

Walk21 2007
Walkability
Roadshow
Case Study

HALIFAX REGIONAL MUNICIPALITY



WALK21 2007: WALKABILITY ROADSHOW CASE STUDIES

by Green Communities Canada in partnership with Walk21

PLEASE NOTE: This is an excerpt of a longer document that contains case studies for the ten communities that participated in the Walkability Roadshow. The page numbering in this excerpt has been left the same as in the original document and so you will notice it is not consecutive.

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ACKNOWLEDGEMENTS

Green Communities Canada extends our thanks to the following people and organizations without whom the Walk21 Walkability Roadshow would not have taken place.

First and foremost Green Communities recognizes the ten communities that participated in the Walkability Roadshow and the tremendous amount of work that each of them put into this project. Their hospitality and willingness to invite us into their communities to help them in their quest to create more walkable spaces continues to inspire us.

Thanks go to the champions in each participating community who took the lead and made it possible to bring the Walkability Roadshow to their community. These champions include:

- Cindy Jessome, Brant County Health Unit
- Michele Rich, Environment Network, Collingwood
- Sue Shikaze, Haliburton, Kawartha, Pine Ridge Health Unit, Haliburton
- Roxane MacInnis, Transportation Demand Management Planner, Regional Municipality of Halifax
- Karen Armstrong, Heart Health Coordinator, Wellington-Dufferin-Guelph Public Health
- Jill Ritchie, Health Promoter, Peterborough County-City Health Unit and Becky Crowe, Peterborough Green Up
- Bob Rogers, Healthy Community Cabinet and Tin-Chee Wu, Senior Planner, City of Greater Sudbury
- Daniel Egan, Manager, Pedestrian and Cycling Infrastructure, City of Toronto
- JoAnn Woodhall, Transportation Demand Management Planner, Region of Waterloo

Thanks also go to the Roadshow communities for their significant in-kind and cash contributions, as well as the staff time that went into the local organization.

Sincere appreciation is extended to the following people who created the idea and vision for the Walkability Roadshow and without whom it would not have happened:

- Jacky Kennedy, Green Communities Canada
- Bronwen Thornton, Development Director, Walk21, UK
- Jim Walker, Chair, Walk 21, UK

This team came up with the idea to host a Walkability Roadshow as part of the lead-up to Walk21 Toronto 2007. The initial plan was to take the Walkability Roadshow to three communities: a dense urban centre, a suburban area and a rural district. After the call for interested communities was released, and after the needs analysis phase was completed, the Roadshow ended up including eight experts visiting 10 communities over three weeks!

The Walkability Roadshow would not have been successful without the incredible knowledge of the expert team, who gave their time and ideas to bring a fresh approach and inspiration to all who attended the presentations, workshops, walkabouts and public meetings:

- Browen Thornton, Walk21, UK
- Jim Walker, Walk21, UK
- Tom Franklin, Living Streets, UK
- Lars Gemzøe, Gehl Architects, Denmark
- Jody Rosenblatt-Naderi, University of Texas, USA
- Rodney Tolley, Walk21, UK
- Gil Penalosa, Walk and Bike for Life, Canada
- Jacky Kennedy, Green Communities Canada

Green Communities Canada thanks the funders and sponsors for believing in the project and providing funding for the resources needed to make this idea a reality:

- Ontario Ministry of Health Promotion, Active 2010, Communities In Action Fund
- Federation of Canadian Municipalities
- Environment Canada

Introduction

What is Walk21?

Walk21 is an organization that exists to champion the development of healthy, sustainable and efficient communities where people can and do choose to walk. Each year, Walk21 hosts an international conference that brings together visionary and influential planners, practitioners, politicians and advocates to discuss the development of walkable communities. For more information about Walk21, visit www.walk21.com.

What is the International Charter for Walking?

The International Charter for Walking was developed by a team of international experts as part of the Walk21 conference series and was formally launched at the 2006 Walk21 conference in Melbourne. Since that time it has been translated into several languages, and communities and individuals around the world have signed the Charter including the Mayor of Sydney and the Department for Transport in New Zealand.

As part of the 8th annual Walk21 International Conference (Toronto October 1-4, 2007), the first ever Walk21 'Walkability Roadshow' took place from April 15 to May 4, 2007. The Walkability Roadshow was organized by Green Communities Canada and Walk21 and it brought together a team of international experts to work with ten Canadian communities to build a model framework for creating and implementing local pedestrian strategies and plans.

The objectives of the Roadshow were to:

- benchmark each participating community against the International Charter for Walking (See Appendix A for a copy of the International Charter for Walking);
- provide training for local professionals;
- inspire decision makers to support walking;
- hold public forums with Canadian and international experts to gather input on pedestrian issues; and
- set the ground work for participating communities to create local pedestrian master plans and/or achieve real change for walking in their neighbourhoods.

ROADSHOW PROCESS

► Selecting Communities

Green Communities Canada's extensive experience with the Active & Safe Routes to School (ASRTS) program in Canada provided an opportunity to reach out to existing ASRTS communities and offer them a chance to become a Roadshow community. Utilizing ASRTS's large network of community partners as well as Green Communities' member organizations, a long-list of 16 communities was created. After a phone discussion with each of the 16 communities, nine were ready to respond to the Community Questionnaire.

