

**Active Transportation Plan
Town of Lockeport
August 2021**



Town of Lockeport
"An island to sea"

Prepared in Partnership with



Funded in Part by



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Executive Summary

The purpose of the Town of Lockeport's 2021 Active Transportation Plan is to review and provide updates to the town's previous plan published in 2018, while establishing a vision, goals, and strategies over the next 3-5 years. This plan is based on the principles of accessibility, environmental sustainability, and physical activity with various contributing local and regional plans supporting these initiatives.

This plan was written in partnership with the Clean Foundation through their Clean Internship Program. 15-week intern, Connor MacQuarrie, was tasked with drafting the 2021 Active Transportation, undertaking community engagement efforts, and an infrastructure assessment to help guide the objectives and future goals in the plan.

1. Introduction

Lockeport is a vibrant and historic island based community located in the Southwest of Nova Scotia, connected to the mainland by the Crescent Beach causeway. Home to just over 500 residents (2016 Canadian Census) and servicing residents from neighbouring municipalities, the Town of Lockeport is well positioned to develop an effective active transportation network, based on its physical geography as an island covering just 2.3 square km.

The town features a number of existing trails and recreational assets in a geographically compact area that are well used for active transportation and general recreational programming. The proximity to services and amenities in the town provides significant incentive for individuals to use active transportation in moving throughout the town, as opposed to motorized vehicles.

The town's previous Active Transportation Plan undertaken in 2018, was prepared in partnership with the Clean Foundation through their Clean Leadership program, with financial contributions from the Heart & Stroke Foundation. These financial contributions permitted for a Community Active Transportation (AT) Harvest which formed the basis for the 2018 plan, and has continued to be a guide in this updated 2021 Active Transportation Plan.

In order to stay up to date with the advances in the town's active transportation initiatives and the community's vision for active transportation in the town, a renewal of the plan was required. In this plan, the Town of Lockeport aims to look forward to identifying the future areas of intervention by focusing on low-cost high-impact strategies and solutions to maximize the town's existing infrastructure.

The plan outlines a vision which acts as a long term outlook for the future of active transportation in the Town of Lockeport, while providing objectives to better frame the overall vision for the town. Furthermore, the plan provides strategies and actions to ensure steps are put in place to achieve the community's vision for active transportation in Lockeport.

2. Vision and Objectives

As a part of the 2021 Active Transportation Plan process, a vision was established with accompanying objectives to outline a future direction for active transportation in the Town of Lockeport and serve as the basis from which improvements and avenues for investment are identified and prioritized.

The vision and objectives are based on a combination of existing commitments, assessment of the existing infrastructure, and community input received in the 2018 Community AT Harvest and 2021 community engagement survey. While recognizing financial constraints, the objectives are rooted in researched best practices and are intended to encourage active transportation through better accommodation of residents' needs.

2.1. Vision

Active transportation is a safe, enjoyable, and an efficient way to travel in the community of Lockeport, for people of all ages and abilities.

2.2. Plan Objectives

The objectives identified in the Active Transportation Plan are driven by the principles of active transportation; a town walkability audit; community engagement and general input; and ongoing and future grant opportunities relating to active transportation.

1. Develop a continuous active transportation network within the town
2. Ensure the safety of active transportation users
3. Create accessible and equitable active transportation to support all Lockeporters
4. Engage local stakeholders to find ways to cooperate on solutions

3. Setting the Stage

In this section we will be outlining the reasons for expanding active transportation in the context of Lockeport specifically by providing a better understanding of active transportation, its wide variety of benefits, and the town's existing active transportation infrastructure.

3.1. Active Transportation Defined

Active Transportation (AT) is defined as human powered transportation. This term can refer to a wide variety of transportation methods including but not limited to: walking, running, cycling, scootering, inline skating, skateboarding, etc.

The town should also be aware and consider vehicles such as accessible scooters in active transportation design. Furthermore, with advances in technologies, various types of 'micromobility' have been introduced to urban areas. While this is not a concern on a large scale in Lockeport, it should be noted that vehicles like 'e-bikes' are becoming a more common consumer item.

3.2. Why Active Transportation?

Increasing the opportunities for residents to engage in active transportation contributes to a number of the Town of Lockeport's existing policy goals. In addition to getting us from point A to point B, active transportation also provides a wide range of benefits including:



Health Benefits

Regular engagement in active transportation or other methods of physical activity have several health benefits. Active transportation usage improves people's physical, mental, and psycho-social health. Additionally, it supports and connects people with their community and its

natural environment. Engagement in active transportation also promotes independent living and has been proven to prolong life expectancy.

Financial Benefits

Active transportation infrastructure investments are extremely cost-effective, considering the health benefits alone. Healthcare costs have been proven to decrease as communities become increasingly active. A robust active transportation network can also provide a level of financial freedom at the individual level, in terms of transportation. Safe and effective AT networks are a valuable service for those who rely on non-motorized transportation. Additionally, a decrease in the use of motor vehicles reduces costs affiliated with road maintenance and more. Healthy, active communities are invaluable.

Social Benefits

Connected, consistent, and accessible multi-modal systems support equitable and liveable communities, by providing opportunities to retain independence, promote social inclusion and create meaningful social interactions. Local organizations and clubs can often develop around active transportation or recreation opportunities.

Environmental Benefits

Per capita, Nova Scotians are one of the highest greenhouse gas emitters in Canada, and across the world. The ICSP outlines Lockeport's commitment to reducing greenhouse gas emissions by 10% by 2040. Shifting towards more sustainable forms of transportation and reducing vehicle travel, ultimately improves air quality and reduces greenhouse gases which will help us reach this goal. Furthermore, motor vehicles contribute to a large amount of the noise pollution that we hear when on the street. By reducing the number of motor vehicles through encouraging active transportation, noise pollution will be reduced allowing for a more calm and enjoyable experience in the Town of Lockeport.

Safety Benefits

Infrastructure designed to support active transportation use can reduce the frequency and severity of pedestrian and cyclist injury and fatality. This is particularly true for vulnerable road users such as children and seniors. Supporting the development of active transportation infrastructure ultimately saves lives, which further increases safety, through "safety in numbers". Research has indicated that the more pedestrians and cyclists on the road, the safer the road is for all users.

