

Nova Scotia Bikeways:
***Communicating the Vision, Building Support
and Strategic Partners***
Phase II Final Report



Prepared by EASTWIND CYCLE CONSULTING

**For Bicycle Nova Scotia &
Funded by Department of Health Promotion and
Protection NS**



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Front Cover Photo: Participants in the 2010 Nova Scotia Bicycle Summit in Annapolis Royal get ready to share the roads.

Introduction & Purpose

The concept of a province-wide network of bikeways was initiated at the 2007 Nova Scotia Bikeways Summit held in Pictou County. Through funding from Department of Health Promotion and Protection, Bicycle Nova Scotia contracted Eastwind Cycle (EWC) to conduct a feasibility report on the interest and potential for such an initiative. The Phase I report entitled “**Scoping the Blue Route: Feasibility of A Nova Scotia Bikeways Network,**” was completed in January 2009. That report provides the rationale for a province-wide bikeways network, examples from other regions and a baseline map for suggested transportation routes. To build on the Phase I the report and its recommendations were presented across Nova Scotia in communities from Yarmouth to Port Hawkesbury from September 2009 – March 2010. The specific goals and objectives of Phase II are summarized in Goals in Appendix I.

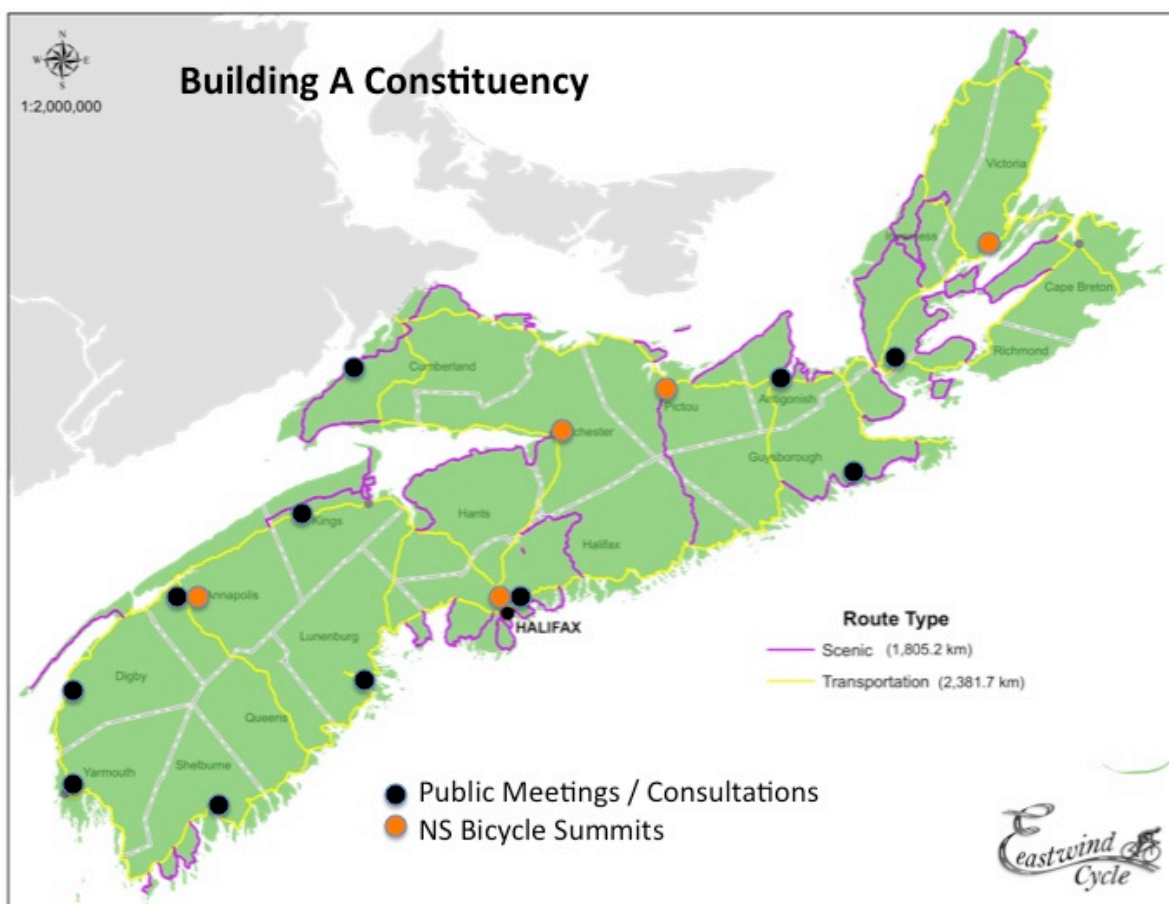
The goal of the community presentations was to communicate the results of the project and to gather feedback on the specific recommendations of Phase I. Additional meetings were held with cycling groups, government departments, elected officials and presentations were delivered to Recreation Nova Scotia, Union of Nova Scotia Municipalities, and the Annual Nova Scotia Roadbuilders Conference. A summary of meetings is included in Appendix II and Figure 1 maps out the meeting locations as well as the locations of the Nova Scotia Bicycle Summits over the past five years, which have traversed the province from St. Ann’s in Cape Breton to Annapolis Royal in 2010, with the next Nova Scotia Bicycle Summit being planned for Yarmouth in 2011.