► Community Questionnaire

To determine which of the nine interested communities were at a stage in the development of their active transportation plans where they would benefit from the Roadshow, each community completed a Community Questionnaire, based on the International Charter for Walking.

The questionnaire was developed to enable communities to measure themselves against the principles and actions within the International Charter for Walking. The goals of the questionnaire were to help communities identify successes, opportunities and challenges in becoming walkable communities and to provide a framework for future activities. The Canadian communities which completed the questionnaire were the first to do so in the world. Since then, the questionnaire has been used across the UK and several other countries have expressed interest or implemented it informally. See Appendix B for a copy of the Community Questionnaire.

Introduction

► Needs Analysis Workshop

The completed questionnaires were analyzed and a preparatory workshop was held in December 2006, hosted by Green Communities Canada and Walk21. Jim Walker and Bronwen Thornton of Walk21 facilitated this day. Eight communities attended this workshop which sought to identify *how* each community could go about making their community more walkable. Having already identified *what* they wanted to achieve through the questionnaire process, communities turned their focus in this workshop to looking at the process for getting there. In particular, communities identified their strengths and weaknesses within each element of delivery.

The workshop included an explanation of the elements of delivery and then each community rated their current “performance” in each element:

- *Relationships*: Do all the stakeholders know each other and work together?
- *Evidence*: Do you have research to support the case for walkability as well as data about how many people are already walking and how many want to walk?
- *Community Engagement*: Do the local residents support the idea of walkability and do they have opportunities to provide their input to plans when they are being developed?
- *Management Support*: Do the senior managers, who determine strategic direction and funding allocations, support walking?
- *Political Will*: Do local politicians understand and support walking?
- *Policy*: Do you have strategies, plans and policies that not only support walking, but give people/pedestrians priority over vehicles?
- *Technical Expertise*: Do the decision makers, consultants and other professionals have the skills and knowledge to design, build, manage and promote walking?
- *Resources*: Do you have investment, both financial and staffing, in walking projects?

Against each of these elements, the communities rated whether they thought they were High, Medium or Low, providing a snapshot of how the local authority and members of the community are currently managing walking. For example, there may be strong political statements supporting walking and good policies in place, but the local officers have insufficient expertise and resources to implement them.

► Homework

Based on the results of the Community Questionnaires and the Needs Analysis Workshop each community was then assigned “homework” to complete before their Roadshow visit. The intent of the homework was to develop ideas and clarify objectives for being involved in the Roadshow, to collate background material, consolidate motivation and build an agenda of activities for the event and plans for undertaking activities. A sample of the homework assignment is attached as Appendix C.

The combined results of the three processes outlined above determined the key themes and objectives for each community in preparation for the Roadshow visits.

Introduction

► Roadshow

The Roadshow consisted of four components from which a unique agenda was built for each community. These components were developed to meet the varying needs of the target audiences, to attract and ensure broad engagement and appropriate input to the project in a time effective way.

1. Presentations: to inspire and motivate decision makers (including politicians)
2. Workshops: for professional training and development of ideas
3. Public Meetings: to engage community members
4. Community Walkabouts: for on-street learning and/or local audit and review

► Conference Report

For the Walk21 International Conference (Toronto October 1-4, 2007) each community was asked to present on their experience of the Roadshow, the activities it had generated and the overall impact on their work and commitment to creating walkable communities.

This six month update was presented as part of the plenary presentation about the project and in breakout sessions during the program. Delegates also participated in a pre-conference workshop to share experiences and learnings from the roadshow and to build networks of support between local participants.

ROADSHOW COMMUNITIES

The ten communities that took part in the Roadshow were (in alphabetical order):

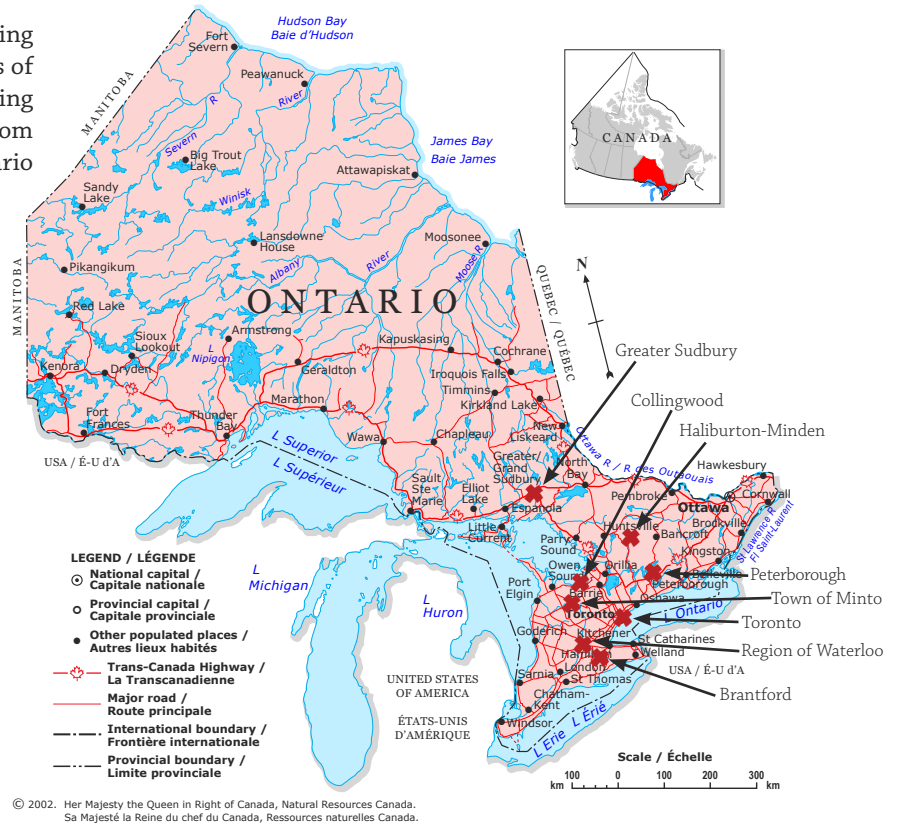
1. Brantford and Brant County
2. Collingwood
3. Haliburton
4. Halifax Regional Municipality (began process *after* Needs Analysis Workshop)
5. Minden (hosted joint Roadshow with Haliburton)
6. Town of Minto
7. Peterborough
8. Greater Sudbury (began process *after* Needs Analysis Workshop)
9. City of Toronto
10. Region of Waterloo

