised crosswalks to slow down motor vehicle traffic and create a safer environment for cyclists.



Figure 24: Examples of Traffic Calming. L: Speed table on a Rural Road, R: Raised crosswalk (Photo credit: Small Town and Rural Design Guide)

- **Typical cross section required:** Not applicable as these facilities fit within the existing roadway, and do not require any extra right of way.
- **Intersection Improvements:** To enhance safety at intersections, neighbourhood bikeways may have traffic signals with bicycle-specific features, such as advanced stop lines or bike boxes. These features give cyclists priority and improve their visibility to motorists. Other intersection improvements include painted crosswalks, crosswalks with rectangular rapid flashing beacons (RRFBs), and pedestrian corridors, all of which improve pedestrian and cyclist safety at major intersections or crossing points. A separated facility with a half-signal to stop vehicle traffic while pedestrians and cyclists cross can be seen in [Figure 25](#) below.
- **Wayfinding and Signage:** Clear signage and wayfinding markers are often installed along neighbourhood bikeways to guide pedestrians and cyclists and indicate the preferred route. This helps cyclists navigate and connect to other cycling infrastructure or destinations.



Figure 25: Signalized (half signal) bicycle and pedestrian crossing (Photo credit: Jamie Hilland, Urban Systems)



Figure 26: Wayfinding Signage (Photo credit: Halifax Regional Municipality)

Table 4: Cost, Comfort, AAA (All Ages and Abilities), Road Safety Rating for Neighbourhood Bikeways

Cost (Low/Med/ High, per km)	Level of Comfort (Low/Med/High)	All Ages and Abilities (Y/N)	Road Safety Level (Low/Med/High)
Low - \$52,000 per km	Medium - (if vehicle speeds and volumes reduced to <1500 VPDs and average vehicle speeds <30 km/hr)	Yes – if vehicle volumes and speeds meet design targets	Medium – no physical separation between cyclists and vehicles

Paved Shoulders

Paved shoulders are cycling and pedestrian facilities that are just as they sound – expanded shoulders on roadways that can serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation.

These facilities are often popular in rural areas with available right-of way, challenging topography, and limited available funding for separated facilities. While these facilities are lower cost and therefore easier to implement, it should be noted that paved shoulders are not considered AAA facilities as they are not comfortable for many pedestrians and cyclists as they offer no protection and often very limited separation from vehicles. However, there are several design features that can improve the safety and comfort of pedestrians and cyclists using these facilities:

- **Edge line rumble strips:** these can alert drivers to the fact that they are entering a pedestrian/cycling zone, and also alert drivers who may be drowsy and drifting off of the travel lane.
- **Contrasting pavement:** As an aesthetic treatment, colored or contrasting pavement increases contrast between the shoulder and the roadway.
- **Bicycle accommodation:** Cyclists should travel in the same direction as the adjacent lane.
- **Enhanced Longitudinal Markings:** Wide solid white lines or buffers areas serve to enhance visual separation.
- **Land Use:** Appropriate outside and within built up areas, near school zones and where there is expected pedestrian and cycling activity. Walkable shoulders should be provided along both sides of county roads and highways routinely used by pedestrians.
- **Speed and Volume:** Appropriate on roads with moderate to high volumes and speeds and on roadways with a large amount of truck traffic. May function on multi-lane roads with heavy traffic but fails to provide a low-stress experience in this condition.

Benefits of Paved Shoulder facilities include:

- Improves cyclist experiences on roadways with higher speeds or traffic volumes.
- Reduces pedestrian “walking along roadway” crashes.
- Provides advantages for all roadway users, by providing space for cyclists, pedestrians, and motor vehicles.
- Provides a stable surface off the roadway for pedestrians and cyclists to use when sidewalks are not provided.
- Can reduce “cyclist struck from behind” crashes, which represent a significant portion of rural road crashes.

Key considerations include:

- Enhancements with increased levels of striping and signs may interfere with the low-clutter character of a rural environment.
- Requires a wider roadway to provide an accessible shoulder space.

Figure 27: Preferred and Potential Vehicle Volumes and Speeds for Paved Shoulders

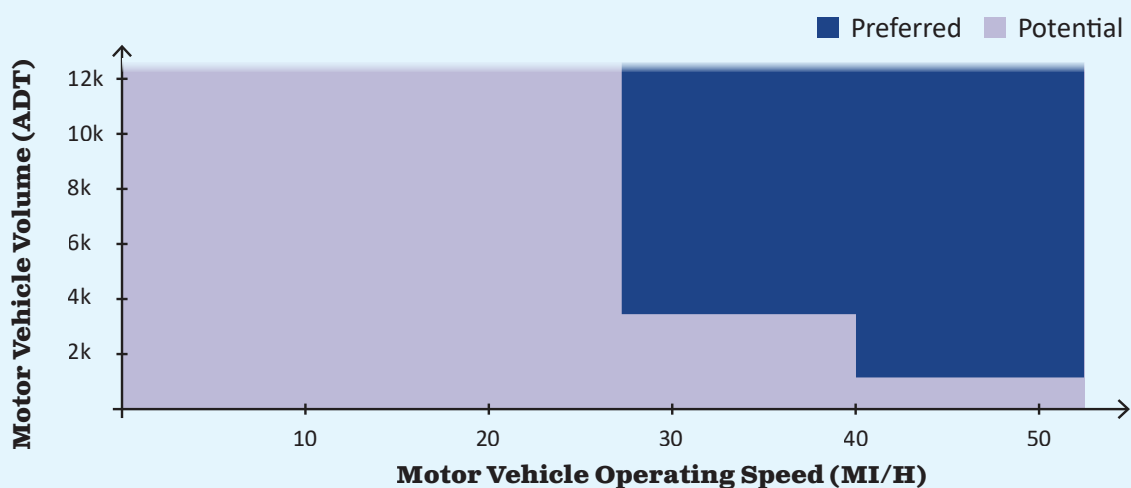




Figure 28: Pigmented, stamped asphalt mimicking bricks is used as emphasis on a paved shoulder. (Photo Credit: Small Town and Rural Design Guide).



Figure 29: A buffered rumble strip zone creates a more comfortable paved shoulder. (Photo credit: Small Town and Rural Design Guide)

Contrasting or colored pavement materials may be used to differentiate the shoulder from the adjacent travel lanes. Colored pavement in a paved shoulder is an aesthetic treatment to enhance awareness and is not intended to communicate a regulatory, warning, or guidance message to road users.

Table 5: Recommended Minimum Paved Shoulder Widths by Roadway conditions (Calculations assumes 1 travel lane per direction, outside lane width of 3.35 metres, 2 percent heavy vehicle mix, average pavement quality, and no on-street parking).

Functional Classification	Volume (Average Annual Daily Traffic or AADT)	Speed (km/hr)	Recommended Minimum Paved Shoulder Width
Minor Collector	Up to 1100	55 km/hr	1.5 m
Major Collector	Up to 2600	70 km/hr	2.0 m
Minor Arterial	Up to 6000	90 km/hr	2.1 m
Principal Arterial	Up to 8500	100 km/hr	2.4 m

Clear Paved Shoulder Area

Any amount of clear paved shoulder width can benefit pedestrians and cyclists, however, to be fully functional for their use, the paved shoulder area should be wide enough to accommodate the horizontal operating envelope of these users.

To accommodate cyclist and pedestrian use of the shoulder, provide a minimum width of 1.2 m adjacent to a road edge or curb, exclusive of any buffer or rumble strip.

Where possible, provide greater width for added comfort, user passing, and side-by-side riding.

Rumble Strips

Rumble strips are a proven safety countermeasure for reducing roadway departure crashes. Research has shown that installing rumble strips can reduce severe crashes but may negatively impact cycle travel if they are poorly constructed.

If rumble strips are desired on cycling network routes, it is important to optimize the dimension, design, and placement of rumble strips to be more tolerable to cyclists.

- 0.3 m spacing center-to-center
- 0.15 0.2 m long, perpendicular to roadway
- 15 cm wide, measured parallel to roadway
- 1 cm deep

Place rumble strips to overlap with the roadway edgeline, also known as edgeline rumble strips or rumble stripes.

Provide a cycling gap pattern to allow access into and out of the shoulder area by cyclists. The gap pattern consists of a 3.3 m clear gap followed by rumbles, typical 12.1–18.2 m (NCHRP Synthesis 490, 2016).

Multi-use Paths

A multi-use path refers to an off-street pathway that accommodates multiple modes of non-motorized transportation, such as pedestrians, cyclists, skaters, and joggers. These pathways provide a safe and convenient space for active transportation and recreation.

Key characteristics of multi-use paths include:

- **Shared Space:** Multi-use paths (MUPs) are designed to be shared by different user groups, allowing pedestrians, cyclists, and other non-motorized users to coexist in a single corridor. The pathways are wide enough to accommodate various modes of transportation comfortably. Best practice is to ensure sufficient width for marked, separated pedestrian and cycling facilities to reduce conflict and the risk of injury posed by mixing users operating at different speeds.
- **Surface and Width:** Multi-use paths can be constructed using various materials, including asphalt, concrete, or compacted gravel, depending on the context and available budget.
- **Separation from Motor Vehicles:** One of the primary purposes of a multi-use path is to provide a safe and separated space away from motor vehicle traffic. They are often located away from roadways or have physical barriers, such as curbs or landscaping, to create a distinct separation from motorized vehicle lanes.
- **Signage and Markings:** Multi-use paths typically have signage and markings to guide users and indicate appropriate usage. This can include signs indicating right-of-way, speed limits, directional arrows, and designated areas for specific activities and modes of travel.
- **Accessibility:** Multi-use paths are designed to be accessible to users of varying abilities. They often incorporate features such as tactile indicators to accommodate individuals with disabilities or mobility aids.
- **Amenities:** Along multi-use paths, amenities may be provided to enhance user experience and convenience. These can include rest areas, benches, water fountains, bike racks, and lighting for safety during low-light conditions.

Multi-use paths are commonly found in parks, urban areas, suburban neighborhoods, and recreational areas.

Benefits of Multi-Use Path facilities include:

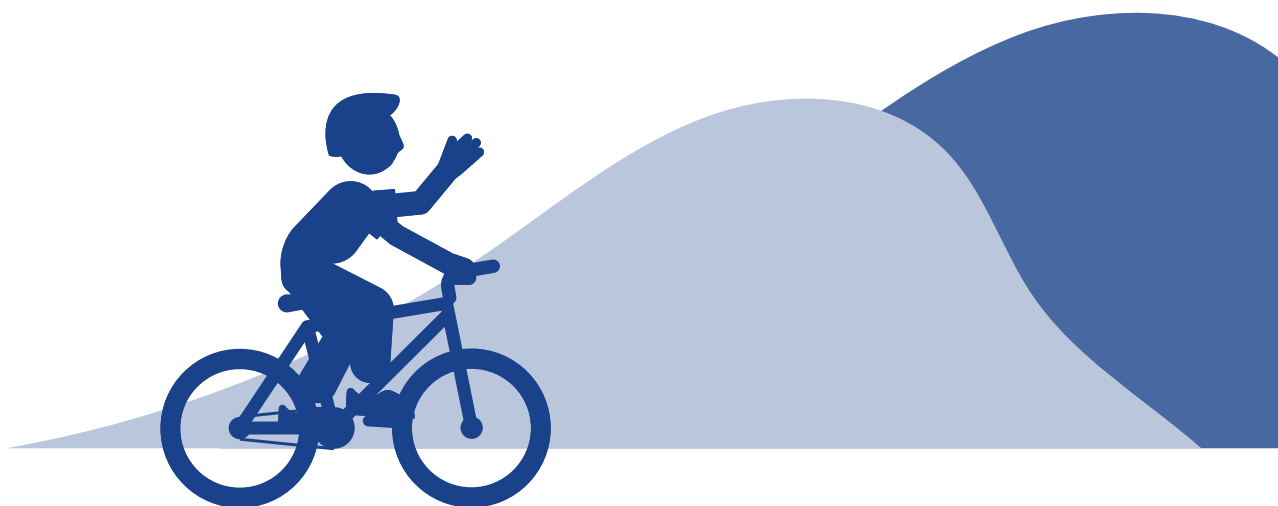
- Provides a dedicated facility for users of all ages and abilities.
- Provides, in some cases, access to areas that are otherwise served only by limited-access roadways.
- Provides non-motorized transportation access to natural and recreational areas, which can especially help low-income people obtain access to recreation.
- Provides, in some cases, a short-cut between cities or neighborhoods.
- Supports tourism through convenient access to natural areas or as an enjoyable recreational opportunity itself.
- Paths have a small footprint and can display a distinctly rural character.

Key considerations include:

- Enhancements with increased levels of striping and signs may interfere with the low-clutter character of a rural environment.
- Requires a wider roadway to provide an accessible shoulder space.

Table 6: Multi-use paths Design Guidance

Item	Industry Standards	Notes
Multi-use path Width	2.5 – 4.5 m	<ul style="list-style-type: none"> ● 2.5m acceptable in constrained locations ● 4.5m width includes 3.0m painted bikeway and 1.5m painted walking path



Geometric Design

The geometric design of multi-use use paths should support the speed and volume of expected user types.

- 3.0 m width is recommended in most situations and will be adequate for moderate to heavy use.
- A 0.6 m shoulder should be provided on each side of the path, kept clear of vertical elements or obstructions.
- 2.4 m is the minimum allowed for a two-way bicycle path and is only recommended for low traffic situations or for short lengths.
- 3.6–4.3 m is recommended for heavy use situations with high concentrations of multiple users.
- Wider paths are useful to accommodate maintenance vehicles; on steep grade to allow for comfortable passing and meeting; and through curves to provide more operating space.

Volume and User Mix	Recommended Minimum Path Width
Low volume (less than 50 users in one direction per hour), low mix (75 percent cyclists, 25 percent pedestrians).	2.4–3.0 m
Low volume (less than 50 users in one direction per hour), heavy user mix (50 percent cyclists, 50 percent pedestrians).	3.6 m
High volume (150 or more users in one direction per hour), low mix (75 percent cyclists, 25 percent pedestrians).	3.6–4.2 m

Vehicle Speeds and Volumes

Multi-use paths operate in independent corridors and are fully separated from traffic. Facility provision is based on opportunity and connectivity rather than roadway context. In some cases, an independent corridor may offer similar connectivity and access to destinations as a nearby roadway.

Markings

- Striping: **Under most conditions, center line markings are not necessary, and path users** will naturally keep right except to pass. On shared use paths with heavy peak hour and/or seasonal volumes, the use of a center line stripe may help organize pathway traffic.
 - When striping is required, use a 10 cm broken yellow center line stripe with 10 cm solid white edge lines.
 - Solid center lines can be provided on tight or blind corners and on the approaches to roadway crossings.
 - Mark edge lines on paths expecting evening use.
- **Signs:** In a mixed user environment, yield etiquette signs may be used. Many communities have created customized signage to reflect local user groups and conditions. Bikes Yield to Peds (R9-6) signs may be used at the entrances of path segments to remind bicyclists of the requirement to yield.



Figure 30: Signs can clarify yielding rules in shared-use environments, and may be modified based on expected user types.



Figure 31: Multi-use paths

Note: the pathway on the left is multi-use and not separated by mode, while the pathway on the right has a larger space and uses different materials to separate pedestrians and cyclists.

Trails

The Trans Canada Trail defines a “Trail” as *“a defined type of infrastructure that is purposefully designed and used for one or more recreation activities or for active transportation. To be recognized as a trail, it must be approved by the landowner, mapped and marked, as well as actively managed and maintained.”*

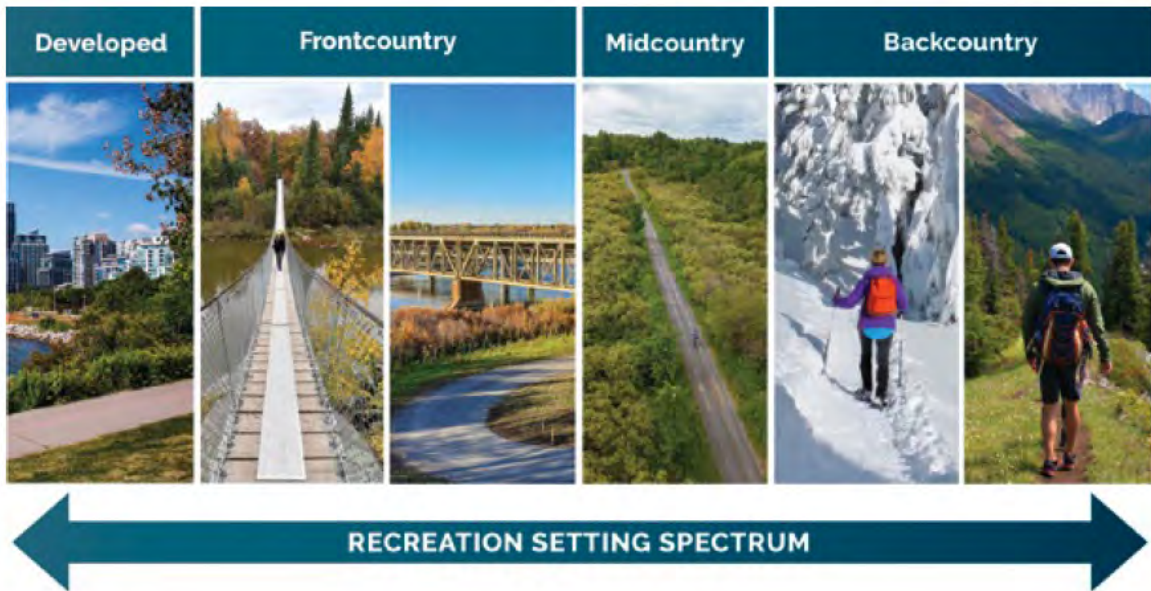
Trails most often refer to pathways or routes that are designed and designated for recreational activities, outdoor exploration, or transportation on foot, bicycle, or other non-motorized means. Trails offer numerous benefits, including physical fitness, mental well-being, access to nature, environmental education, and recreational opportunities.

Trails can be found in a variety of settings, including urban areas, parks, forests, valleys, and rural landscapes. They provide opportunities for individuals to connect with nature, engage in physical activity, and explore the outdoors. Trails come in different types and may serve specific purposes or cater to particular user groups. Here are some common types of trails:

- **Hiking Trails:** These trails are primarily designed for pedestrians and hikers. They vary in difficulty, ranging from easy and well-groomed paths suitable for beginners to rugged and challenging routes for experienced hikers. Hiking trails often lead to scenic viewpoints, natural landmarks, or points of interest.
- **Biking Trails:** Biking trails are specifically designed for cyclists and mountain bikers. They can range from paved paths suitable for casual riders to single-track trails with technical features for more experienced riders. Biking trails may be found in parks, forests, or dedicated biking areas.
- **Multi-Use Trails:** Multi-use trails accommodate various activities and users, such as pedestrians, cyclists, and equestrians. These trails typically have wider paths to accommodate different modes of transportation and may include specific design features to ensure safe interactions among users.
- **Nature Trails:** Nature trails are designed to provide an educational and interpretive experience by highlighting the natural features, flora, and fauna of an area. They often have informative signage, observation points, or guided tours to enhance visitors’ understanding and appreciation of the environment.
- **Urban Trails:** Found in urban areas, urban trails provide opportunities for pedestrians and cyclists to navigate through the Municipality, as well as connect parks, waterfronts, or neighborhoods. These trails often promote active transportation and provide alternative routes for commuting or leisure activities.

Trans Canada Trail has also developed a “Recreation Setting Spectrum” to help determine the appropriate facility type and level of development based upon the recreation setting:

Figure 32: TCT “Recreation Setting Spectrum” for Trails



Given the level of development and recreation setting that currently exists in MODL, most trails in MODL can be considered as either “Developed”, “Frontcountry” or “Midcountry”. There are a few truly “backcountry” trails to be found in the Municipality, but these are largely unmaintained and infrequently travelled.

Described below are the current trail conditions and specifications in MODL:

- The majority of the trail network in MODL is **built on old rail lines** which already have a substantial base as well as a wide corridor, although vegetation has been creeping in on sections which the volunteer trail maintenance groups are working to address.
- **The ideal trail width is 3.5 metres with a 0.5 metre shoulder** on each side, but most of MODL's trails are shared use, which includes motorized vehicles.
- **All trail surfaces are gravel**, but different groups have different preferences as to the type of gravel used. The topcoat is generally a rolled and compacted crusher dust.
- **Signage varies from trail to trail.** Rail trails do have rough requirements from the Department of Natural Resources and Renewables (DNRR) regarding placement of stop and yield signs, and the Municipality is working on developing internal wayfinding as well.
- **The only trail crossing with a signal** is on the Bay to Bay Trail in Mahone Bay. All other trail crossings only have stop signs before crossing a roadway.
- **Trail grade** varies as much of it follows the old rail lines. The Municipality has been using US Forestry Service standards for trail development within municipal spaces.
- There are **numerous bridges and crossings** with many variations, from very large structures like the Martin's River bridge on the Dynamite trail, to small crossings and culverts.
- After the weather events in the summer of 2023, volunteer trail groups are **still working on significant trail repairs**.

The Municipality of the District of Lunenburg has an extensive network of recreational trails running roughly east-west and north-south throughout the region, connecting to both surrounding municipalities to the east, west, and north, as well as to the ocean via the Town of Lunenburg and along the Dynamite Trail near Narrows Basin.

With a robust trail system, existing design and maintenance standards, and dedicated volunteer groups, MODL has an excellent core network of active transportation facilities along these trails. Future investments in active transportation should consider how to leverage this existing asset to connect more residents to the trail system and ensure that the volunteer trail associations have the resources (capacity, materials, equipment, and funding) to properly maintain these important community amenities.

Sidewalks

Sidewalks provide dedicated space intended for use by pedestrians that is safe, comfortable, and accessible to all. Sidewalks are physically separated from the roadway by a curb or unpaved buffer space.

Characteristics:

- Sidewalks are desirable to support pedestrian safety and comfort in areas with a mix of land uses and also in areas of the community where the roadway network connections generally have high motor vehicle traffic volumes or speeds.
- Legal crosswalks often exist at all intersections, whether marked or not. A crosswalk at an intersection is defined as the extension of the sidewalk across the intersection.
- Unmarked Crosswalks - Lane markings, stop lines, yield lines, or other traffic control markings should be placed outside of the unmarked crosswalk area. The only way a crosswalk can exist at a midblock location is if it is marked.
- Marked crosswalks are at intersections or midblock crossings based on engineering judgement. They are not to be used indiscriminately.
 - The minimum width for a marked crosswalk is 1.8 m
 - For improved visibility, the preferred crosswalk marking pattern at uncontrolled and midblock locations is the high visibility “continental” crosswalk marking. If placed to avoid the wheel track, these markings may last significantly longer than transverse line crosswalks.
 - Use of transverse line crosswalk markings should be limited to signalized intersections, or crossings of side streets controlled by stop signs.
 - Minor crossings of local streets may be unmarked.
 - Rapid Rectangular Flashing Beacons (RRFB’s) have become extremely popular as they are relatively inexpensive, can be solar-powered (so can be installed anywhere), and have proven to dramatically increase vehicular stopping compliance rates.
- Sidewalks are appropriate on all types of roadways where pedestrian activity is likely.
- Sidewalks are strongly recommended inside of built-up areas. They may also serve short distance travel between built up areas – for example, along or near highways in rural areas near pedestrian-generating development, such as neighborhoods, schools, and businesses.

Benefits of sidewalks include:

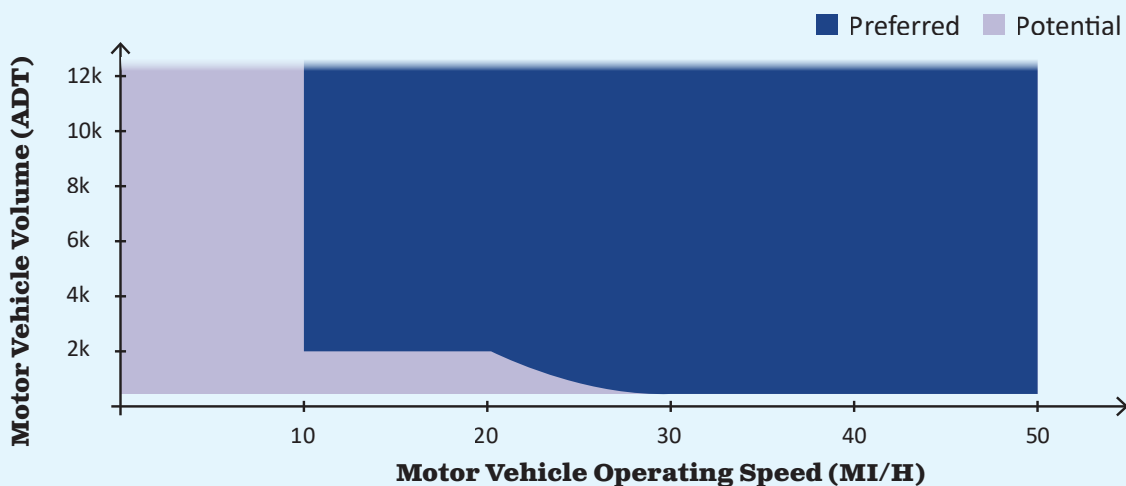
- Provides a dedicated place within the public right-of-way for pedestrians to safely travel and reduces pedestrian collisions in rural areas.
- Reduces “walking along roadway” crashes.
- May notably increase levels of walking in areas with high traffic speeds and/or volumes.

Considerations

- Sidewalks may not support a rural visual character when configured with curb and gutter and no landscaped separation.
- Requires a moderate-width roadside environment to provide for separation and sidewalk area outside of the adjacent roadway.



Figure 33: Sidewalks are recommended on all but the lowest speed and low volume roadways



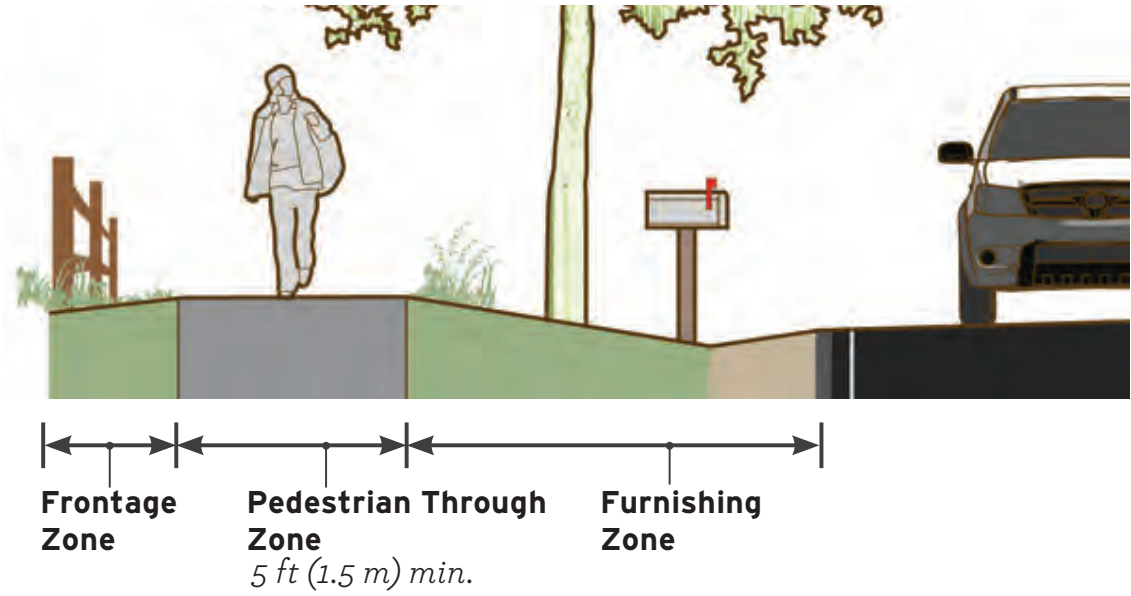


Figure 34: Sidewalks should be physically separated from the roadway by an unpaved buffer separation, barrier or curb edge. (Source: Small Town and Rural Design Guide)



Figure 35: Sidewalk in smaller community setting

Long-Term Active Transportation Network Cost Estimates

Unit Costs

The ATP includes order-of-magnitude capital cost estimates and ongoing operating and maintenance cost estimates for the implementation and maintenance of active transportation corridor routes. The cost estimates presented below are based on typical unit costs and recent construction and operation and maintenance pricing within Nova Scotia. The unit costs that were used as the basis to generate cost estimates are shown in [Table 7](#). Intersection enhancements are also proposed as part of the ATP, however the specific treatment at crossing locations is context specific and will require additional study. Intersection enhancements can range from \$5,000 for a marked crosswalk to \$500,000 for traffic signals ([Table 8](#)).

Table 7: Corridor Treatment Capital and Operating Unit Costs

Facility Type	Capital Cost (per km)	Assumptions	Annual Operating and Maintenance Unit Cost (per km) – year-round maintenance
Neighbourhood Bikeway Greenway	\$40,000	Assumes improvements limited to signage, pavement markings, and speed humps.	\$2,000
Multi-use path Adjacent to roadway (new)	\$500,000	Assumes no curb and gutter or drainage modifications required. Excludes lighting and property impacts.	\$10,000
Multi-use path Adjacent to roadway (utility relocation /drainage required)	\$1,000,000	Excludes property acquisition.	\$10,000
Sidewalk (curb and gutter)	\$870,000	Excludes property acquisition.	\$1,000
Paved Shoulders	\$160,000	Includes utilities and drainage improvements and 50 mm asphalt depth	\$2,000
Trails	\$20,000	Assumes no trail amenities or fixtures such as garbage cans, lighting, benches, bike racks, etc. will be provided. TCT Trail Costing Calculator used for cost estimates.	\$6,800

Table 8: Intersection Treatment Capital Cost

Intersection Enhancement	Cost Per Location
Marked Crosswalk (one crosswalk)	\$2,500 to \$5000
Rectangular Rapid Flashing Beacon (RRFB) / Enhanced Crosswalk	\$20,000 to \$75,000
Full Signal (four-way traffic signal)	\$250,000 to \$750,000
Curb Extensions (one side of crossing)	\$10,000 to \$20,000

The cost estimates have been provided to identify the relative cost for planning purposes only and should not be used for budgeting purposes as actual costs may vary significantly. Additional costs not included in these cost estimates can be significant and include detailed project design, retaining walls, utility pole removal or replacement, etc. As a result, at locations where these types of treatments are required the cost per kilometre will be significantly higher.

The Municipality should continue to seek out new opportunities to work with developers, other agencies, and other levels of governments to establish cost-sharing agreements, or to seek grant opportunities to offset total project costs. Cost estimates have been developed for facilities on both Public Works and Municipality-owned roadways.

As seen above in [Table 8](#), there is a range of costs associated for each of the different facility types depending on the materials used and the existing conditions. The recommended active transportation network is approximately 34 kilometres.



Recommended Priority Projects

During the development of the Active Transportation Network Plan , several existing priority corridors were identified for active transportation Network improvements. These form both an east-west and north-south spine through the Municipality of the District of Lunenburg.