The community meetings in particular were used to gain additional information about specific infrastructure needs, to get individual feedback on the challenges and opportunities that an increase in bicycling infrastructure might offer. These meetings resulted in valuable contributions of new ideas and generated excitement about being part of something that linked communities across Nova Scotia. Meetings were attended by a broad spectrum of people – active cyclists, health care workers, municipal councilors, recreation staff, tourism operators, (in one case an entire women’s spinning class dropped in!), teachers, and representatives from non-profit environmental and health organizations. Our meetings did not tend to attract youth, but seniors were well represented. All meetings had a good participation by both men and women. In total, we presented to over 250 people across the province.

The Phase I report also outlines the benefits of collaboration by government departments on a Bikeways initiative. Throughout the public consultation period Eastwind Cycle Consultants met with representatives from Department of Health Promotion and Protection, Nova Scotia Environment, Transportation and Infrastructure Renewal, and Tourism, Heritage and Culture to begin to build government support for a

collaborative and province-wide initiative. Municipalities have lead the way through the development of active transportation plans, development of municipal physical activity strategies, support of trail development, organization of bike week and installation of bike racks, share the road signs and production of bicycle route maps. Active transportation infrastructure is currently being added to municipalities at varying rates, and municipalities that are furthest ahead tend to have an active non-profit advocacy organization or a champion within municipal staff.

Figure 1. Map of community meetings held from June 2009 – March 2010 to communicate and consult on the feasibility of a Nova Scotia system of bikeways.



Phase I Recommendation Responses

The goal of Phase II was to test our recommendations with interested members of the public and key stakeholder groups. Because of the diversity of the types of meetings and numbers of people in the audience, feedback was solicited in an organized format (ie. where participants discussed the recommendations and prioritized) and in a less formal discussion based format. In both cases detailed notes were taken of all responses. We have collated responses from the various meetings in Table 1, as they pertained to the specific recommendations.

Overall, the initial recommendations were supported. During the months in which we conducted the public meetings, a few of the recommendations were actually met – including the formation of the Nova Scotia Bikeways Coalition under Bicycle Nova Scotia and the hiring of a Special Projects Engineer at TIR to focus on active transportation initiatives. The Integrated Community Sustainability Plans for Nova Scotian municipalities were completed in January 2010, with a significant number including active transportation as part of their plan (see UNSM 2009 Conference Presentations **Active Transportation on the Move**) and several municipalities have developed and are implementing active transportation plans (see overview of these successes at **Active Transportation Success Stories** available at www.unsm.ca.) Additionally, outside of the recommendations put forward in the Phase I report, the Union of Nova Scotia Municipalities Active Transportation Committee was formed, and the partnership between the province and municipal governments to promote physical activity has also progressed. As of May 2010, 32 of the 55 municipalities are involved in the Municipal Physical Activity Leadership program, with 12 comprehensive physical activity strategies completed and 23 active living coordinators employed at the municipal level. These initiatives are part of the human infrastructure needed to successfully develop bikeways in Nova Scotia.

The need for an overarching policy for bicycle infrastructure was reiterated in many meetings as was the incorporation of bicycle infrastructure in provincial and national park systems. In urban / semi-urban areas, the focus for bikeways and increased active transportation was on health, while in rural areas opportunities for economic development as a result of bicycle infrastructure and promotion was seen as important if not more so than health. Engagement of provincial departments, particularly Transportation and Infrastructure Renewal was seen as a top priority so that further work could be done on integrating bicycle infrastructure into overall transportation planning.

Table 1: Phase I recommendations with feedback and progress as identified during the Phase II meetings and consultations.

Organizational Recommendations	
Recommendation	Comments/ Feedback/ Progress
O1. Create a dedicated organization or committee to oversee bikeways implementation in the province and ensure continuity between municipal and provincial projects (e.g. Velo Quebec model).	<ul style="list-style-type: none"> identified as the top priority at the 2009 Nova Scotia Bicycle Summit priority identified at Antigonish Meeting as well Coordination of initiatives Prioritize – create an organization who can do this Nova Scotia Bikeways Coalition has been formed as a subcommittee of Bicycle Nova Scotia (January 2010)
O2. Create an interdepartmental provincial committee to ensure that Active Transportation is included in overall planning and policy direction across Nova Scotia. The committee should contain one or more non-government seats, to ensure a link to cycling organizations and initiatives.	<ul style="list-style-type: none"> Key staff members from the Department of Department of Health Promotion and Protection (HPP), Transportation and Infrastructure Renewal (TIR), Tourism Heritage and Culture (THC), Department of Environment (DoE) have met. Need additional staff from Education, Community Services, Seniors, Justice, Service NS and Municipal Relations Union of Nova Scotia Municipalities (UNSM) should be involved; UNSM does have an Active Transportation Committee Informal committee may be best way forward to coordinate departmental initiatives
O3. Establish an active transportation seat on provincial tourism visioning transportation subcommittee.	<ul style="list-style-type: none"> Little feedback on this particular recommendation. Could be that few people were aware of the Tourism Partnership Council. Following Phase II, this is seen as a lesser priority. The Tourism Industry Association of Nova Scotia (TIANS) has identified the Nova Scotia Bikeways project as part of its priorities for 2010. THC 2010 plan makes reference to cycling and active transportation
O4. Create position in Department of Transportation and Infrastructure	<ul style="list-style-type: none"> Hiring of Elizabeth Pugh as Special Projects