3.3. Lockeport Background

Lockeport is located on the traditional lands of the Mi'kmaq people. Mi'kma'ki, what we now know as Nova Scotia, has had over 800 sites of Mi'kmaq settlement over the course of thousands of years and these lands remain subject to the Wabanaki Confederacy.

As a historic town and region, Lockeport has historic and contemporary forms of active transportation shown within its existing recreation and trail infrastructure. Among these include traditional trails, boardwalks, beaches, the ocean itself, parks, and sports fields. Active transportation usage has long been part of the culture of Lockeport. Based on its physical geography as an island spanning just 2.3 km, the Town of Lockeport is known as Nova Scotia's most walkable community.

Most of the existing trails in Lockeport are owned by the Town and include boardwalks, a series of nature trails in Roods Head Park, and a section of the abandoned rail bed, which includes two timber trestle bridges and spans across a somewhat sheltered portion of the Atlantic Ocean. Since the ceding of this rail bed in 1984 to the town, the resulting community trail has served as a great way to walk or bicycle from the mainland to the island and back for work, groceries, recreational opportunities, and more.

Lockeport is an integral and influential part of Shelburne County. Lockeport provides vital infrastructure, including medical, fire protection, and more. The Town is also the location of hundreds of jobs in fishing, tourism, and service industries. The Town provides numerous education, recreation and entertainment opportunities. Improvements for active transportation will exhibit Lockeport as a local leader. Moreover, these developments will support the health and transportation needs of Lockeporters, numerous residents of Shelburne County, and the tourists that frequent Lockeport.

3.4. Recreational Assets

This section will briefly outline the numerous recreational and infrastructure assets within and surrounding the Town of Lockeport.

3.4.1. The Atlantic Ocean

The Atlantic Ocean has acted as a key feature in the daily life, economy, and culture of Lockeport since its inception. The ocean also provides opportunities for engagement with active

transportation and the natural environment. Dories and rowboats have been used historically along the coast as a means of transportation. Kayaks and canoes have also been increasingly used, while paddle boarding and other water transportation and sports have been rising in popularity throughout Nova Scotia.

3.4.2. Trestle Trail

The Trestle Trail is located along the Town's old CNR Rail line and traverses the back harbour, ending at the gear shed at the intersection of Upper Water Street and North Water Street. The trestle trail consists of a rail bed and two trestles. This long established active transportation route provides secondary access to and from Lockeport.

3.4.3. Trestle Trail Loop

The Town's recently named, 3.2km, Trestle Trail Loop has become an important component of local active transportation. This route includes: the old CNR Rail line, a large section of boardwalk, a large section of protected and widened road shoulder through Brighton on the mainland, and streets within the town. This loop has quickly become a hub and the most popular local corridor for active transportation.

The loop passes within two blocks of over 90% of town places of employment, shopping and other services as well as a significant portion of residential area. In addition, at the north end of the loop there is a direct connection to more abandoned rail bed, leading out of Town.

3.4.4. Roods Head Park

Roods Head Park is a small piece of nature nestled along the seaside at the south end of Lockeport. The park features a number of short, medium terrain trails, a small parking lot, outdoor electrical hookups for RV camping, tent and picnic sites. The uppermost level of Roods Head Park serves as a great look-off with a view of Gull Rock Lighthouse to the south and toward the west lies a unique view of Lockeport's Crescent Beach. The park presents many opportunities to be active and enjoy the beauty of Lockeport.

Beaches

Lockeport is a coastal community that boasts a series of beautiful beaches, many of which are ideal for engagement in active transportation.. Beaches are great locations for engaging in active transportation and unstructured activity, because they are flat, void of traffic and scenic.

3.4.5. Crescent Beach

For all of Lockeport's recorded history, Crescent Beach has remained the single most significant active transportation corridor in the community. Crescent Beach is a beautiful white sand beach that stretches for over 1.5km and forms the outer edge of Lockeport's causeway, joining Locke's Island port to mainland Brighton.

Located at one end of the beach is the Crescent Beach Centre. The centre hosts a Visitor Information Centre, a gift shop, a snack bar, and washrooms. The beach hosts two sets of oceanfront cottages. Additionally, interpretive signage along the beach showcases the Town's history and provides an opportunity to learn about Lockeport as people walk along the beach. The beach at both ends features ramps to facilitate easier access for pedestrians.

3.4.6. Chetwynd's Beach

Chetwynd's Beach is a lesser known, rocky beach that is a part of Roods Head Park. This beach connects the various nature trails to form a loop in the park.

3.4.7. Col Locke's Beach

Col (Colin) Locke's Beach is known by many as a popular picnic spot. Located around the corner from the south government wharf at the end of South Street, this beach is just beyond the Locke Family Streetscape. It is known as a great location to traverse on foot, particularly at low tide, where the sand flats provide access by foot to neighbouring Cranberry Island. Cranberry Island features a beautiful forest and a view of the harbour.

3.4.8. Freddy's Beach

Freddy's Beach is located across South Street from the Locke Family homestead and Lockeport's historic streetscape. This beach is situated in the inner harbour and provides an excellent opportunity to launch a kayak or other small boat.

3.5. Contributing Plans and Policy

In recent years the Town of Lockeport has adopted numerous plans and strategies spanning federal, provincial, and municipal authorities which contribute, support, and ultimately inform the development of this plan and initiatives taken within the town. While these plans and strategies range from focusing on the environment, physical activity, transportation, and social inclusion, they all support the goals and vision within the Active Transportation Plan.

3.5.1. Integrated Community Sustainability Plan (2010)

In March of 2010, the Town of Lockeport adopted its Integrated Community Sustainability Plan (ICSP). The ICSP is a guiding document for governance, community development, and service delivery that evolves with community needs. Developed with a close community consultation, the ICSP supports Lockeport as it works towards a suitable future for the Town and its residents, while simultaneously caring for and protecting the natural environment.

The ICSP describes its mission as renewing, revitalizing, and celebrating local culture, history, and services. It also emphasizes revitalization as a means to further Lockeport and make it a more sustainable, thriving community. The ICSP emphasizes the importance of transportation in providing connection to the Town and surrounding Shelburne Country.