Active Transportation Network Infrastructure Projects Timeline

The recommended active transportation improvements included in this Plan cover approximately 34 kilometres of new pedestrian facilities, cycling facilities, and traffic calmed streets.

The estimated capital costs have been provided to identify relative cost for planning purposes only and should not be used for budgeting purposes as each corridor will require further feasibility studies and actual costs may vary significantly.

Phase 1 (Short Term, 1 to 2 years)

The estimated capital cost of the Phase 1 Active Transportation Network expansion is \$6.3 to \$9.9 Million.

Corridor Name	Facility Type	Length (km)	Estimated Capital Cost
Cookville (Nathan Cirillo Road, Pine Grove Road, Hwy 10)	Sidewalk	3.1	\$2,697,000
	Multi-use Path (new)		\$1,550,000
	Multi-use Path (utility relocation/ drainage required)		\$3,100,000
LaHave River Trail	Multi-use Path (new)	3.94	\$1,970,000
	Multi-use Path (utility relocation/ drainage required)		\$3,940,000
MARC Connector (Leary Fraser Road)	Multi-use Path (new)	0.16	\$80,000
	Multi-use Path (utility relocation/ drainage required)		\$160,000
	Neighbourhood Greenway		\$6,400
Estimated Total Cost			\$6.3M to \$9.9M

Phase 2 (Medium Term, 2 to 5 years)

The estimated total cost of the Phase 2 Active Transportation Network expansion is \$4.9 to 7.9 Million.

Corridor Name	Facility Type	Length (km)	Estimated Capital Cost
New Germany (Hwy 10, Route 208, school Street)	Neighbourhood Greenway	3.1	\$124,000
	Multi-use Path (new)		\$1,550,000
	Multi-use Path (utility relocation/ drainage required)		\$3,100,000
LaHave Route 331, Fort Point Road)	Sidewalk	1.8	\$1,566,000
	Multi-use Path (new)		\$900,000
	Multi-use Path (utility relocation/ drainage required)		\$1,800,000
	Neighbourhood Greenway		\$72,000
Blockhouse (School road, Route 325, Cornwall Road, new connector)	Neighbourhood Greenway	1.2	\$48,000
	Multi-use Path (new)		\$600,000
	Multi-use Path (utility relocation/ drainage required)		\$1,200,000
Estimated Total Cost			\$4.9M to \$7.9M

Phase 3 (Long Term, 5+ Years)

The estimated total cost of the Phase 3 Active Transportation Network expansion is \$15.5 to 27.4 Million.

Corridor Name	Facility Type	Length (km)	Estimated Capital Cost
South LaHave (from Bridgewater to LaHave Ferry Terminal)	Paved Shoulder	15	\$2,400,000
	Multi-use Path (new)		\$7,500,000
	Multi-use Path (utility relocation/ drainage required)		\$15,000,000
Big Mushamush Lake (Northfield Road)	Multi-use Path (new)	8	\$4,000,000
	Multi-use Path (utility relocation/ drainage required)		\$8,000,000
	Neighbourhood Greenway		\$320,000
	Trail		\$160,000
Petite Riviere (Petite Riviere Road, Route 331)	Multi-use Path (new)	0.21	\$105,000
	Multi-use Path (utility relocation/ drainage required)		\$210,000
	Neighbourhood Greenway		\$8,400
Riverport	Neighbourhood Greenway	0.68	\$27,200
	Multi-use Path (new)		\$340,000
	Multi-use Path (utility relocation/ drainage required)		\$680,000
Estimated Total Cost			\$15.5M to \$27.4M

The total estimated cost to fully implement the Active Transportation Network Plan ranges from a low of \$26.7 million to a high of \$45.2 million – largely based on the type of facilities selected for the identified corridors. As this plan was envisioned to be implemented over a 10-year time frame, this would require funding in the amount of anywhere from \$2.7 million to \$4.5 million in annual funding from all 3 levels of government.

For comparison, if all of the proposed routes from the 2010 Active Transportation Plan were to be implemented today, it would cost more than \$50 million for mostly just paved shoulders.

Implementation and Monitoring

Through the active transportation planning process, we have learned what active transportation improvements are most important to community members and have developed a series of strategies and actions for the Municipality to implement the Plan. The Active Transportation Plan (ATP) is intended to guide the Municipality's policy, planning, and infrastructure investments over the next ten years and beyond. While the ATP has been developed as a long-term plan, it will be important to allocate financial and staff resources to prioritize and action improvements in the short-term (1-2 years), medium-term (2-5 years), and the long-term (5+ years). As recommended in Action 1c, the Plan should be reviewed annually to track progress and make sure appropriate resources are allocated for the coming years to continue implementing the plan and ensure that recommendations in the Plan still align with the Municipality's priorities and align with current design standards.

This chapter includes both an implementation and monitoring strategy to help ensure that the ATP is being actioned and progress is being made towards creating a more livable and sustainable MODL.



Implementation Plan

The implementation plan was developed based on the following guiding principles:

- **The ATP is just the first step in improving transportation options in MODL - there is more work to be done.** The strategies and actions outlined in the ATP describe the steps the Municipality should take to achieve the vision and goals identified by community members and stakeholders. While the actions lay the groundwork for implementing the ATP over the next ten years, now is the time to work towards implementing the Plan, as this will take significant time, investment, and resources. Implementing the Plan will include investments in new and updated infrastructure, ongoing maintenance of existing and newly built facilities, resources for developing new standards and policies, funding for new programming and public education, and staff resources. Achieving the vision and goals in the ATP will require the ongoing support of the Municipality, Mayor and Council, and strategic partners - including community organizations, neighbouring municipalities, and the Provincial Government.
- **Community and stakeholder feedback will continue to be critical to improving active transportation in MODL.** Many of the recommended active transportation improvements, strategies, and actions identified in the ATP will require additional technical work and community input. The Municipality will need to work closely with strategic partners, community members, and stakeholder groups to make progress with implementing the ATP and ensuring ATP initiatives are effective and successful.
- **The implementation plan is focused on creating active transportation opportunities in high priority areas over the next ten years.** The ATP has been designed as an action-oriented document, with an emphasis on implementing high priority infrastructure projects in the near term as well as the short-, medium-, and long-term actions following.
- **The ATP is a living document and should be reviewed and updated regularly.** As a long-range Plan, we understand that community interests and priorities may change. While many priorities may remain consistent (as we saw when comparing the 2010 ATP community priorities to current community priorities), there is also flexibility regarding the specific routes, strategies, and actions. The Municipality will need to review the feasibility of each recommended corridor and facility type, and develop functional and detailed designs for the recommended active transportation improvement within the ATP; community and stakeholder input will also be required for each of these projects. The Municipality will also need to regularly review and update the ATP to track progress and ensure recommendations and actions are continuing to align with the Municipality's priorities.

Monitoring Strategy

Monitoring and reporting back to Council and community members about how the ATP is being implemented is essential in ensuring progress is being made towards the vision and goals; it will also support the Municipality in appropriately allocating financial and staff resources towards implementing the prioritized actions and improvements. Monitoring progress on the ATP will also help the Municipality with identifying changing conditions and community or Council priorities, which may require changes or updates to the ATP. Monitoring needs to be:

- **Meaningful.** Monitoring should yield meaningful results and point to the success in achieving the vision, goals, and targets of the Active Transportation Plan.
- **Measurable.** Monitoring needs to establish criteria that are measurable and for which data or information can be readily obtained.
- **Manageable.** Monitoring implementation needs to consider resource limitations and identify measures where information is accessible, or data is simple to collect.



Metrics of Success

The monitory strategy for the ATP focuses on identifying ‘measures of success’ for two components:

- The degree of progress in implementing the Plan.
- The outcomes and impact of the Plan.

Measures of success are described in the tables below, including the indicator metric and data sources.

Measure of Success	Indicator	Source
Walking, Wheeling, and Cycling Mode Share (commuting)	%	Statistics Canada Census
Proportion each of women, children, and seniors walking, wheeling, and cycling (commuting)	%	Statistics Canada Census
Walking, Wheeling, and Cycling Volumes on Key Corridors	#	Municipality of the District of Lunenburg
Active Transportation Funding Levels (% of total budget)	%	Municipality of the District of Lunenburg
MODL Staff resources dedicated to Active Transportation (FTE)	#	Municipality of the District of Lunenburg
Transportation sector GHG Emissions	Tonnes CO ₂	Municipality of the District of Lunenburg

Theme 1: Connect

The success metrics for **Connect** are focused on establishing a complete, connected, and convenient network of active transportation facilities. The following measures of success will help the Municipality determine if it is achieving the goals of the ATP.

Measure of Success	Indicator	Source
Total length of active transportation facilities (by facility type)	Total km	Municipality of the District of Lunenburg
Proportion of streets with a pedestrian facility on at least one side	% of all streets	Municipality of the District of Lunenburg
Length of completed recommended active transportation improvement projects	Total km	Municipality of the District of Lunenburg
Proportion of MODL's total jobs and population within 400 metres of active transportation facilities	%	Municipality of the District of Lunenburg
Proportion of MODL's total land area within 400 metres of active transportation facilities	%	Municipality of the District of Lunenburg
Proportion of MODL's total jobs and population within 400 metres of public transit stops	%	Municipality of the District of Lunenburg

Theme 2: Experience

The success metrics for **Experience** are focused on designing or redesigning active transportation routes to ensure that community members and visitors can safely and comfortably travel in MODL, no matter the mode.

Measure of Success	Indicator	Source
Number of collisions involving pedestrians and cyclists	#	Municipality of the District of Lunenburg, RCMP
Proportions of all collisions involving people walking and cycling	%	Municipality of the District of Lunenburg
Total length of active transportation facilities constructed around new developments	Total kms	Municipality of the District of Lunenburg
Number of school aged students participating in an education and cycling skills training course	#	Municipality of the District of Lunenburg
Total length of traffic calmed streets	Total kms	Municipality of the District of Lunenburg
Number of audible pedestrian signals	#	Municipality of the District of Lunenburg
Proportion of intersections with curb ramps and pedestrian crossings to connect all active transportation routes	%	Municipality of the District of Lunenburg

Theme 3: Encourage

The success metrics for **Encourage** are focused on making active travel a part of everyday life for residents and visitors.

Measure of Success	Indicator	Source
Total number of public wayfinding displays	#	Municipality of the District of Lunenburg, RCMP
Amount of funding allocated for promotion and education	\$	Municipality of the District of Lunenburg
Number of people who participated in a bicycle education program	#	Municipality of the District of Lunenburg
Number of new programs or initiatives designed to encourage active transportation	#	Municipality of the District of Lunenburg
Number of views or downloads of online maps and active transportation resources	#	Municipality of the District of Lunenburg
Proportion of Municipal staff who travel to work by walking, wheeling, cycling, carpooling, or transit	%	Municipality of the District of Lunenburg
Proportion of active transportation routes that include public amenities (benches, lighting, washrooms, recycling bins, etc.)	%	Municipality of the District of Lunenburg
Number of new public amenities installed along active transportation routes	#	Municipality of the District of Lunenburg
Proportion of MODL's facilities and businesses with bike parking or end-of-trip facilities within 100 metres	%	Municipality of the District of Lunenburg

Funding Strategy

Although the Active Transportation Plan is estimated to cost approximately between \$26.7 million and \$45.2 million over the next 10 years, these costs can (and should) be shared by pursuing external funding from other levels of governments, partnerships with other organizations and the development industry, and the integration of cycling and pedestrian projects within other community and transportation plans and projects.

This section describes several strategies that the Municipality may consider accessing to help leverage its investments and maximize its ability to implement active transportation improvements.

Capital Planning

The Municipality should incorporate the Active Transportation Plan recommendations into its Operating and Capital Budgets to ensure that projects are accounted for in the Municipality's capital planning process.

In this regard, the Municipality should seek changes to its Operating and Capital Budget for 2024/2025 and beyond to fund implementation of the Active Transportation Plan.

Integration

When and where (and as much as) possible, the Municipality should integrate cycling and pedestrian improvements with other plans and capital projects. There are active transportation components associated with many upcoming and planned road renewal programs, development projects and major capital projects which have been identified as a part of the Municipality's active transportation network. The best opportunities to provide safe and convenient active transportation facilities is during the initial planning and design of these projects.

Wherever possible, the Municipality should seek out opportunities to integrate active transportation facilities with new infrastructure or renewal and rehabilitation projects, such as major road resurfacing and servicing upgrades. The Municipality needs to also make necessary amendments to existing policies and standards to ensure opportunities to integrate recommended active transportation projects are required as new developments occur.

External Funding Sources

The costs of implementing the improvements identified in the Active Transportation Plan can be significantly reduced by pursuing external funding sources and partnership opportunities for many of the identified projects. This section describes some funding strategies and potential funding sources that the Municipality may want to consider accessing to help leverage its investments and maximize its ability to implement transportation improvements. While the Municipality already regularly checks grant funding opportunities, MODL should also pursue all available sources of funding for transportation infrastructure and programs, including the programs identified below (Note: as funding opportunities change regularly, the information in this section is subject to change):

- **Provincial Programs and Initiatives.** The Province of Nova Scotia provides funding through the Connect2 program “for active transportation projects that improve connectivity within and between communities and have the potential to reduce emissions and increase physical activity.” Funding can be used for community planning, feasibility studies, learning by doing, public engagement sessions, program promotion and demonstration projects.
- **Active transportation infrastructure and design** projects may include the temporary installation of bike lanes, public space and active transportation routes, core active transportation network infrastructure or design, as well as engineering or feasibility studies. Grants of up to 75% of total project costs to a maximum of \$100,000 per project are available in this category.
- **Shared Mobility and bicycle Fleets** projects may include shared mobility services pilot projects as well as bicycle fleet pilot projects. Grants of up to \$75,000 are available in this category.
- **Capacity building and community engagement** projects may include municipal staff training, capacity building, or networks; marketing and communications – social marketing, and public engagement activities. Grants of up to 75% of total project costs to a maximum of \$50,000 per project are available in this category.

- **Federal Funding.** There are several programs that provide funding for environmental and local transportation infrastructure projects in municipalities across Canada. Typically, the federal government contributes one-third of the cost of municipal infrastructure projects. Provincial and municipal governments contribute the remaining funds, and in some instances, there may be private sector investment as well.
- **National Active Transportation Fund.** In 2022 the Federal Government launched the National Active Transportation Fund (ATF), with an allocation of \$400 million over 5 years. This fund was heavily oversubscribed with over \$1.3 Billion in applications for both the capital and planning streams - including funding for the development of this Plan. However, the entire funding allocated for this fund was used up in the 2022/2023 calendar year, except for \$20 million remaining for Indigenous Communities. In discussions with Infrastructure Canada staff, they indicated that the ATF will be permanently embedded within the Permanent Public Transit Fund (PPTF). The PPTF has an annual allocation of \$3 Billion per annum, and a portion of this fund will be dedicated to Active Transportation, with new applications being accepted as of 2025.
- **Green Municipal Fund.** The Federation of Canadian Municipalities (FCM) manages the Green Municipal Fund, with a total allocation of \$550 million. This fund is intended to support municipal government efforts to reduce pollution, reduce greenhouse gas emissions and improve quality of life. The expectation is that knowledge and experience gained in best practices and innovative environmental projects will be applied to national infrastructure projects. In conversation with FCM staff they indicated that a new fund focused on rapid implementation projects (including tactical urbanism projects), is currently being developed, with an expected launch date in late 2024.
- **Developers.** The Municipality should explore opportunities for road improvements to be constructed as development occurs within or adjacent to Municipality of the District of Lunenburg. This process could be formalized through an update to the Municipality of the District of Lunenburg's Official Plan or through individual negotiations.
- **Private sector.** Many corporations wish to be good corporate neighbours — to be active in the community and to promote environmentally beneficial causes. Bicycle and pedestrian routes and facilities are well-suited to corporate sponsorship and have attracted significant sponsorship both at the local level and throughout North America.
- **Service Clubs.** In many communities, service clubs (including the Lion's Club and Rotary) have been involved in funding and building bicycle infrastructure and facilities including pathways and bicycle parking.

Staff Resources

Implementation of the Active Transportation Plan requires not only additional financial resources, but significant Municipal staff resources to implement the various strategies. Given the current staffing structure, the Municipality should designate a lead staff person to implement the Active Transportation Plan. Based upon feedback from Municipal staff and community stakeholders, the responsibility for implementing the Active Transportation Plan (as well as promoting and encouraging active transportation) would likely be best suited for the municipality's Active Living Coordinator position.

The Active Living Coordinator should work with the numerous departments within MODL to enact the plan and increase active transportation related tourism activities, including but not limited to:

- Engineering and Public Works
- Recreation, Parks, and Tourism
- Economic Development
- Administration
- Planning and Development Services
- Climate Change and Sustainability

Active Transportation Committee

Given the need for ongoing, concerted action to achieve the goals, targets, and outcomes of the Active Transportation Plan (ATP), it is recommended that the Municipality support the efforts of the Transportation Committee as they support the development and expansion of sustainable transportation options (including transit and active transportation) within MODL. Regular check ins and monitoring are required, as well as regular reporting back to council on the implementation status of the ATP. It is recommended that quarterly updates be provided to council along with an annual summary of programs, policy changes, and new infrastructure that supports implementation of the ATP.



Summary and Closing

The Municipality of the District of Lunenburg is heading into an exciting time with new developments and significant growth anticipated over the next decade. The ATP provides the Municipality with a comprehensive roadmap for creating a more livable, sustainable, connected, and active community. The Plan includes recommendations for expanding the existing active transportation network, as well as developing new policies and programs that will support and encourage community members to choose active travel modes. Implementing the recommendations and actions included in the ATP will improve the accessibility, comfort, convenience, and safety of community members who choose to actively travel in the municipality.

The ATP is just one step towards improving active transportation in MODL but is not the last. The strategies and actions identified in the ATP create a roadmap for the Municipality to follow over the next ten years. This includes investments in new and upgraded infrastructure, ongoing maintenance of active transportation facilities, funding new programs, and considerable staff resources. Implementing the Plan will also require close collaboration with the Government of Nova Scotia's Department of Public Works, as well as continued coordination with community organizations and various stakeholders.

While the ATP was developed in part based on extensive technical work, the Plan would not have been possible without the valuable input and feedback of community members, local stakeholders, council, and administration. We would like to thank all community members for their participation in the planning process and for the valuable input used to develop the ATP, and look forward to seeing MODL become an even better place to walk, wheel, and enjoy active travel in the years ahead.

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Active Transportation Plan

Municipality of the District of Lunenburg



Appendix A

Round 1 Engagement Summary

Municipality of the District of Lunenburg



Appendix B

Round 2 Engagement Summary

Municipality of the District of Lunenburg



Appendix C

Recommended Active Transportation Network Maps

Municipality of the District of Lunenburg



Appendix A

Round 1 Engagement Summary

Municipality of the District of Lunenburg



**Municipality of the
District of Lunenburg**

Updated Active Transportation Plan Round 1 Engagement Summary

November 2023



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November 2023

All images provided by the Municipality of the District of Lunenburg or Urban Systems Ltd unless noted otherwise.

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1 Introduction

In August 2023, the Municipality of the District of Lunenburg (MODL) launched the planning process for updating the Municipality’s 2010 Active Transportation Plan (ATP). The updated ATP will identify new priorities, policies, programs, and infrastructure recommendations to improve access to active transportation options for people of all ages and abilities. With input from community members and stakeholders, the updated ATP will act as a guide for active transportation infrastructure investments over the next 10 years.

The ATP is being developed over an eight-month period with several opportunities for community members to participate in the planning process and provide input. Along with technical analysis, community and stakeholder input is critical to the success of the ATP.

The first round of engagement sought to understand current active transportation habits, challenges, and priorities for the future. Between September and November 2023, community members and stakeholders were invited to participate in an online survey, interactive map, and in-person pop-up events. In addition to the community focused activities, the project team hosted two virtual stakeholder meetings. This document provides a summary of the first round of engagement, including communication and engagement activities and what we heard from community members.



2 Raising Awareness

A variety of marketing tools and promotional materials were used to raise awareness for the Active Transportation Plan and encourage public participation in the first round of engagement.

2.1 Engage MODL Project Page

A project page was set up on the Municipality's Engage MODL site, which can be [viewed here](#). The project page shared background information about the project, the engagement process, an FAQ section, and relevant Municipal documents including the 2010 Active Transportation Plan, 2022 Active Living Strategic Plan, MODL 2040 Background Report, and Climate Action Plan 2030. Online engagement opportunities were hosted through the Engage MODL project page. Since the project launch, the site has been viewed more than 625 times.

2.2 Social Media

The Municipality shared six posts about the community survey and interactive map on their Facebook page, and more than 2,300 people engaged with the posts.

2.3 Stakeholder Outreach

Emails were distributed to more than 35 identified stakeholder groups during the first round of engagement. The emails included important information on the project background, asked stakeholders to share the online survey link with their networks, and invited stakeholders to participate in a future workshop. Stakeholders were directed to the project page on Engage MODL and were provided with direct contact information for questions and comments.



2.4 Outreach and Promotion

The ATP was promoted through the Municipality’s Fall edition of Municipal Matters in September. The newsletter is distributed to more than 11,500 residents by email to inform community members about what is happening in MODL.

Postcards with a QR code for the survey were handed out at pop-up events and available at popular community destinations and promotional posters were posted at MODL trail heads and at two community restaurants (Ploughman’s Lunch and LaHave Bakery). Throughout the final week of the survey, a radio advertisement was run on two local radio stations a total of 84 times over a seven-day period.



Municipality of the District of Lunenburg
Active Transportation Plan



3 What We Heard

3.1 Pop-Up Events

The Municipality hosted three in-person pop-ups over three days. The project team first popped up at the LCLC Family Fun Day on September 10. On September 22, the project team set up a booth at the New Germany Farmers Market. Finally, the project team hosted a booth at the South Shore Sustainability Summit on September 23. Paper copies of the survey were available for distribution at the pop-up events along with a map of the community where people could indicate strengths and areas of concern in the existing active transportation network. In total, the project team connected with more than 200 community members.

3.2 Online Survey and Interactive Map

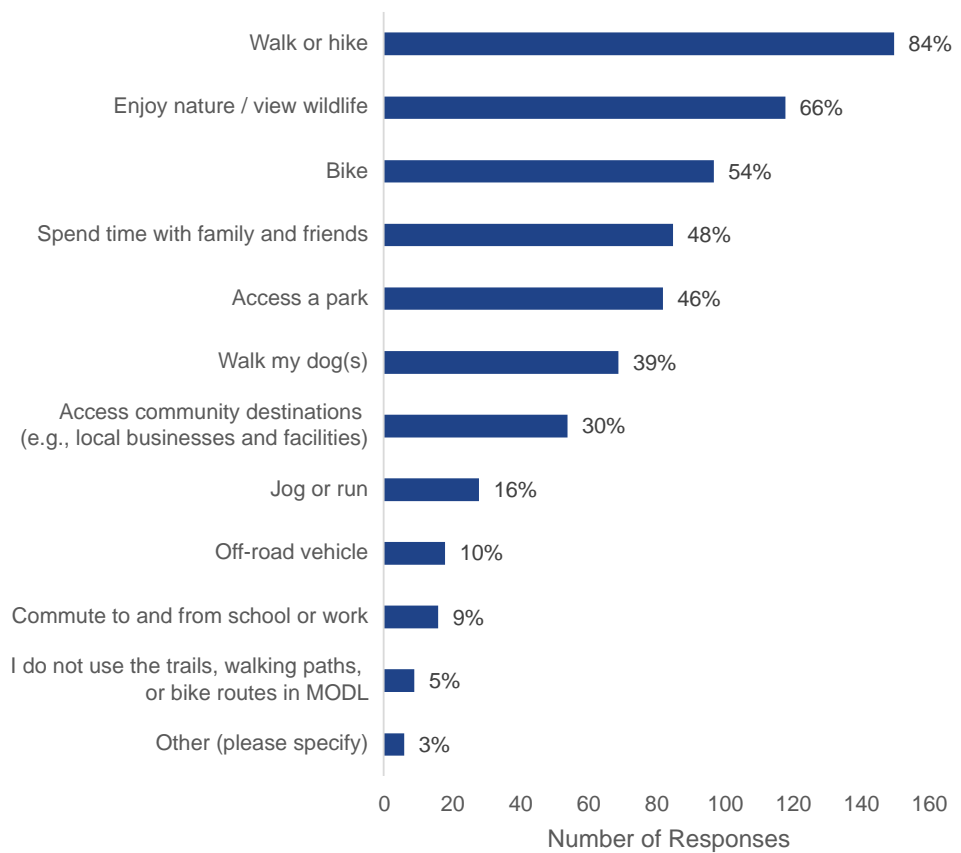
An online survey and interactive map were available on the Engage MODL project page between September 8 and October 18, 2023. The survey was designed to gather input on current active transportation habits and challenges and understand community priorities. In total, 178 people completed the online survey and 16 pins were added to the interactive map.



How You Move

Respondents were asked how they currently use MODL's existing active transportation network. The majority of respondents (84%) said that walk or hike in MODL. More than half of respondents use the existing network to enjoy nature and view wildlife (66%) and bike in MODL (54%).

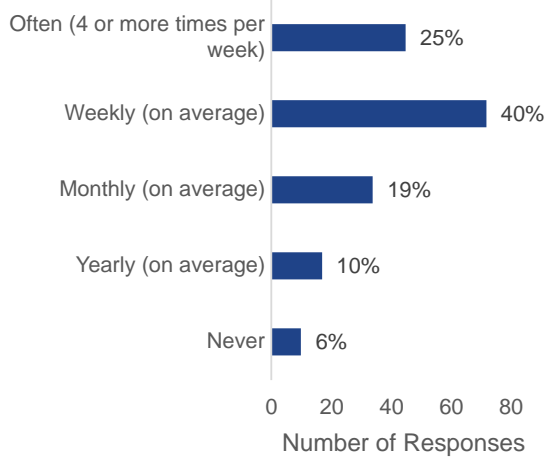
How do you use MODL's existing active transportation network? Includes trails, walking paths, and bike routes. Select all that apply. (178 responses)



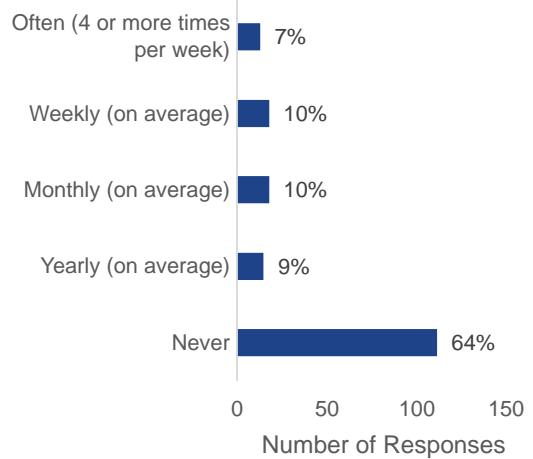
Respondents were asked how frequently they use the trails in MODL for both recreation and commuting purposes. 65% of respondents use the trails in MODL for recreation purposes at least once per week. Only 6% of respondents said they never recreate on MODL trails. When it comes to commuting, 64% of respondents said that they never use the trails to commute.



How often do you use the trails in MODL for recreation purposes? (178 responses)

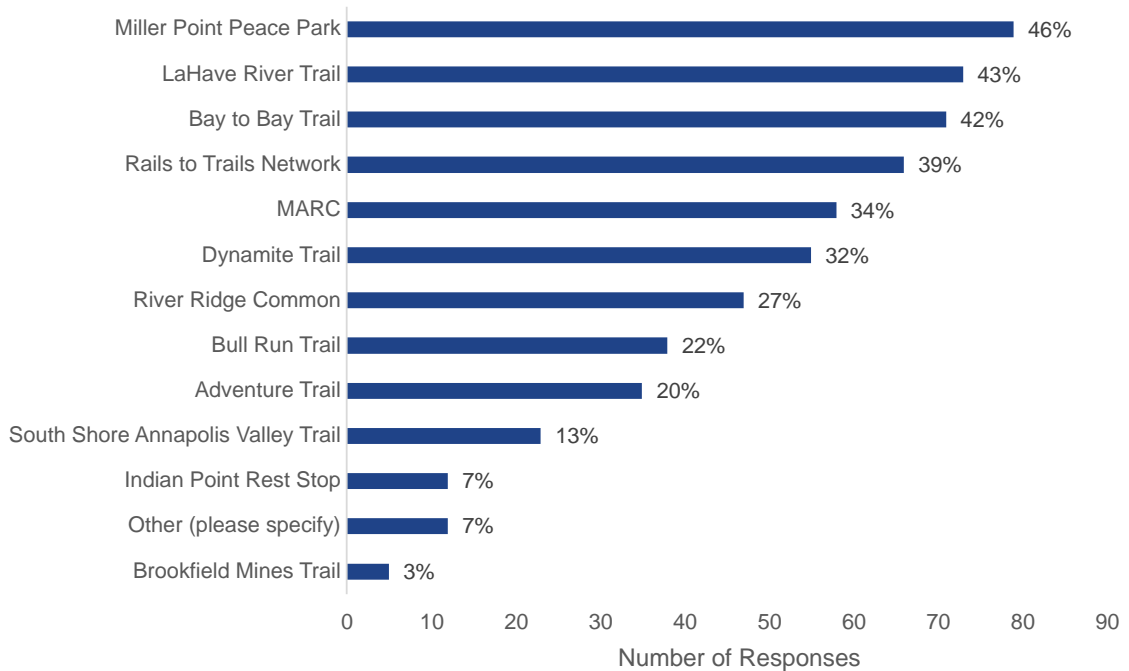


How often do you use the trails in MODL for commuting purposes? (176 responses)



We wanted to understand which trails in MODL that community members most enjoy. Respondents were able to select multiple options. Miller Point Peace Park (46%), the LaHave River Trail (43%), and the Bay to Bay Trail (42%) were the top three responses, followed closely by the Rails to Trails Network (39%).

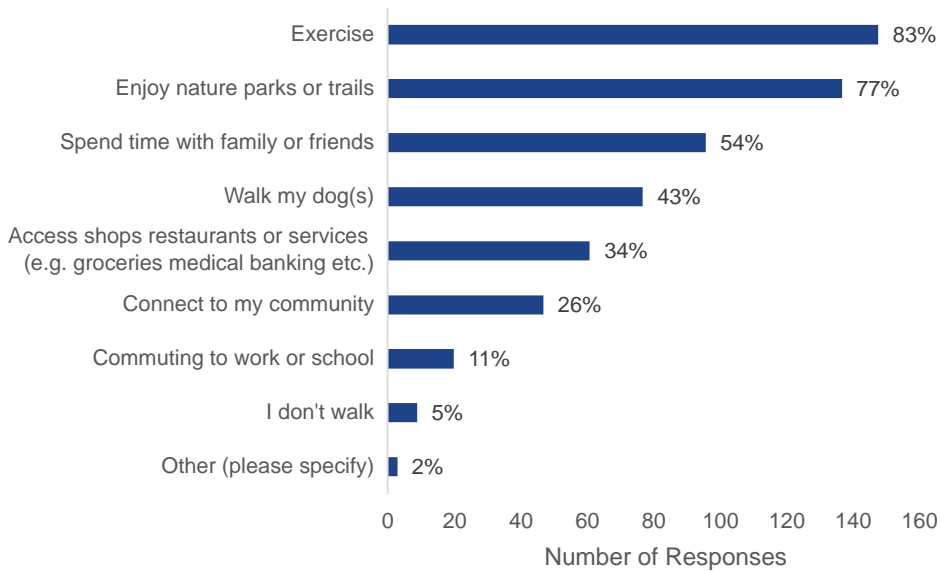
Which are your favourite trails to walk or bike in MODL? Select all that apply. (171 responses)



Walking

The majority of respondents said they walk in MODL to exercise (83%) and enjoy nature, parks, or trails (77%).