Some additional communities took part in the early stages of the process but did not continue on to host a Roadshow in their community.

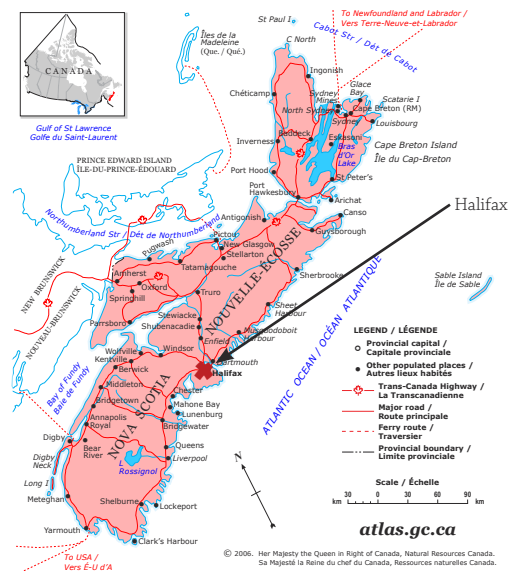
See below for maps depicting the locations of each participating community.

Introduction

Map showing locations of participating communities from Ontario



Map of Nova Scotia showing the location of Halifax

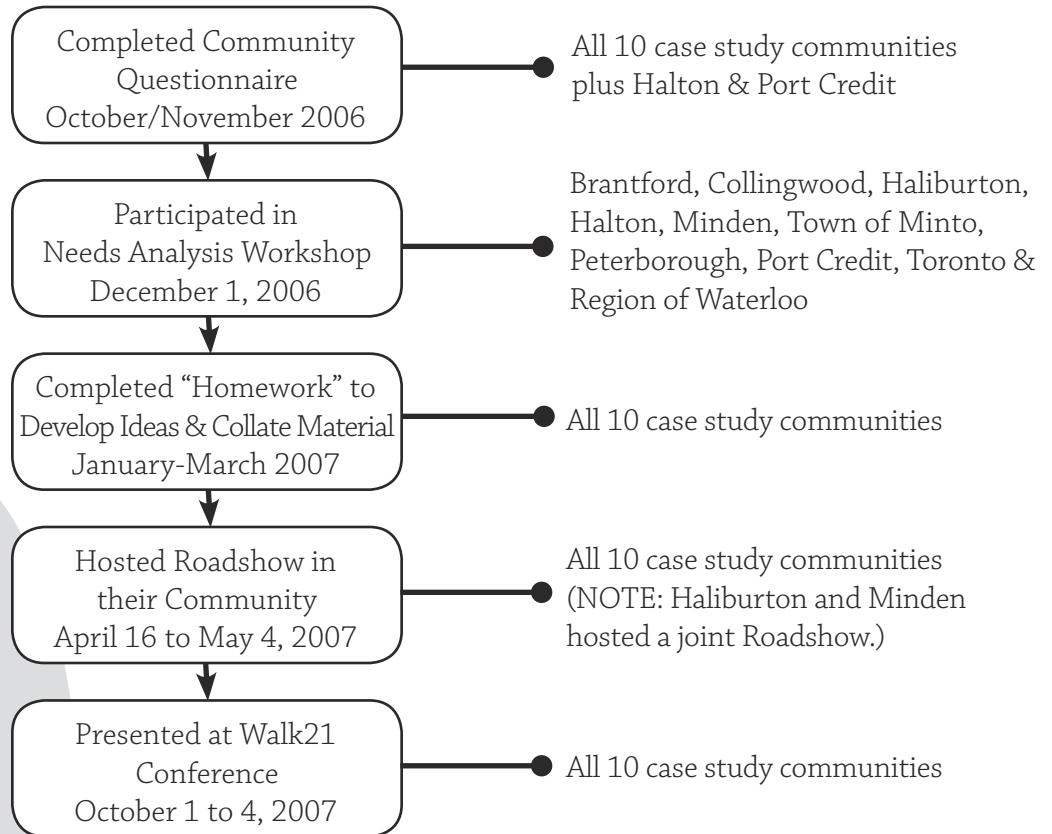


Introduction

ROADSHOW DETAILS

► Roadshow Process At-A-Glance

Communities each followed a slightly different path through the Roadshow process. The diagram below shows which communities participated in which phases.