3.5.2. Physical Activity Strategy (2020-2022)

Since 2013, the Town of Lockeport has partnered with the Town of Shelburne and the Municipality of the District of Shelburne in a shared municipal Physical Activity Strategy. This partnership supports the Municipal Physical Activity Leadership Program (MPAL), a provincial program developed to combat the increasing trend towards being sedentary, in Nova Scotia and across the country.

The Physical Activity Strategy was developed to raise local awareness and participation in structured and unstructured physical activity, and increase access to quality facilities supporting physical activity. The plan outlines physical activity that supports healthy living, including modes of active transportation.

In consultation with adults residing in the municipalities, residents predominantly identified walking as the method of physical activity they sought to further engage in, while identifying infrastructure as one of the biggest challenges discouraging engagement in physical activity.

"70% of residents associated infrastructure as a challenge for engaging in physical activity"

3.5.3. Municipal Climate Change Action Plan (2013)

The Town of Lockeport's Municipal Climate Change Action Plan supports the Town as it identifies and adapts to the long-term implications of climate change. The plan outlines how the town must be proactive in the planning and management of its infrastructure and future

projects. It stresses long-term, proactive planning is both cost-effective and necessary for Lockeport's adaptation to climate change. The plan also describes the locations and associated infrastructure that are expected to be at greatest risk due to sea-level rise and other local effects of climate change.

A central objective noted in the Climate Change Action Plan is the reduction of the Town's greenhouse gas emissions and its dependency on fossil fuels, corresponding with other initiatives to increase alternative means of transportation. The plan also details the importance of adaptive land-use planning and other strategies to support sustainability.

3.5.4. SHIFT: Nova Scotia's Action Plan for an Aging Population (2017)

The Province of Nova Scotia in 2017, released SHIFT: Nova Scotia's Action Plan for an Aging Population. The plan aims to promote: "a shift in thinking and in practice that will benefit all Nova Scotians, including older adults, in all their diversity."

SHIFT emphasizes the importance of supporting age-friendly community planning to improve the health and wellbeing of older adults, to increase the likelihood of being able to "*walk independently and do other activities of daily living on their own compared to sedentary elders*".

Social Isolation

SHIFT describes the importance of cultivating supportive environments that support the autonomy and independence of older adults, while stressing the importance of supporting community networks as central to preventing social isolation and supporting them to live healthy active lifestyles.

Older Adults & Transportation

SHIFT highlights the importance of age-friendly community planning to support accessible transportation for older adults. Improvements to transportation were described as providing access to seniors to participate more fully in society and maintain their wellbeing. In SHIFT, the province stated that it will work with its partners to improve access to transportation across the province, particularly in rural communities.

3.5.5. Let's Get Moving Canada

To address Canada wide trends towards more sedentary and less active lifestyles, the federal government released its national strategy: A Common Vision for increasing physical activity and

reducing sedentary living in Canada: Let's Get Moving - hereafter referred to as Let's Get Moving Canada. The plan notes the inequities that rural communities face in developing infrastructure supporting physical activity and active transportation. It describes how rural community leaders must be provided with additional aid to support physical activity in rural communities.

The strategy outlines six areas of focus which were identified and prioritized to support efforts in increasing physical activity:

1. **Culture Norms:** establishing movement as a social norm, in a manner that is responsive to local norm
2. **Spaces and Places:** physical environments that support safe engagement in physical activity are emphasized as key
3. **Public Engagement:** engaging communities to support physical activity is underscored as essential
4. **Partnerships:** building partnerships and collaborating with stakeholders is stressed as crucial
5. **Leadership and Learning:** these principles are described as imperative to supporting physical activity
6. **Progress:** the importance of tracking progress to determine failures and successes is emphasized

3.5.6. National Active Transportation Strategy (2021)

This year, the government of Canada released its first federal strategy to directly support active transportation. The strategy outlines the practice and positive benefits of active transportation, public engagement work done throughout the country, and information on the associated federal funding opportunities. Furthermore, a strategic direction for the future of active transportation in Canada is outlined, with examples of AT projects throughout the country.

4. Data Collection

The Town of Lockeport has always operated in a manner that is open and engaged with Lockeporters on issues that impact them. The Town's work to be engaged with residents extends to its consultation processes for active transportation planning. The Town's consultation process aspires to encourage residents to be more actively involved in their community and have residents recognize the value of their local expertise.

Among the guiding principles of the Physical Activity Strategy, which informs the Town's physical activity and active transportation planning, is the principle describing how initiatives supporting engagement in physical activity will be determined by research evidence, best practices, community needs and local assets, which can only be realized through consulting Lockeporters on an ongoing basis.

Since the 2018 Active Transportation Plan, numerous suggestions brought forward by residents have been addressed resulting in effective improvements. Some of these suggestions however, have been reiterated in our 2021 engagement efforts. Furthermore, upon formal assessment of the town's active transportation infrastructure, many of these same areas of concern were noted.

4.1. 2018 Active Transportation Harvest

The AT Harvest provided an opportunity for the Town to engage citizens and receive feedback from residents around their vision for active transportation in Lockeport. The event was facilitated by the Town Community Coordinator along with an external facilitator named Chad Haughn.

4.1.1. Methods

Attendees were provided a questionnaire as they arrived at the event. By looking at the questions they got a better understanding of what the consultation would be covering. At the end of the event participants were asked to hand in their completed questionnaires. The Town also provided these questionnaires to those who were interested in providing their input on active transportation planning in Lockeport but were unable to attend the AT Harvest.