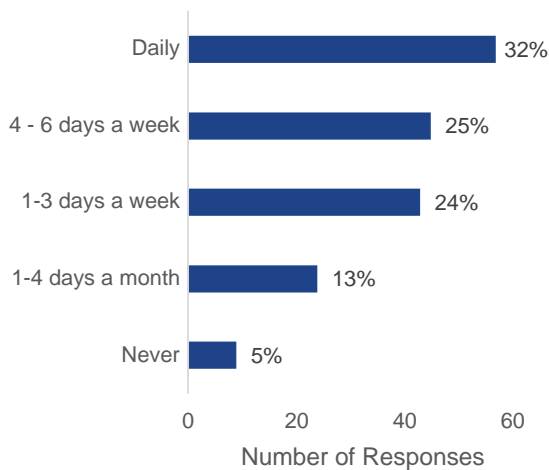
When I walk, it's to... Select all that apply. (178 responses)



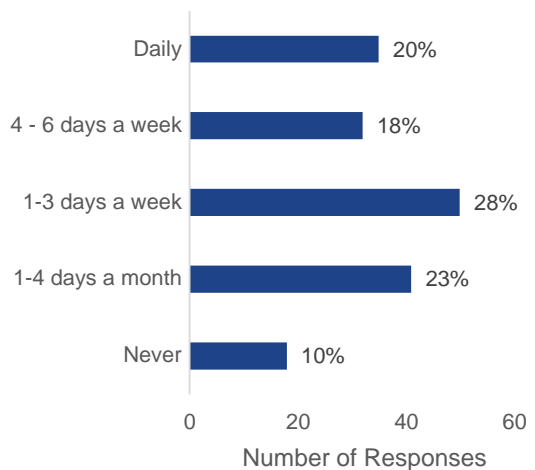
To understand how much of an impact weather has on community members, we asked them how often they walk during the spring, summer, and fall, and how often they walk in winter.

During the seasons with better weather, 57% of respondents said they walk 4 or more days per week. During the winter, the number of respondents regularly walking drops to 38%.

During spring, summer, and fall, how often do you walk? (178 responses)

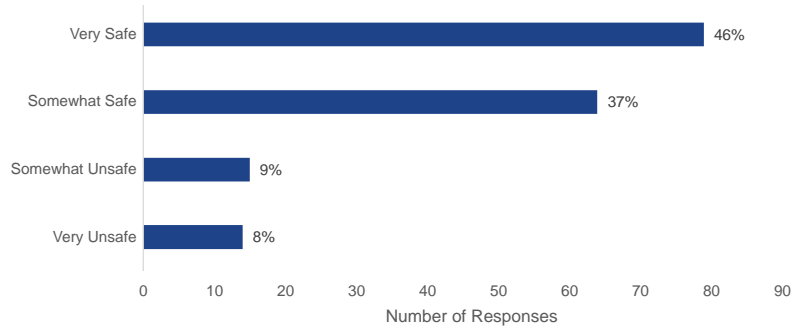


During the winter, how often do you walk? (176 responses)



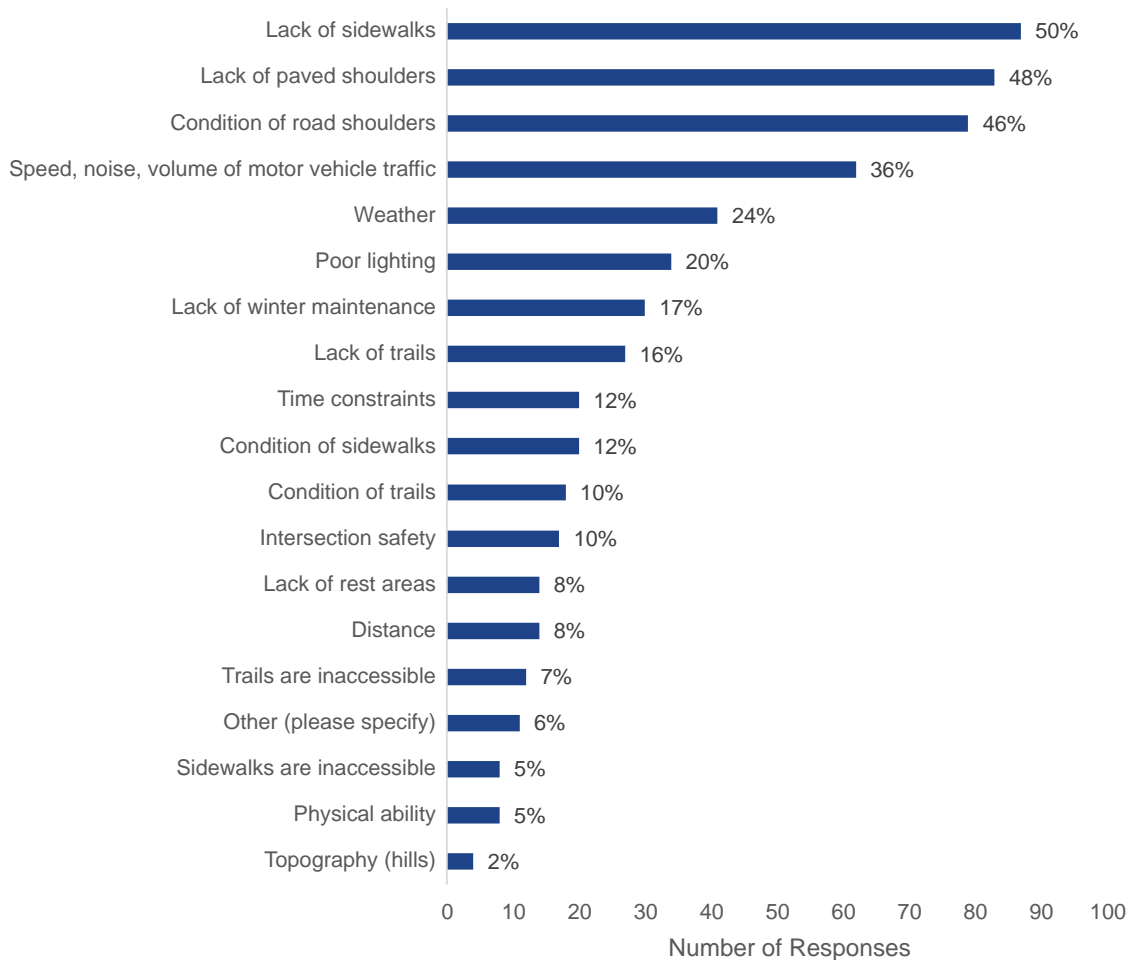
The majority of respondents (83%) said they feel very or somewhat safe when walking in MODL.

How safe do you feel walking in MODL? (172 responses)



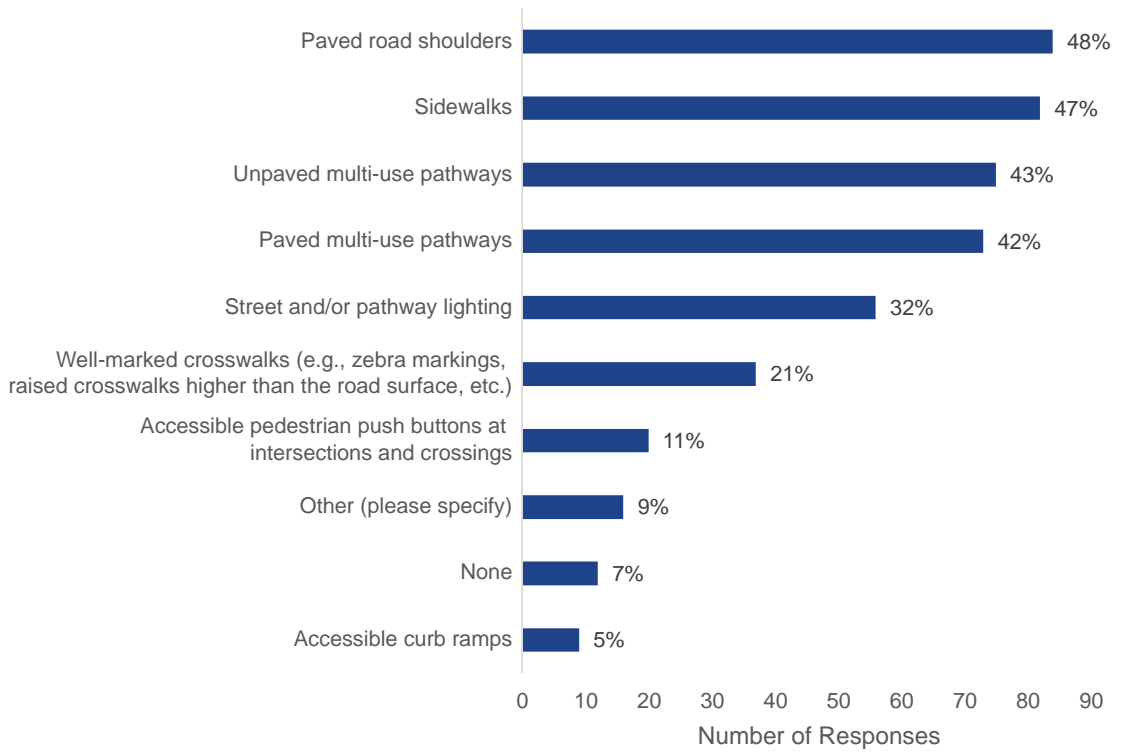
When asked what prevents them from walking more, respondents noted the lack of sidewalks (50%), lack of paved shoulders (48%), and the condition of road shoulders (46%).

What are the barriers for walking more often than you do in MODL? Select up to 5. (173 responses)



To improve walking in MODL, respondents would like to see more paved road shoulders (48%), sidewalks (47%), and both unpaved and paved multi-use pathways (43% and 42%).

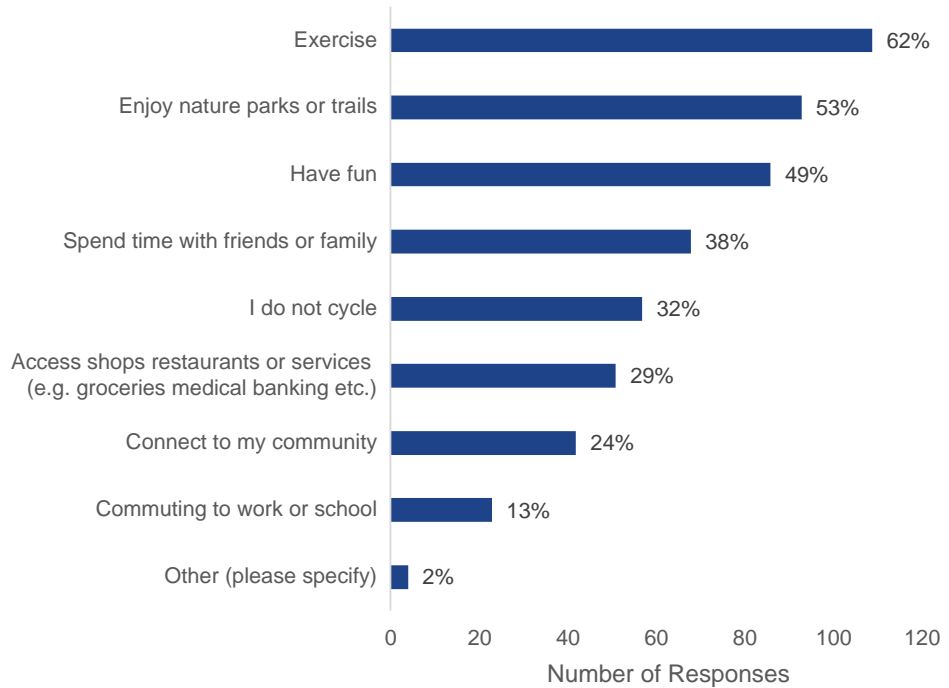
What types of walking or mobility aid infrastructure would encourage you to walk more in MODL? Select all that apply. (174 responses)



Cycling

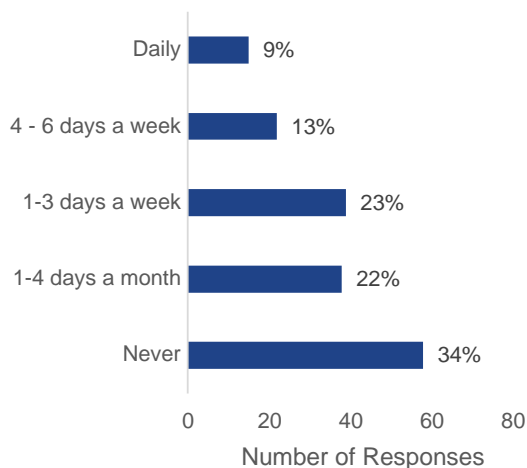
The majority of respondents said they cycle in MODL to exercise (62%) and enjoy nature, parks, or trails (53%).

When I cycle it is to... Select all that apply. (177 responses)

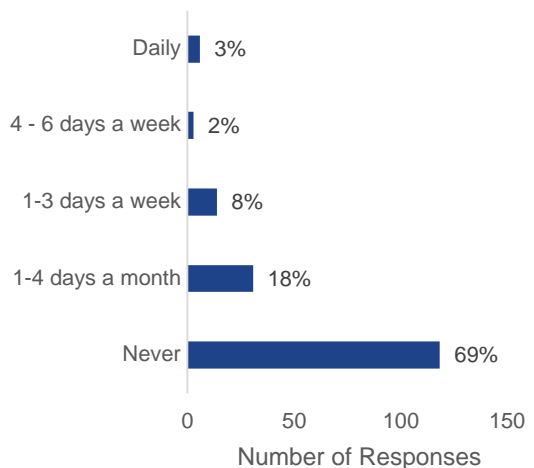


To understand how much of an impact weather has on community members, we asked them how often they cycle during the spring, summer, and fall, and how often they cycle in winter. During the seasons with better weather, 22% of respondents said they cycle 4 or more days per week. During the winter, the number of respondents regularly cycling drops to 5%.

During spring, summer, and fall, how often do you cycle? (172 responses)

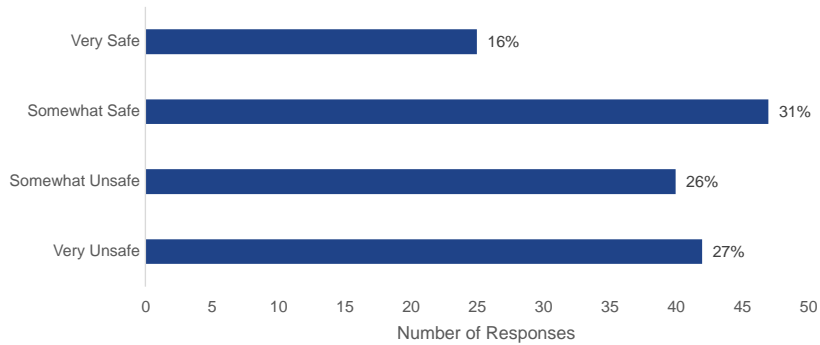


During the winter, how often do you cycle? (173 responses)



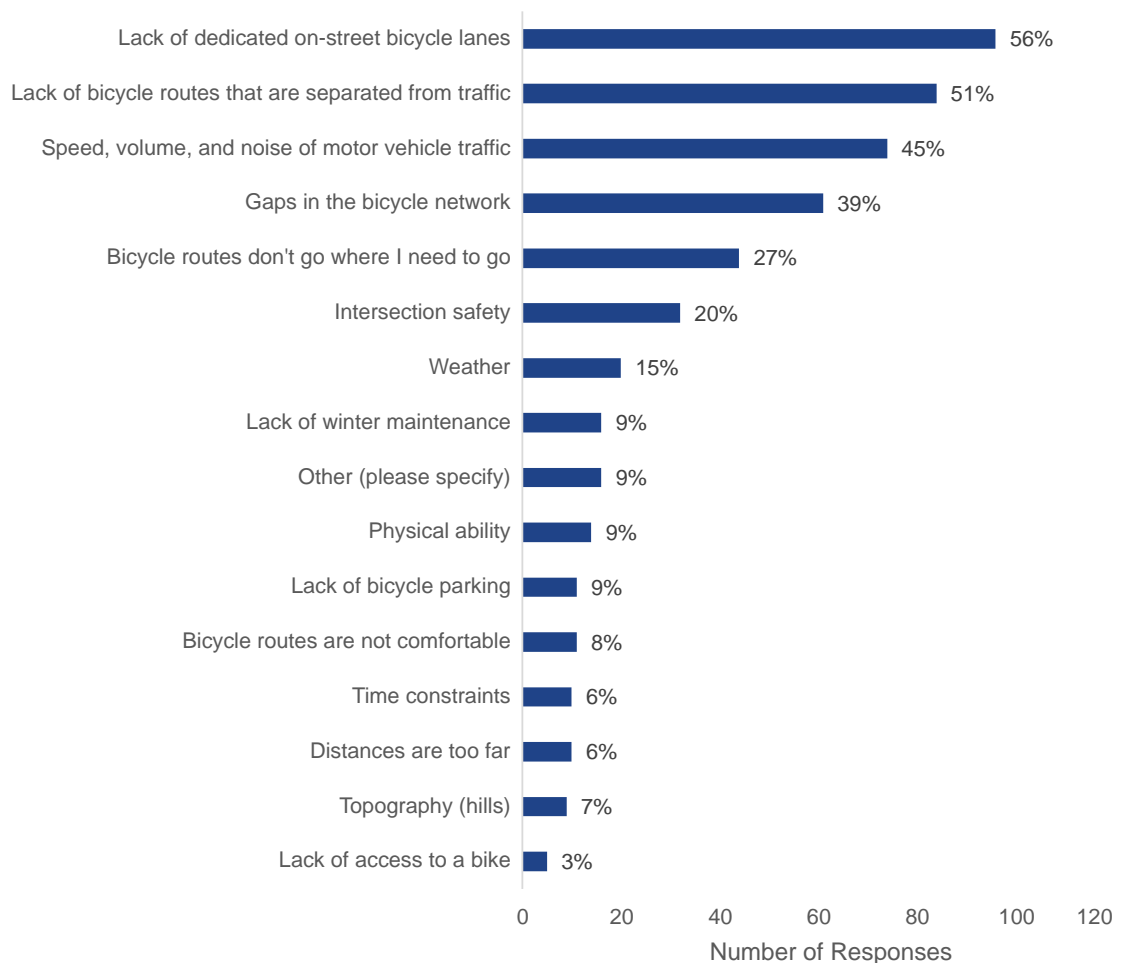
Nearly half of respondents (47%) said they feel very or somewhat safe when cycling in MODL.

How safe do you feel cycling in MODL? (154 responses)



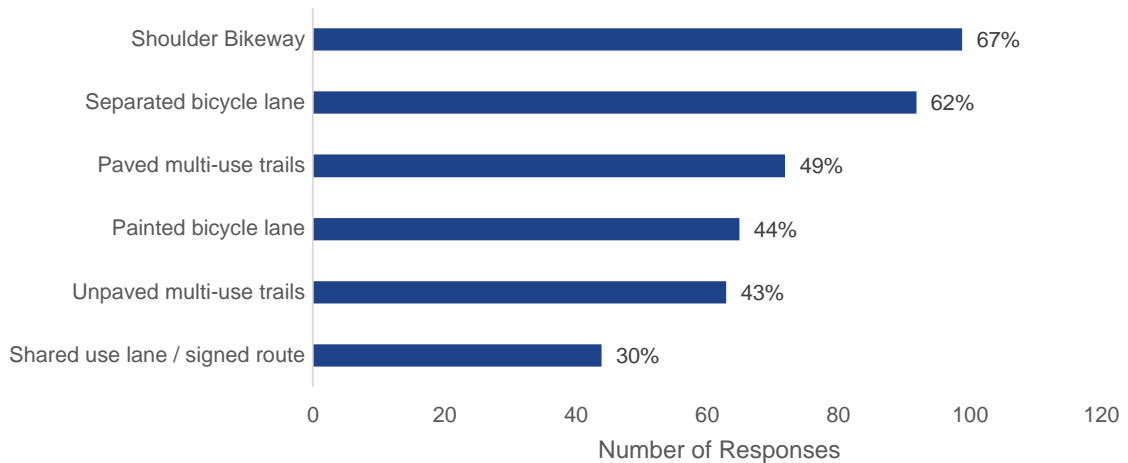
When asked what prevents them from cycling more, respondents noted the lack of dedicated on-street bicycle lanes (56%), lack of bicycle routes that are separated from traffic (51%), and the speed, volume, and noise of motor vehicle traffic (45%).

What are the main issues or challenges for cycling in MODL? Select up to 5. (157 responses)



To improve cycling in MODL, respondents would like to see more shoulder bikeways (67%), separated bicycle lanes (62%), and both paved and unpaved multi-use pathways (49% and 44%).

What facility type(s) would encourage you to cycle more in MODL? Select all that apply. (148 responses)



We also asked respondents where they think bike parking is most needed. 72 respondents provided comments. All comments were summarized and themes, and themes with 3 or more responses are summarized below:

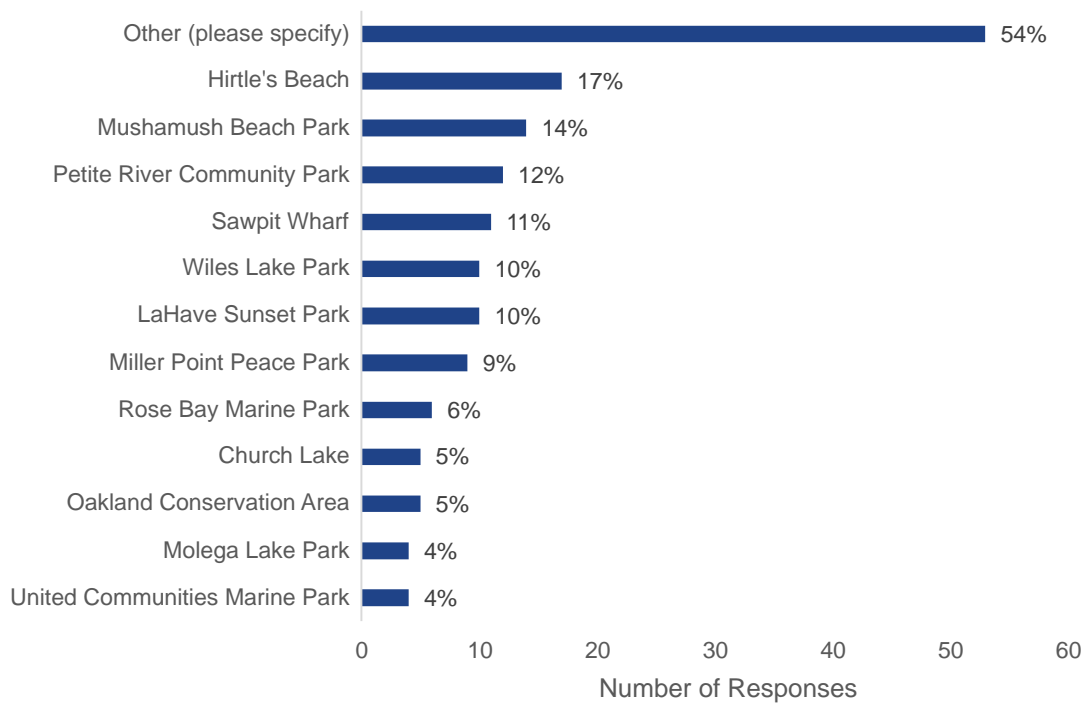
- Outside shops, businesses, and restaurants (23 responses)
- At parks, trailheads, and recreation areas (12 responses)
- Throughout neighbouring municipalities, including Bridgewater, Mahone Bay, and Lunenburg (Town) (12 responses)
- Around downtowns and community hubs (6 responses)
- At beaches (5 responses)
- Outside schools (5 responses)
- Bike parking is not important (4 responses)



Connections to Water

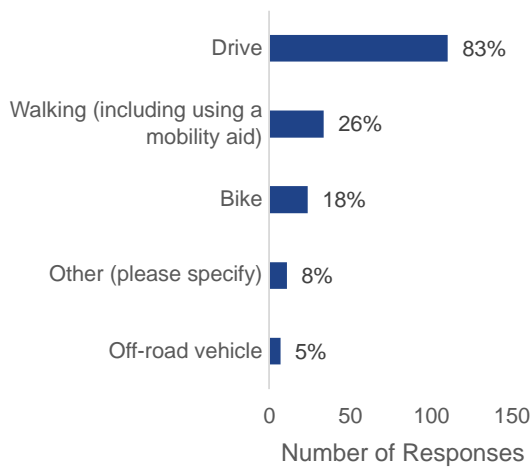
We asked respondents where they like to canoe, kayak, or paddle board. There are many areas in and near MODL where community members can access water, and that was made clear through the variety of responses. Some of the locations specified under “Other” include the LaHave River (8 responses), accesses from private property (5 responses), New Germany Lake (4 responses), and Wentzell Lake (4 responses).

Where do you usually like to canoe, kayak, or paddle board? (98 responses)

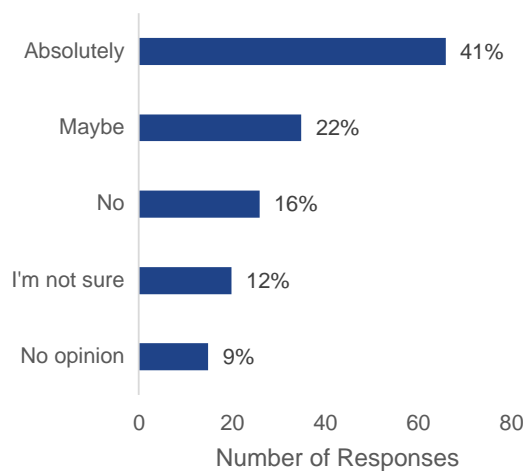


Currently, most respondents are traveling to water access points (83%), but there is an interest in improving active transportation connections to water access points. 41% of respondents said they would absolutely walk, bike, or roll to water access points if active transportation connections were improved, and 22% said they could consider it.

How do you usually travel to water access points? (133 responses)



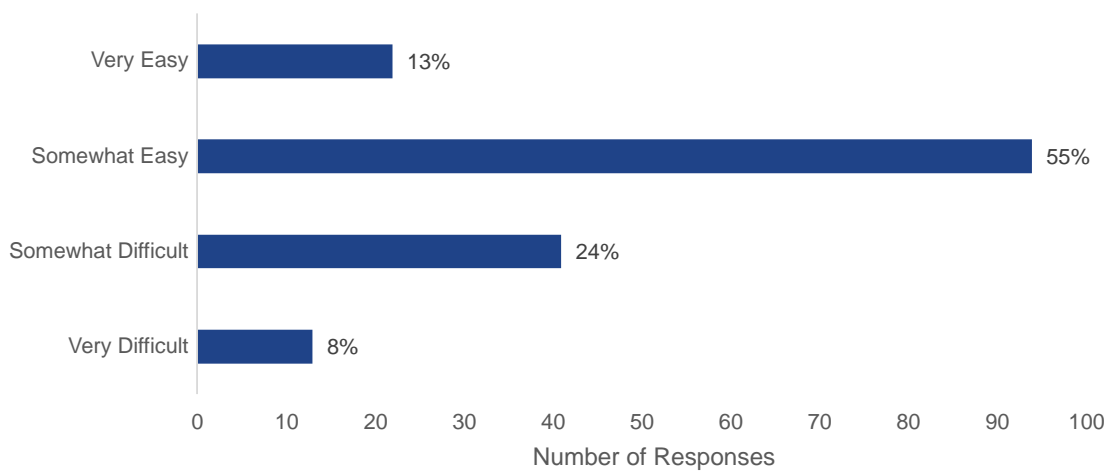
If active transportation connections were improved, would you be more likely to walk, bike, or roll to water access points? (162 responses)



Wayfinding

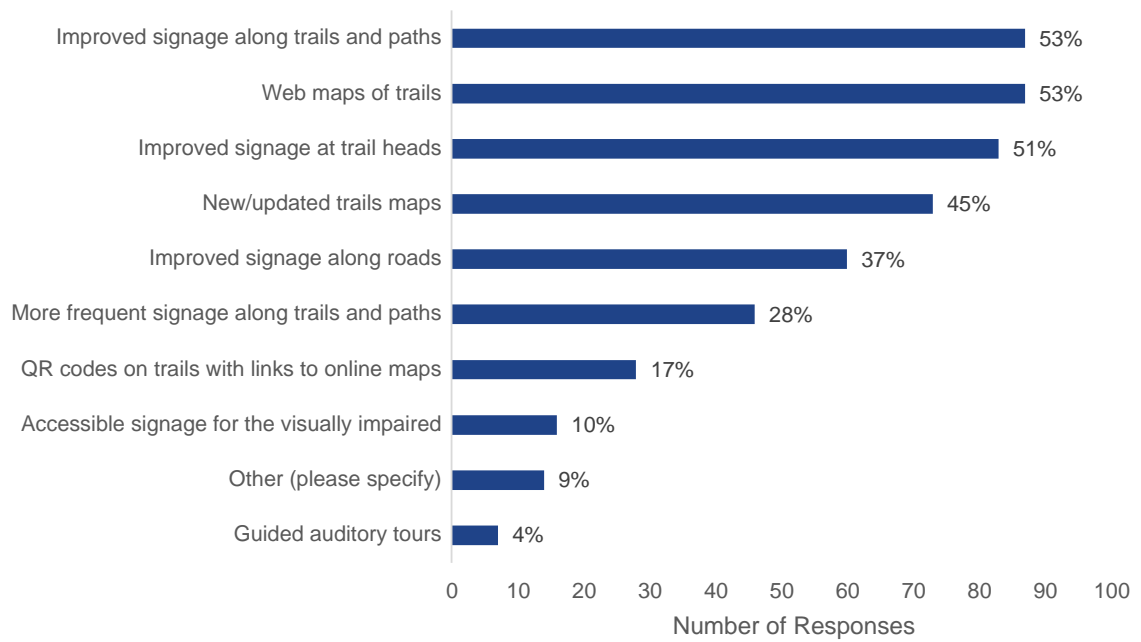
Most respondents said that they find MODL active transportations very or somewhat easy to find (68%).