► Roadshow Agendas

Each community had its own unique agenda for the Roadshow community visit, based on the needs identified earlier in the process. Each community’s agenda is included in their individual case study. The Schedule-at-a-Glance shows the chronological order in which the Roadshow community visits took place—see Appendix D.

► Roadshow Experts

Having identified the key themes and needs for each community, Walk21 drew on its international network of professionals to put together teams for the Roadshow that would be responsive to those needs and themes. Each team contained the expertise to inspire and motivate politicians and senior decision makers, to provide technical training and development for officers, and to facilitate and engage all participants

Introduction

in the process. All members of the teams worked with local experts to identify opportunities and challenges for these communities to become more walkable.

The team of professionals who delivered the Roadshow were:

- Tom Franklin, Chief Executive, Living Streets, UK
- Lars Gemzøe, Associate Partner, Gehl Architects, Denmark
- Jacky Kennedy, Program Manager, Active and Safe Routes to School, Green Communities Canada, Canada
- Gil Penalosa, Executive Director, Walk and Bike for Life, Canada
- Jody Rosenblatt-Naderi, Assistant Professor of Landscape Architecture, Texas A&M University, USA
- Bronwen Thornton, Consultancy Services Manager, Living Streets/ Development Director, Walk21, UK
- Rodney Tolley, Conference Director, Walk21, UK
- Jim Walker, Chair, Walk21 and Director, The Access Company, UK

For background information on each expert, please refer to Appendix E: Expert Biographies.

THE CASE STUDIES

A vast amount of information was collected and many ideas were generated through the Roadshow process. To facilitate easy sharing of this information, it has been organized and summarized into one case study for each community, with one exception. Because Haliburton and Minden hosted a joint Roadshow, these two communities have been included in a single case study, so there are a total of nine case studies, even though ten communities participated.

In the Roadshow Roundup section of this document, an overall summary of the project is presented, combining information from each community and sharing the experts' views on significant ideas, activities and outcomes.



Luckily, map reading was part of the expertise mix!

Roadshow Roundup

The Roadshow was a success that exceeded not only the original objectives but also the expectations of those involved. It has made a difference to the communities that participated, through inspiration and skills transfer that now enable them to do much more for walking in their local environments. As a project responsive to local needs, the activities undertaken and outcomes realized varied substantially across the different centres. Common in all participating communities was the engagement of a diversity of stakeholders and a reported increase in interest and engagement across disciplines in creating walkable communities. In addition to the concrete changes on the ground, the Roadshow legacy of shared understanding, improved relationships and clear communication is a strong foundation for future work.

This Roundup presents a summary of the key elements of the Roadshow, including community objectives, activities undertaken, participation, media interest, outcomes and common themes. For more detail about each community, it is essential to read their individual case studies.

COMMUNITY OBJECTIVES

Each community developed its own key themes and objectives for participation in the Roadshow. These were responsive to local needs, current planning and policy projects and potential target audiences. A number of common threads emerged, including:

- Revitalizing the downtown and/or giving walking a place in it
- Linking recreational walking trails into everyday walking destinations
- Shifting perceptions about walking from a leisure activity to active transportation
- Needing to address current pedestrian hotspots
- Collaborating with a diverse range of stakeholders
- Tackling big box and sprawling suburban development

Underlying all of these were responsibilities for addressing road safety and public health concerns for people in these communities, managing the impact of and on traffic, especially seasonal traffic and 'what to do about the snow?'.

ACTIVITIES DURING THE ROADSHOW

► Presentations

Most communities identified a need to inspire their politicians and senior decision makers about the importance of walkable communities to gain not only leadership

Roadshow Roundup

but also commitment for allocation of resources and service priorities. Breakfast meetings with a keynote speaker were held to attract this target group without disturbing their busy schedules. Pleasingly, on quite a few occasions, people chose to stay on for the day's activities at the expense of other commitments.

► Workshops

Long days of professional development, workshops, generating ideas and seeing how walking can be delivered through existing mechanisms were highly productive. In Waterloo, teams worked directly with real life examples and in Sudbury, participants condensed a massive brainstorming into three highly detailed, do-able projects. In one instance, a perception that 'technicians' could only give a half day out of their work was amended when the majority of attendees stayed for the full day.

► Public Meetings

Most communities held public meetings to engage local people and these were exceptionally well attended. People want walkable communities, want to be involved in the process and were not lacking in ideas for what could be done.

► Community Walkabouts

The teams undertook walkabouts in most communities, getting a flavour of the local environment and/or providing specific advice on issues. In Peterborough, the 'walkabout' was the focus of the Roadshow, with several hotspots visited and advice and ideas shared. In Collingwood the 'walkabout' was on bikes, as the distance to cover on their local trails was longer than the timetable allowed for a walk.