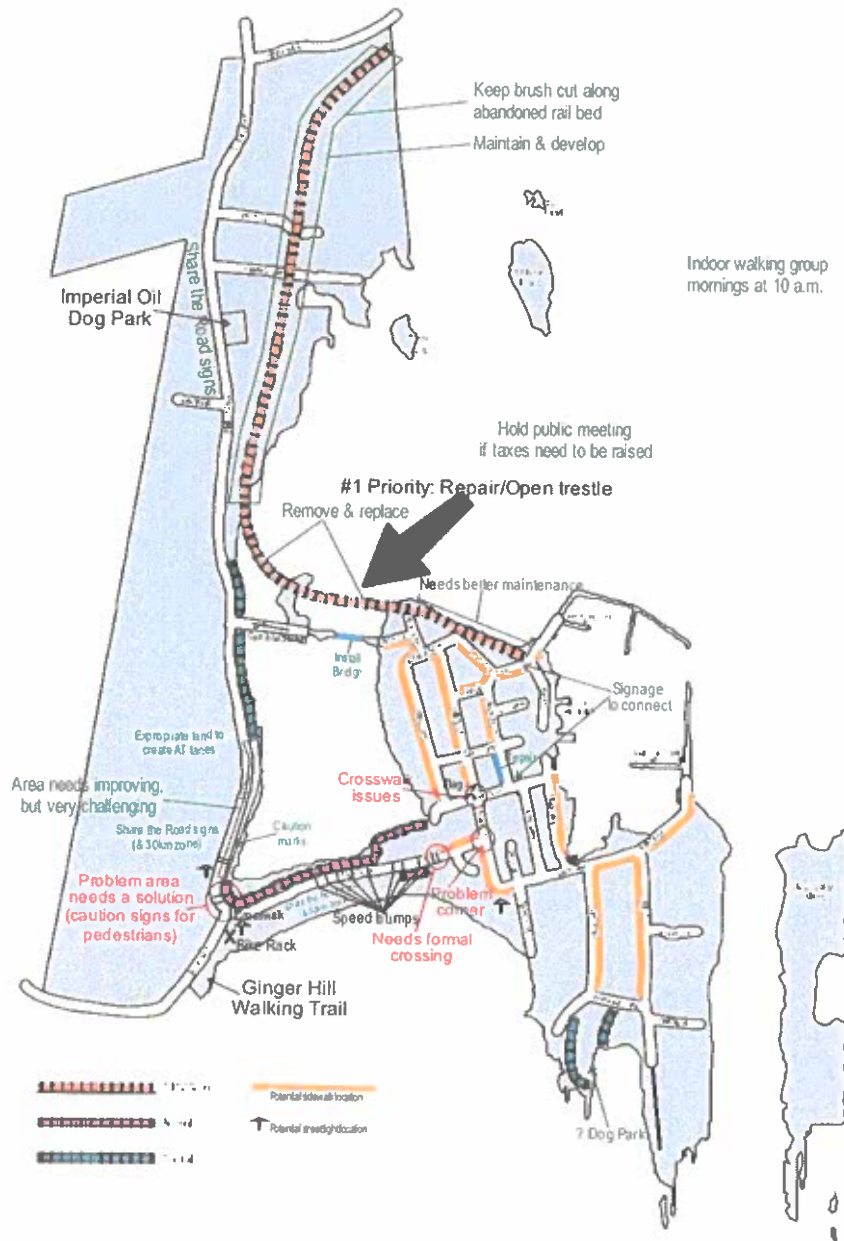
During the AT Harvest, participants were provided the opportunity to break out into 4 groups, whereby they mapped out their concerns and visions for safe and accessible active

transportation in Lockeport by drawing on a map provided to them. Subsequently, the facilitator led participants through a process amongst all participants to answer questions on flipchart paper, pertaining to how improvements can be made to better facilitate walking or cycling.

4.1.2. Results

There were a total of 27 questionnaires completed. The questionnaires contained 7 questions, their focus ranged from questions on demographic details, mode use, to concerns and ideas for improving active transportation. The results of the AT Harvest have been a strong guiding force in the 2018 and subsequent 2021 Active Transportation Plan.

4.1.3. AT Harvest Map



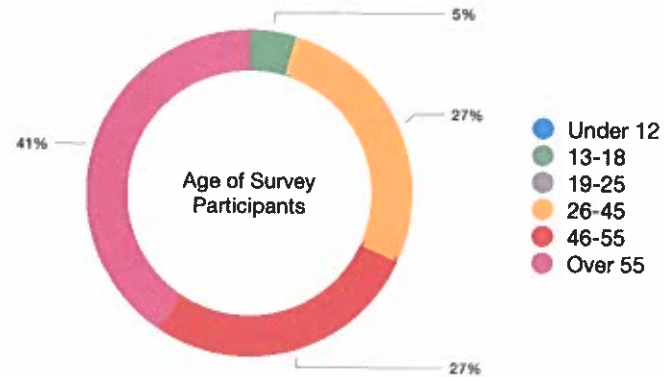
4.2. 2021 Public Engagement Survey

In June 2021, a survey was undertaken to better understand the needs of residents and visitors in the Town of Lockeport in terms of active transportation, their understanding of it, and their

vision for the future of active transportation in their community. The final survey will be included in the appendix of this plan.

4.2.1. Methods

The Town of Lockeport began the public engagement process through the distribution of a physical and digital questionnaire focusing on topics relating to active transportation. The questionnaire contained 8 questions, their focus ranging from questions on demographic details, to mode use, the barriers to active transportation, and proposals for improving active transportation in the region.



The questionnaires were distributed to all the local restaurants, services, and stores. Additionally, the questionnaire created on Google Forms, was distributed online through social media and an email list of known residents involved in active transportation.

4.2.2. Results

In total, 22 surveys - 17 online and 5 in person - surveys were received. The results from these surveys revealed a number of interesting findings in regards to the town's active transportation system and the community's relationship with it.

The overwhelming majority of participants lived in Lockeport, with 3 responses in East Green Harbour, 1 in East Jordan, and 1 in Shelburne. The majority of participants (9) were over the age of 55, with an equal number (6) of people in the range of 26-45 years old and 46-55 years old.

The majority of residents effectively understood active transportation, and generally defined the term with an independence from cars, reliance on one's own body power, and or a method of sustainable transportation. There were 2/22 participants, a small but noteworthy fraction who identified active transportation as a bus. The misidentification of public transportation and active transportation should be regarded as a sign to increase the awareness of active transportation as a term within the community, and also a need for alternative transportation systems.

All participants of the survey identified walking as a primary mode of active transportation, while biking and boating (dories, kayaks, etc), were each identified with significant mode shares.

Participants noted a number of barriers to AT or concerns with existing infrastructure. These included the need for better lighting; areas of town lacking sidewalks; the boardwalk and specifically the boardwalking on South/South Water Street needing repair; potholes throughout the town; and the Brighton Rd section of the Trestle Trail Loop feels unsafe.