Renewal for Bicycle Coordinator who will act as a liaison between “Velo NS” and the Department.	Engineer has filled the intent of this position.
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Policy Recommendations	
Recommendation	
P1. Nova Scotia should develop a bicycle policy that integrates cycling into existing government mandates.	<ul style="list-style-type: none"> • TIR is the key to moving on the bikeways, • Share the road signs need policy • Need for new TIR policy on re-paving so that bike lanes can be added in priority areas • Standardized signage needed for trails and lanes should be a priority
P2. Bicycle networks and routes should be integrated into all Municipal Sustainability Plans by 2010.	<ul style="list-style-type: none"> • Integrated Community Sustainability Plans (ICSPs) have been completed, TRAX and Cities and Environment Unit (CEU) worked with three municipalities to integrate Active Transportation. Toolkit available from the Ecology Action Centre at end of April 2010. • Evaluation of ICSP spending needs to include active transportation infrastructure
P3. School board support and policy direction for cycling to school, as well as site selection of new schools based on active transportation.	<ul style="list-style-type: none"> • Active and Safe Routes to School (ASRTS) is working on this. • Heart and Stroke Foundation nationally has launched a Shaping Healthy, Active Communities Took kit (http://www.heartandstroke.com)

Infrastructure Recommendations	
Recommendation	
I1. Provincial infrastructure funding through economic stimulus packages aimed at transportation infrastructure should include funds for bikeways.	<ul style="list-style-type: none"> • Municipalities and the province would have had to be ready for this before applying for stimulus funds. • Opportunity to influence this through the ICSPs
I2. Where there is community support and demand for bicycle infrastructure, work with municipalities and regional organizations to install share the road	<ul style="list-style-type: none"> • This is occurring in several municipalities. • Need for clear, enabling policy from TIR

and bike route signs. This is a first step in welcoming cyclists and considering their safety.	
I3. As bicycle infrastructure becomes part of transportation planning, high priority bicycle routes (of standard 1 m - 1.5 m) must be integrated into repaving plans.	<ul style="list-style-type: none"> • This is occurring in some jurisdictions, e.g. Cabot Trail. • Width of bike lane still not necessarily at international standard • Shoulder line needs to be painted to reflect increased width (e.g. St. Ann's Bay in Cape Breton has not done this, despite road widening)
I4. Bicycle infrastructure should be incorporated into infrastructure upgrades in national and provincial parks.	<ul style="list-style-type: none"> • We should have this for the provincial park system. (This was suggested in several consultations). • Develop hiker / biker specific camping sites in all provincial campgrounds. Ensure a policy that no cyclist or walker gets turned away (US, EU examples) • Encourage smaller towns to have information on accommodations for cyclists at the town hall, Visitor Information Centres (VICs), etc. • Community centres could be a place where air, water, etc is available. • Universal and standardized signage should be a part of the bicycle infrastructure in Nova Scotia

Intermodal Transportation

I5. Bicycles can be carried by bus / shuttle service between different areas in the province as well as inter-provincially.	<ul style="list-style-type: none"> • Current trend of reducing rural bus routes is problematic for increased access to cyclists • Kings Transit / Metro Transit have bike racks on buses
I6. Bicycles are able to be transported to and from the airports in the province / bikeways should extend to airports.	<ul style="list-style-type: none"> • More communication with Acadian Lines is needed on this issue. • Small shuttle services should also be engaged.
I7. Bicycles should be welcome on VIA Rail.	<ul style="list-style-type: none"> • Bicycles can be transported on VIA Rail. Interesting initiatives exist in Ontario and Quebec to promote the use of rail and bicycles

	together (see www.biketrain.ca)
18. Ferries within Nova Scotia and linking Nova Scotia to other states and provinces should have adequate infrastructure for cyclists and bicycles.	<ul style="list-style-type: none"> • Small ferries are used in the following locations: Lahave, Country Harbour, Englishtown, Digby Islands, Little Narrows. Englishtown probably has the highest volume of cyclists. More work needs to be done to see if current situation is a barrier to cyclists. • Digby Ferry / Yarmouth Ferry / Newfoundland Ferries do not have racks. Contact Bay Ferries and Marine Atlantic to see if there can be some improvement in infrastructure for cyclists.