PARTICIPANTS

The Roadshow was hosted by different groups in each community. In three communities—Collingwood, Haliburton and Minden—the Roadshow was hosted by non-government organizations. In the other communities, the Roadshow was hosted by municipal or regional government, some by health departments and some by transportation departments or planning.

The project brought together multi-disciplinary groups from across local municipalities and communities to work together on walkability. Health professionals sat at the table with transport professionals finding shared interests and building a common language.

Roadshow Roundup

Non-government organizations, consultants and Councillors mixed with municipal staff and community volunteers to generate ideas and opportunities for their communities.

MEDIA

Local media paid a lot of attention to the events of the Roadshow. This included television, radio, newspapers and articles in professional magazines. Nearly all of this coverage was positive, with only one provocatively negative article, written by someone who did not even attend the events or interview either the international or local experts. And again at the beginning of the conference, six months after the Roadshow events, attendees were asked to discuss the project on local radio.



The Roadshow attracted media attention everywhere it went!

FEEDBACK

At the end of Roadshow activities within each community, participants were asked to complete an evaluation sheet. Feedback overall on these forms and anecdotally was overwhelmingly positive. The day(s) not only 'kicked minds into a different gear' but gave participants links to resources, ideas and technical know-how they hadn't previously had access to. Many expressed a desire for 'more time' while a few commented on the enormity of material covered during the day. Nearly all identified new ways they could go about their work to improve walkability within their communities. A few constructive comments about venues, equipment, desire for more detail and language were also provided but did not detract from an overall positive experience.

You will find quotes from attendees throughout this report and in the Roadshow Evaluations section of each Case Study.

Roadshow Roundup

COMMON THEMES

While each community is unique and their engagement in this project has been distinctly individualized, unsurprisingly there were a number of common threads and shared themes to emerge from all of them.

► Street Networks

All the communities had (at least in some part) an urban fabric that is a sound foundation for supporting walkable communities. Many of the downtowns are designed on a grid system, which provides high levels of connectivity and capacity for providing alternative routes for vehicles or were small and compact enough for people to walk. And there is certainly plenty of space to reallocate! Road diets was an idea that found fertile ground among participants.

► Close the Roads or rather Open the Streets!

Many communities identified opportunities for closing roads to traffic and opening them to people during the summer months. Some were bold enough to suggest closures or rather openings at other times as well.

Maps with travel time (not just distance) marked on via minute circles (5, 10, 15 minutes) were identified as a great way to promote walking and encourage people to realize how close destinations actually are.

► Transport Planning

The need to comprehensively integrate walking with other transport modes and to incorporate trails into transport plans and maps was identified by many communities. For example, Collingwood's 'transport plan' is currently an 'arterial road network' and trails are captured on a separate plan. Combining these two documents will help balance the provision for all modes. The option of actually putting pedestrians at the top of a road user hierarchy – 'pedestrians first!' was a revelation to many, but readily embraced as a great way forward and an essential underpinning to all future decisions.

► Crossing Points

In communities where the road system is so big and wide and provision at intersections gives priority to motor vehicles, there is a strong need to pay careful attention to how pedestrians cross the road. Unfortunately, the experts observed poor quality crossing points for pedestrians in all communities and often where they needed the best provision. Situations like allowing vehicles to turn on a red

'It has given us the language and confidence to ask for what we want'

'It has built trust and relationships with our council that we continue to grow'

Participant Comments

Roadshow Roundup

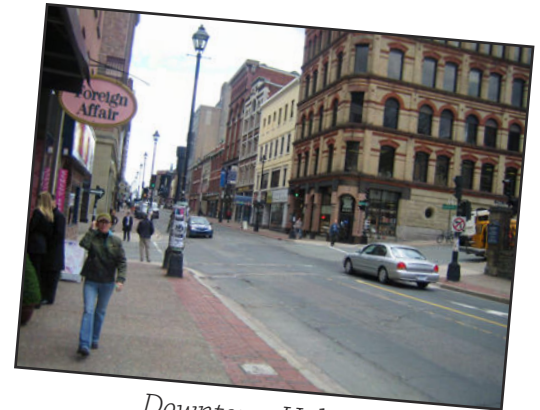
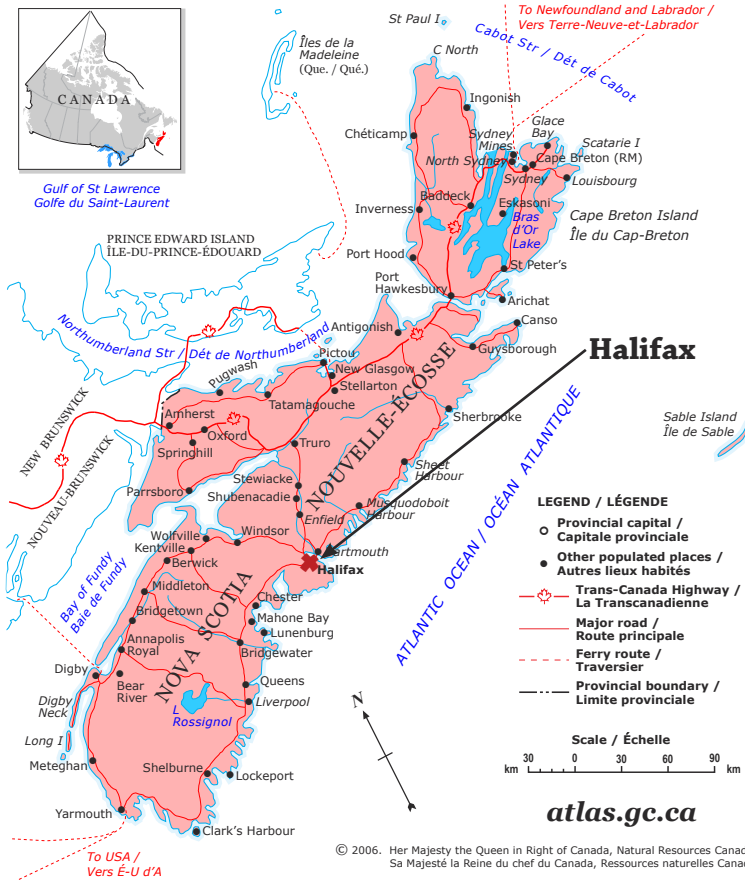
light, short crossing times, inconsistent request buttons and crossings where people have to give way to motor vehicles all undermine the status of pedestrians within the system and create confusion that can lead to unsafe actions by both walkers and drivers. Good crossing opportunities are essential for ensuring people feel safe, comfortable and connected to their communities and that crossing a busy road does not deter people from choosing to walk.