How easy do you find MODL active transportation facilities to find? (170 responses)



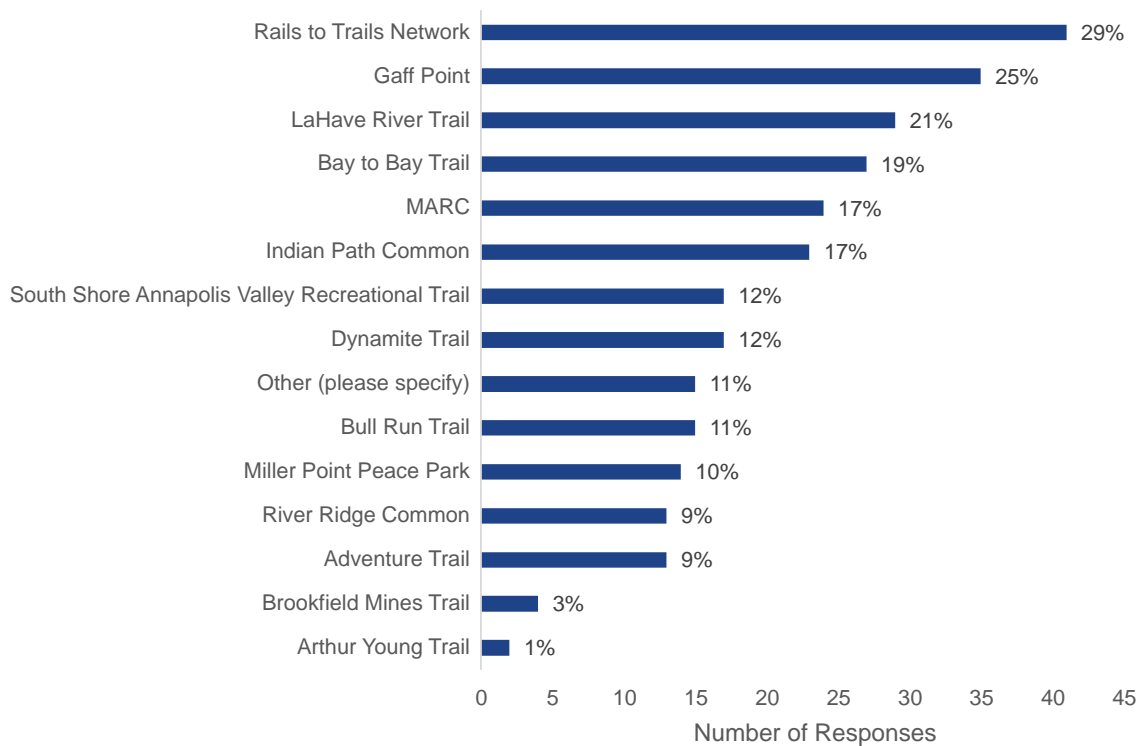
When considering ways to improve wayfinding at MODL parks and trails, 53% of respondents said they would like improved signage along trails and paths and web maps of the trails. Other popular options were improved signage at trailheads (51%) and new/updated trails maps (45%).

What wayfinding improvements would you like to see at MODL parks and trails? (164 responses)



There are many parks and trails in MODL. We asked respondents to let us know which parks and trails they thought most needed improved wayfinding. The top responses were the Rails to Trails Network (29%), Gaff Point (25%), and the LaHave River Trail (21%).

**Which parks or trails do you think would most benefit from improved wayfinding signage?
Select up to 3. (139 responses)**



Community Priorities

Most respondents (72%) said that improving road safety for all users should be a priority for the Active Transportation plan. This was followed by making active transportation choices more accessible for people of all ages and abilities (41%) and reducing reliance on personal motor vehicles (40%).

As the Municipality develops the updated Active Transportation Plan, which of the following outcomes are most important to you? Select up to 3. (172 responses)



What are some examples of these barriers or challenges? (46 responses)

Respondents were invited to share examples of transportation barriers or challenges they have experienced. Respondents shared that they are concerned about their personal safety when walking and biking in MODL, specifically women who use the trails alone. Respondents also noted that affordability is a challenge, either because they need to drive to trail heads and water access points, or they cannot afford the equipment to bike or paddle. It was also noted that those with mobility challenges struggle to access MODL trails.

What could the Municipality do to address these barriers or challenges? (45 responses)

When asked what the Municipality could do to address these transportation barriers and challenges, respondents shared the following suggestions:

- Improve safety along active transportation routes. This could be through improving lighting and visibility, creating safe zones, establishing surveillance and regular staff presence along trails.
- Improve signage and wayfinding along trails.
- Promote that the trails are for everyone, and that discrimination of any kind is unacceptable.
- Provide free or low-cost bike, canoe, and kayak rentals.
- Improve affordability of active transportation and consider financial incentives for using active transportation.
- Create more accessible and barrier-free active transportation facilities.
- Improve accessibility on existing active transportation facilities.
- Promote active transportation and its benefits to community members.
- Provide translations for signage and wayfinding.
- Create more separated cycling facilities.



Additional Comments

Do you have any additional comments for active transportation in MODL? (75 responses)

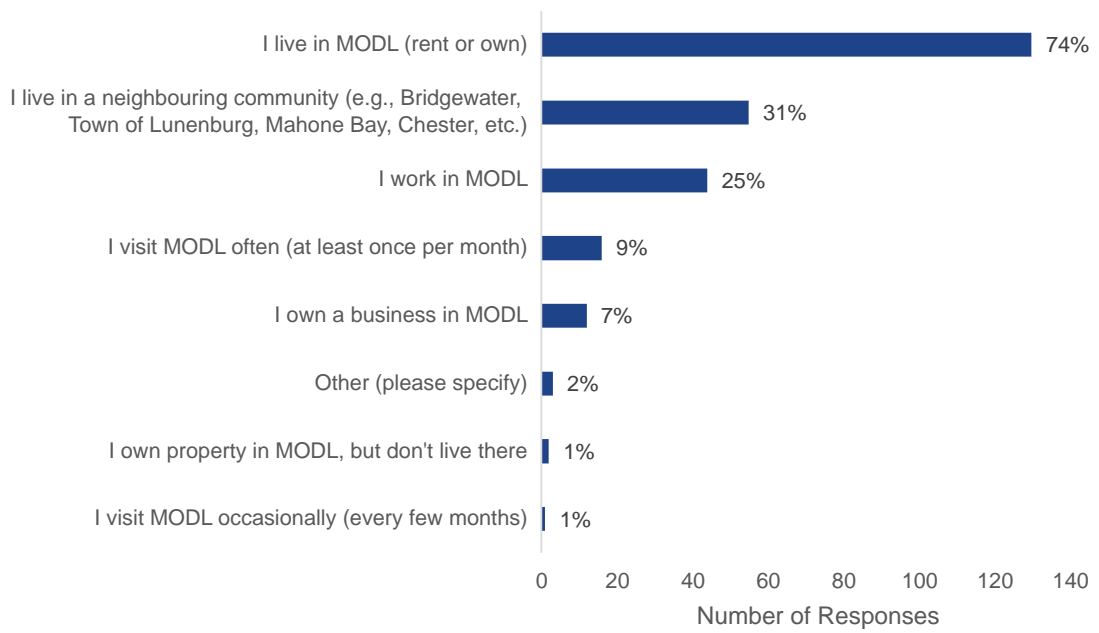
Respondents were asked to share any additional comments about improving active transportation in MODL. Comments were analyzed and themed. Themes with two or more responses include:

- Community members want to see improved active transportation connections between communities and key destinations (13 responses)
- Community members do not feel safe walking and cycling on existing active transportation routes, specifically along highway shoulders (13 responses)
- General support for the project (6 responses)
- There are not enough safe active transportation facilities in rural areas (5 responses)
- Community members want dedicated and protected bike lanes (4 responses)
- Community members have a desire to walk and bike more in MODL (3 responses)
- There should be more access points to existing trails (2 responses)
- Do not want active transportation improvements to result in increased taxes (2 responses)
- Expand the trail networks (2 responses)
- The Municipality should focus on smaller projects that can have a large impact (2 responses)
- Need more parking at trail and water access points (2 responses)
- Need more traffic enforcement for both drivers and cyclists (2 responses)
- Need to improve existing active transportation facilities to be safer (2 responses)

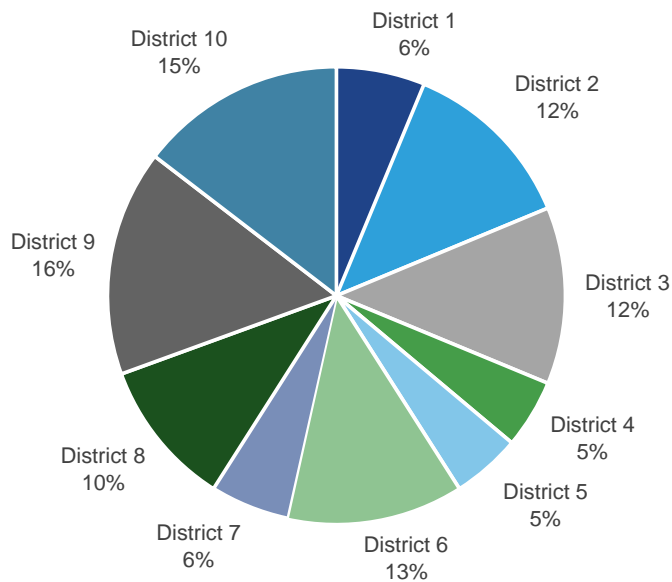


Respondent Demographics

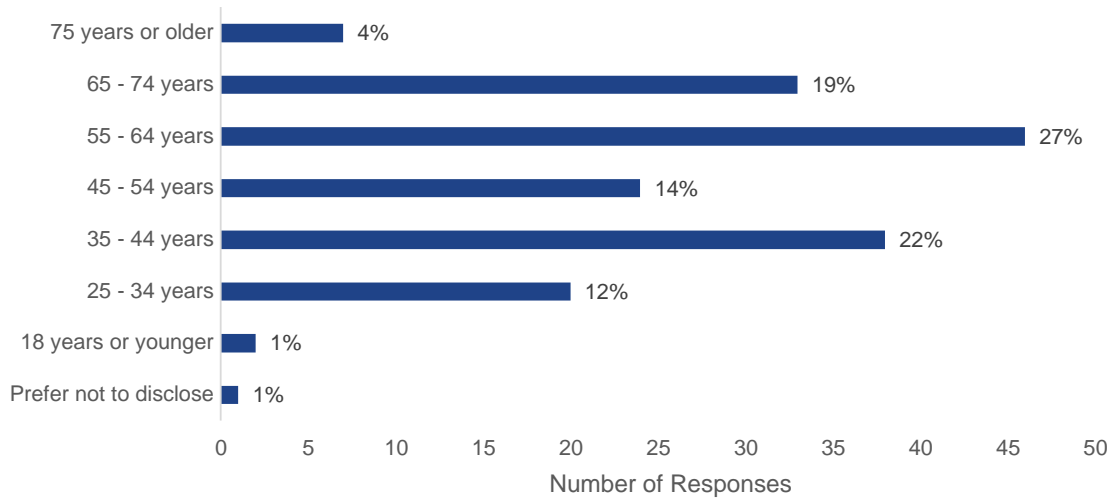
What is your connection to MODL? Select all that apply. (176 responses)



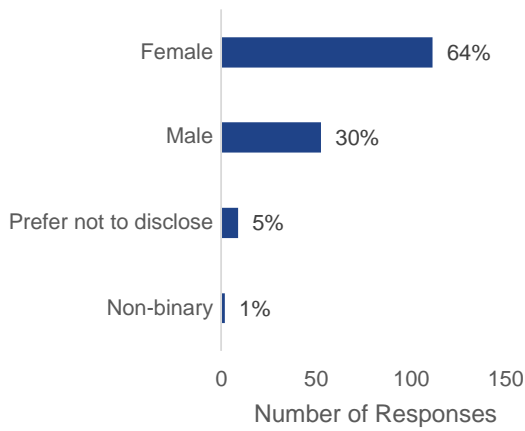
If you are a MODL resident, which area do you live in? (144 responses)



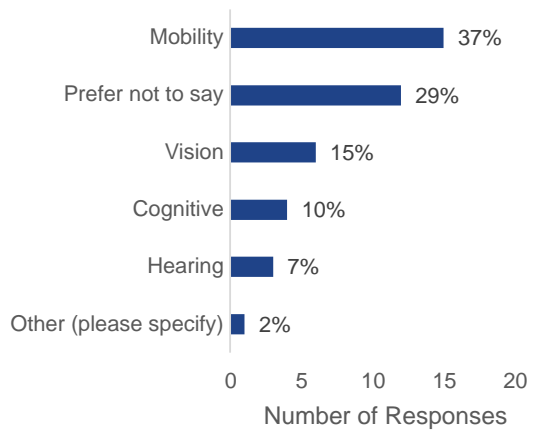
What is your age? (171 responses)



What is your gender? (176 responses)



Do you have any limitations? (41 responses)

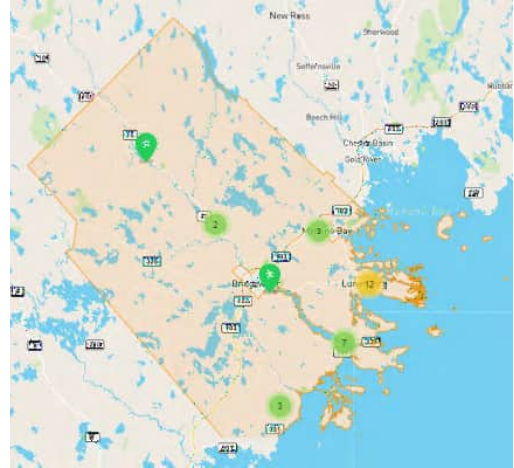


3.3 Interactive Map

An interactive map on the EngageMODL site received a total of 29 pins with geolocated comments, including comments incorporated from in-person pop-up events.

Responses were analyzed and themed. Responses with more than 2 responses are summarized below.

- Need walking and cycling trails along both sides of the LaHave River connecting from Bridgeport to Riverport and LaHave (3 responses)
- Highway 332 /First Peninsula Road / Kissing Bridge Road is difficult to navigate when walking and cycling (3 responses)
- Blue Rocks Road could be a nice place to bike, but feel unsafe with the speed of motor vehicles (2 responses)
- Create more trail connections and safe trail crossings around Highway 103 and Cornwall Road (2 responses)
- Cycling along Highway 331 feels unsafe (2 responses)
- Want a trail along Italy Cross Road connecting to Broad Cove (2 comments)



3.3 Virtual Stakeholder Meetings

In early November of 2023, members of the project team hosted two online stakeholder meetings to introduce the project, discuss some of the early results from the public engagement sessions and surveys, and engage in a group discussion on existing issues and future opportunities to get more people walking, biking, and rolling in the Municipality. Stakeholders represented neighbouring municipalities, regional agencies, and local community groups with an interest in improving active transportation facilities and connections.

Throughout these discussions with stakeholders, several consistent themes arose, including:

- The MODL survey results were consistent with community and stakeholder feedback in neighbouring communities – many residents in these communities also share concerns around road safety, lack of facilities, and a desire to access community amenities using more sustainable modes of transportation.
- Neighbouring communities also expressed challenges with managing occasionally conflicting priorities between motorized and non-motorized trail users. The impact of the recently passed Road Trails Act has yet to be determined but will likely lead to



different types of user behaviour and interaction with motorists as more motorized recreational vehicles share roadways with passenger and commercial vehicles. A disparity in policy was also noted as several neighbouring communities do not permit motorized vehicles on their trails and pathways.

- A desire to reduce paperwork and processes for volunteer organizations such as trails groups was also noted. Several stakeholders expressed that volunteers often found existing permitting and approvals processes overly onerous.
- Stakeholders also wanted to ensure that a variety of user groups and types were included in the next round of engagement to ensure that a variety of perspectives was captured.
- A focus on “Interested but Concerned” residents in the Final AT Plan was also requested by stakeholders.
- Neighbouring communities also recommend including a policy amendment requiring all new developments in the Municipality to include consider (and include where possible) Active Transportation infrastructure and the construction of Complete Streets.
- A desire to make Active Transportation the easy and convenient choice was expressed by almost all stakeholders. This includes building Active Transportation into everyday routines so that exercise becomes a daily activity.
- Building a real, comprehensive network that recognizes a variety of user types was noted as an important outcome.
- A recommendation to focus on Policy in addition to Infrastructure was also expressed.
- Ensuring that future transportation infrastructure could be connected to and support Public Transportation (transit) was also requested to be in the Active Transportation Plan.
- Lighting and other CPTED principles were identified as a priority for all AT facilities
- Working with business to promote using active transportation for customers to access was raised as a priority initiative. This could include a bike share program to enable community tours. Ensuring business community members have an opportunity to contribute to future engagement and implementation was also identified as being important.



4 Next Steps

The input collected through the first round of consultation for the MODL Active Transportation Plan is a vital part of understanding the current active transportation conditions and community priorities. Community and stakeholder input will be used to develop the draft Active Transportation Plan. Once the draft is complete, we will go back out to the community to gather feedback on the draft plan before it is finalized.

Thank you to all community members who participated in this first round of engagement and provided valuable input into the planning process so far. We look forward to your continued involvement in the upcoming phases of this project.





Appendix B

Round 2 Engagement Summary

Municipality of the District of Lunenburg



**Municipality of the
District of Lunenburg**

Updated Active Transportation Plan Round 2 Engagement Summary



March 2024

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Municipality of the District of Lunenburg
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March 2024

All images provided by the Municipality of the District of Lunenburg or Urban Systems Ltd unless noted otherwise.

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1 Introduction

In August 2023, the Municipality of the District of Lunenburg (MODL) launched the planning process for updating the Municipality’s 2010 Active Transportation Plan (ATP). The updated ATP will identify new priorities, policies, programs, and infrastructure recommendations to improve access to active transportation options for everyone.

During the first round of engagement in Fall 2023, we heard from community members about the current challenges for walking, biking, and rolling in MODL and where active transportation improvements would most benefit the community. Input collected was used to develop draft elements of the ATP, including guiding principles, strategies, actions, and proposed active transportation infrastructure projects.

The second round of engagement launched in January 2024 and was designed to gauge community support for the preliminary recommendations and to understand which the types of projects community members would like to see prioritized. Community members were invited to participate in an online survey and in-person open houses. In addition to the community focused activities, the project team met in-person with community members with lived experience and hosted a virtual stakeholder meeting.

This document provides a summary of the second round of engagement, including communication and engagement activities and what we heard from community members.



2 Raising Awareness

A variety of marketing tools and promotional materials were used to raise awareness of and encourage participation in the second round of public consultation for the Active Transportation Plan.

2.1 Engage MODL Project Page

The Active Transportation Plan project page on EngageMODL was updated to provide information the project process to date and upcoming engagement opportunities, including community open houses and online survey. The Round 1 What We Heard Report was uploaded to the site along with the community member identified active transportation corridors so community members could see how their feedback was interpreted and incorporated into the draft active transportation network. During the second round of engagement, the EngageMODL project page had 536 unique visitors, 154 of which engaged with the site.

2.2 Social Media

The Municipality shared 4 posts about the community open houses and online survey on their Facebook page. More than 1,500 people engaged with the social media posts.

2.3 Stakeholder Outreach

An email was sent to more than 35 identified stakeholder groups during the second round of engagement. The email included a brief project update and important information about Round 2 engagement activities.

2.4 Outreach and Promotion

The ATP was promoted through a variety of tools to promote the Round 2 online survey and in-person open houses, including:

- A community mailout that was sent to 10,700 addresses.
- Advertisement in the local newspaper, Lighthouse Now
- Information posters were distributed and available at nine local businesses
- Newsletter distributed to EngageMODL subscribers, reaching 437 subscribers



3 What We Heard

3.1 Open Houses

The Municipality hosted two in-person open houses to share the community member identified active transportation improvements and priority projects with community members. Kids' activities and refreshments including sandwiches and snacks were provided at both events. The events were held on:

- Tuesday, January 30, 2024 at the New Germany Legion from 4:00PM to 7:00PM
- Wednesday, January 31, 2024 at the Petite Riviere Fire Hall from 4:00PM to 7:00PM

At each event, community members were invited to review and provide feedback on the community member identified active transportation improvements and priority projects. Feedback from the open houses is summarized below.

Vision and Themes

Based on what we heard in the first round of engagement, three themes emerged:

- **CONNECT**
Focuses on providing safe and comfortable connections throughout MODL, improving access to active transportation infrastructure (such as multi-use paths, bike paths, and pedestrian facilities), and ensuring future active transportation facilities provide access to recreation and community destinations.
- **EXPERIENCE**
Focuses on improving the experience for people walking, biking, and rolling, making active transportation an easy and reliable way to move and explore MODL.
- **ENCOURAGE**
Focuses on creating a strong and supportive culture around active transportation by making walking, biking, and rolling more utilized and supported in MODL through wayfinding, awareness, celebration, and promotion events and activities.

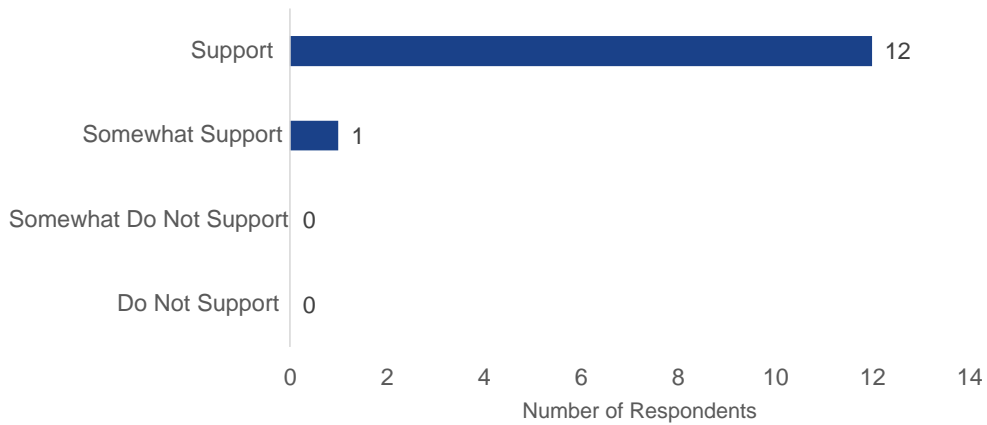
A vision statement for active transportation in MODL was also developed:

By 2035, our communities will be **connected by well-maintained routes** that make walking, cycling, and rolling in MODL a **safe, easy, and convenient choice for all**.



Open house attendees were asked to share their level of support for the project vision and themes.

Do you support the proposed vision and themes? (13 responses)



Community Member Identified Active Transportation Improvements

Open house attendees were then presented with the community member identified active transportation network. Community member identified routes were determined based on community feedback during the first round of engagement and priorities identified in MODL’s other recent plans, including the Active Living Strategy, MODL2040, and the Local Climate Change Action Plan 2030.

Attendees were asked to share their level of agreement with the community member identified improvements. Not all attendees interacted with every question. Attendee responses are summarized below. You can view the community member identified active transportation network in detail by [clicking here](#).



Cookville Community Member Identified Improvements

- A** New pedestrian pathway on Highway 10 from Pine Grove Road to Lahave Street
- B** New pedestrian pathway from Pine Grove Road at Highway 10 to Nathan Cirillo Road, connecting to Centre Scolaire de la Rive-Sud



11 attendees shared comments on these routes, and all said that they support the community member identified improvements.

Additional comments from attendees included:

- Prefer the Municipality to prioritize multi-use pathways to allow access for bikes, e-bikes, and scooters
- Curious about what the facility treatments will be surfaced with.
- Need streetlights along Highway 10 at Exit 12
- Need crossings by the municipal office and Best Western

New Germany Community member identified Improvements

- C** New pedestrian pathway from the intersection Highway 10 at Barss Corner Road to Route 208 at School Street
- D** New pedestrian pathway from Route 208 at School Street to Lower Branch Road at the South Shore Annapolis Trail crossing



23 attendees shared comments on these routes, and all said that they support the community member identified improvements.

Additional comments from attendees included:

- Concerned about road safety around schools and along School Road
- Routes should extend to the Shoppers Drug Mart, Freshmart, and Food Bank
- Consider expanding route to River Ridge Common
- Reiterate support the community member identified improvements
- Routes should be dependent on where the new school is built
- Students who walk to school would feel safer if there was a sidewalk
- Could upgrade the shoulders near schools in New Germany
- Improve connection to lower branch road for the trail
- Include a route from New Germany to Caledonia
- Consider a trailhead parking lot in Hemford

Petite Riviere Community member identified Improvements

- E** New pedestrian pathway from River House on Petite Riviere Road to Route 331, terminating at the existing pedestrian pathway crossing Petite Riviere



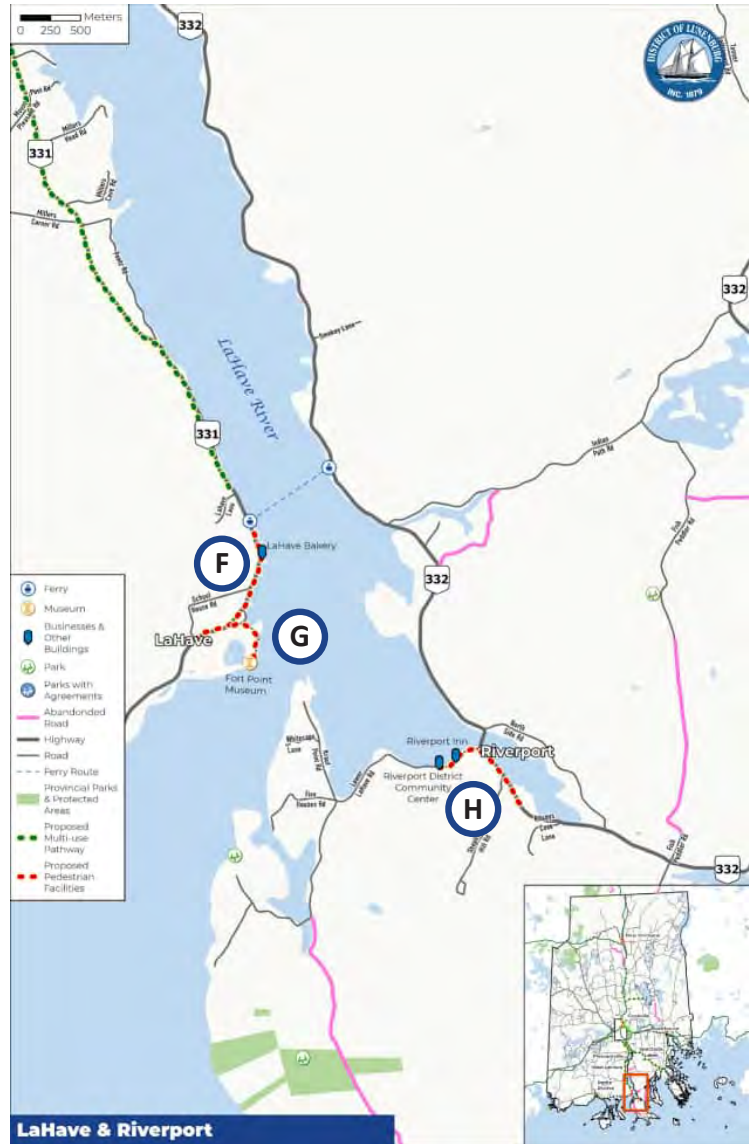
12 attendees shared comments on these routes, and all said that they support the community member identified improvements.

Additional comments from attendees included:

- Very useful for driving community events such as Christmas in Petite, Canada Day, and throughout the summer
- Bike racks are needed at LaHave Bakery, Rose Bay Bistro, Petite store.
- Make the area more bike friendly.

LaHave and Riverport Community member identified Improvements

- F** New pedestrian pathway along Route 331 from the LaHave Ferry to School House Road
- G** New pedestrian pathway from Route 331 at Fort Point Road connecting to the Fort Point Museum
- H** New pedestrian pathway in Riverport from the Riverport District Community Centre to Riverport & District Fire Dept



16 attendees shared comments on these routes. Of these attendees:

- 15 indicated that they support the community member identified improvements
- 1 said they somewhat support the community member identified improvements

Additional comments from attendees included:

- Need a parking lot near the LaHave Ferry terminal.
- Could explore parking at Fort Point?
- Like the idea of a route from LaHave Ferry to Fort Point
- Concerned about the cost of implementing new facilities. Support exploring lower cost options.



Blockhouse Community member identified Improvements

- I** New pedestrian pathway along Route 325 from School Road to Northwest Road/Cornwall Road terminating at the Adventure Trail crossing
- J** New pedestrian pathway on the east side of Main Street from Northwest Road to Blockhouse Mosque
- K** New pedestrian pathway from Canada Post on Cornwall Road to Blockhouse Fire Hall on Main Street



18 attendees shared comments on these routes, and all said that they support the community member identified improvements.

Additional comments from attendees included:

- Extend pedestrian pathway to Boulangerie Bakery, Chickery Blue, and Waldorf School
- Need crosswalks across Route 325
- Support sidewalks in Blockhouse and areas with high activity.

Rails to Trails and Big Mushamush Lake Community member identified Improvements

- L** New multi-use pathway to fill in the Rails to Trails Network
- M** New multi-use path connecting the LaHave River Trail to Mushamush Beach
- N**



16 attendees shared comments on these routes, and all indicated that they support the community member identified improvements.

Additional comments from attendees included:

- Reiterate support for filling the gaps along the Rails to Trails network.
- Filling the gaps is crucial to making community members comfortable with actively travelling to neighbouring communities.



LaHave River Community member identified Improvements

- New multi-use path along Highway 3 from Glen Allan Drive to Larry Fraser Road, connecting to the MARC



11 attendees shared comments on these routes. Of these attendees:

- 10 said that they support the community member identified improvements.
- 1 indicated that they somewhat do not support the community member identified improvements

No additional comments were shared.

Connection to Lunenburg (Town) Community member identified Improvements

- P** New multi-use path along Highway 3 from the MARC to the intersection of Highway 3 and Route 332.



11 attendees shared comments on these routes. Of these attendees:

- 10 said that they support the community member identified improvements
- 1 indicated that they somewhat do not support the community member identified improvements

Additional comments from attendees included:

- Missing trails near the Big Lots



Connection to LaHave Community member identified Improvements

- Q New multi-use path along the west side of the LaHave River from the Town of Bridgewater border to the LaHave Ferry



11 attendees shared comments on these routes. Of these attendees:

- 9 said that they support the community member identified improvements
- 1 indicated that they somewhat do not support
- 1 did not support the community member identified improvement.

Additional comments from attendees included:

- Support extending the shoulder, but a MUP is too costly
- If there are paved shoulders on the 332, then there should be between LaHave and Riverport to link destinations.
- Need bike racks at the Bakery

Priority Projects

Like many communities, our transportation needs exceed our ability to pay for them all immediately. Open house attendees were asked to select the types of projects they would like to see prioritized. Attendees were able to select as many priorities as they liked.

Creating safe walking and cycling routes around schools	Intersection & crossing improvements at Highway intersections at trail crossings & recreation facilities	Creating walking loops near popular community destinations	Building on and expanding the existing trail network
14 votes	6 votes	8 votes	8 votes
Improving wayfinding signage near and along existing trails and walking and cycling routes	Providing secure bike parking at recreation facilities, trail heads, and popular community destinations	Creating and expanding bicycle routes that support bicycle tourism opportunities	Improving access for all MODL parks and active transportation facilities
5 votes	4 votes	1 vote	5 votes

Additional priority projects identified by attendees included:

- Boat launch access is important
- Bike parking at popular businesses



3.2 Online Survey

An online survey was available on the EngageMODL project page between January 25 and February 11, 2024. The survey was designed to gauge community support for the recommended strategies, actions, and draft network. In total, 160 people completed the survey.