Additional Areas of Concern

As the purpose of consulting with communities was to gather more detail on the initial recommendations as well as gather information on issues that may not have evolved as priorities during the first part of the project, clear areas of concern and emphasis emerged from the compilation of feedback at various meetings. In compiling the consultation results, we took note of ideas or issues that arose several times, and these developed into over all themes. Where specific initiatives were discussed or recommended, we include those in the following sections.

Many people who attended the meetings were active cyclists and felt that they were taking their life into their hands every time that ventured out on rural and urban roads.

Road safety and the education of motorists and cyclists alike is a priority for active transportation in Nova Scotia. The importance of **improving the health** of Nova Scotians through active transportation and changes to the built environment to allow for active transportation also emerged as a key issue. Opportunities for **economic development** were emphasized in rural areas, more so than in urban areas. Comments on safety, health and economic development gathered during public consultations are detailed in the following sections.

Education & Safety

The first step in building a provincial bikeways network is ensuring that everyone has an equal opportunity to ride a bicycle. A survey in Annapolis County conducted in 2009 found that 50% of households had bicycles; making them the most frequently owned recreational equipment. In addition to ownership, the second most important aspect of providing transportation equity to ensure that cyclists are made to feel welcome and safe on the roads. As cyclists are vulnerable road users, priority was given to the need for education of motorists. Key concerns and suggestions of Nova Scotians on education and safety include:

- **People need to become interested in cycling, they need to know that it is a transportation option**
 - Bike week should occur province-wide
 - There should be a direct link to Recreation Month (June)
 - Cycling events very good tool for increasing riders of all ages
 - Organized rides are important for getting people out; there is safety in numbers
- **Education is key.**
 - First priority should be education of motorists that sharing the road is the law

- Use local media to raise awareness and promote cycling as a positive activity
 - Road signage, like Share the Road and Bike Routes signs are important; standardized signage should be a priority
 - Liaise with the RCMP / Community Police to increase education of motorists
 - RCMP / Community Police bike patrol needs to happen in communities
 - Critical mass of cyclists will help to educate; the more people on the roads, the more people will see cyclists
 - Bicycle education and awareness should be on Drivers Education curriculum.
- **Safety can be improved**
 - Experienced riders can commute but novices and inexperienced riders are afraid
 - Need safe places for all ability levels of cyclists
 - Paved shoulders create sense of safety
 - Bright jerseys, lights, reflectors important; cyclists need to take responsibility for being seen
 - Education of cyclists / pedestrians needed on shared paths (i.e. use of bells & “on your left” when approaching needs to be used and understood.

During the consultations, several existing initiatives for improving the awareness and education on cycling were identified. These initiatives should be shared and promoted throughout all municipalities. In addition to existing initiatives, several suggestions were made for additional projects to increase the safety of cyclists on the road.

Existing Initiatives

- Department of Health Promotion and Protection funded Bridgewater for social marketing, 3 year timeline started in 2009
- Halifax Cycling Coalition has some funding for commercials promoting cycling and has been funded for a social marketing campaign
- Union of Nova Scotia Municipalities Active Transportation Committee has produced a video for AT
- Bicycle Nova Scotia has been running the CANbike program over the past several years, focusing on educating cyclists

Suggested Initiatives

- Ecology Action Centre / TRAX suggested as an organization to lead education & safety based on existing initiatives (i.e. Making Tracks project, for more information see <http://saferoutesns.ca/>).
- Include bicycle education components in the Drivers Education program
- Disseminate the **Share the Road** brochure

- Use Access Nova Scotia points to disseminate message when renewing drivers license and vehicle registration
- Review information that is currently available at Tourism Visitor Information Centres; work with municipalities to ensure that good information is provided. Sometimes cycling info is only available at Recreation Centres and is not shared with tourism initiatives.

Emphasis on Health

Nova Scotia's population is suffering from a crisis of inactivity, with only 12% of residents describing themselves as having active lifestyles. The lack of physical activity has profound impacts on quality of life, health care costs and overall productivity. In general, Nova Scotia has not put a priority on planning or building our communities to fully integrate active transportation options. During community meetings, we heard the need to include active transportation and bikeways in particular as part of the solution to increasing physical activity of Nova Scotians. Specific suggestions are listed below:

- In general, there is a need for an increased emphasis on health impact of bikeways; active transportation programs and infrastructure should be included as part of our health care infrastructure
Inactivity is bad for the economy. The Genuine Progress Index reports for cost of inactivity to the Nova Scotia economy; leaders need to understand that more investment in active transportation will lead to a more productive population and to increased economic activity
- Engage the Community Health Boards in the Bikeways Initiative
- Engage the nursing associations and unions as Doctors Nova Scotia & Association for Doctors for Active Transportation has already recognized and passed a resolution supporting active transportation
- Integrate bikeways into the Physical Activity Strategies; ensure that Active Living Coordinators are aware of cycling / active transportation as part of strategies
- Engage youth, families and seniors in cycling through Bike Week activities, and through organized rides

Economic Development Opportunities

In rural areas in particular, opportunities were seen to increase small-scale economic development through an increase in bicycling and bicycle infrastructure. Specific examples were given of opportunities for cycling, as well as over arching recommendations to improve short and long haul tourism visitors. Existing initiatives that promote cycling in the province were also mentioned. The same infrastructure / network and education materials were viewed to serve both residents and visitors.