Residents identified a number of ways which they felt their experience using the town’s AT network may be enhanced. More sidewalks and bike lanes were noted by the most participants, with a specific mention of the beach corner in town (Hall/South St). Other comments were less uniform, with a call for more visible cross walks and more benches and or rest areas. There were a number of comments directed towards increasing the safety on the Brighton Road specifically, with different ideas:

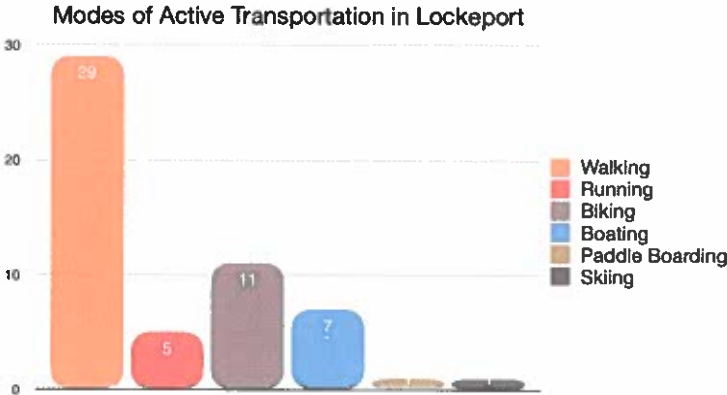
extending the boardwalk and adding signs to alert drivers that this is an active transportation route.

To gain an idea of the participants' association with various areas, the survey asked if they used the community trails and what could be improved if so. While there was

significant overlap in the responses to enhancing the AT network more generally, there were some important takeaways. Brighton Road was increasingly mentioned as an area of concern, again, with various solutions. Adding signs to alert drivers was once again suggested, as was removing the power poles on the trail section, and widening the trail in this area.

Basic maintenance of the trails including removing greenery, removing waste from garbage and dog waste bins, and landscaping were noted in numerous responses as a way to improve the trails in the community. Additionally, the addition of more benches, waste receptacles, and trail signage would all be welcomed improvements.

In the final section of the survey participants were allowed to freely comment on AT in Lockeport, and were urged to give their input. While previous points such as safety concerns on Brighton Road were reiterated, there are two unrelated comments which should be referenced.



A bike share system within the town was suggested for locals and tourists alike, to have better access and experience overall. Additionally, there was a call for better access to Crescent Beach.

4.3. Walkability Assessment

Members of the Town of Lockeport and the Municipality of Shelburne staff undertook a walkability assessment for the entire town to systematically document the existing conditions in the town's AT network, to infer the level of walkability present in different areas. The assessment considered walking and vehicle infrastructure, presence of vehicles, possibility for walking infrastructure.

4.3.1. Methods

A framework by combining elements of a walkability checklist adapted from the Active Independent Aging: A community guide for falls prevention and active living, with a gaps and corridor analysis which can be seen in the 2018 Bridgewater Active Transportation Plan.

By adapting the checklist associated with the Active Independent Aging guide, an effective map was created identifying areas with the greatest need for improvement and which areas pose the greatest risk in the AT network.

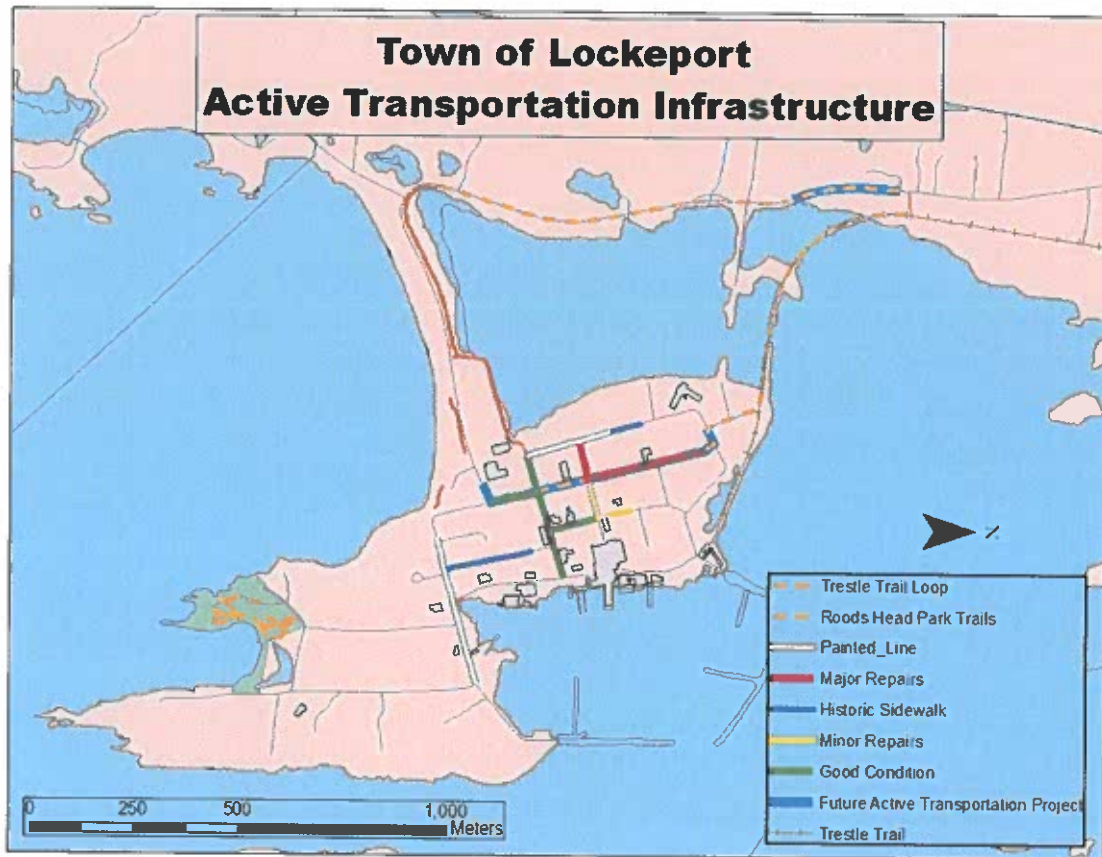
To begin, our team printed maps of the town and walked as a group, noting the various areas of assessment found throughout the survey in the Active Independent Aging Guide. This included making detailed notes on the maps, with considerations such as the presence and conditions of sidewalks, lanes, and curbs, crosswalks, or lack thereof.