What Matters Most

Based on what we heard from community members and stakeholders, three key themes emerged:

- **Connect:** focus on providing safe and comfortable connections throughout MODL, improving access to active transportation infrastructure (such as multi-use paths, bike paths, and pedestrian facilities), and ensuring future active transportation facilities provide access to recreation and community destinations.
- **Experience:** focus on improving the experience for people walking, biking, and rolling, making active transportation an easy and reliable way to move and explore in MODL.
- **Encourage:** focus on creating a strong and supportive culture around active transportation by making walking, biking, and rolling more utilized and supported in MODL through wayfinding, awareness, celebration, and promotion events and activities.

Under each theme, strategies and actions have been developed to support improving active transportation in MODL. The survey included priority recommended actions identified by the Municipality. Respondents were asked to rate each priority action from 1 (not important) to 5 (very important). The following is the final ranking of each priority action:

CONNECT	
Action	Average Rating
Integrate active transportation connections into the Municipality's existing parks and trails.	4.2
Implement new and upgrade existing trail connections as proposed for the Active Transportation Network Plan. Note: the draft network map is included below. This map will be updated and finalized based on community feedback during this round of engagement)	4.2
Work with the Provincial Public Works and other agency partners to ensure high quality active transportation standards are incorporated into all regional roadway projects.	4.4
Educate community members on the benefits of active transportation.	3.7
Investigate opportunities within existing utility, railway, alleyways, and surplus road right-of-way to develop new multi-use paths, bike paths, and sidewalks.	4.3
Develop a region-wide network of walking infrastructure that is comfortable for everyone.	4.3



EXPERIENCE

Action	Average Rating
Incorporate active transportation considerations into land use planning and development processes. Ensure that new developments are designed to be walkable and bike-friendly, with amenities and services easily accessible by foot or bicycle.	4.5
Provide bicycle education and training for students in elementary and secondary schools.	3.8
Provide accessible detours for people walking and cycling during construction and maintenance.	4.1
Improve maintenance practices and procedures for the active transportation network.	4.2
Adopt a formal Vision Zero policy. Vision Zero aims to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for everyone.	4.3
Identify additional pedestrian crossing locations where warranted, and provide a continuation to the active transportation network, in areas of high pedestrian activity or with a high concentration of vulnerable road users.	4.3

ENCOURAGE

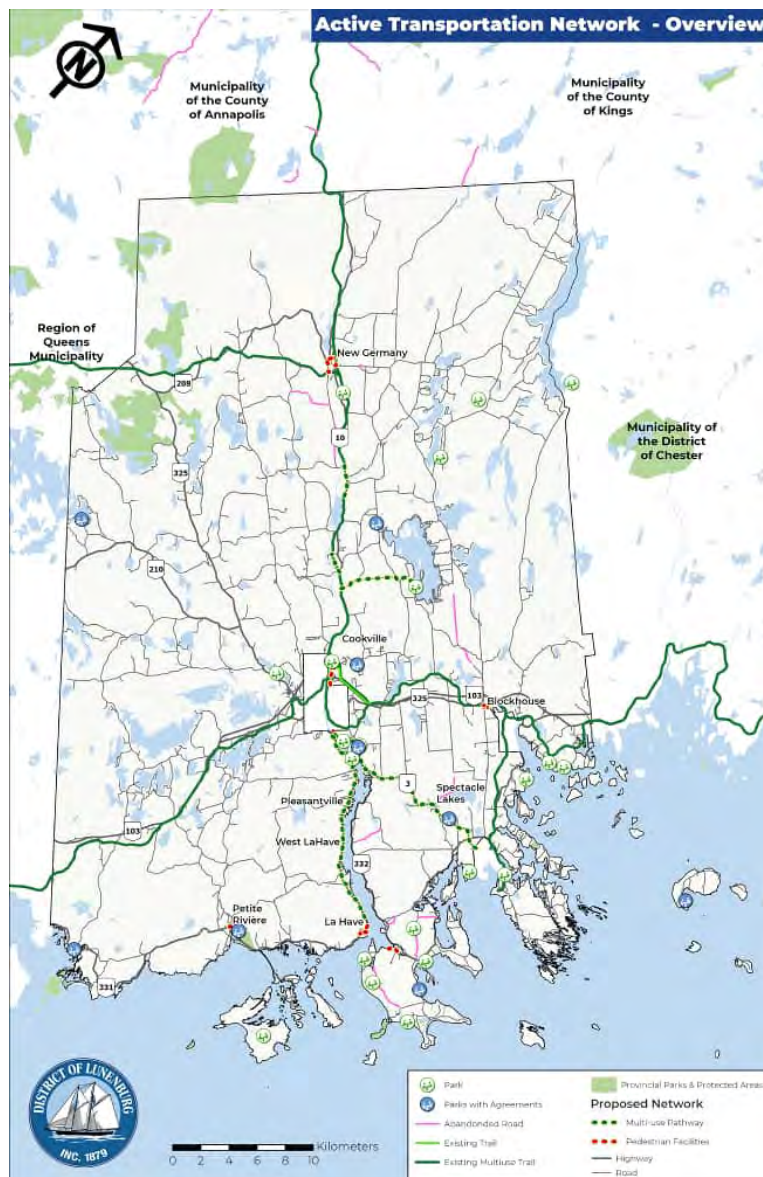
Action	Average Rating
Support programs that encourage adults to bicycle and promote road safety.	3.8
Work with partners to develop engaging maps to promote active trips and key destinations.	3.9
Promote active transportation education and awareness.	3.8
Install public amenities including benches, street trees, drinking fountains, washrooms, and recycling bins where appropriate along pedestrian and cycling facilities and trails.	4.2
Ensure dedicated and stable annual funding is allocated to education, awareness and encouragement, including road safety.	3.9
Ensure the planning, design, and implementation of active transportation infrastructure, amenities, policies and programs considers the needs all community members.	4.4



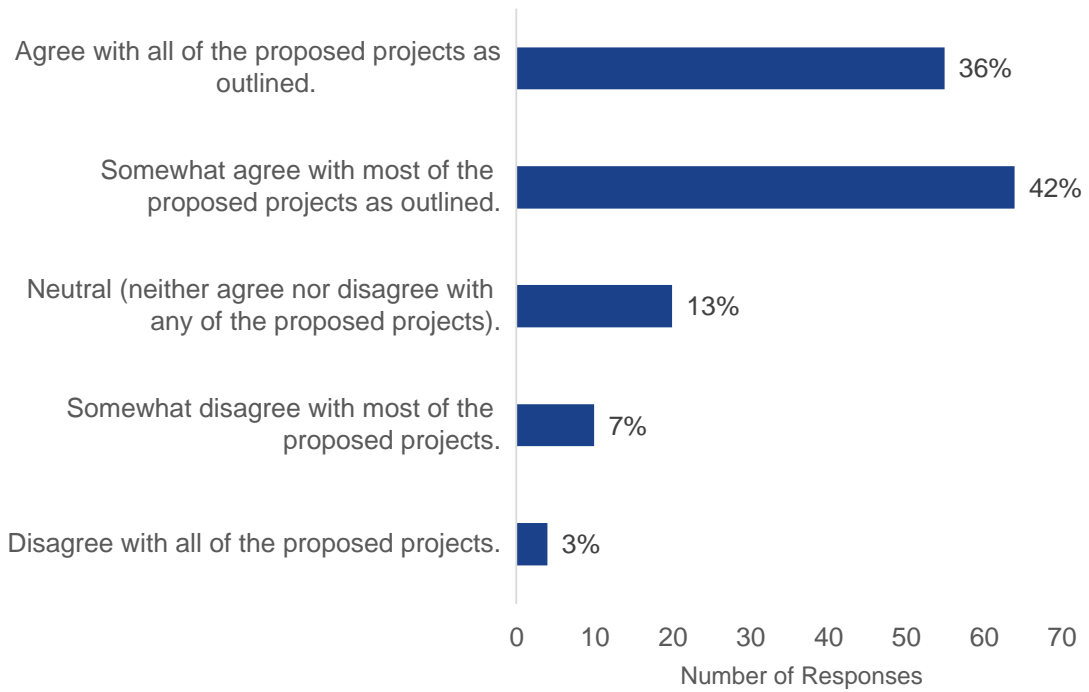
The Network

As part of the municipal-wide Active Transportation Network, several infrastructure projects were identified by community members that could be implemented to improve safety, provide new transportation options, and increase recreation opportunities throughout MODL. The proposed routes were identified based on community and stakeholder feedback in the first round of engagement.

Survey participants were asked to review the proposed network improvements and share their level of support for the identified projects. You can view the proposed active transportation network in detail by [clicking here](#).



What is your overall level of agreement with the proposed network improvements? (153 responses)



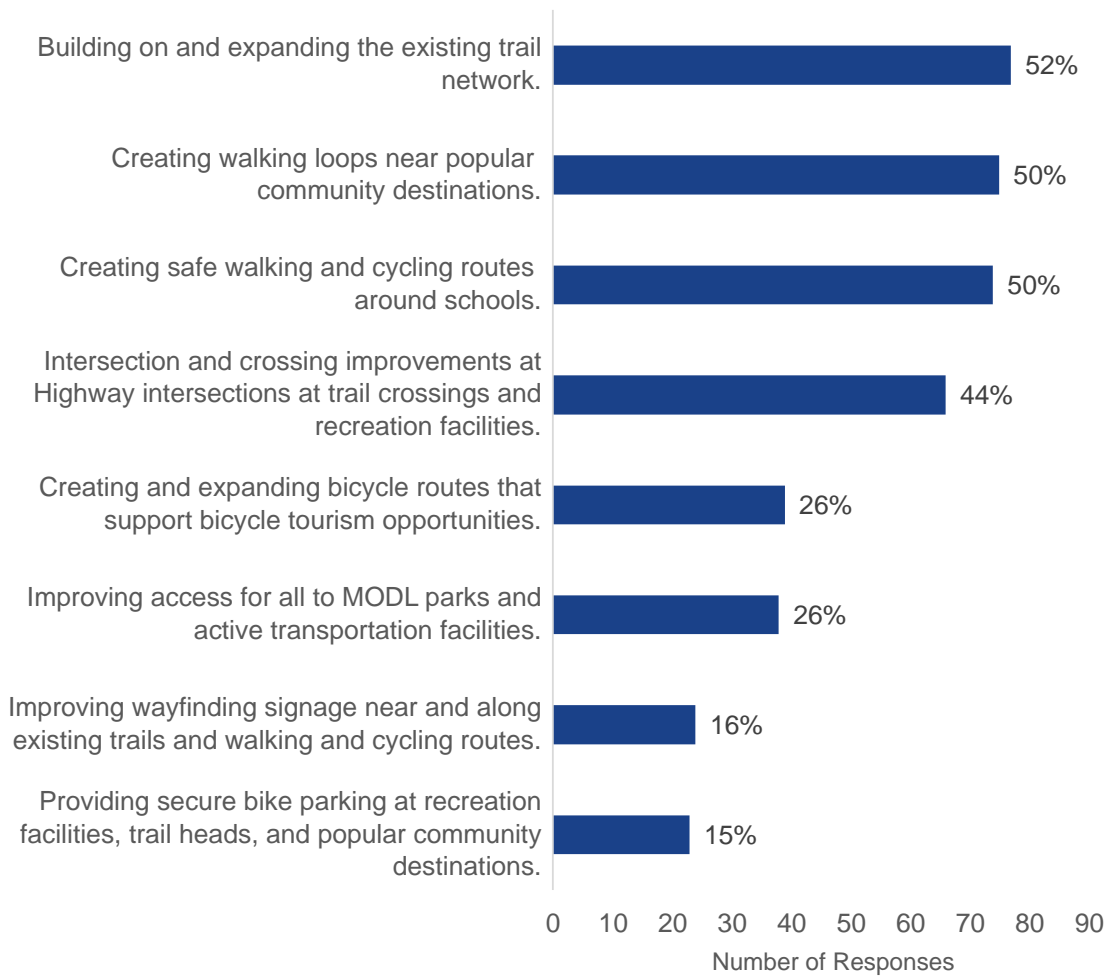
Survey participants were able to provide additional feedback on the proposed network improvements, and 65 participants provided comments. Participant comments were grouped into themes based on similar sentiments or ideas. Themes with two or more responses are summarized below:

- Expand the proposed pedestrian facilities in New Germany to connect to local destinations, including the Freshmart, food bank, pharmacy, and the NSLC (8 comments)
- Expand the proposed multi-use facilities on the 331 beyond LaHave to connect to Voglers Cove and beyond (4 comments)
- General supportive comments (3 comments)
- Add more routes along the coast (2 comments)
- Add shoulders to the 332 to improve safety for pedestrians and cyclists (3 comments)
- Improve maintenance of existing pedestrian facilities, trails, and parks (2 comments)
- Support the proposed pedestrian routes, specifically in New Germany and connecting Bridgewater and LaHave (3 comments)
- Prioritize pedestrian facilities around Highway 10 at Exit 12 and the retail centre (2 comments)



To help the Municipality prioritize active transportation projects and spending, we asked survey participants to let us know which types of projects are most important to them. Participants were able to select up to 3 different projects that they would like to see prioritized.

Which types of projects are most important to you? (149 responses)



Survey participants were able to provide additional feedback on the types of projects they would like to see prioritized and 49 participants provided comments. Comment themes with two or more responses are summarized below:

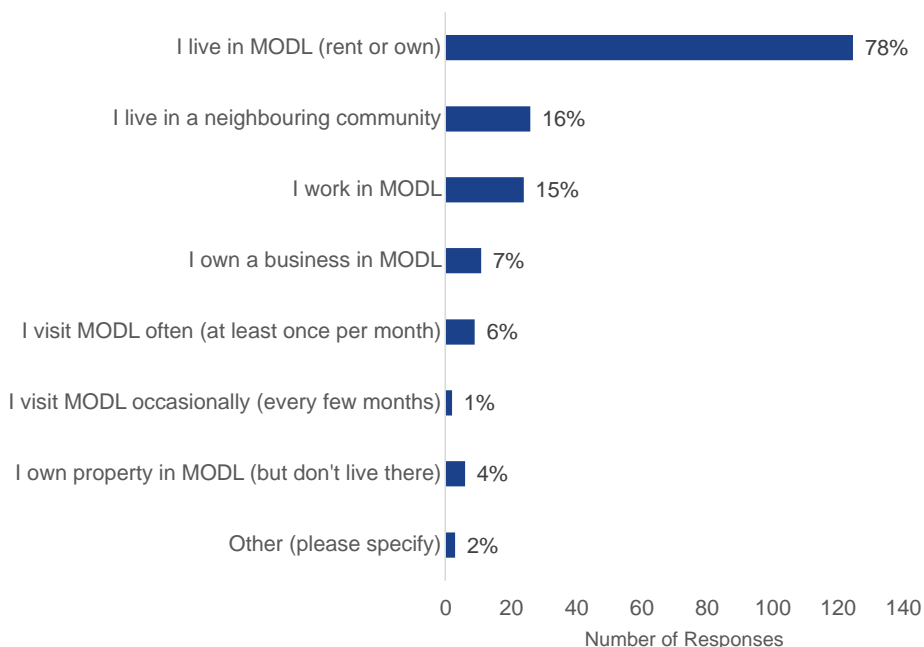
- Public transit, including transit that is wheelchair accessible (4 comments)
- Safe cycling routes throughout MODL (4 comments)
- Creating space for pedestrians, cyclists, and ATV users on trails (3 comments)
- Pedestrian facilities in New Germany (3 comments)
- Creating active transportation connections between municipalities and communities, specifically New Germany, Lunenburg, Bridgewater, and Mahone Bay (3 comments)
- Improve wayfinding along trails and at road crossings (2 comments)
- Need wider paved shoulders (2 comments)

Survey participants were asked if they thought anything had been missed in the proposed improvements and 55 participants provided comments. Comment themes with two or more responses are summarized below:

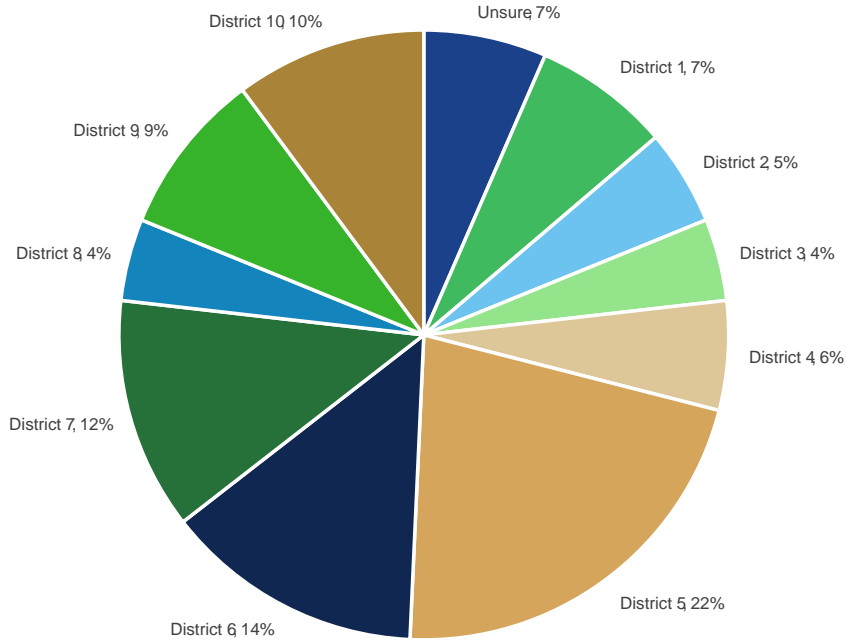
- Need pedestrian facilities in populated areas, specifically mentioning New Germany and around Exit 12 (4 comments)
- Prioritize maintaining existing trails and active transportation facilities (4 comments)
- Integrate public transit with active transportation routes (3 comments)
- Explore water-based modes of transportation (3 comments)
- Concerned about the cost of implementing the plan and the tax implications (2 comments)
- Need more driver education and awareness of active transportation road users (2 comments)
- Improve signage and wayfinding on and near trails (2 comments)
- Pedestrian facilities should be required around schools (2 comments)
- Implement wider paved shoulders (2 comments)
- Provide more amenities along trails and at trail heads, including benches, washrooms, and waste bins (3 comments)

About You

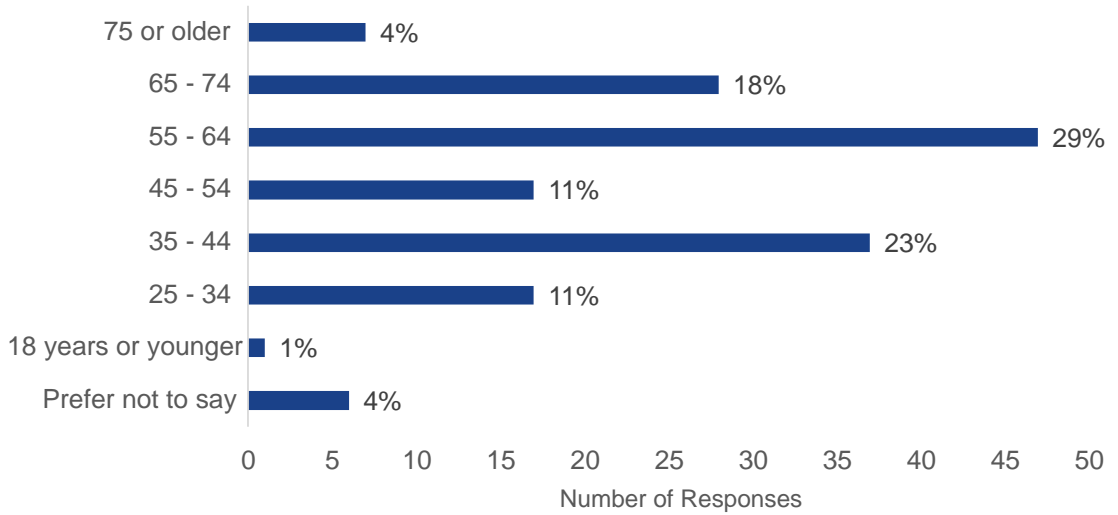
What is your connection to MODL? Select all that apply. (149 responses)



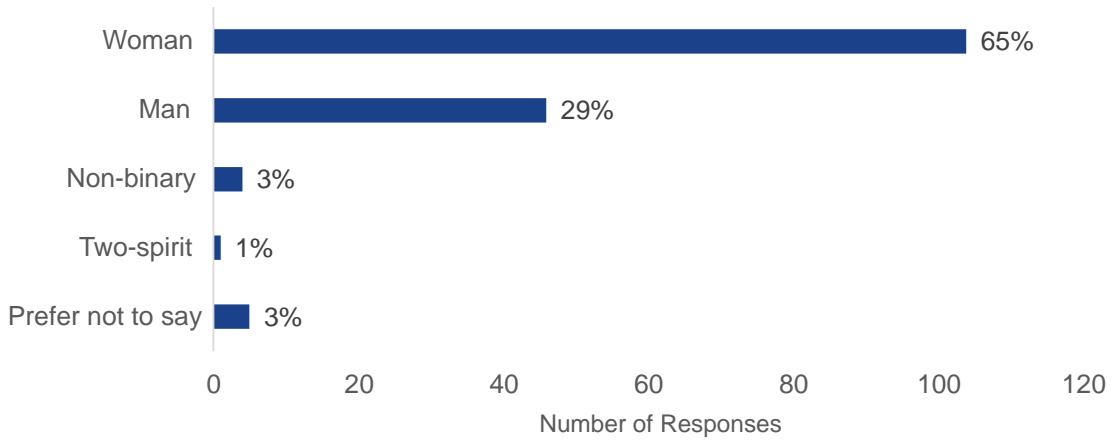
If you are a MODL resident, which area do you live in? (138 responses)



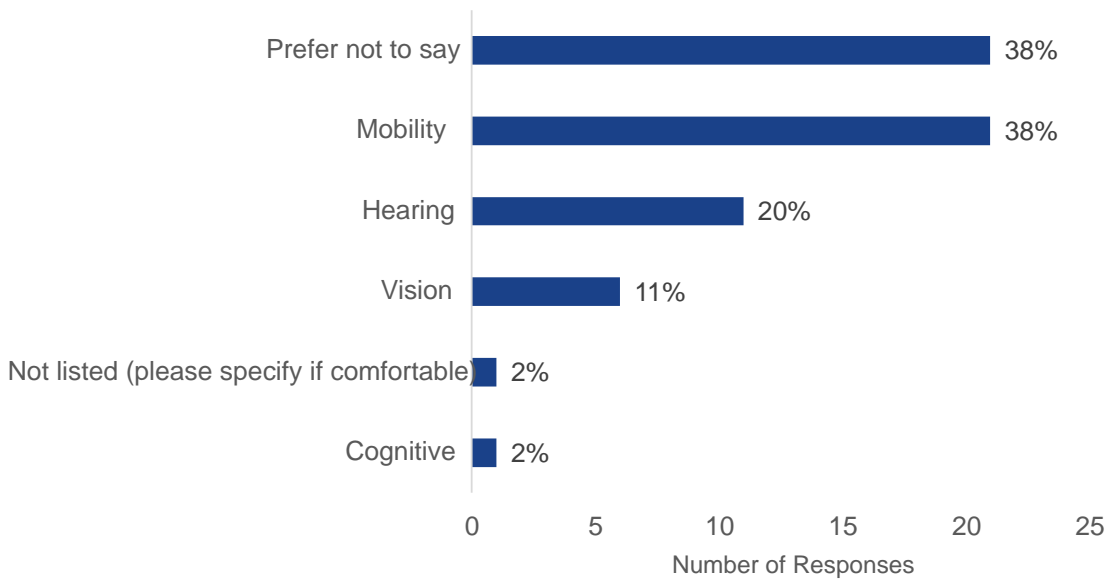
What is your age? (160 responses)



Which gender do you most identify with? (160 responses)



Do you identify as having any limitations? Select all that apply. (55 responses)



3.3 Lived Experience Focus Groups

On January 30, 2024, the project team spent the morning meeting with members of the MODL Accessibility Committee, while the afternoon was spent meeting with members of the Flourish Centre to share an update on the active transportation plan. The intent of these meetings was to learn more about the challenges faced when walking, cycling, and rolling in and around the municipality. Some highlights from these conversations include:

- The existing requirement to preplan any trips that will include active transportation, especially during the winter. Attendees indicated that they need to know if there will be seating or rest spots along their route, public washrooms, and accessible parking - information they found often difficult to find.
- The importance of cell service or multiple exits along routes in case of an emergency or if the full route proves too challenging.
- The desire for more accessible routes to beaches. Attendees also felt that the Municipality should plan events and outings to parks and beaches for people with limited mobility.
- Several attendees indicated that they felt very limited by present transportation services and facilities. Lunenburg Wheels is helpful, but has a limited schedule and can be cost prohibitive if relied upon regularly.
- Site selection is crucial for improving accessibility. Parks planning should consider where multiple entrances and exists can be placed.
- The need to communicate, educate, and raise awareness about creating accessible spaces in a way that people without lived experiences will understand.
- Public transit should be a service that all communities have to offer. Not everyone can afford a vehicle or has the ability to operate one, but people still need to be able to travel in their communities.
- Consider where trails intersect with towns and roads. Currently, there are often no safe pedestrian crossings, if any.
- The need for better consistency to help make navigating MODL more accessible. This includes how pedestrian signals work and how infrastructure looks and functions.
- Feeling unsafe walking along Highway 331, even just to access the mailbox.
- Biking in the municipality is very difficult, if not impossible, for seniors.
- Strong support for pedestrian pathways near schools.
- Would like to see more walking loops. It can be difficult to do an out-and-back trail and gauge how far they have walked. Would rather have a loop that they know they can do and be able to make it back to the trail head.
- With a loop, they are also never too far away from their car or from getting help.



3.4 Virtual Stakeholder Meetings

On March 4, 2024, the project team hosted an online stakeholder meeting to discuss early results from the second round of engagement and engage in a group discussion on the community identified active transportation improvements. Community stakeholders from neighbouring municipalities, provincial agencies, MODL trail associations, and other community groups attended the session.

Some highlights from the conversation include:

- Curious about how projects were identified will be prioritized and how projects were identified.
- Consider additional routes in areas community members did not mention, but would be useful connections.
- Need to include access to water in vision, strategies and actions.
- Need to ensure there is a focus on accessibility and equity.
- Consider incorporating existing and new Blue Route segments into the Plan.
- The final plan will rely on the Municipality's relationships with strategic partners in order to be actioned.
- Stakeholders indicated that they are hearing from community members that they do want to be more active, but are often preoccupied with the costs of housing, groceries, and transportation in the Municipality.



4 Next Steps

Thank you to all community members who participated and provided input during the second round of engagement.

The project team collected valuable feedback on the proposed active transportation improvements and the types of projects community members would like to see prioritized. Feedback from this round of engagement will be used to refine the proposed active transportation network, strategies, and actions recommendations. We will be updating proposed routes and priority projects. The Plan will be finalized and presented to Council in the Spring of 2024.