General suggestions:

- Bikeways offer tourism opportunities but need map for safer routes
- Tourism case would be improved by a coalition of tourism groups
- The “tourism” zones, such as Destination Cape Breton, Destination SW Nova, etc should be coordinating with the active transportation organizations and planning in their areas
- There are already routes – such as the Lighthouse Route, Cabot Trail, Evangeline Trail, Sunrise Trail etc. These need to be bicycle friendly.
- The Union of Nova Scotia Municipalities Active Transportation committee should be engaging with municipal tourism organizations
- Cycling information should be available at all Visitor Information Centres

Specific Suggestions:

- **Yarmouth**
 - There is an Ideal tourism route of 13km from waterfront to Cape Forchu lighthouse
 - Ferry to Maine important link for tourism
- **Annapolis Valley**
 - Need to link bicycling routes to food tourism tourism and experiential tourism in general
 - Coordination of trails network and on road network
- **Guysborough County:**
 - Cyclists already come to Sherbrooke Village, but there is no specific infrastructure, or bicycle racks
 - Opportunities in Guysborough County, events like Stan Fest could encourage cyclists, would keep people in the area
- **Cape Breton**
 - Canso Causeway is a major obstacle, improvements are needed so that cyclists can cross safely
 - Better signage is needed so that people know where trails are

- Cabot Trail is being improved (one of the top 10 cycling destinations in the world) and Inverness and Victoria Counties in particular should take much more advantage of this

Specific Infrastructure Feedback

The development of a province-wide network of cycling routes elicited numerous suggestions, many of which would be useful in the development of a provincial cycling and / or active transportation policy. Recommendations from community meetings are listed below:

- Link with trail systems needs to be safe (example of St. Margaret's Bay Road in HRM was used. There is no safe way to get to the BLT trail from existing road infrastructure)
- Communication needs to be central (example in Oregon, there is a pavilion with cycling maps for all over the state, Maison de Velo in Montreal does the same for routes in Quebec)
- LEED certification is requiring bike facilities, all government buildings should have bicycle racks
- There is a need for clear paving policies and the addition of bicycle lanes when an active transportation plan or community consultation identifies an area of concern
- Consider the use of recycled pavement in bikeways
- Bicycle racks are needed throughout towns and municipalities for visibility

Location Specific Feedback

Communities that had active transportation plans tended to not provide as much feedback on specific infrastructure upgrades or additions. Because we did not present in every community in Nov Scotia, this section is meant to provide information specifically for TIR or to be used in current or existing active transportation plans to help to prioritize areas for infrastructure pending.

Halifax Regional Municipality (HRM)

- HRM as a hub for a provincial cycling network, there is still work to be done here
- Need to fully implement a network of routes in HRM
- Link to trail systems from peninsular Halifax

Guysborough

- Trans Canada trail could be used for cycling, but needs resurfacing, mostly used for Off Highway Vehicles (OHVs).

- Repaving should include extended shoulder for bicycle lanes

Cape Breton*

- Canso Causeway is key choke point; room on causeway for a bike lane but not on bridge; seen as important both as a safety issue and as a symbolic welcome to CB
- Use of Trans Canada Trail is good resource but does not connect with Port Hastings or Port Hawkesbury
- Access to trail starts at Troy so this is a key choke point
- Trail surface discussed in detail; mostly good shape and passable by hybrid bike; little conflict seen with Off Highway Vehicle
- Trail has cost \$14K/km to surface with crusher dust; 3 years on still in good shape; how can this trail be linked to the bikeways system? Trail runs 80km from Troy to Inverness
- Need to maximize tourism and physical activity opportunity associated with trail.
- Good opportunities exist for bikeways in Port Hawkesbury due to compact street grid; major deficiency because Rt. 4 is “Main Street” and there is no sidewalk or paved shoulder.
- Representation from cyclists in River Bourgeois area; discussion of how that community could be a bike friendly demonstration project; backed up by Richmond County physical activity planning
- Discussion of small business sponsorship of bikeways; small contributions might go to help planning and organization initiatives
- No bike racks at Civic Center but have some at VIC at the Causeway.