After taking detailed notes, shapefiles were created in ArcGIS to map out the existing AT network, its spot gaps, and its corridor gaps essentially undertaking a rudimentary gaps and corridor analysis to visually represent the walkability assessment.

4.3.2. Results

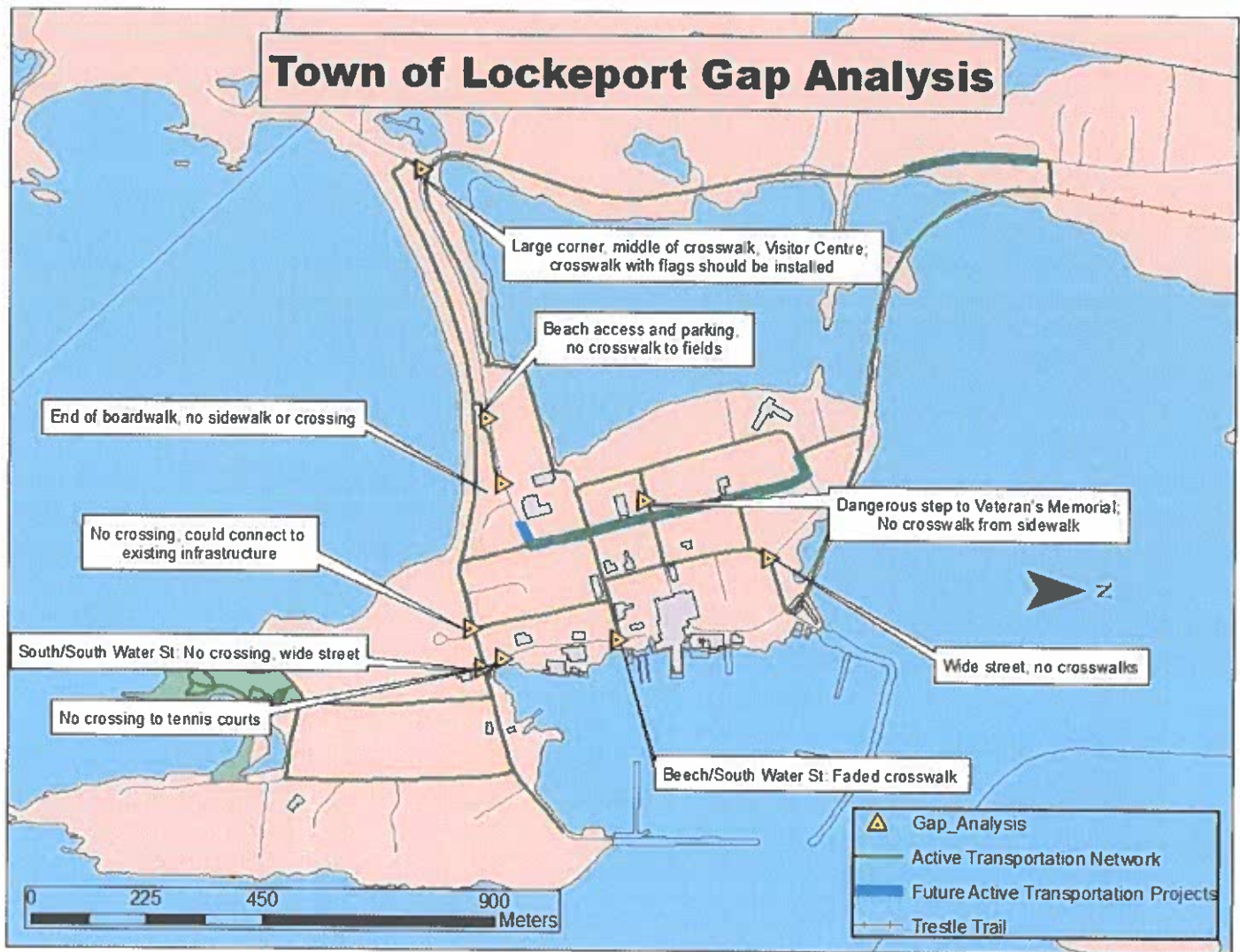
The results of the Walkability Assessment indicated that the Town of Lockeport's AT network has a number of areas of concern which should be addressed to improve the walkability for residents in the community. These areas of concern take the form of spot gaps which lack appropriate crosswalks; corridor gaps which are areas in the AT network lacking appropriate infrastructure to connect to the rest of the network; and maintenance or improvement of existing infrastructure.

In completing the Walkability Assessment it was clear the most robust parts of the town's AT network were concentrated in the busiest areas of town, however there are different levels of AT infrastructure available throughout town. The range of infrastructure includes recently constructed sidewalks, sidewalks in need of repair, historic sidewalks, boardwalks, small AT lanes painted on streets, and dirt curbs.



4.3.3. Gap Analysis Map

After taking detailed notes for the Walkability Assessment, there were a number of gaps identified which crosswalks should be considered to remedy, and faded crosswalks in need of repainting. The gaps in the AT network create areas which have the potential to cause accidents between motor vehicles. When addressed with appropriate measures, the chance of these accidents is reduced significantly. These gaps are located in the map on the following page.