Appendix C

Recommended Active Transportation Network Maps

Municipality of the District of Lunenburg

Active Transportation Network - Overview

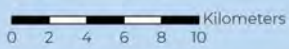
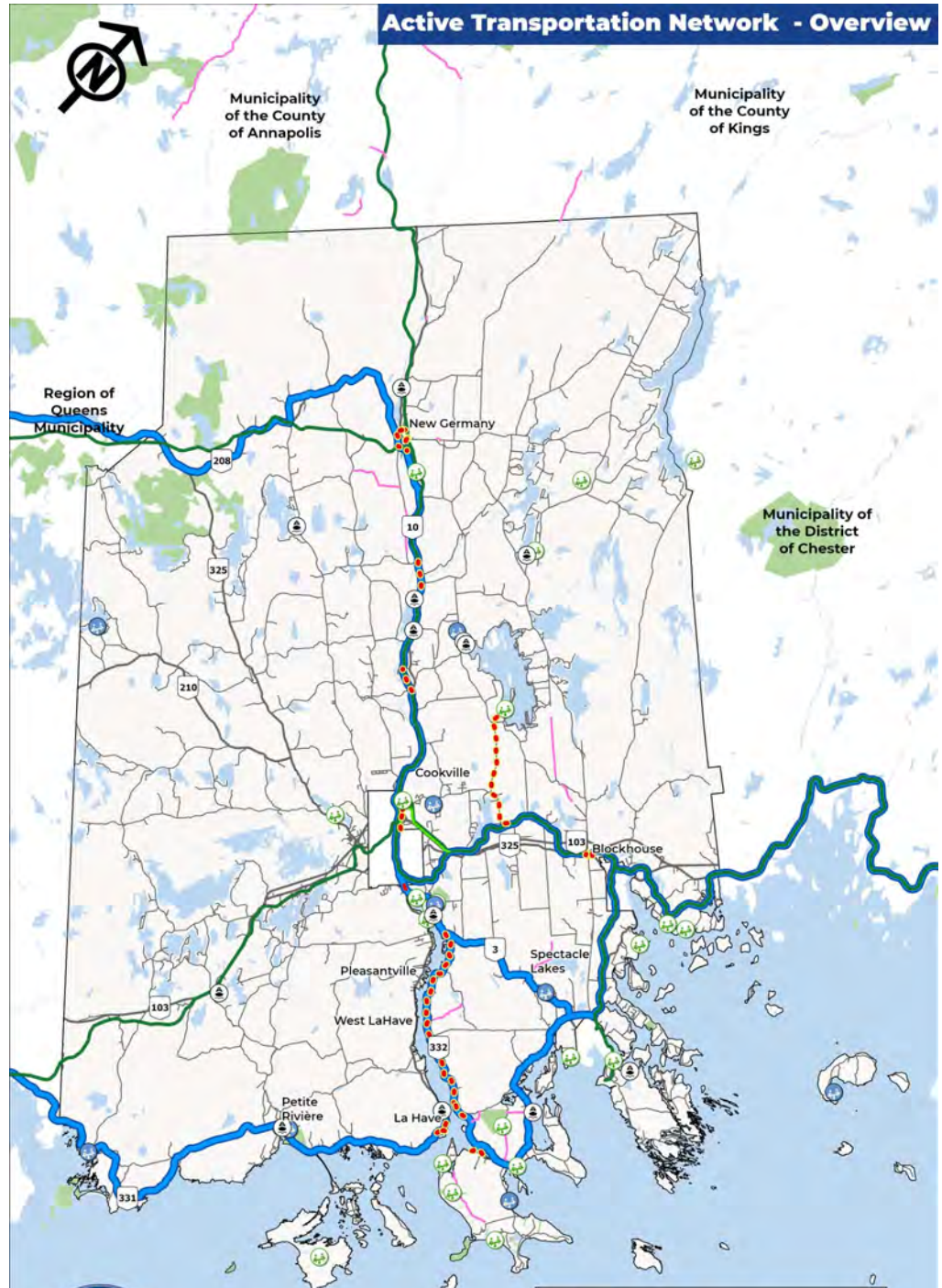


Municipality of the County of Annapolis

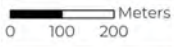
Municipality of the County of Kings

Region of Queens Municipality

Municipality of the District of Chester



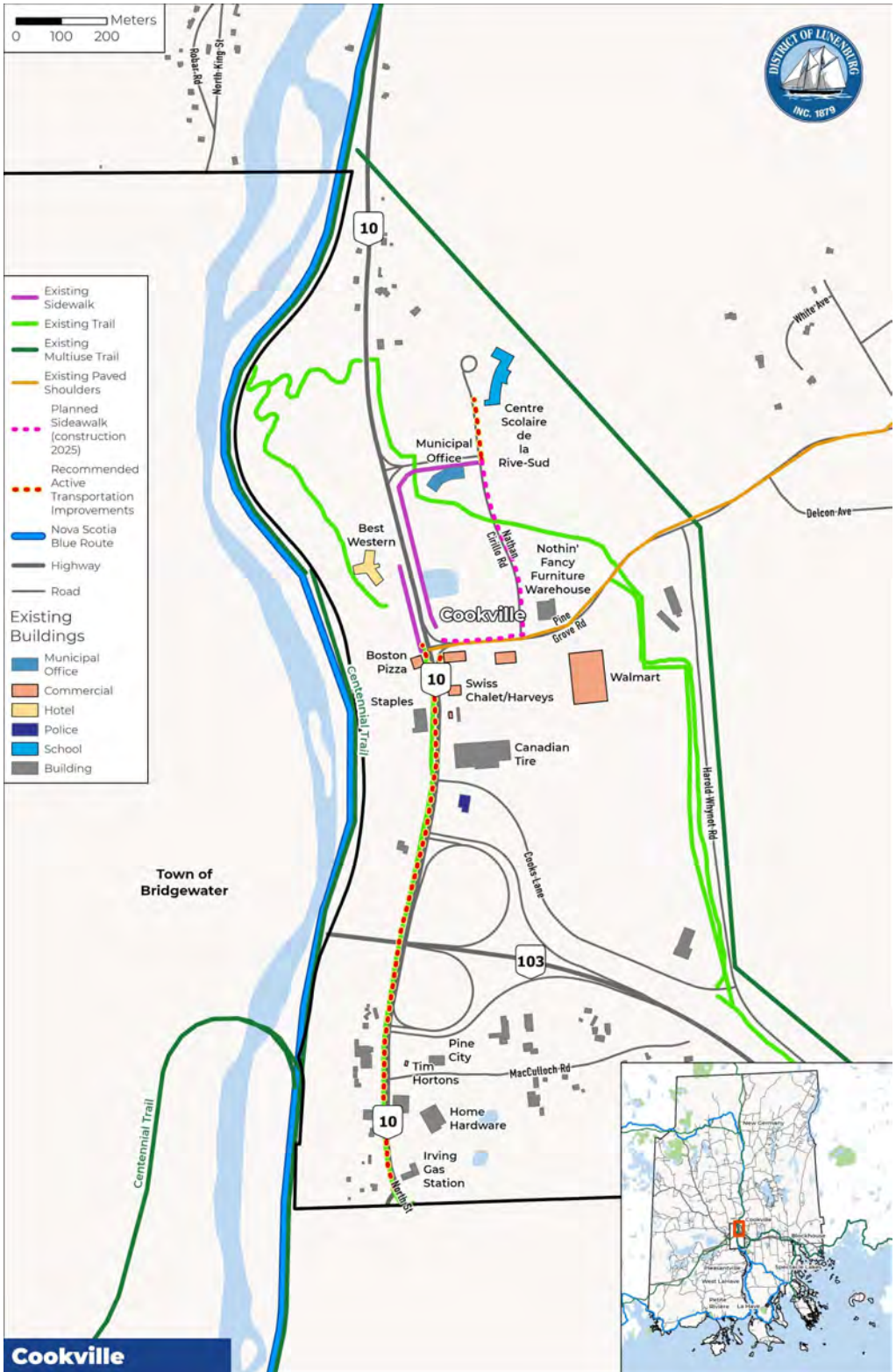
- Existing Trail
- Existing Multiuse Trail
- - - Recommended Active Transportation Improvements
- Abandoned Road
- Highway
- Road
- Nova Scotia Blue Route
- Provincial Parks & Protected Areas
- Park
- Parks with Agreements
- ⊕ Boat Launches

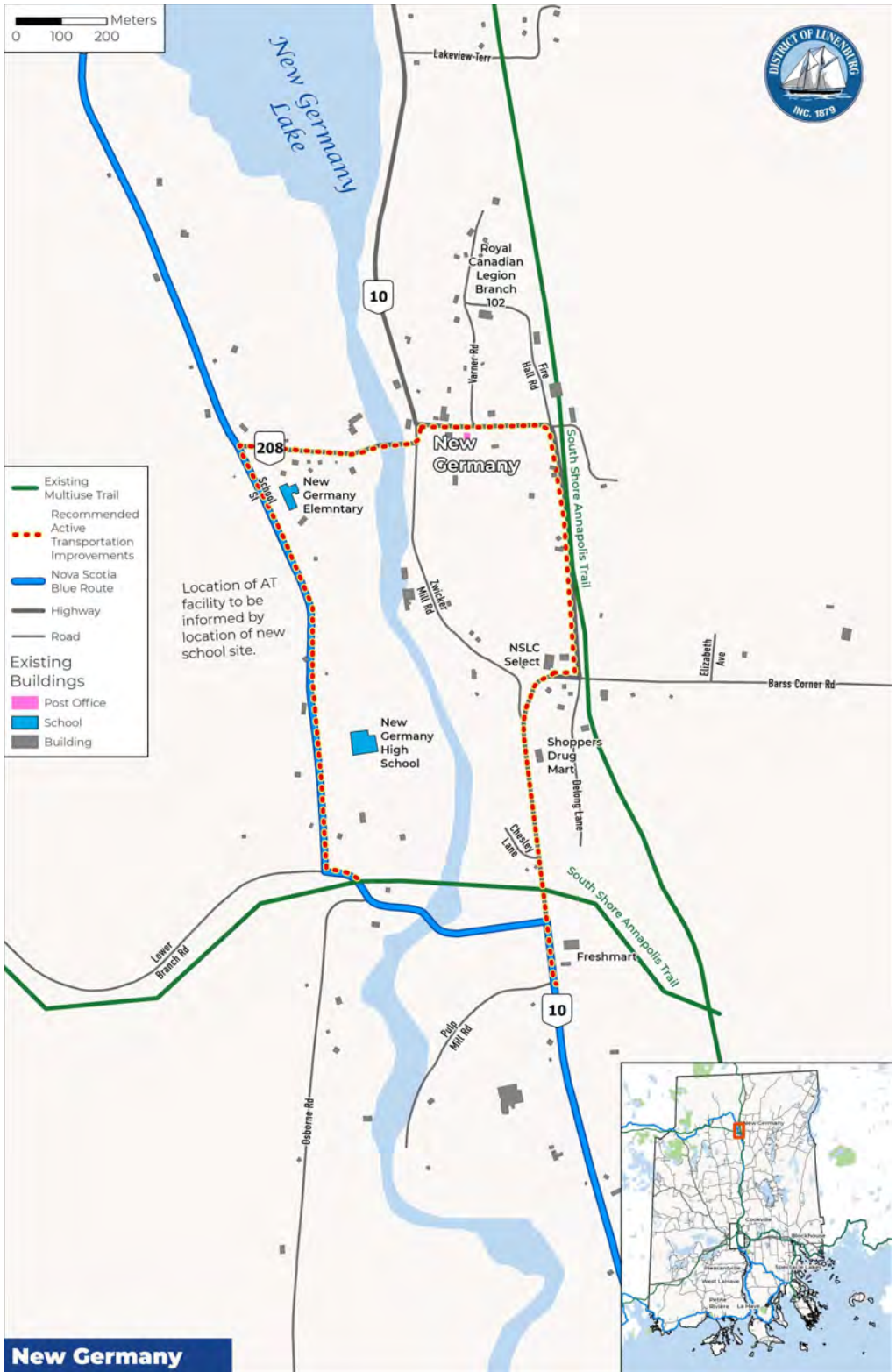


- Existing Sidewalk
 - Existing Trail
 - Existing Multiuse Trail
 - Existing Paved Shoulders
 - Planned Sidewalk (construction 2025)
 - - - Recommended Active Transportation Improvements
 - Nova Scotia Blue Route
 - Highway
 - Road
- Existing Buildings**
- Municipal Office
 - Commercial
 - Hotel
 - Police
 - School
 - Building

Town of Bridgewater

Cookville



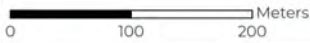


Location of AT facility to be informed by location of new school site.

- Existing Multiuse Trail
 - - - Recommended Active Transportation Improvements
 - Nova Scotia Blue Route
 - Highway
 - Road
- Existing Buildings
- Post Office
 - School
 - Building

New Germany














- Existing Multiuse Trail
 - Recommended Active Transportation Improvements
 - Nova Scotia Blue Route
 - Highway
 - Road
- Existing Buildings**
- Commercial
 - Fire Station
 - Post Office
 - School
 - Building



Blockhouse



-  Parks with Agreements
 -  Existing Sidewalk
 -  Recommended Active Transportation Improvements
 -  Nova Scotia Blue Route
 -  Highway
 -  Road
- Existing Buildings
-  Commercial
 -  Fire Station
 -  Building



Petite Rivière

Petite-Rivière General Store & NSLC

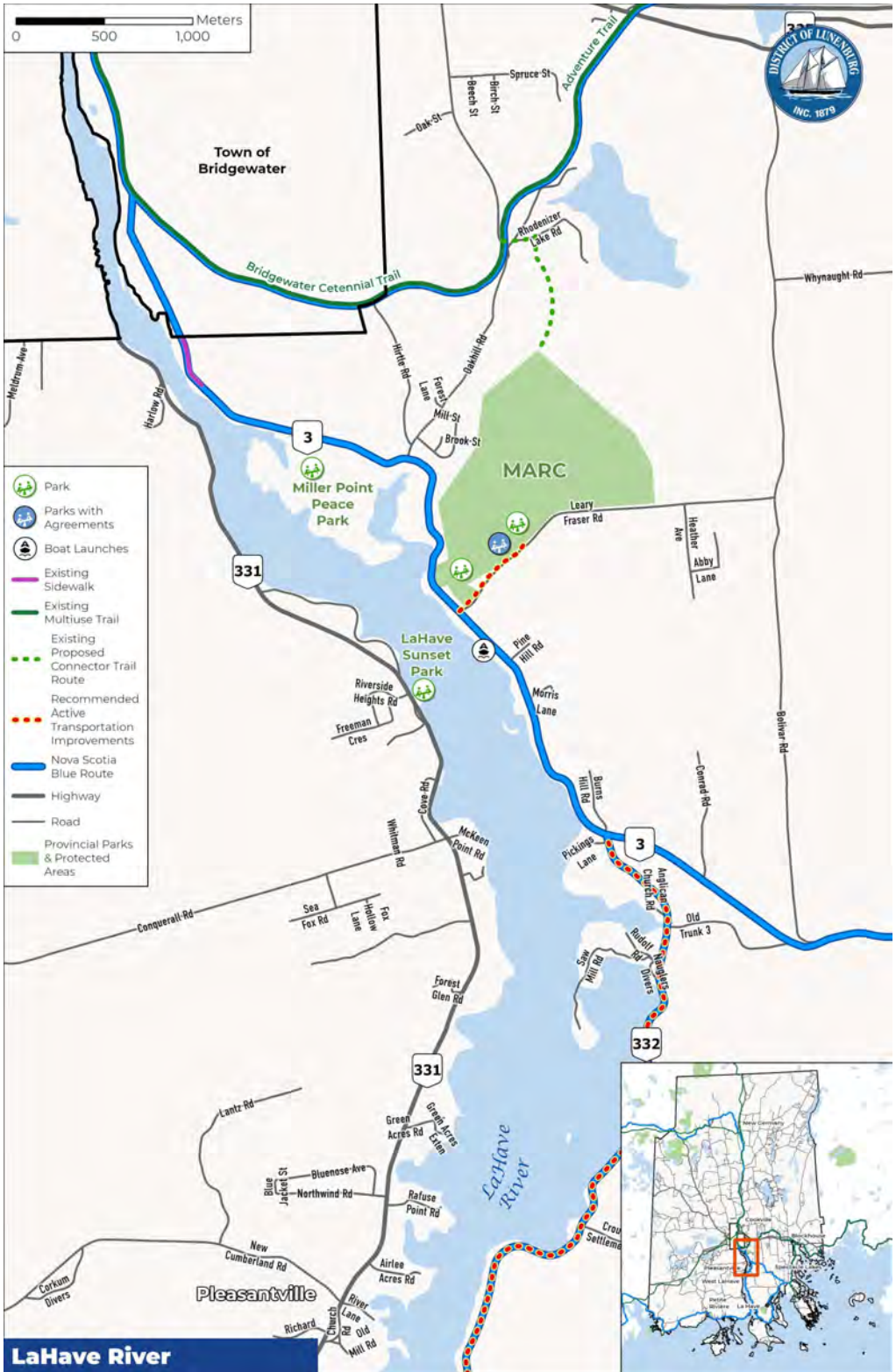
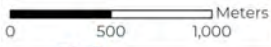
Petite Rivière Community Park

Petite Rivière

331



Petite Rivière



- Park
- Parks with Agreements
- Boat Launches
- Existing Sidewalk
- Existing Multiuse Trail
- Existing Proposed Connector Trail Route
- Recommended Active Transportation Improvements
- Nova Scotia Blue Route
- Highway
- Road
- Provincial Parks & Protected Areas



LaHave River

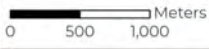
0 250 500 Meters



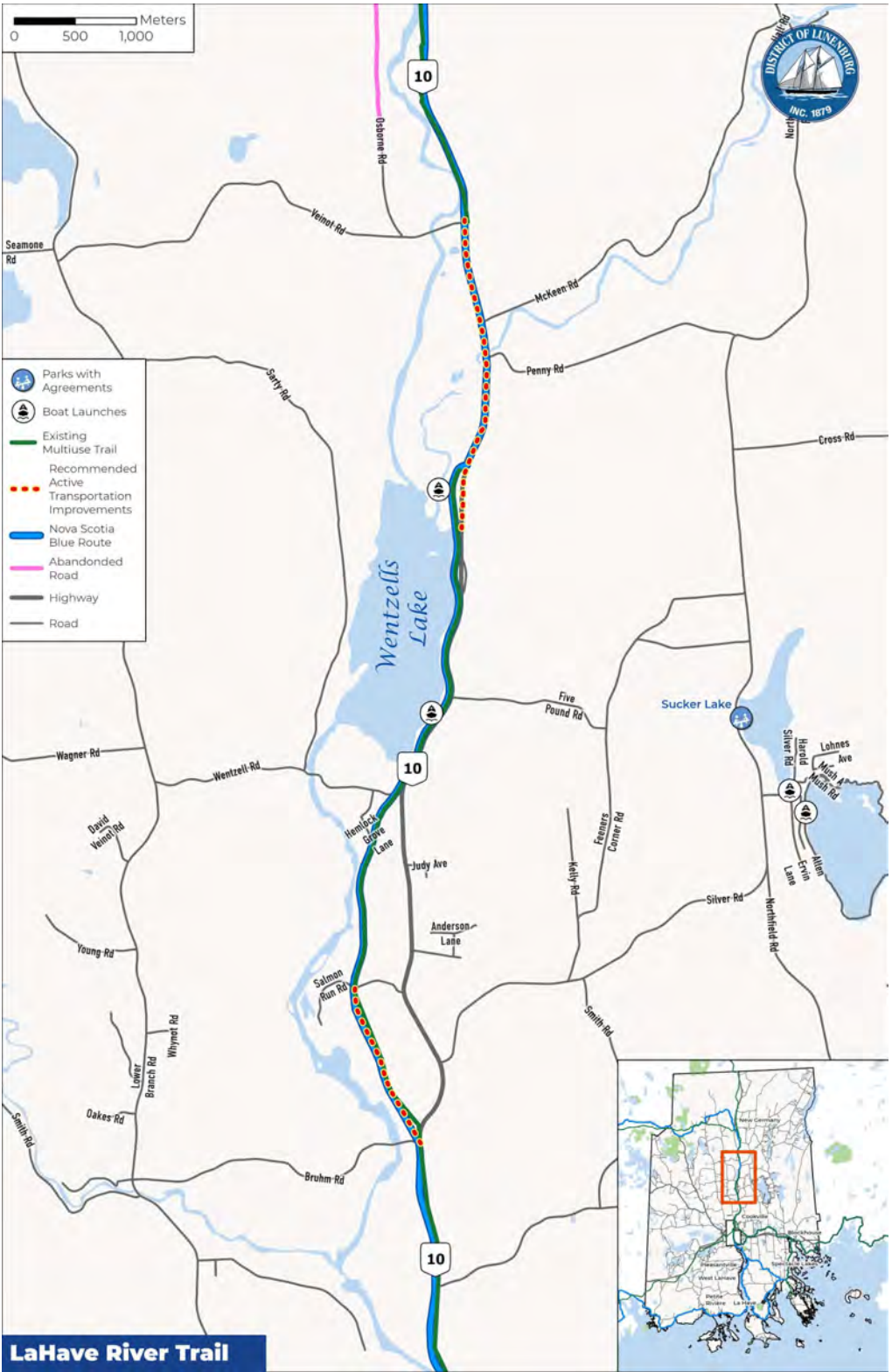
- Ferry
- Museum
- Businesses & Other Sites
- Park
- Parks with Agreements
- Boat Launches
- Recommended Active Transportation Improvements
- Nova Scotia Blue Route
- Abandoned Road
- Highway
- Road
- Ferry Route
- Provincial Parks & Protected Areas

LaHave & Riverport

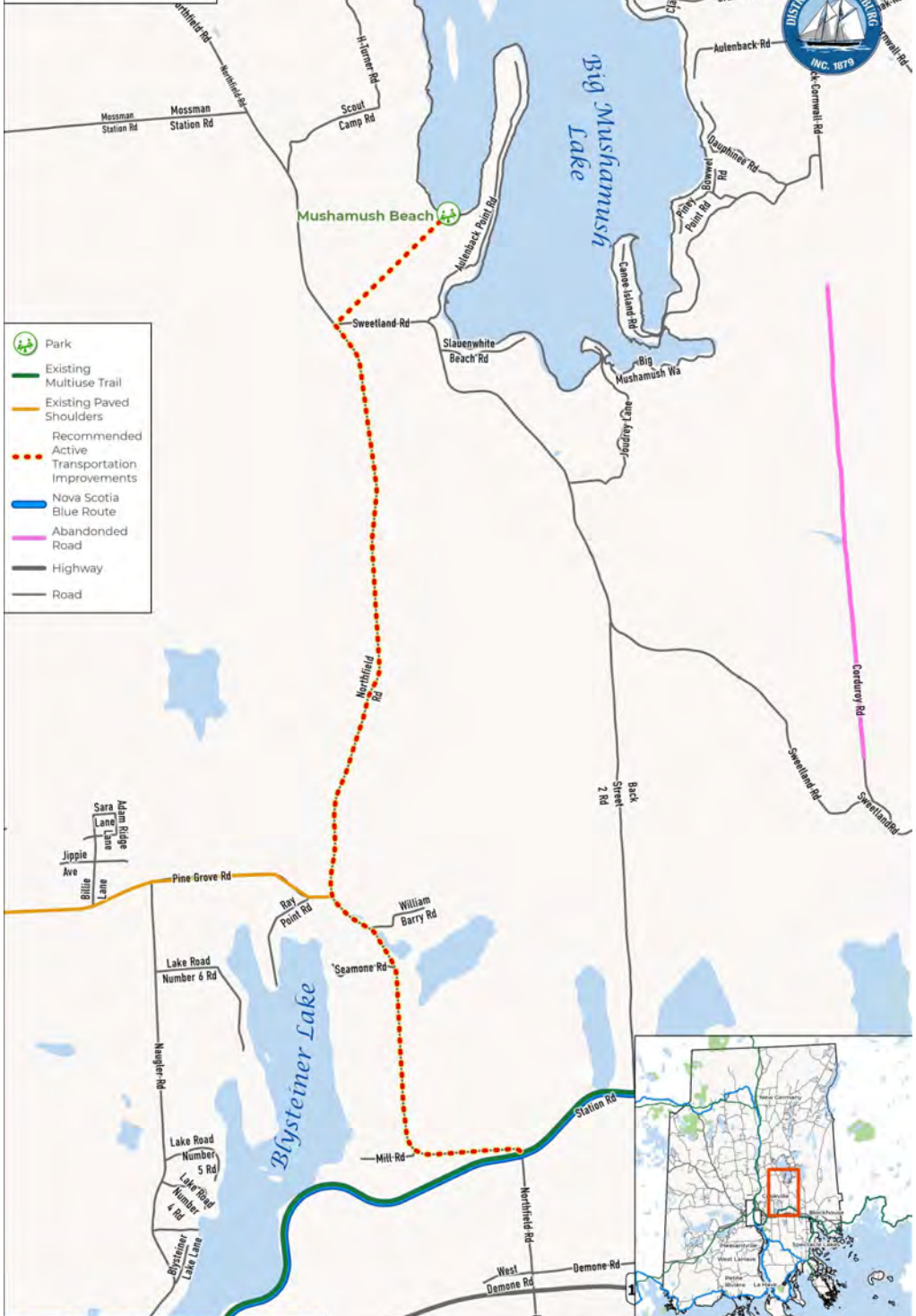
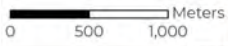




- Parks with Agreements
- Boat Launches
- Existing Multiuse Trail
- Recommended Active Transportation Improvements
- Nova Scotia Blue Route
- Abandoned Road
- Highway
- Road



LaHave River Trail



- Park
- Existing Multiuse Trail
- Existing Paved Shoulders
- Recommended Active Transportation Improvements
- Nova Scotia Blue Route
- Abandoned Road
- Highway
- Road



Big Mushamush Lake



Town of Bridgewater

331

Miller Point Peace Park
MARC

LaHave
Sunset Park

3

332

Pleasantville

331

332

West LaHave

332

331

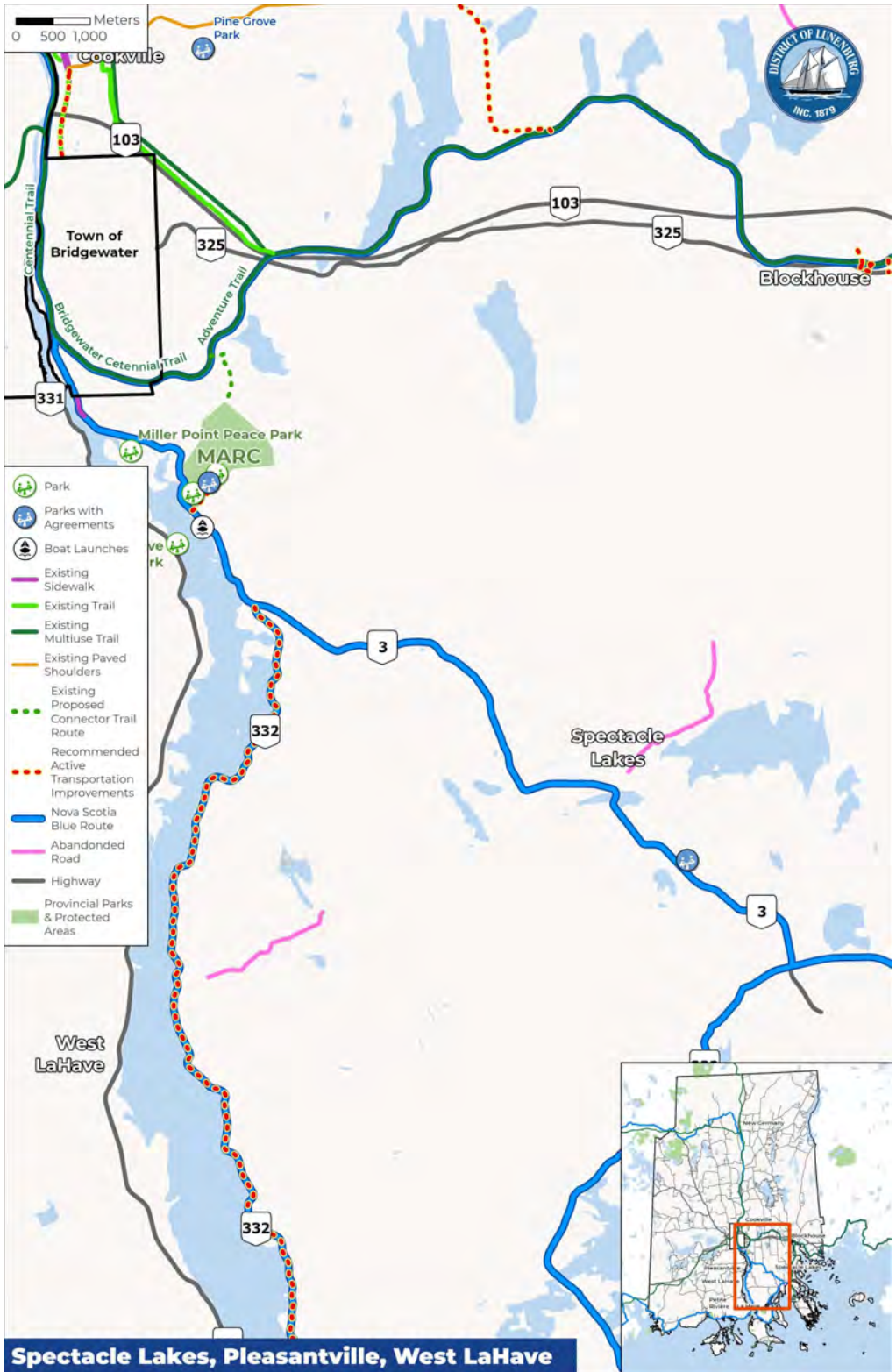
LaHave

331

Pleasantville, West LaHave, LaHave

- Park
- Parks with Agreements
- Boat Launches
- Existing Sidewalk
- Existing Multiuse Trail
- Existing Paved Shoulders
- Existing Proposed Connector Trail Route
- Recommended Active Transportation Improvements
- Nova Scotia Blue Route
- Abandoned Road
- Highway
- Road
- Ferry Route
- Provincial Parks & Protected Areas





Spectacle Lakes, Pleasantville, West LaHave

Council
Item: #11.2.2
Date: June 25, 2024
Authorization: T. MacEwan



Sawpit Wharf Park Community Plan

What We Heard Report

May 13, 2024



Introduction

In March of 2024, the Municipality of the District of Lunenburg engaged Mills & Wright Landscape Architecture on the Sawpit Wharf Park Community Plan. This project aims to identify new programming and amenities within the park which has become very popular with residents and visitors. The type of programming activities and new amenities will be guided by a collaborative community engagement process. This report summarizes that process and the results.



Public Engagement Activities

The consulting team provided residents and visitors with several opportunities to provide feedback on the project. In consultation with the Municipality's Staff (Trudy Payne, Director Recreation, Parks & Tourism and Sarah Kucharshi, Manager, Corporate Services & Communications) an approach utilizing traditional, in-person and virtual, online engagement activities was used. This ensured residents and visitors had ample opportunity to participate at their own convenience and comfort level. The following opportunities were provided:

- One public workshop at St. John's Anglican Church Hall
(April 23rd, 7-8:45pm, **28 attendees**)
- Interactive 'Ideas' tool on Engage MODL
(engage.modl.ca/SawpitWharfPark, **4 responses**)
- Online survey on Engage MODL
(engage.modl.ca/SawpitWharfPark, **56 responses**)



Public Workshop, April 23rd

Key Stakeholder Engagement

Several key stakeholders were also identified who were thought to have a special interest in the project and would be able to provide specific feedback to inform the park's eventual design. The following stakeholder groups were invited to participate online or engaged directly through in-person or virtual meetings:

- Sawpit Wharf Park Advisory Committee & MODL
- Town of Lunenburg
- Department of Natural Resources & Renewables
- Lunenburg County Accessibility Advisory Committee
- Adjacent Landowners
- Dock Space Rentals
- Native Council of Nova Scotia



*Site Walkthrough with Members of the
Sawpit Wharf Park Advisory Committee, March 27th*

Promotion

Engagement opportunities were promoted in several ways:

- Media release (April 4, 2024)
- Posts shared on MODL's social media accounts
- Posts shared on the consultant's social media accounts
- Events promoted on MODL's website (engage.modl.ca)
- Facebook Event created by MODL
- Radio advertisements
- Signage placed on site at Sawpit Wharf Park
- By direct written or email invitation



On Site Signage

What We Heard

The following pages represent a summary of feedback received across all engagement activities. They do not represent a verbatim report of any discussions, but rather a general categorization of feedback received.

Survey data has also been provided separately in this section, however please note that open-ended questions (Q10 and Q13) have been compiled with other feedback for clarity.

Results / How do you currently use the park?

- Boat launch/docking (11x)
- Entertaining friends/visitors (4x)
- Walking (3x)
- Photography (3x)
- People/boat watching (3x)
- Swimming (3x)
- Dog walking (3x)
- Picnicking (3x)
- Lunch break (2x)
- Fishing (2x)
- Partying (2x)
- Enjoying scenery (2x)
- Yoga
- Camping

Results / What are current challenges in the park?

- Accessibility (20x) *
- Not enough / disorganized parking (16x)
- Not enough tender spaces (13x)
- Lack of supervision / security (9x)
- Poor sight lines at Back Harbour Road / Highway 332 intersection (8x)
- Unclean water / sewage pipes discharging into Back Harbour (6x)
- No pedestrian connection to town (5x)
- People dumping garbage / littering (5x)
- Unsolicited camping (4x)
- Does not currently feel very welcoming (4x)
- Not enough wind protection (2x)
- No bike racks (2x)

** Accessibility includes: the path between the upper and lower parking areas (currently feels unsafe and not accessible); no accessible boat access; no accessible parking spaces; portable toilets are not accessible; green space is not currently accessible; current floating wharf has a step that is not accessible*

Results / What are things you love about the park?

- Ideal location / gateway for launching boats (13x)
- Natural environment (4x)
- The people that use the park / sense of community (3x)
- Feels sheltered (3x)
- History (2x)
- Views (2x)
- Peaceful
- Not overrun with tourists
- Place for fishing

Results / What are things you would add to the park?