Southwest Nova Scotia

- Pubnico – Barrington needs safer places to ride
- Route 3 generally unsafe for cyclists however paved shoulder exists in some areas and could be built upon as infrastructure for active and safe routes to school

Yarmouth

- Choke points are leaving Yarmouth past hospital before turning onto Route 304. Speed limits on 304 drop from 70 to 50kph little room for adding shoulder but Share the Road signs should suffice; option for use of rail trail to exit downtown
- Rail trail is existing asset that could be used as connector to safer routes
- Start of Route 3 beside Yarmouth airport is identified by many participants as most dangerous section and key to access better roads; requires lower speed limit and paved lanes; active transportation committee should advocate for this

* A single meeting in the Straits Region of Cape Breton resulted in specific infrastructure recommendations for that area only. Cape Breton Regional Municipality has completed and is in the midst of implementing an Active Transportation plan for that region, and Velo Cape Breton has produced route maps for Cape Breton County.

- Note: Most participants agreed that this is where any infrastructure dollars should be spent. 2km section of Route 3 from Starrs Road business area to Arcadia parallel to Yarmouth Airport; has very wide and level gravel shoulders; connects to Arcadia which already has a painted shoulder that with simple modification could be made bike safe; this shoulder also connects with Arcadia school and potential scenic on highway routes to Chebogue and Wedgeport

Partnerships and Engagement of Organizations

Developing a culture of cycling in Nova Scotian and building a provincial network can only happen through collaboration and partnerships with government, non-government and businesses. The implementation of a system of bikeways and the necessary education and safety improvements that are needed should come from communities, but be supported by an overarching provincial policy and support system. Quebec and Maine were discussed at several meetings as being good models to follow, from the advocacy perspective, relationship to government and investing in infrastructure. Suggestions for future partnerships or key organizations in building support both locally and provincially, as well as funding opportunities are included below:

Partnerships / Key Organizations

- Community Health Boards
- Health care unions and associations
- Regional Development Agencies
- Chambers of Commerce
- Nova Scotia Business Inc.
- Bicycle related businesses (shops, tour companies)
- Recreation staff need to be engaged and see bikeways / bicycles as part of recreation programming.
- Trails organizations should be involved, and trails integrated into the network.

Funding Opportunities

- A system of matching grants should be developed so that municipal, provincial and federal funding are used to maximize infrastructure (e.g. Seattle – system of matching grants, grass roots and community involvement). Nova Scotia's Green Mobility Grants are available for a third year (see www.ecologyaction.ca)
- Community Health Boards have small grants available for health related projects
- Regional Development Associations are the link to funding for bikeways as economic development
- Mountain Equipment Co-op offers community grants under a variety of categories (www.mec.org)
- Recreation Nova Scotia can help provide communications and get the word out to recreation staff.

- Department of Health Promotion and Protection has funded active transportation plans and physical activity strategies.
- Integrated Community Sustainability Plans were developed in order for municipalities to access federal gas tax funds. Priority for spending should be put on active transportation elements of these plans.

Research Opportunities

During several of our meetings questions were asked to which we were unable to directly respond. In many cases, these questions were related to data or information about existing levels of cycling, barriers to cycling, etc. In addition, there was a clear need for establishing baseline data on levels of ridership in Nova Scotian communities, and expanding on the research done in Annapolis County. Some of the major questions raised are:

- Who are the riders in Nova Scotia now?
- What is the gender split? Are there gender differences and age differences?
- Why are people not cycling? What are the obstacles?
- What are the measurables for different departments?
- How can we ensure that infrastructure is making a difference in increasing cycling as a modal share?

According to Canadian Census data, less than 1% of Nova Scotians currently bicycle regularly. Several studies and surveys have been completed in Nova Scotia by a variety of organizations. Pulling together some of this information and pooling it to ask specific questions about active transportation in Nova Scotia should be the first priority for any research project. Existing surveys / information are listed below;

- IPSOS REID survey of 8 municipalities by Department of Health Promotion and Protection, 300 respondents from each area, sample of 2000 people with responses on top physical activities, includes questions on barriers to physical activity.
- Atlantic Health Promotion Research Centre recently completed a survey on of municipalities on active transportation services.
- Department of Health Promotion and Protection has information on its website indicating the most popular activities for youth; data on walking and cycling to school for 2002, 2006 (Pacey data)
- National trends are available on the Canadian Fitness Level Research Institute <http://www.cflri.ca>
- Union of Nova Scotia Municipalities AT Committee recently completed a survey of municipalities and AT plans, Integrated Community Sustainability Plans. Collated results are available at www.unsm.ca)
- Ecology Action Centre “Green Mobility Strategy” includes Active Transportation section (www.ecologyaction.ca)

- John Pucher paper on combination of initiatives that are needed to stimulate increase in cycling / Active Transportation; provides a good overview ([www.sharetheroad.ca/pdf/\(Pucher\)-Making-Cycling-Irresistable.pdf](http://www.sharetheroad.ca/pdf/(Pucher)-Making-Cycling-Irresistable.pdf))

Implementation Strategies

In order to build on the enthusiasm for bikeways and increased access to cycling in Nova Scotia, several ideas were generated at communities meetings for moving forward. These included:

- There is a need for the development of short and long term goals
- Small successes should be celebrated.
- Link bikeways to physical activity strategies, look at the resources within the Municipal Physical Activity Strategies; 93% of those approved include active transportation.
- There needs to be continued communication of this idea both to government and back to communities.
- Need to keep Transportation and Infrastructure Renewal informed of what is happening with active transportation plans and in smaller communities
- A provincial policy is key to providing a framework for all provincial departments
- Communication with communities needs to happen; dissemination of existing tool kits (Ecology Action Centre, Heart & Stoke), offering communities the next steps regardless of which stage they currently find themselves.
- Develop 10 steps to proceed and pick the battles worth fighting (e.g. schools).
- Integrated Community Sustainability Plans are a key tool.