HIGHLIGHTS OF THE CONFERENCE REPORTS

- Brantford/Brant County reported completing six of the eight actions they had identified as being achievable by October 2007, including road closures during the summer.
- Three communities have drafted pedestrian plans—Toronto, Minto and Waterloo—and when the conference commenced, Mayors from five of the 10 communities had signed the International Charter for Walking, with others planning to do so in the near future.
- Collingwood has identified 17 road crossings for their trails system that will be marked up by the municipality and had successful municipal challenges with a neighbouring community around active travel. They have also formed an Active Transportation Group to take initiatives forward.
- Several projects have moved ahead since the Roadshow, for example, Peterborough has done some visioning work for George Street South, building on the ideas discussed at their Roadshow walkabouts.
- The challenge of ‘shared space’ ideas from Hans Monderman about mixing vehicles and pedestrians got more than a few sceptics sitting up and paying attention, helping them to see beyond the here and now.

It was reported that the international experts gave the roadshow events status that attracted more attention and attendance than anticipated by the hosts. The presentation style of the experts—informal, positive, humorous—made attendees feel that creating a walkable community wasn’t necessarily an onerous task, but that it’s possible to do things differently!

Community Case Study: HALIFAX REGIONAL MUNICIPALITY



Downtown Halifax



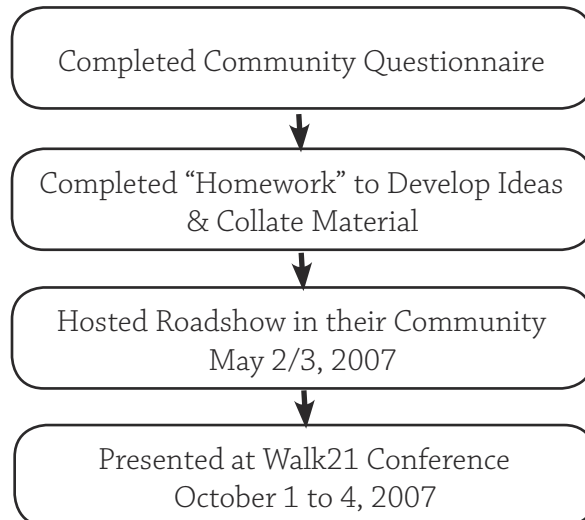
Trails crisscross this pretty city

© 2006. Her Majesty the Queen in Right of Canada, Natural Resources Canada.
Sa Majesté la Reine du chef du Canada, Ressources naturelles Canada.

ROADSHOW PROCESS IN HALIFAX

Halifax joined the Roadshow in January 2007 and thus did not attend the Needs Analysis Workshop on December 1. They did complete the Community Questionnaire. Additional emails between the Halifax contact and Roadshow organizers developed their ideas and identified needs for their community.

Halifax's participation in the Roadshow consisted of the following steps:



Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Community
Questionnaire

BACKGROUND

► Community Context

Halifax Regional Municipality (HRM) has a population of approximately 372,680 (based on the 2006 Census), the majority of which live within the urban and suburban areas of the municipality. Approximately, 30 percent of the region's population is under the age of 25, 25 percent is between the ages of 35 and 49, and 12 percent is over the age of 65. HRM's population is growing at rate of 1 percent per year with an expected population of 450,000 by 2026. The population density of the region is 67.9 people per square kilometre. There are 166,675 private dwellings.

The total population for all of Nova Scotia is 913,460 (2006). HRM's population is 40.8 percent of Nova Scotia's.

Being the size of Prince Edward Island, HRM is a large geographical entity encompassing 5,490 square kilometres. Not only is HRM the political seat of the province, it is also seen as the economic and cultural centre of the Maritimes.