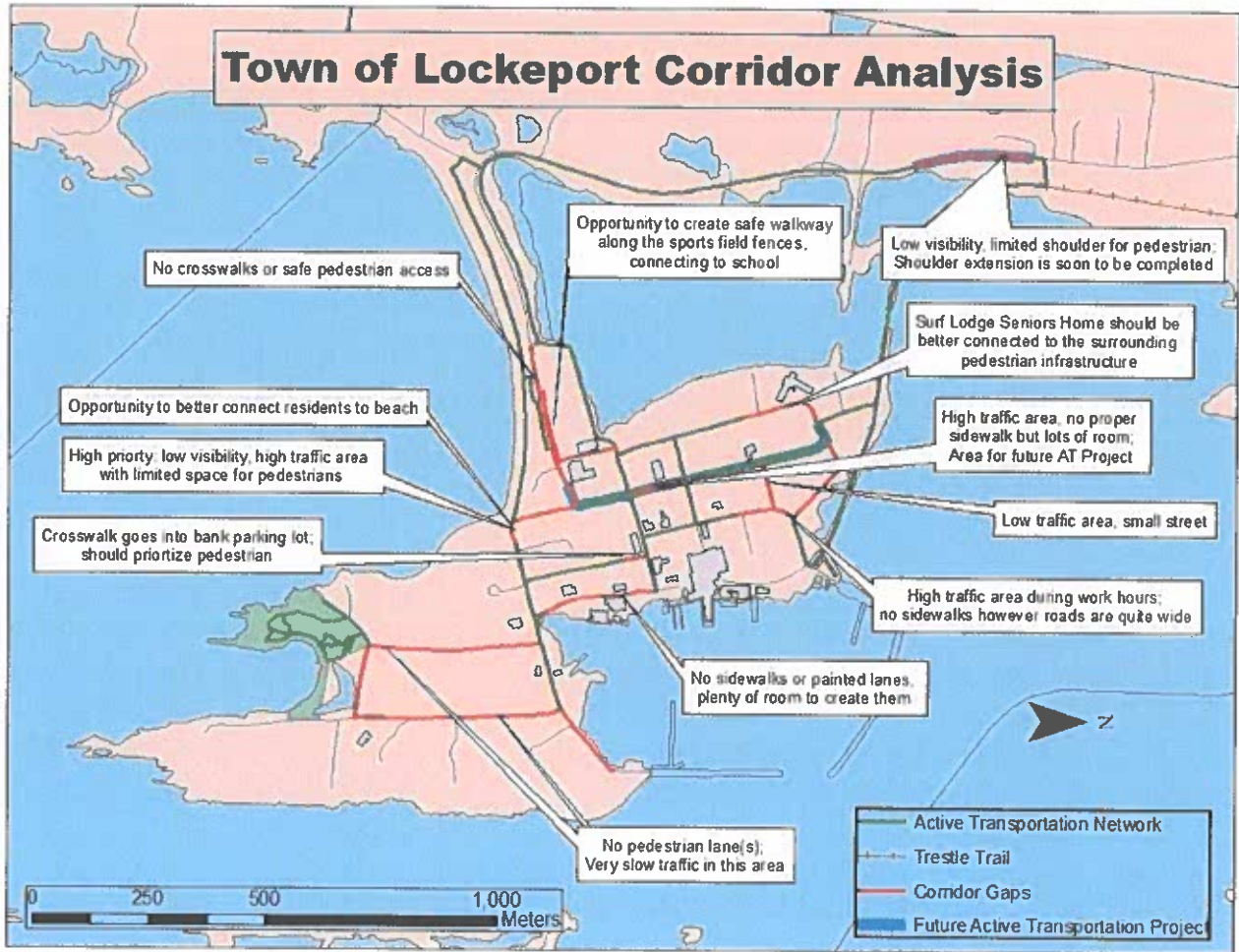


4.3.4. Corridor Gap Analysis Map

The Walkability Assessment informed and necessitated a corridor gap analysis, as there were a number of areas creating a significant disconnection in the AT network. These areas are of high concern, as they force pedestrians, bikers, and other AT users to use the road without any protection or indication for motor vehicles to share the road.

Often these corridor gaps feature areas which seem to be encroached by lawns and contain some amount of curb, which may permit for the installation of some sort of AT infrastructure. Addressing these corridor gaps would be a step forward in creating a safe and connected AT network. The corridor gaps are located in the map on the following page.

Town of Lockeport Corridor Analysis



5. Strategies and Actions

After undertaking a wide variety of research, analysis, and public consultation there have been a number of strategies and actions which will ultimately guide the future development and implementation of active transportation in the town.

5.1. Address the Gaps and Corridor Gaps Identified in the Walkability Assessment

The gaps and corridors identified in the walkability assessment, provide opportunities to drastically increase the existing active transportation system. While a full AT lane or sidewalk would be preferable to address corridor gaps, landscaping to create a widened curb could provide a significant increase to safety for pedestrians. Small scale investment would be needed to address the gaps identified throughout the town with painted crosswalks.

5.2. Provide better seasonal maintenance for existing Active Transportation Network

Maintenance was noted as one of the largest barriers in community members using the town's trail systems. Seasonal maintenance including mowing, bushwhacking, removing brush, and emptying waste and dog waste bins should be done on a regular basis throughout the non-winter months.

Furthermore, there are areas which require higher levels of maintenance. This includes filling trails and roads with gravel, the addition of rocks to act as barriers for vehicles, and fine trail maintenance.

5.3. Expand and Increase Basic Trail Infrastructure to Enhance the Active Transportation Network

Basic trail infrastructure is a small investment that should be expanded to create a better experience for active transportation users. This includes better maintenance and addition of more waste receptacles, streetlights, trail markers and signage, and signage communicating with cars that there may be pedestrians present.

5.4. Expand and Enhance the Active Transportation Network

While addressing the gaps and corridor gaps will enhance the AT network, there is still more opportunity to expand. There are a number of less used areas which don't feature AT infrastructure, but could still benefit from the safety small initiatives provide.

Additionally, while there continue to be attempts to expand the Trestle Trail to connect it to other regional trail systems, even ensuring the clear path to the Lockeport Campground & Cottages, just beyond Jones Firth Rd, could create a safe and effective active transportation route for the residents from the Lydgate area and beyond.