Conclusion & Follow Up

Upon completion of the Phase II consultations, in time for the Fifth Annual Bicycle Summit in Annapolis Royal, held on May 1st 2010, the growing support for bicycling and bicycling infrastructure in Nova Scotia is clear. An important result of the many conversations and meetings we have had over the past 9 months is that people are now aware of specific municipal initiatives, the Department of Transportation and Infrastructure Renewal is actively engaged in identifying areas in the province that need bicycling infrastructure. There are continued dialogues and collaborations that will strengthen the advocacy effort for the Bikeways Project and active transportation in general. The bikeways vision has been successfully communicated, and the organizational infrastructure is in place to move forward.

One of the most important next steps is the development and adoption of an active transportation policy that includes standards for signage. As infrastructure is built, and bike week expands, the need for an overarching provincial vision and framework becomes increasingly important. Such a policy will send a message that active

transportation is important and will serve to increase participation in AT as well as provide a support for municipalities who are embarking on AT plans and infrastructure.

Because we feel strongly that when consulted, the public deserves to hear back from the results of their input, Eastwind Cycle, will forward the final report to all those who participated in our meetings, as well as the notes from each meeting with an additional “What you can do now” paper, in efforts to continue to build momentum in local communities for bikeways.

Nova Scotia is well positioned to become a province that bicycles. Coordination of existing initiatives and collaboration between non-profit organizations and government departments will help to raise the profile and coordinate the myriad activities and projects that are already underway. Public support and advocacy will be needed to ensure that bikeways and the broader active transportation mandate become a government priority that addresses health, environment and economic opportunities.

Appendix I: Goals and Objectives of Phase II: Deliverable Reporting

Goals and Objectives	
Task 1 Communicate & Consult on the Nova Scotia Bikeways Vision	
<ul style="list-style-type: none"> Produce a designed summary version of the Nova Scotia Bikeways report. 	This item is outstanding, and will be completed upon the acceptance of the Phase II report and its additional recommendations for Bikeways in Nova Scotia.
<ul style="list-style-type: none"> Construct a presentation that develops the case for a bicycling network to be developed throughout Nova Scotia. 	A basic presentation was developed, and altered to be specific to the particular community or subject / audience of the various meetings held over the course of the Phase II contract.
Task 2 Engage Regional Development Associations (RDAs), Tourism Associations and Other Relevant Organizations in Nova Scotia in Achieving the NS Bikeways Vision.	
<ul style="list-style-type: none"> Initiate contact with all RDAs and relevant organizations in Nova Scotia; 	Completed (see Appendix II for completes list of meetings & contacts)
<ul style="list-style-type: none"> Contact interested stakeholders as identified by RDA (i.e. rec. departments, bike clubs, municipal councils etc.); and, 	Completed
<ul style="list-style-type: none"> Disseminate information compiled in Phase I and Task 1 through targeted meetings and presentations throughout the province. 	Completed
Task 3 Reporting Results	
<ul style="list-style-type: none"> Collate information and expressions of interest from all communities into a single document. 	Completed within this report

<ul style="list-style-type: none"> Assess gaps in support. 	Completed within this report
<ul style="list-style-type: none"> Assess priority areas for infrastructure funding. 	Completed within this report
<ul style="list-style-type: none"> Compile final report, as a document and visual presentation. 	Completed within this report, presentation to be delivered at fifth annual NS Bicycle Summit on May 1 st , and then delivered to Bicycle Nova Scotia and Department of Health Promotion and Protection as a pdf
<ul style="list-style-type: none"> Present to Bicycle Nova Scotia and Department of Health Promotion and Protection as final product. 	Meeting to be scheduled
<ul style="list-style-type: none"> Scheduled meetings with Bicycle Nova Scotia and Department of Health Promotion and Protection will take place throughout Phase II. 	Completed

Appendix II: Presentation & Meeting Schedule

Meeting Schedule – Spring 2009 – Winter 2009 / 2010

Total Presentations & meetings as of November 15th, 2009	28
Commitment to meetings in Phase II:	10