► Pre-Roadshow Successes

The Regional Municipality of Halifax has the following policies and studies in place that impact on walkability:

- A comprehensive Active Transport Plan completed in 2006/07.
- A Regional Municipal Planning Strategy with a focus on pedestrian priority and mixed use planning.
- Studies underway to understand how to create more pedestrian-friendly environments.
- The Metrolink project which is looking at transit along with active transportation corridors to link to everyday walking places.



Bicycle parking at a local high school



Utility boxes as art, not eyesores

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Community
Questionnaire



*A great way to pretty up
waste bins...*



*...but other items are creating
a mess and need a rethink*

► **Current Challenges**

The following needs have been identified by HRM:

- There are many streets across HRM that currently have lots of pedestrian activity. HRM needs to identify the types of infrastructure and street redesign to build on this and create truly walkable communities.
- With the adoption of the Active Transportation Plan there is growing consensus to make pedestrian needs a priority.
- Due to a lack of funding, creative options need to be explored to make a culture of walking a reality.
- An understanding of how to effectively implement/operationalize strategic documents.

Homework

HOMEWORK

► **Community Objectives**

- How to bridge the gap between existing plans and policies and implementation
- A focus on:
 - Creating good pedestrian links to transit
 - Creating pedestrian priority centres (town or neighbourhood)
 - Making this happen in a cost-effective manner
- Inspiring decision makers to allocate appropriate funds
- Training professionals on how to incorporate pedestrian improvements into schemes and other lower cost implementation options
- Understanding the core elements of transit links and pedestrian priority centres

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Community Roadshow
May 2/3, 2007

THE WALKABILITY ROADSHOW

For the Roadshow in their community, the Halifax Regional Municipality opted for a half-day professional training session, held May 2, with the afternoon devoted to community walkability audits.

Roadshow Agenda

May 2

8:30am-12pm: Keynote Address (Lars Gemzøe),
Presentation (Jody Rosenblatt-Naderi), Professional Training (Bronwen Thornton)

1-5pm: Walkabouts : Suburban Residential/Big Box Mall (All)

7-9pm: Public Meeting (All)

May 3

8:30-10am: Wrap-up Meeting with Halifax Regional Municipal Management
and Staff (All)

► Participants

Participants included a wide range of stakeholders including: Regional and Municipal Councillors, HRM transportation and planning staff, Dalhousie University students involved in a HRM study, developers and business interests, local NGOs and a representative from the Federation of Canadian Municipalities.

The Roadshow experts for Halifax were: Bronwen Thornton; Lars Gemzøe; Jody Rosenblatt-Naderi; and Jacky Kennedy. Refer to Appendix E: Expert Biographies for background information on each expert.

“Group sessions and feedback on others’ opinions, presentation material was excellent as well as the presenters.”

“I enjoyed the presentations; talking with people in our own city we rarely get to see; reconciling my non-profit view to HRM traffic view – we’re not as different as I thought.”

“The examples from other municipalities were very useful; streetscape as a health facility.”

Participant comments



Roadshow participants brainstorm their key ideas

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Community Roadshow
May 2/3, 2007

► Key Ideas Generated (at Professional Training Workshop)

- Pedestrian count for downtown and put in GIS and identify where increased sidewalk width is needed
- Charette, suburban: Clayton Park – to be held June 15 and July 1 – how do we redo big box development?
- Increased crossing time/shorten crosswalk length: Bridge, Quinpool, Hollis/George
- Lag left turn –exclusive movement at end of cycle
- No right turn on red at ‘formal’ crossings: Chebucto/Mumford/MacDonald, Alderny/Ahterloney; good example Portland/Alderney (This is an idea repeated and supported at the public meeting in the evening.)
- Speed tables/raised crossings (identify key locations, especially in the downtown)
- “gateway” to pedestrian zones and local streets, especially near schools
- revisit ‘Traffic Calming Gateways Study’
- Promote the AT (active transportation) plan
- Bring AT standards into engineering ‘red book’

Full notes and ideas against the eight principles of the International Charter for Walking are contained in Halifax Attachment A.

“What a marvelous way this would be to bring our city to life and revitalize our downtown area. Thank you so much!”

“If I want to walk to Bayer’s Lake shopping area there are no sidewalks in some of the streets in the winter time. I have to walk along the street where the cars are.”

“I don’t think Halifax is that walkable because of a lack of sidewalks.”

Comments from
Professional Training
Workshop Attendees



Bird's eye view of car-dominated Clayton Park big box development

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Community Roadshow
May 2/3, 2007

► Walkability Audits

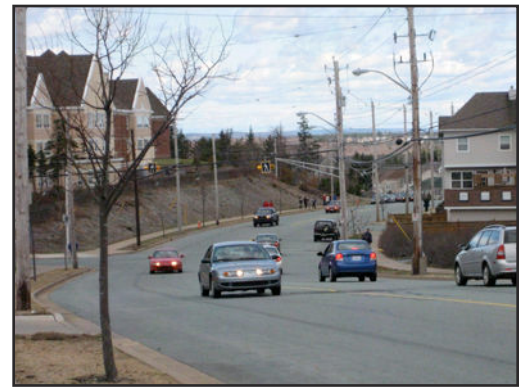
After lunch the group held a walkability audit of the local neighbourhood which included big box developments, new subdivisions and local schools.