- Washrooms / change rooms (13x)
- Dedicated swimming area (10x)
- Access to clean drinking water (7x)
- Covered / shaded area for sitting (7x)
- Bike racks (7x)
- Small watercraft launch separate from motorized craft (6x)
- Racks for locking up small watercraft (6x)
- More picnic tables (6x)
- Electricity access (5x)
- More benches (4x)
- Playground (3x)
- More trails (3x)
- More programming / special events (3x)
- More parking (2x)
- Lookout over Back Harbour from upper area (2x)
- More green space (2x)
- Sandy beach (2x)
- Larger floating dock (2x)
- Storyboards / interpretation (2x) (potential topics include flora/fauna of the area; significance of the area to the Mi'kmaq)
- EV chargers
- More waste receptacles
- More trees
- Community garden
- Green shoreline protection
- Wayfinding signage
- Slipway for tenders (ie. Mahone Bay)
- Fuel supply
- Lighting in upper parking area
- Lighting on the wharf
- Hurricane protection (wharf)
- Canteen
- Rentable watercraft
- Accessible space at each picnic table
- Flexible spaces that can be used for Indigenous ceremony (ie. smudging)

Results / Online Survey

Sawpit Wharf Park Survey - closes May 6

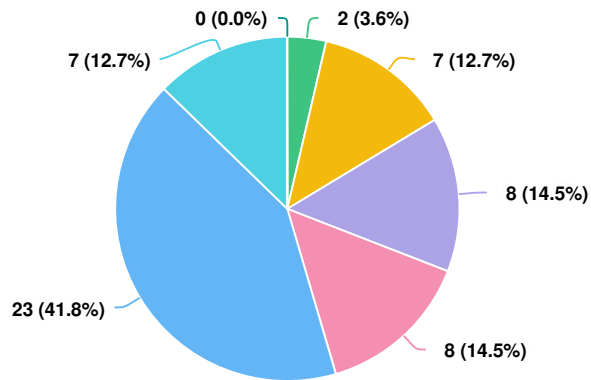
SURVEY RESPONSE REPORT

26 March 2020 - 07 May 2024

PROJECT NAME:
Sawpit Wharf Park



Q1 | What is your age range?

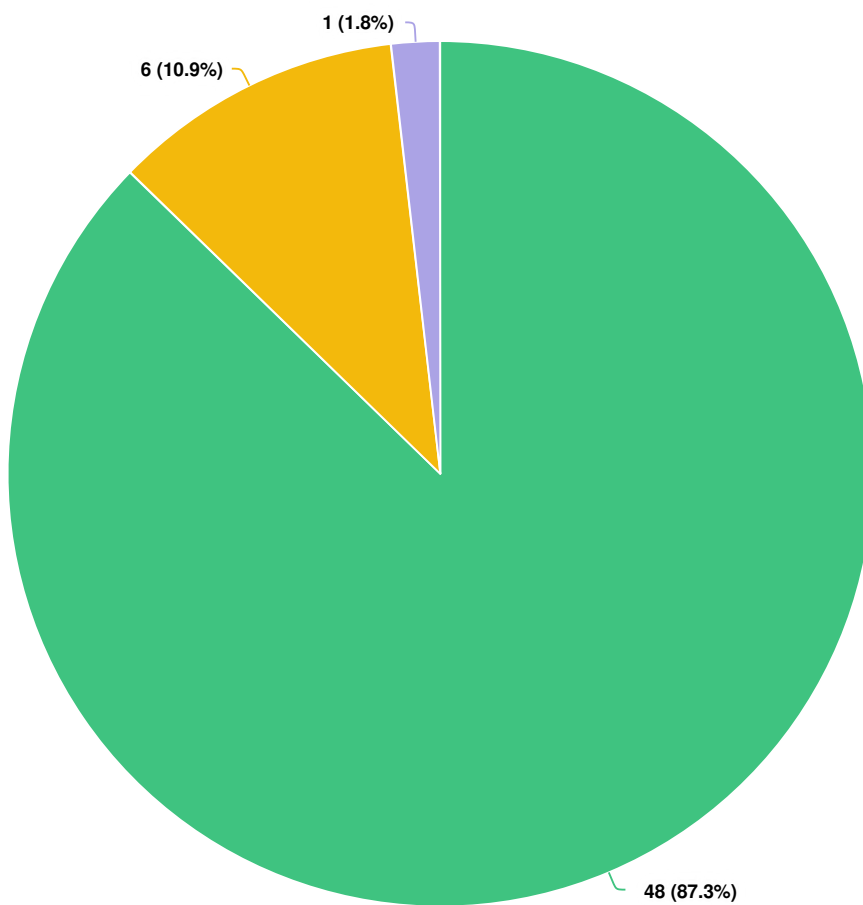


Question options

- 18-29
- 30-39
- 40-49
- 50-59
- 60-69
- 70+
- Under 18

Optional question (55 response(s), 1 skipped)
Question type: Radio Button Question

Q2 Which statement best describes where you live?

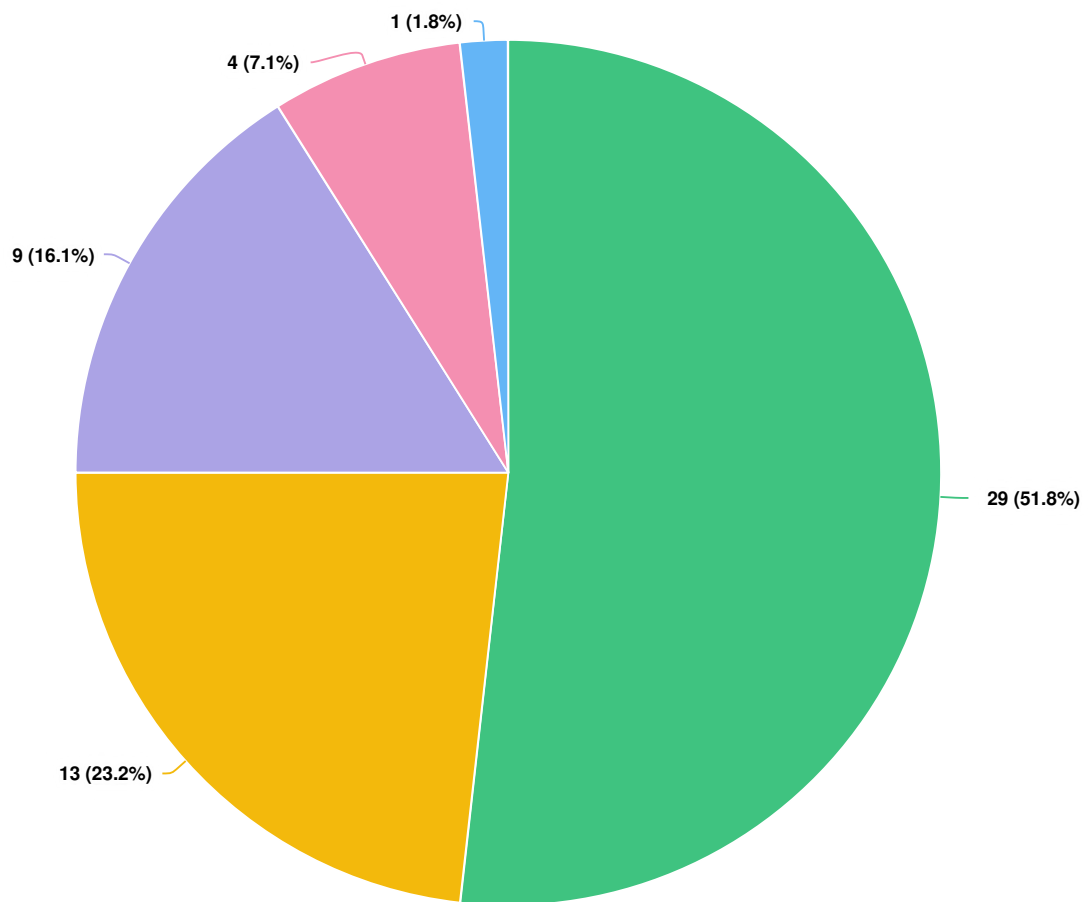


Question options

- I live within the Municipality of the District of Lunenburg
- I live within Lunenburg County, but outside of the Municipality
- I live outside of Lunenburg County

Optional question (55 response(s), 1 skipped)
Question type: Radio Button Question

Q3 How frequently do you visit Sawpit Wharf Park?

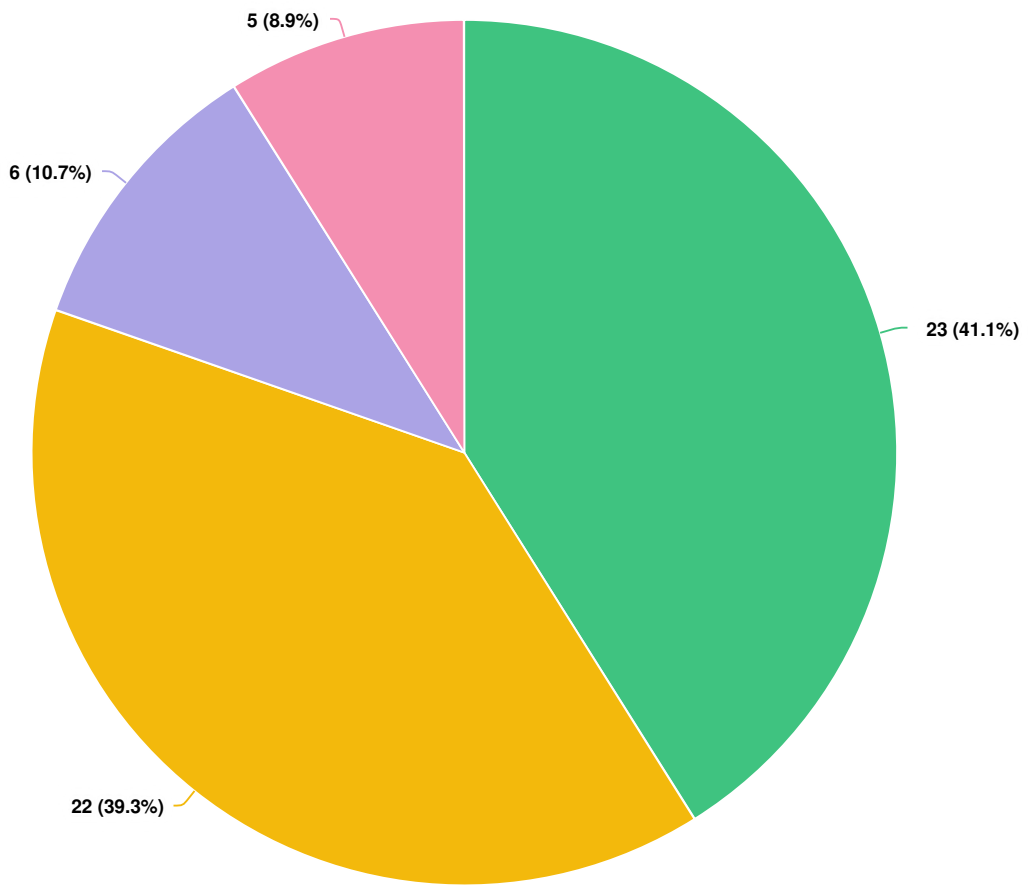


Question options

- A few times a year
- A few times a month
- A few times a week
- Daily
- Never

Optional question (56 response(s), 0 skipped)
Question type: Radio Button Question

Q4 | How long do you typically spend during each visit?

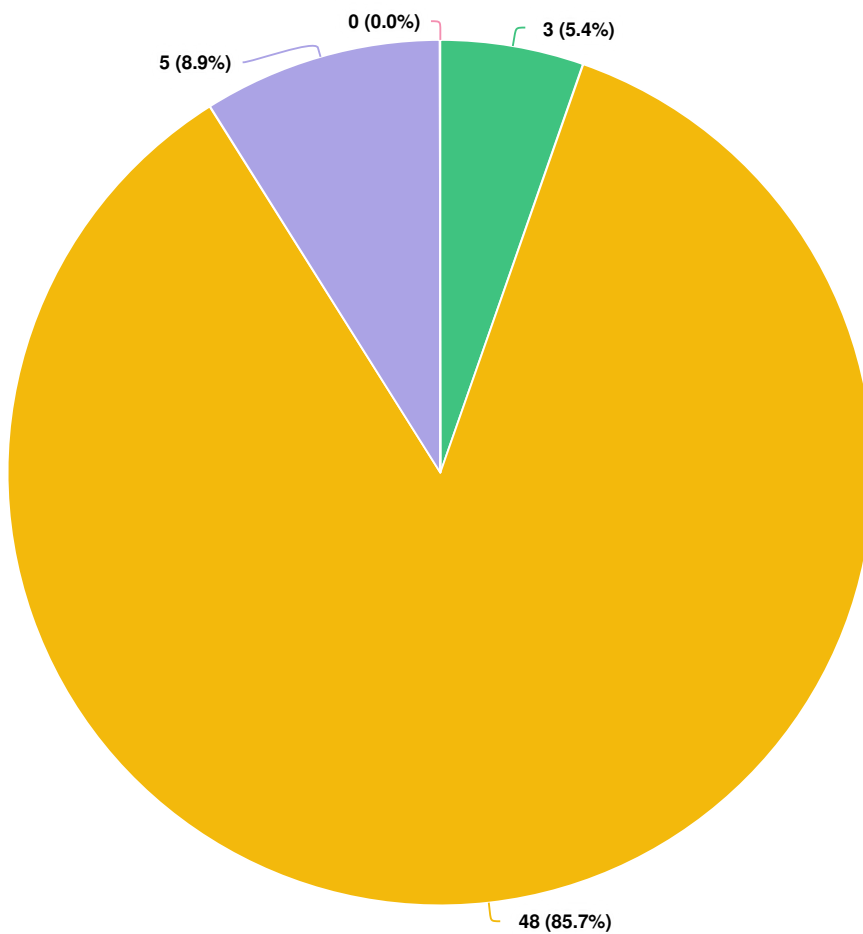


Question options

- Less than 30 minutes
- 30 minutes - 1 hour
- 1 - 2 hours
- More than 2 hours

Optional question (56 response(s), 0 skipped)
Question type: Radio Button Question

Q5 | In which season do you typically use Sawpit Wharf Park the most?

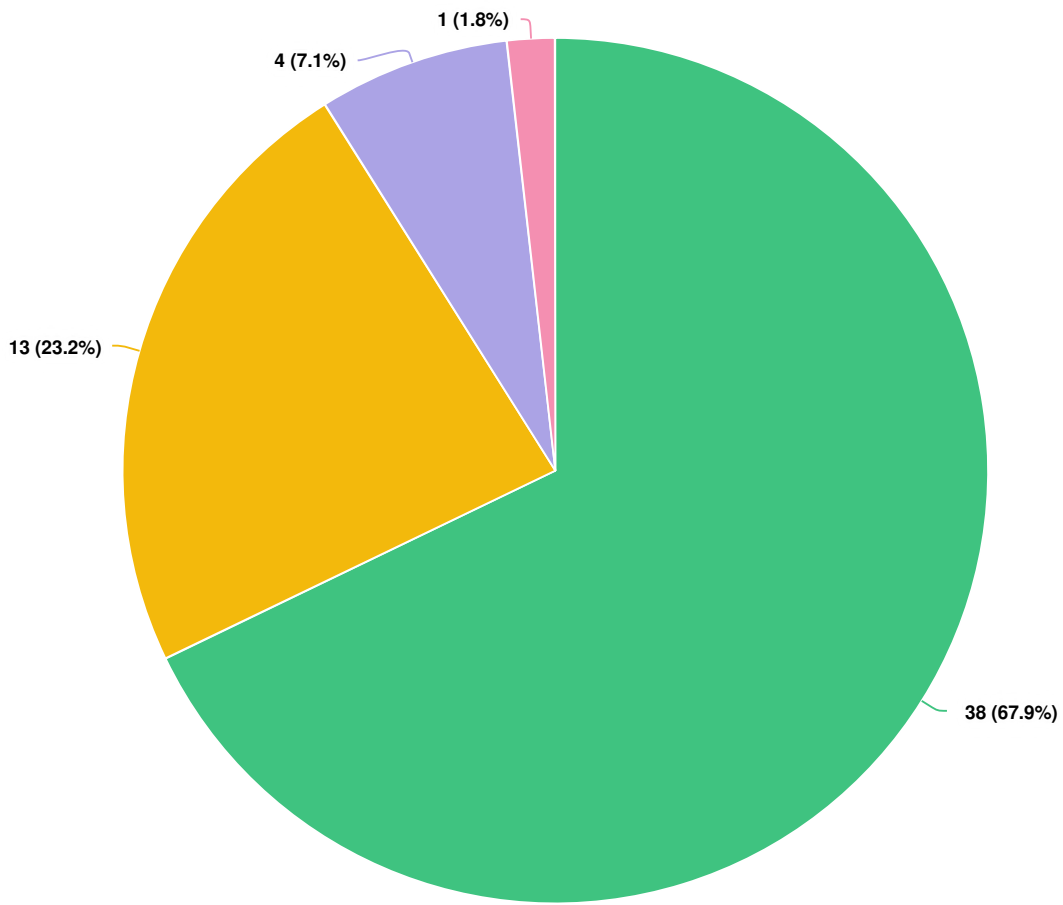


Question options

- Spring
- Summer
- Fall
- Winter

Optional question (56 response(s), 0 skipped)
Question type: Radio Button Question

Q6 When you visit Sawpit Wharf Park, how do you most often get there?

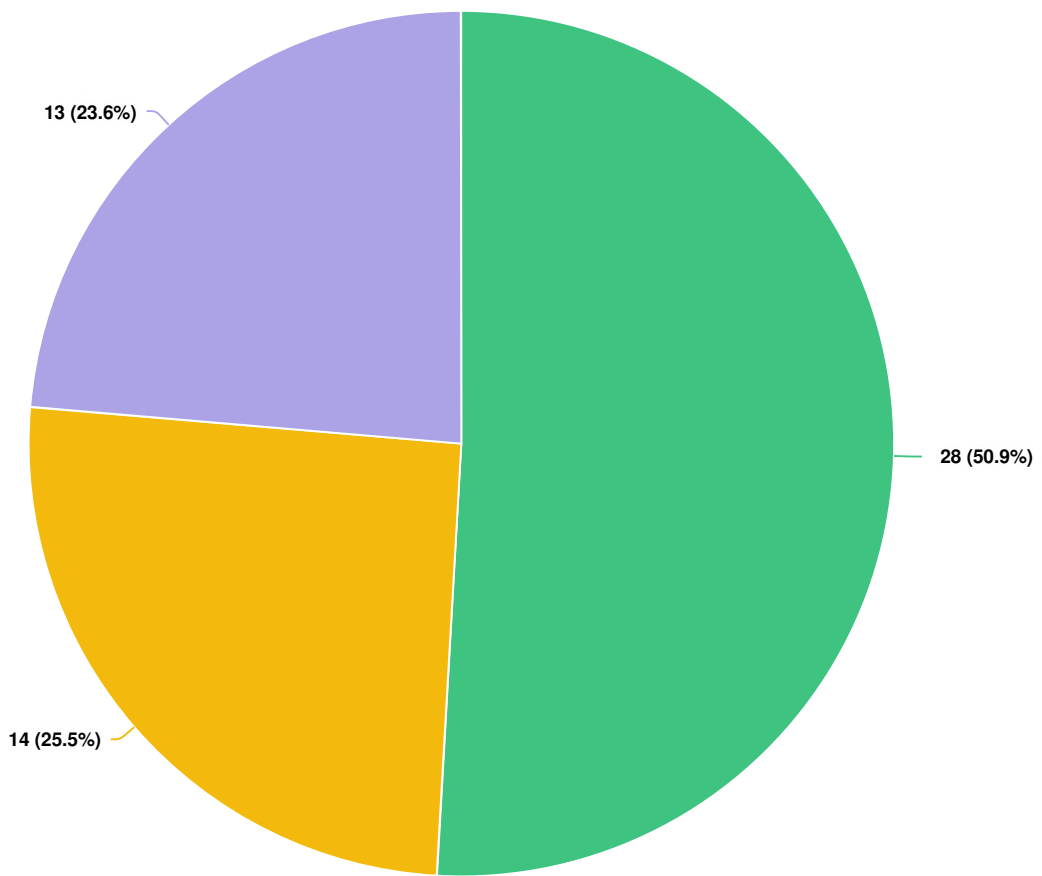


Question options

- Drive
- Walk
- Cycle
- Other

Mandatory Question (56 response(s))
Question type: Radio Button Question

Q7 | If travelling by car, do you find parking to be adequate?

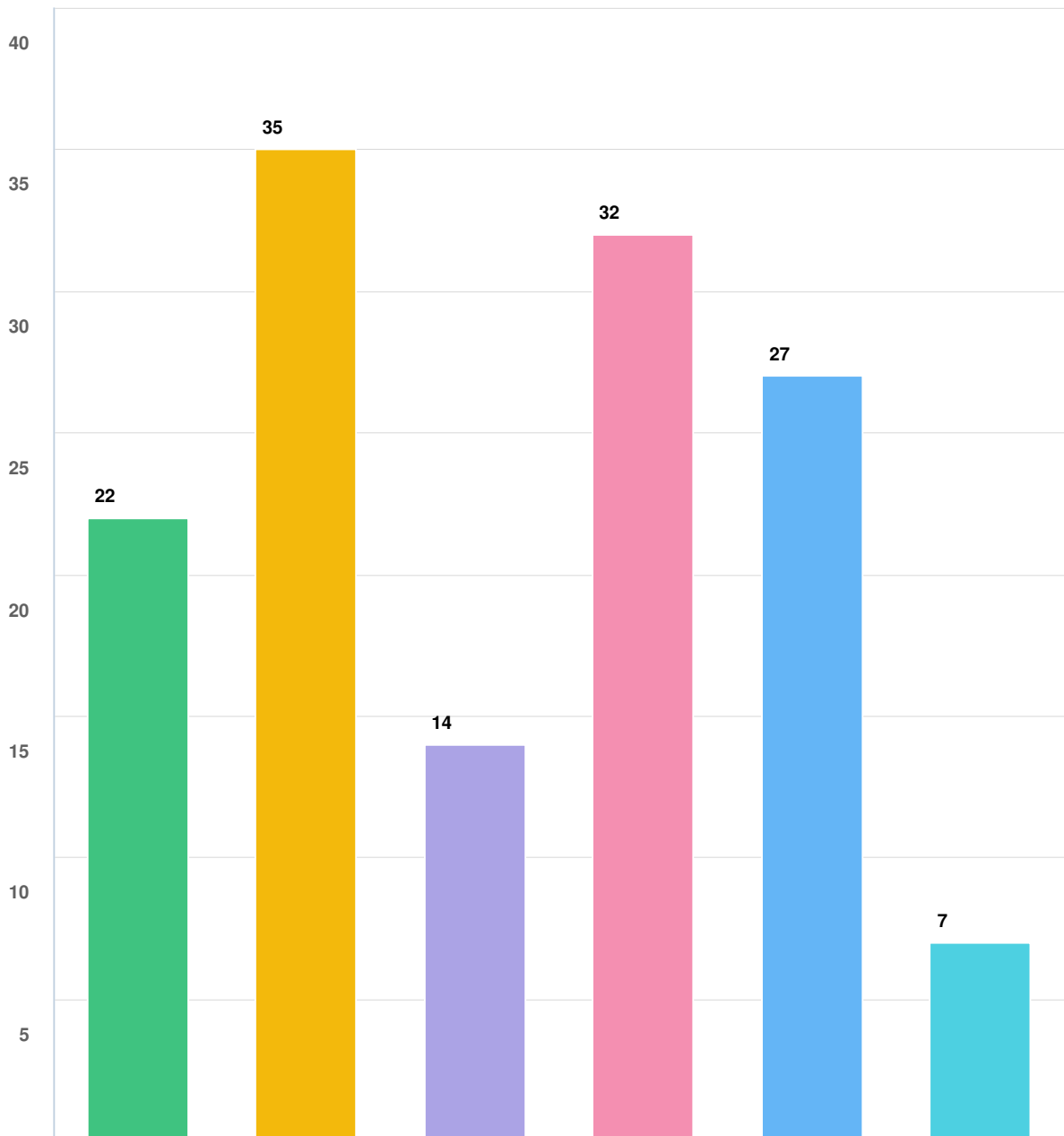


Question options

- Yes, there is ample parking No, more parking is needed I'm not sure

Optional question (55 response(s), 1 skipped)
Question type: Radio Button Question

Q8 Why do you use Sawpit Wharf Park? Select all that apply.



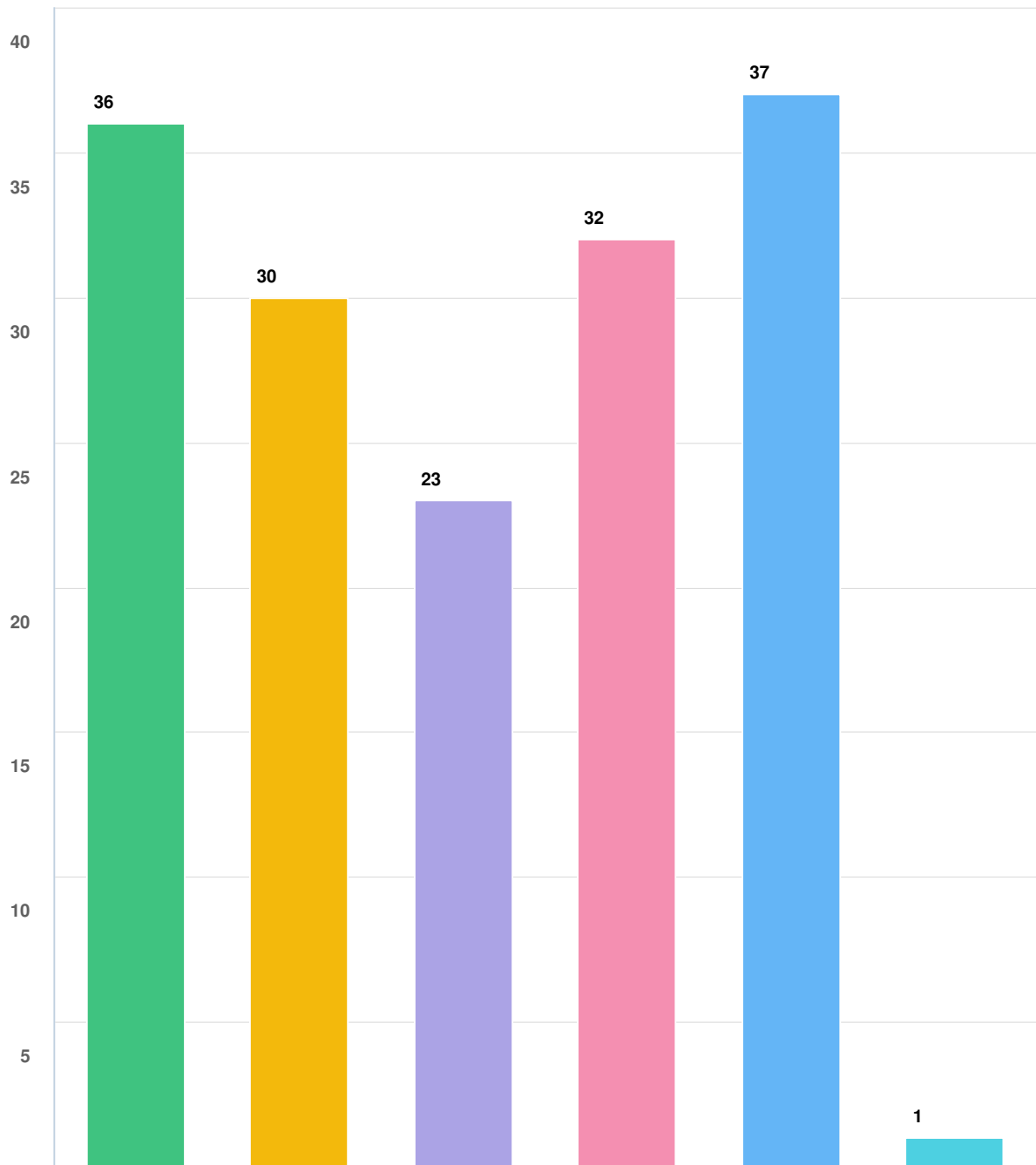
Question options

- Physical activity/exercise (walk, run, hike, etc.)
- Water access (boat launch, wharf, etc.)
- Social interaction (meet with friends, picnic, attend events, etc.)
- Exposure to nature (scenery, fresh air, green space, etc.)
- Quiet contemplation (alone time, relaxation, refresh/recharge, etc.)
- Other (please specify)

Optional question (56 response(s), 0 skipped)

Question type: Checkbox Question

Q9 Which of the existing amenities within the park do you currently use? Select all that apply.



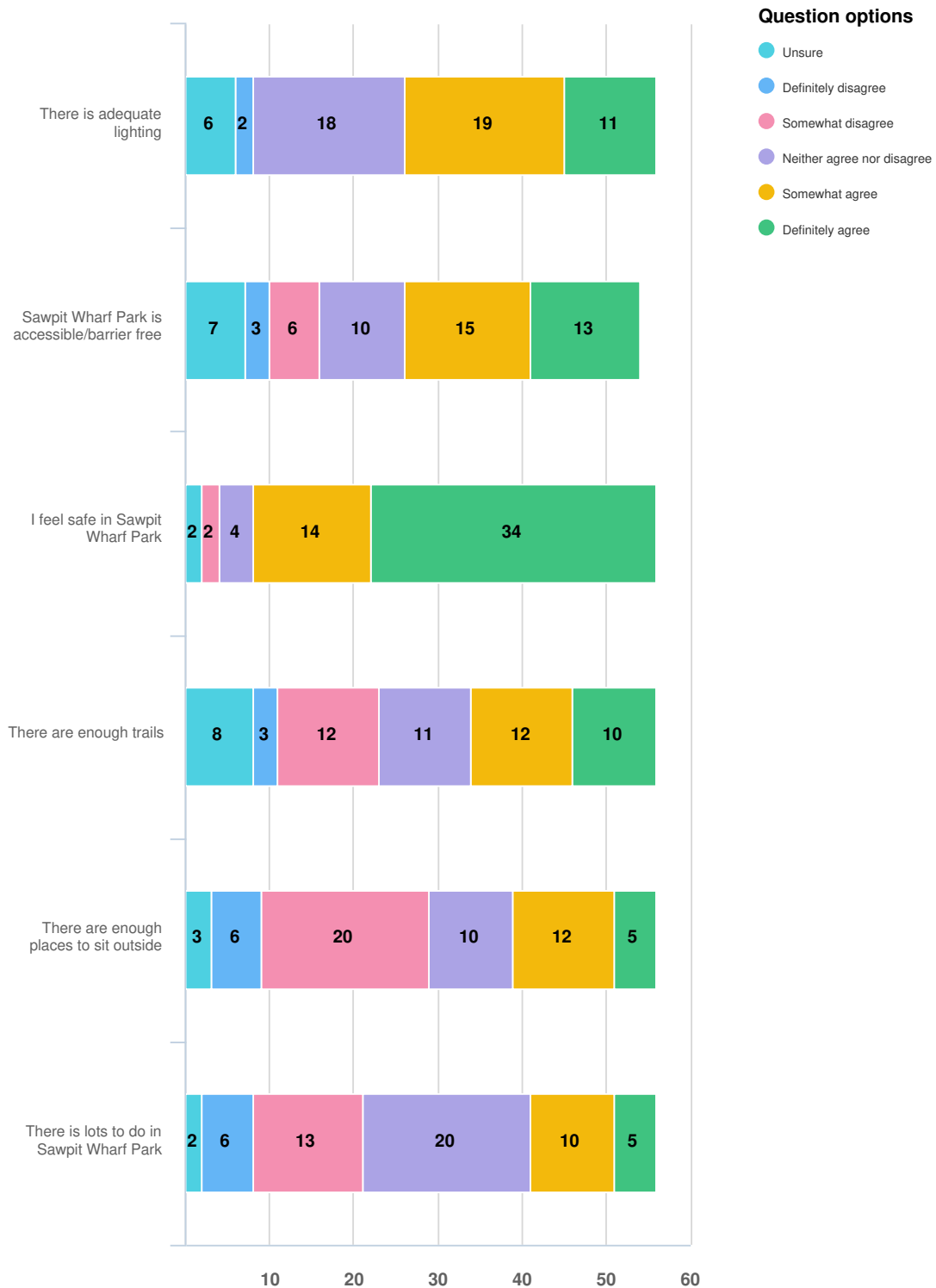
Question options

- Wharf
- Boat launch
- Walking trail
- Parking area
- Green space
- Other (please specify)

Optional question (56 response(s), 0 skipped)

Question type: Checkbox Question

Q11 Please indicate if you agree or disagree with the following statements about Sawpit Wharf Park.