Date	Location	Agency	Contact	Notes
Regional Development Associations				
May 13 th , 2009	Cornwallis	Annapolis Digby RDA	Joy O'Neill	15 people tourism and cycling community
May 20 th , 2009	Cumberland County Joggins Fossil Centre	Cumberland Regional Economic Development Association	Ron Robinson	~ 15-20 people, tourism, recreation / active living coordinator, public
July 8 th , 2009	Kentville	RDA/Recreation	Tracy Roberts, RDA	Bikeways project overview and discussion for broader meeting (4 people)
September 29 th 2009	Bridgewater	Lunenburg Queens Regional Development Agency	Debby Smith, HPP	20 in attendance
October 20 th , 2009	Yarmouth	Southwest Shore Development Authority	Frank Grant, RDA	35 attending mostly cycling community
November 18 th , 2009	Goldboro Community Centre	Guysborough County Regional Development Authority	Carmel Avery, RDA	10 in attendance
Novovember 19 th , 2009	Antigonish	Antigonish Regional Development	Gerard MacIsaac	15 in attendance

		Commission		
No meeting necessary.	Pictou	Pictou Regional Development Corporation	Gerrlyn MacDonald	EWC completed Bikeways Plan for Pictou County in March 2007.
Recreation / DEPARTMENT OF HEALTH PROMOTION AND PROTECTION Meetings				
October 16 th	Chester	Department of Health Promotion and Protection	Craig Burgess, HPP	Bikeways Presentation Recreation NS Annual Meeting
Nov. 10 th , 2009	Dartmouth	Recreation Centre	Carol Davis-Jamieson, HPP	~40 in attendance
Nov. 26 th , 2009	Dartmouth	HRM Trails	Paul Euloth, HRM Trails	HRM trails staff (4 in attendance)
Provincial Government Departments				
February 20 th , 2009	Province – wide	Department of Environment	Jonah Bernstein, DoE	Discussion on involvement from Environment, ongoing communication
August 19 th , Sept 3 rd	Province – wide	Department of Tourism, Heritage and Culture	Heather Yule, THC	Face to Face meeting held August, follow up meeting with Heather Yule, Product development tour around Aspotogan Peninsula Sept 3.
Sept. 19 th , 2009	Legislature	Department of Justice	Linda Moxom Skinner / Ross Landry, Minister of Justice	Ross Landry, Minister of Justice is an avid cyclist and already a champion of increased cycling infrastructure in the province
August, September 10 th	Halifax	Department of Transportation and Infrastructure Renewal	Elizabeth Pugh, TIR	Several meetings with Elizabeth Pugh, presentation to chief engineers and regional directors
Municipalities				
May 29 th , 2009	Shelburne Town Hall	Shelburne Municipality	Marilyn Johnston	Presentation to municipal councilors on bikeways development
June 26 th , 2009	Halifax	Union of Nova Scotia Municipalities (Active Transportation	Debbie Neilson, UNSM	Bikeways Project presentation

		Committee)		
Nov. 7 th , 2009	Halifax	UNSM Convention AT Session	Debbie Neilson, UNSM	Bikeways Project presentation
February 4th	Clare	Municipality of Clare	Andrea Gaudet, Municipality of Clare	
December 16th	Yarmouth	Active Transportation Workshop		Invitation to present on Bikeways project for Yarmouth Trails and Cycle Plan – EWC did not attend
March 1 st	Cape Breton – Strait (Richmond, Victoria, Inverness Counties)	Straits Highland Regional Development Agency	Wayne McKay	
Additional Presentations & Meetings				
October 26 th , 2009	Wolfville	Nova Scotia Greenways Visioning Session	Glynn Bisset	Participated
November 23 rd , 2009	Halifax	Cities and Environment Unit	Ross Soward	Discussion of Bikeways project in context of ecoNova funding; and Annapolis project
November 24 th , 2009	Halifax	Cities & Environment Unit, Dalhousie University	Ross Soward	Discussed partnership between Bikeways Project and MGM, Annapolis Bicycle Pilot Project
November 26 th , 2009	Dartmouth	HRM Trails	Paul Euloth	Discussed integration of trails promotion into Bikeways vision
November 29 th , 2009	Halifax	TIANS Advisory Committee Meeting	Darlene Grant Fiander, TIANS	In addition to attending TIANS conference (EWC expense)
November 29 th , 2009	Halifax	NS Adventure Tourism Association	Darlene Grant Fiander, TIANS	Update on Bikeways initiative and integration into adventure tourism
December 17 th , 2009	Halifax	HRM AT Committee	Jennifer Watts, Municipal Councilor	Presentation on Bikeways Initiative and relationship to HRM bicycle infrastructure

January 12 th , 2010	Halifax	HCC Board Meeting	Steve Bedard	Update on Bikeways plan and discussion on HCC role in future bikeways initiatives
January 27 th , 2010	Halifax	TIR Roadbuilders meeting	Elizabeth Pugh, TIR	Presentation to TIR engineers and staff on integration of bikeways into transportation planning
February 10 th , 2010	Halifax	NDP Caucus	Jemima Kingsley Williams, NDP Caucus Office	Presentation of bikeways plan to 11 MLAs