

SUSTAINABLE TRANSPORTATION STUDY

REPORT CARD



PRESENTED TO COUNCIL ON NOVEMBER 7, 2011

PURPOSE

The Sustainable Transportation Study was intended to produce a Transportation Plan which will address the long term transportation needs of the community by involving community members in a process that will ask them to examine the issues involved in developing and maintaining transportation infrastructure, as well as the transportation needs of the community.

Items to be addressed include roads and parking, walkways, bicycle infrastructure and all forms of public transportation including Kings Transit, Kings Para-transit, taxis, and shuttles. The resulting Plan will provide Council and staff with guidance to make future transportation projects realistic and sustainable.

COMPLETED/OPERATIONALIZED - 21%

Completed a new PCI rating for all streets

The Town painted bike lane lines on Main St. where the road has been reconstructed

Loading zones were established in the downtown commercial sector

Trail maintenance and upgrades to the Millennium Trail have been operationalized

All transit stops now have benches and the transit schedule and fares was posted in the Town Centre kiosk

Bike racks were purchased and installed in the downtown core at Willow Park, Clock Park and Wolfville School

IN-PROGRESS - 4%

Efforts to extend the Rail Trail through to New Minas should be pursued whenever possible in the future

Based on the new PCI rating, a Strategic Pavement Maintenance Schedule should be developed for all streets in Wolfville

Create 10ft, two-lane, bi-directional active corridor for Main St, Acadia St, Pleasant St, Skyway Dr, Sherwood Dr, Kent Ave, Highland Ave, and Gaspereau Ave

Make Acadia St one-way for its entire length (west to east from Gaspereau Ave to Highland Ave)

Maintain one sidewalk on each street between Main St and Prospect Ave

The path from Orchard Ave should be upgraded and arrangements for a connection between the Millennium Trail and either Parkview Ave or Bishop Ave should be explored

Establish a connection between Beckwith St and the Woodland Trail

NOT TO BE DONE - 15%

Investigate ways to alter or move current lighting on Pleasant/Skyway to provide lighting for the north side

Upgrade Woodland Trails and remove stone steps.

Council should allow "tasteful" advertising to pay for bus shelters and other infrastructure.

Appearance standards should be established for taxi cabs and taxi cab drivers and fares should be clearly posted in taxi cabs and taxi stands should be established in the downtown area.

Maintenance/upgrades to Woodland Trails (at Acadia)

MOVED FORWARD - 60%

Student cycling programs should be enhanced

Ensure traffic calming in the downtown commercial sector

Making the downtown more vibrant should be a Council priority

No major changes need to be made to the four-way stop

Make Harbourside Dr a one-way street from Main St to Front St.

Left turns on to Main St from certain places could be eliminated during high traffic periods to improve traffic flow

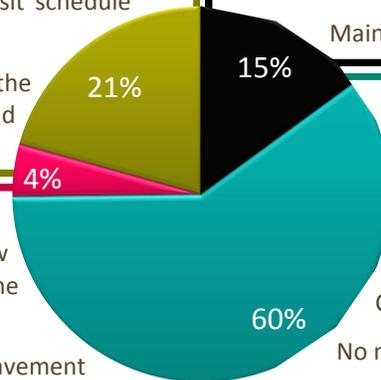
Pedestrian Zone signs should be placed at both edges of downtown to indicate to expect a high number of pedestrians.

Explore alternatives to the current crosswalk signal system

Street widths should be reviewed, with a set standard of 3-4 widths depending on usage and reviewed prior to any capital project to reflect updated changes in street usage

Council should make transit service a priority, even if a larger financial investment is required.

There should be more substantial discount for seniors and low income users of Kings Transit and alternative methods for transit delivery should be explored.



The following recommendations are MOVED FORWARD to be considered in the Active Transportation Plan:

- Explore arrangements with property owners to develop a connection between the Millennium Trail and either Parkview Ave or Bishop Ave
- Create an active corridor on Main St, Acadia St, Pleasant St, Skyway Ave, Gaspereau Ave, and Highland Ave
- Make Acadia Street one-way for its entire length (west to east from Gaspereau Ave to Highland Ave)
- Student cycling programs should be enhanced to teach safe cycling, and encourage higher cycling rates among students.
- Maintain one sidewalk on each street between Main St and Prospect Ave (east side of Highland Ave, west side of Gaspereau Ave)
- Establish a connection between Beckwith St and the Woodland Trail
- Upgrade the path from Orchard Ave to the Millennium Trail
- Allocate space for cyclists along Main Street

The following recommendations are MOVED FORWARD to be considered in the Core Traffic Study:

- Examine the most efficient use of space for parking
- Create better traffic flow in the downtown and make efforts to ensure traffic calming in the commercial sector
- Signs should be placed at edges of downtown to indicate a high number of pedestrians in downtown (Pedestrian Zone)
- Explore alternatives to the current crosswalk signal system
- No major changes need to be made to the four-way stop at Gaspereau Ave and Main St. and make Harbourside Dr a one-way street from Main St to Front St
- Left turns on to Main St from certain places could be eliminated during high traffic periods to improve traffic flow (i.e., Post Office, Shopper's Drug Mart)

The following recommendations are MOVED FORWARD to be considered in the Municipal Planning Strategy Review:

- All street widths should be reviewed, with a set standard of 3-4 widths developed, depending on usage

Recommendations NOT TO BE DONE:

- Investigate ways to either alter or move current lighting on Pleasant/Skyway to provide lighting for the north side
- Council should allow "tasteful" advertising to pay for bus shelters and other infrastructure
- Appearance standards should be established for taxi cabs and taxi cab drivers and fares should be clearly posted in all cabs
- Explore subsidies for seniors and those on low incomes for taxis
- Designated taxi stands should be established in the downtown area that are clearly marked
- Maintenance/Upgrades to Woodland Trails