5.5. Adopt Policy to Support Active Transportation

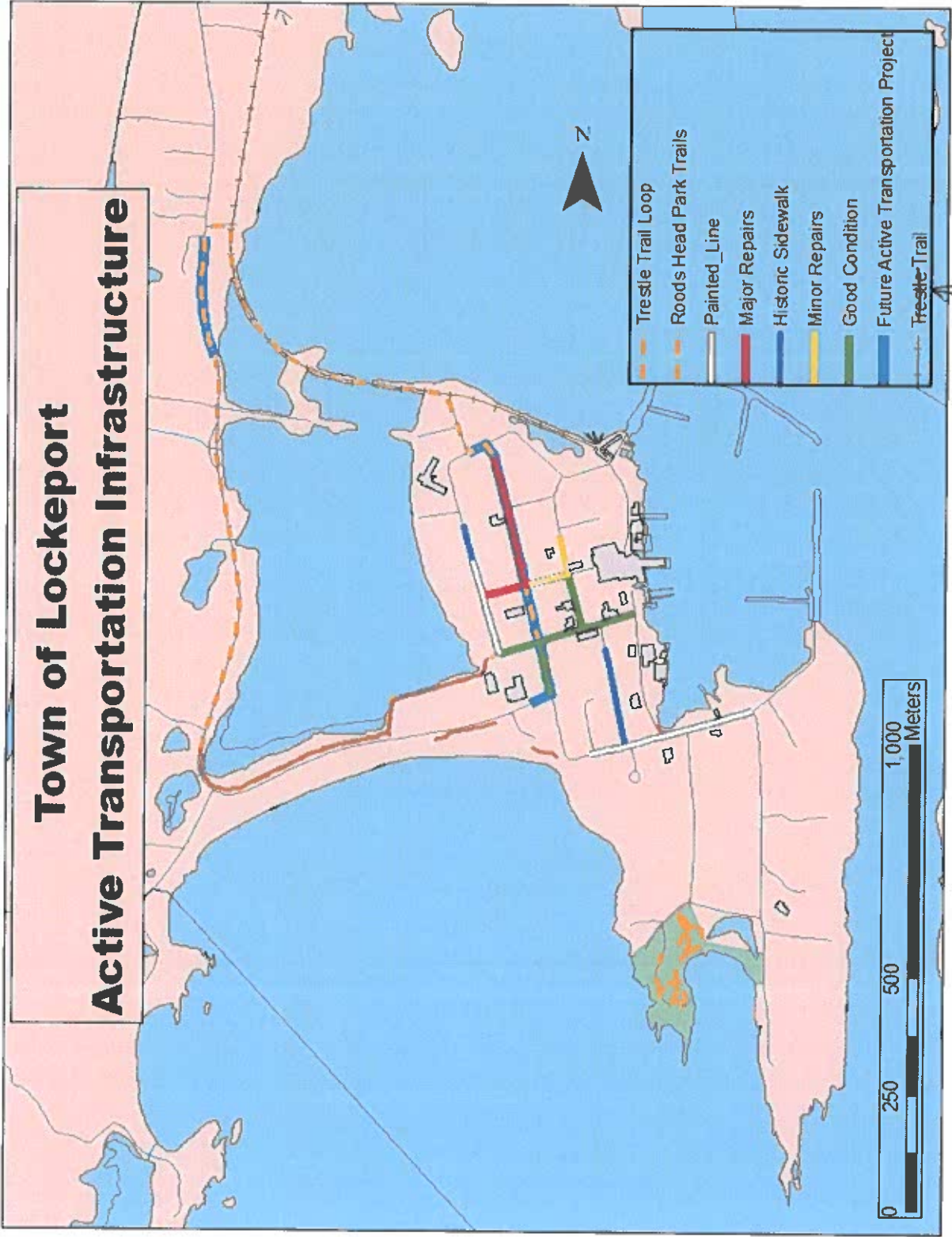
Continue to stay up to date on policies, plans, and strategies relating to active transportation. Get the town staff or community members involved in workshops and education opportunities, to learn more about active transportation initiatives.

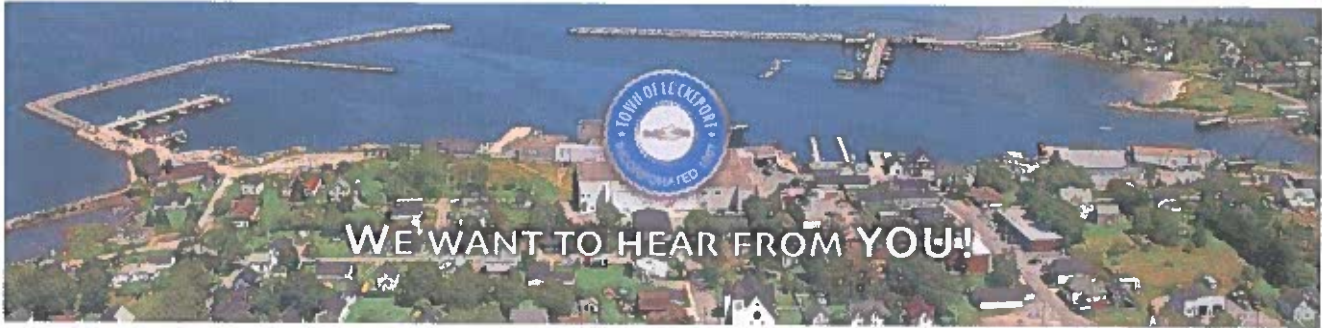
6. Further Reading

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Town of Lockeport Active Transportation Infrastructure





Lockeport Active Transportation Questionnaire

The input you provide in this questionnaire will be important in constructing the 2021 Active Transportation Plan and projects surrounding active transportation for years to come.

What community do you live in? _____

How old are you? _____

What does "active transportation" mean to you?

What forms of Active Transportation do you use?

- | | |
|---------------------------------|---|
| <input type="radio"/> Walking | <input type="radio"/> Cross country running |
| <input type="radio"/> Running | <input type="radio"/> Paddle Boarding |
| <input type="radio"/> Bicycling | <input type="radio"/> Other, please specify:
_____ |
| <input type="radio"/> Boating | |
| <input type="radio"/> Skiing | |

Do you have concerns about barriers and/or safety when walking?

FLIP FOR THE REMAINDER OF THE QUESTIONNAIRE

What do you feel would improve your experience using active transportation in our community?

Do you use the existing trails within the community?

- Yes
- No

If yes, what could be improved on these trails?

If no, why do you not use the community trails?

Do you have any other comments about active transportation in Lockeport? Feel free to include point form or full sentences, all community input is greatly appreciated!

If you have further questions or concerns regarding active transportation, please contact us by **Email:** lockeportrec@ns.aliantzinc.ca ; or **Phone:** [\(902\) 656-2565](tel:(902)656-2565)