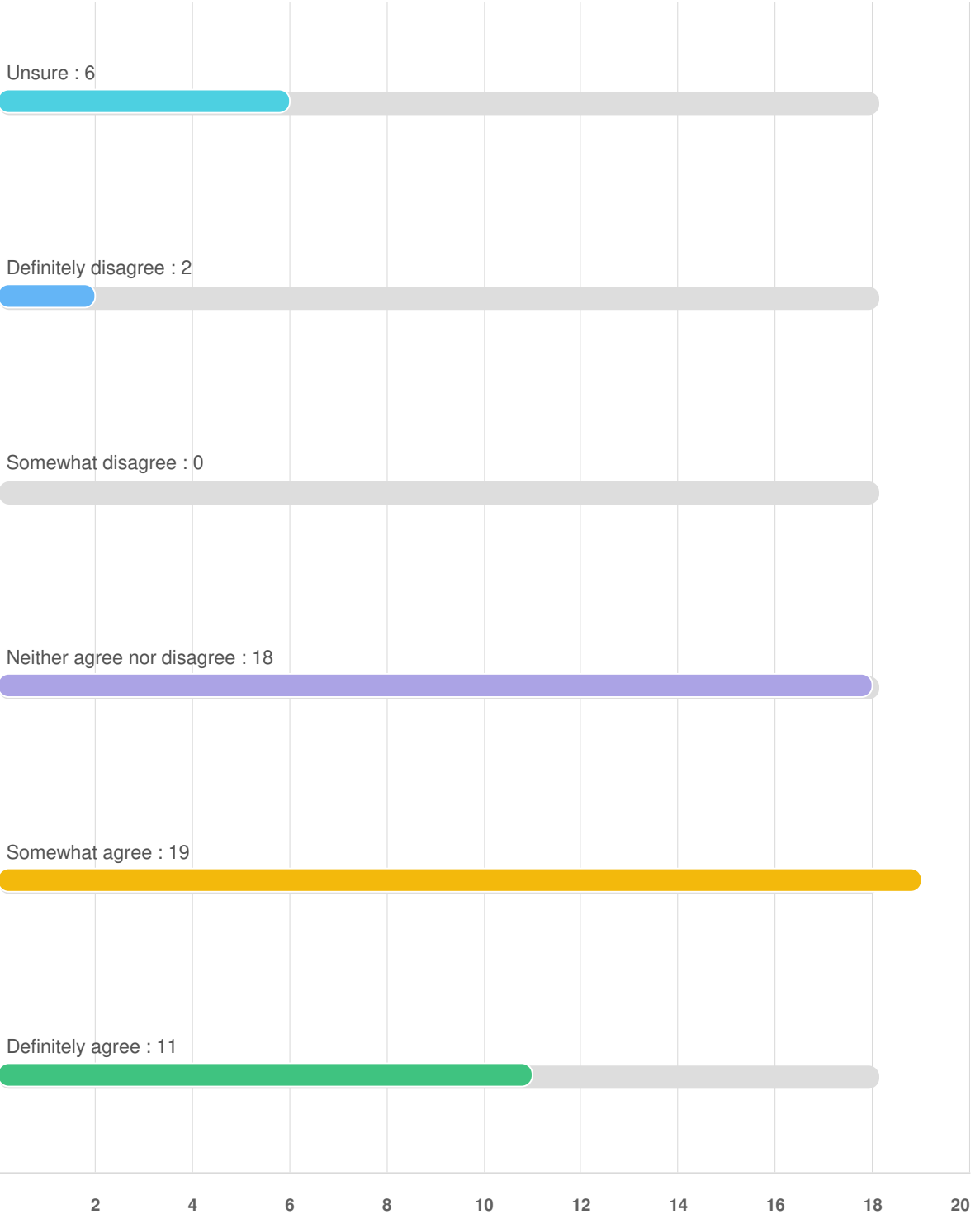


Optional question (56 response(s), 0 skipped)

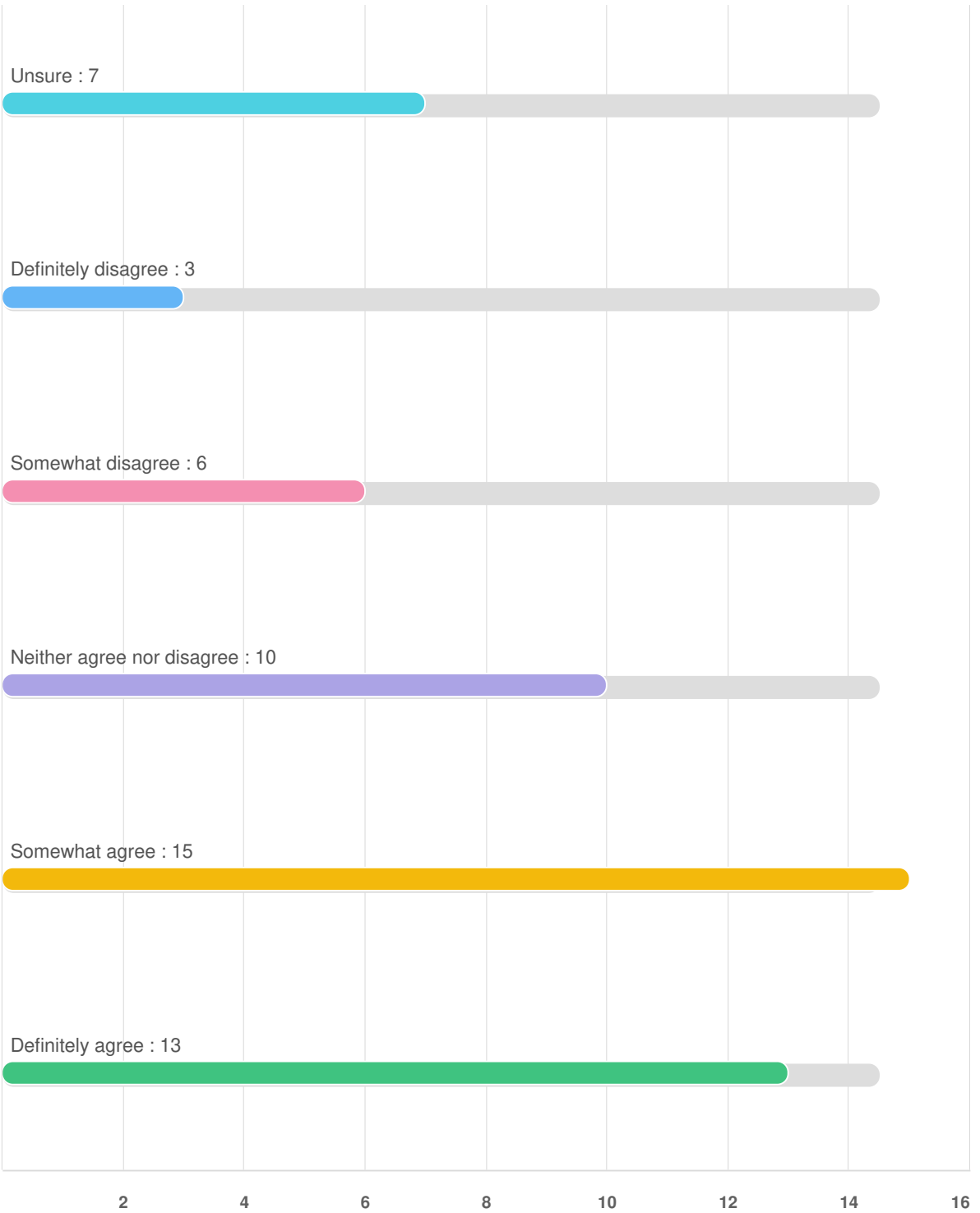
Question type: Likert Question

Q11 Please indicate if you agree or disagree with the following statements about Sawpit Wharf Park.

There is adequate lighting



Sawpit Wharf Park is accessible/barrier free



I feel safe in Sawpit Wharf Park

Unsure : 2



Definitely disagree : 0



Somewhat disagree : 2



Neither agree nor disagree : 4



Somewhat agree : 14



Definitely agree : 34



5 10 15 20 25 30 35 40

There are enough trails

Unsure : 8



Definitely disagree : 3



Somewhat disagree : 12



Neither agree nor disagree : 11



Somewhat agree : 12

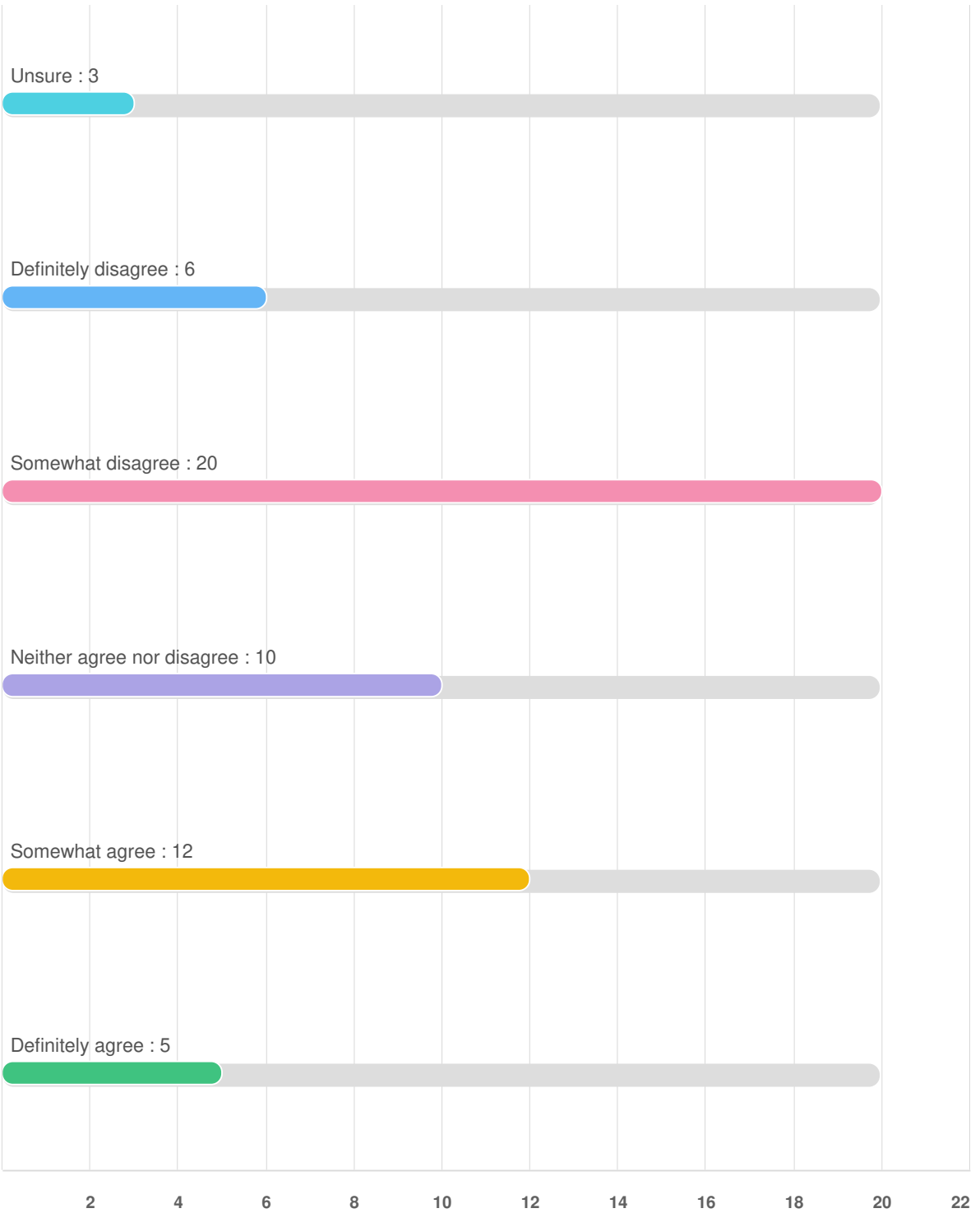


Definitely agree : 10

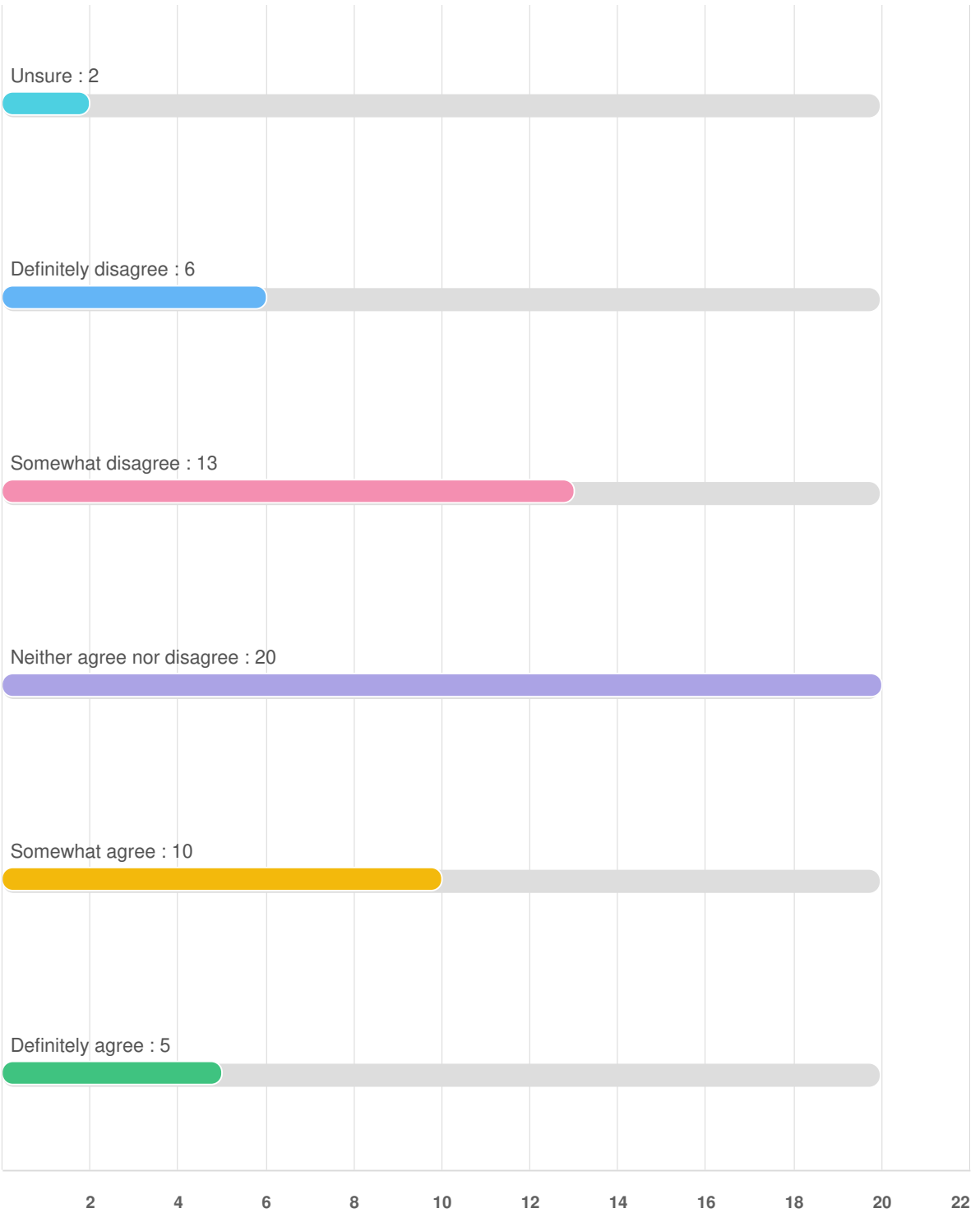


1 2 3 4 5 6 7 8 9 10 11 12 13

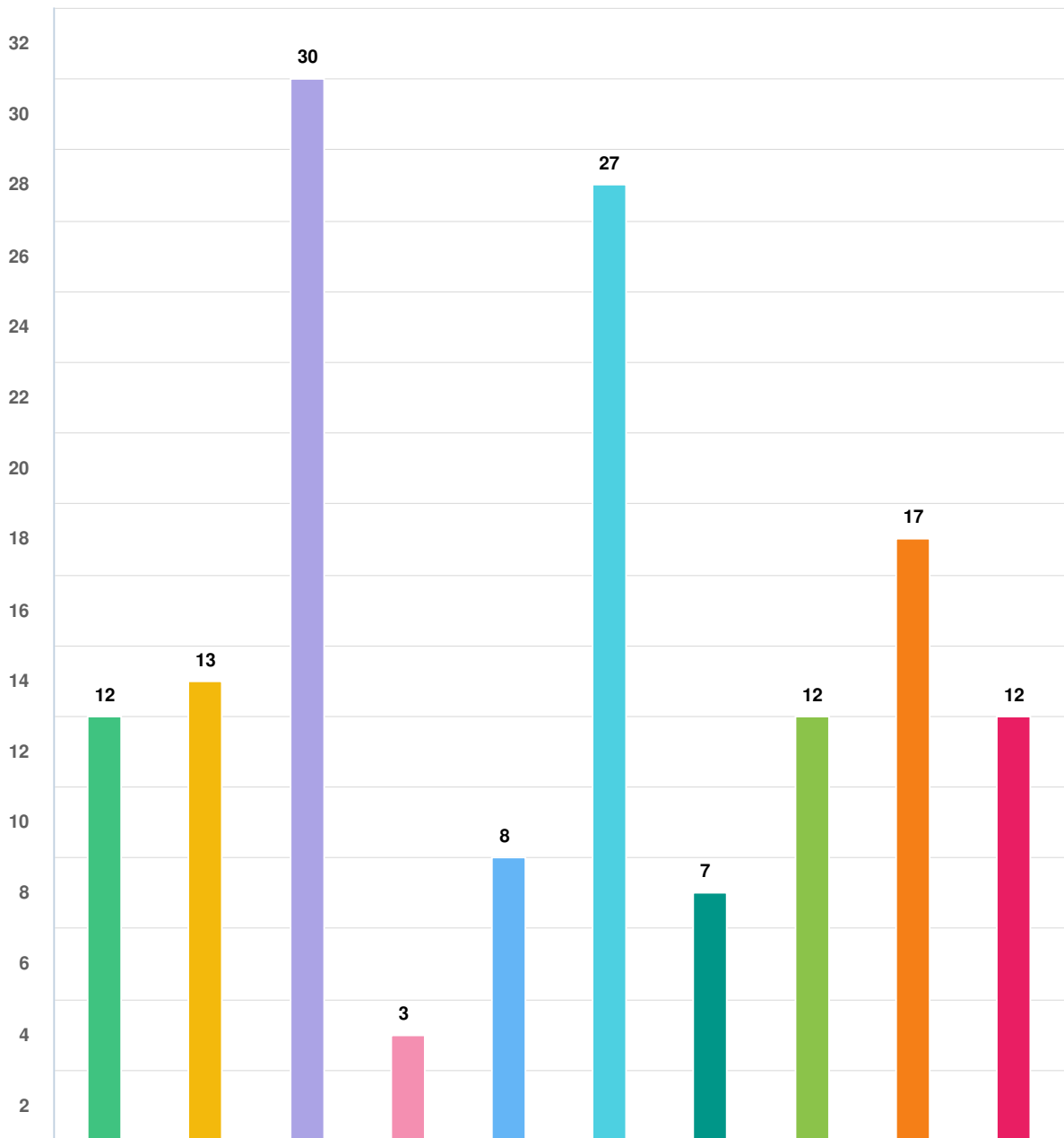
There are enough places to sit outside



There is lots to do in Sawpit Wharf Park



Q12 Choose your top 3 priorities for Sawpit Wharf Park.



Question options

- Other (please specify)
- More berths
- Preserve existing vegetation
- More community events
- Overhead shelter (ie. gazebo, picnic shelter, etc.)
- Improved accessibility
- Better lighting
- More picnic tables/benches
- More trails
- More parking

Optional question (56 response(s), 0 skipped)
Question type: Checkbox Question

Key Takeaways

Across all engagement activities, several common themes emerged. The frequency with which these topics came up illustrates a potential priority or need for Sawpit Wharf Park.

This section summarizes those themes.

Please note these themes are not presented in any particular order.

More park-like amenities are needed



There are currently very few pedestrian amenities on site other than two waste bins and two picnic tables. However, it was clear from the responses received that people would like to use Sawpit Wharf Park as more of a public space. Entertaining friends, picnicking, walking, and people-watching were commonly cited uses for the park, and the green space was identified as the most well-used amenity in the online survey. It makes sense then that sheltered sitting areas and more site furniture were prioritized as things that could be added to the park.

Vehicle circulation is a challenge



There are currently two parking areas on site; one upper area off Highway 332 and a lower parking area adjacent to the wharf and green space. Both are unpaved gravel lots without marked stalls.

It became clear through engagement that these parking areas feel disorganized, resulting a “free-for-all” that leaves vehicles parked all over the place. This gets particularly challenging on busy summer days as more users want to access the water. As a result, the site gets quite congested.

A further challenge exists at the intersection of Back Harbour Road and Highway 332. The geometry and speed limit along Highway 332 makes exiting Sawpit Wharf Park feel dangerous as sight lines are limited.

**Water-based
activities are the key
attraction**



There is no doubt that Sawpit Wharf Park is primarily used by the community as an access point to the water. This was a frequent response when residents were asked how they currently use the park, as well as in the online survey. Further, users cited the park's location and sheltered nature as making it the ideal gateway to Mahone Bay, Mason Island, and other destinations on the water.

The park is so well-used as an access point to the water that there may not be enough infrastructure in place to support the demand. It was frequently suggested that there are not enough tender spaces and that infrastructure such as electricity and clean drinking water were needed to further support day use.

**More infrastructure
is needed for non-
motorized watercraft**



Small watercraft users (ie. kayaks, canoes, paddleboards, etc.) also frequent Sawpit Wharf Park to access the waters of Back Harbour. A sentiment that came up, however, was that the park may be too focused on supporting larger, motorized craft and more infrastructure needs to be provided for these smaller craft.

Several users suggested that a dedicated area for non-motorized watercraft (separate from the motorized craft) should be provided, along with a dedicated launching area as well as areas to safely secure these craft when not in the water.

The natural setting is important



It was clear from consultations that users treasure the natural setting of Sawpit Wharf Park. The park is viewed by many as an opportunity to access fresh air, green space, and scenery, and the most frequently cited uses included using the green space, walking, photography, quiet contemplation, and people-watching. This suggests that any further development or new amenities should have a light footprint and avoid excessively disturbing the cherished natural areas.

It was also clear that residents are concerned about the health of the park. Garbage, littering, and pipes discharging into the waters of Back Harbour were frequently cited challenges.

A permanent washroom is desired



The single-most requested item that users would like to see added to the park is a washroom building. While the Municipality does provide portable toilets seasonally, this suggests that users are looking for a more convenient and permanent solution.

Accessibility is a
priority



When asked what challenges currently existed in Sawpit Wharf Park, the number one response was accessibility. This challenge was identified at several levels:

- the grassed pathway between the upper and lower parking areas was identified as being too steep and the surface unstable underfoot;
- accessible boat access (both motorized and non-motorized) is not currently provided;
- there are no accessible parking spaces on site;
- portable toilets are not accessible;
- the green space is not currently accessible (gravel and grassed areas are difficult to pass in a wheelchair).

With the recent passing of Bill 59 which strives for an accessible Nova Scotia by 2030, this represents a strong case for improving all aspects of Sawpit Wharf Park to become more inclusive and equitable.



**MILLS &
WRIGHT**
LANDSCAPE ARCHITECTURE

55 Bond Street, Suite 301

St. John's, NL A1C 1S9

(709) 770-5035/8381

millsandwright.ca

Council

Item: #11.3.1

Date: June 25, 2024

Authorization: T. MacEwan

Welcome

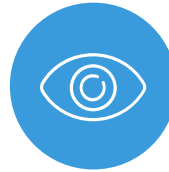


Making Our Mark

We live in an age where the visual landscape is inundated with symbols, logos, and brands vying for our attention.

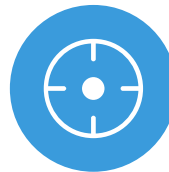
Dave Waters

Director, Economic Development



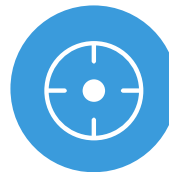
Our Objective

Ensure that our Municipal logo and name are immediately recognizable, distinctly clear, and prominent across all forms of media.



Our Challenge #1

The current logo, our Municipal Crest, does not always achieve these objectives.



Our Challenge #2

The current name MODL is too long and has limited meaning to our audiences and therefore also does not meet these objectives.



Identified Challenges

- Crest details are often lost at smaller sizes.
- Text is difficult to read (all caps, curved, serif font).
- On digital platforms users scroll quickly and readability is crucial.
- When viewed with other Municipalities or corporate logos, ours is not always readily distinguishable.
- The crest alone is not adaptable to the myriad of uses where Municipal branding is required.



CHRISTMAS TREE COLLECTION

Please remove all decorations and place curbside at the correct time.

TOWN OF Mahone Bay January 8

TOWN OF BRIDGEWATER January 8 - 12th

DISTRICT OF LUNENBURG INC. 1879 and **Queens Coast** January 8 - 19th on regular collection day

COMMUNITY HOUSING INFORMATION SESSION

Thursday, March 21 from 6 - 7:30pm
Bridgewater Baptist Church, 564 Glen Allan Dr.

Have questions? Contact Rebecca Baccardax, Bridgewater Community Navigator at (902) 521-8974

Meet and speak with resource people like:

- Program managers from the Province of NS, HappiPad and NSCC Lunenburg Campus
- Contractors and renovation resources
- Representatives from the Municipalities regarding zoning, fire and building codes, etc.
- Accountant regarding income/taxes
- People who have been home sharing/renting rooms within their homes
- Energize Bridgewater
- Community Service Groups

AND MORE!

PRESENTING PARTNERS:

Thank you to everyone who completed our recent survey for Project Volunteer!

We received 146 responses!

AND THE WINNER OF \$100 IS... COASTAL ACTION

CONGRATULATIONS!

We'll now take some time to look at your responses and plan the project's next steps!

Watch this space!

Want more information? Please contact Sandra 902-541-1321 or Sandra.Challis@modl.ca

Proposed Solution

- Retain the Municipal Crest for specific use cases and preserve this important element.
- Introduce a secondary logo to address the Crest's shortcomings.
- Within Economic Development we have already been using a Council approved alternate brand element.



- We propose introducing a hybrid version using this element and a modified Municipal crest.



District
of Lunenburg



District
of Lunenburg



District
of Lunenburg

Two suggested alternatives from the May 21, 2024, Policy and Strategy meeting

V3 – All CAPS – No Swish



V4 – Swish in Blue



The Benefits of Balance

- A hybrid design retains the primary crest elements while greatly enhancing name recognition “at a glance”.
- Two logos provide greater flexibility in messaging and targeted marketing initiatives.

- Can help bridge generational gaps by respecting tradition while engaging younger audiences with a more contemporary design.
- Supports operational efficiencies as each logo can be optimized for its intended use-cases.



Examples using consistent height.



You're invited!

Join us to learn more about alternative housing programs and resources



Secondary and Backyard Suite Incentive Program

Homeowners can apply for a loan to build a secondary or backyard suite on the property of their primary residence.



Housing for Social Good

Rent a bedroom to a verified housing companion. Happipad offers full support, background checks and compatible matching. Find out about this new safe option!



Housing for Students

With the shortage of rental properties on the market, our students are struggling to find housing. The NSCC Lunenburg Campus could use your help!

Homeowners interested in learning more about renting out rooms or creating an apartment in your homes are invited to join us for this information session. You can help create much needed housing for existing and new employees at businesses as well as students attending NSCC within our community.

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AND MORE!










Thank you to everyone who completed our

AND THE WINNER OF \$100 IS

We'll now take some time to look at your








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Potential Use Cases



- Official and Legal documents
- Intra-Municipal communications
- Select digital channels
- Municipal Pin
- When space is available
- Other uses as required



- Most digital channels and social media
- Marketing and Public facing communications
- Sponsorships and Public Events
- Promotional Materials
- Other uses as required

Name Positioning and Reinforcement

In addition to our visual branding, we have our name “The Municipality of the District of Lunenburg”. It also presents challenges related to communications and marketing.



Identified Challenges

- Longer names are harder to remember and recall.
- Long names are commonly abbreviated, as is the case for our Municipality:
 - Municipality of Lunenburg
 - The Municipality
 - MODL
 - District of Lunenburg
 - Others?
- Longer names are more cumbersome in various mediums and affect reader/viewer impact.
- Inconsistency leads to diminished brand identity.

Proposed Solution



- Transition to a more streamlined, memorable name for public and branding purposes while maintaining the full legal name for formal uses.
- Introduce "District of Lunenburg" as an alternate brand name.
- Attempt to eliminate, over time, the use of MODL and other name variants (beyond the official and proposed).
- Standardize use across various platforms and communications for consistency and stronger name identity.

Implementation Requirements



- Legal Review: to ensure that the use of "District of Lunenburg" as an alternate brand name does not conflict with existing legal requirements or trademarks.
- Updated policy and brand guidelines to maintain consistency across channels.
- Develop Internal Communications plan to emphasize the change and importance of adoption by Council and staff.
- Strategy to transition any printed materials, signage, etc. as replacement is required or targeted update.

Summary



The strategic adoption of a secondary logo and the transition to "District of Lunenburg" as an alternate brand name are key steps toward enhancing the municipality's visibility, engagement, and relevance in a rapidly evolving landscape.

These initiatives honor the municipality's rich heritage while embracing a future-oriented approach to branding and community identity.

Through careful planning, engagement, and clear communication, the Municipality of the District of Lunenburg can achieve improved brand identity that resonates with both current residents and future generations.

Dave Waters

Director, Economic Development