Walkability audit started at the mall



This cul-de-sac would benefit from a gateway treatment



Vehicles enjoy an excess amount of road space

The residential area (Clayton Park) shown in the photos above has no recognition in the road layout that this is somewhere where people live and children play and attend local schools. The roads are definitely engineered for vehicle priority. Even smaller side streets and cul-de-sacs have wide yawning entrances, some of them leading only to 26 homes! Smaller residential streets would benefit from 'gateway treatments' to slow vehicles down and communicate to drivers that they are entering local streets for local people. This can be created with 'build-outs' to narrow the entryway while continuing the pedestrian path across the road at the same level, thus creating a speed table for vehicles to cross.

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Community Roadshow
May 2/3, 2007

Park West School is located on a minor collector road which appeared to be designed for the continual flow of vehicle traffic. The speed limit was 50 km/hr, which is rather high for a school zone. Sight lines were also poor as the school is situated on the rise of a hill, with the school crossing right on the rise making it difficult for drivers to anticipate pedestrians in the crossing. A busy trail intersects the road at this point, which is one of the key reasons for the siting of the crossing. Pedestrian safety would benefit greatly from a 'gateway speed table' at the top of the hill and clear, bright signage leading up to the crossing and the school in both directions, indicating that this is a place where people are walking. The area would also benefit from a reduction in the posted speed limit combined with enforcement.



This formal crossing point for Park West School and trail does not create a safe crossing for children on this road which is built for speed

► Public Input

A public meeting was held in the evening of May 2. The public meeting objectives were to engage local people in the implementation of HRM's active transportation plan as well as gathering their input to the Regional Municipal Planning Strategy and the Metrolink project.

After introductions and local context for the Roadshow were explained, Lars Gemzøe started the evening with his presentation. Bronwen led the discussion and then breakout groups were formed where participants were asked to come up with their top three ideas for HRM.

There was much lively debate between participants and a lot of concern about some planned projects to widen streets and to continue giving priority to motor vehicles over not only pedestrians but also local residents' quality of life.

"Thanks so much for bringing your enthusiasm and expertise to HRM! Thanks for not forgetting about us on the east coast! Great program! The presentation opened my eyes. I learned so much."

Participant comment

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Community Roadshow
May 2/3, 2007

These were the ideas discussed:

- HRM should develop a sidewalk policy that includes an inventory of existing sidewalks, where sidewalks are missing and then develop a plan to install and widen.
- Create transit stops to become meeting places: shade, shelter, cleared of snow and ice quickly, etc.
- Create an exciting pilot pedestrian priority project along Quinpool Road.
- Through the updating of the regional plan, make pedestrians a priority in the road user hierarchy.
- A suggestion of a new trail linking Armdale Yacht Club to Horseshoe and Flinn Parks via Point Pleasant Park.
- The Public Gardens on Spring Garden Road should be opened to the public year-round, not closed in winter.
- HRM can do a much better job clearing the snow and ice from sidewalks.
- The idea of using trails and pedestrian walking areas as 'health zones' to fight air quality and obesity.
- An idea to have a small pedestrian ferry across the North West Arm to encourage more walking as commuting.
- A suggestion to have bicycle and walking bridges across highways to provide safer pedestrian access to amenities, e.g. Bayer's Lake Shopping Centre.
- The section of road from Regency Park to Main Street is a perfect area to do some enhancements to increase walkability.
- Chebucto Road has an application to widen the street for cars, despite protests from local residents. HRM could set an example of how they intend to honour their commitment to active travel by reversing this decision. If this expansion goes ahead there will need to be massive improvements to ensure the safe crossing of pedestrians.
- HRM can improve its street tree policy by planting more trees and better protecting the ones that exist.
- Better signage at cross walks is needed for both drivers and pedestrians to clearly state who has the right of way.
- The following intersections favour vehicles over pedestrians. There is a need to put pedestrians first:
 - Connaught and Quinpool
 - Curly Lake and Radcliffe
 - Chebucto and Mumford
 - Lacewood and Regency
 - Bell Road and Summer Street
- Extend the existing Boardwalk from downtown, around the Harbour and out to Bedford.

"I gained a better understanding of the social, physical and institutional requirements to promote walkable communities."

"I learned what is happening in other cities, successes, approach, implementation processes."

Participant Comments

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Community Roadshow
May 2/3, 2007

- Suggestions to have pedestrian-only days on the following streets:
 - Lower Water Street
 - Barrington
 - Argyle
 - Spring Garden Road
- Suggestion to build an ice rink at Grand Parade.
- Build more and wider sidewalks, especially around schools.
- There is a need for more public washrooms throughout the city, especially in the downtown.



A great turnout for the public meeting in Halifax

► **Decision Maker Summary Breakfast Meeting – May 3**

This session was attended by senior HRM staff, Elizabeth Allingham from the Federation of Canadian Municipalities and Councillor Mary Wile.

Expert team members Bronwen Thornton and Lars Gemzøe provided an overview of the sessions held on May 2 outlining the challenges, barriers and great ideas that were generated during the day.

The meeting included a discussion about Halifax's active travel plan and the need to communicate it more widely and to start getting buy-in across departments.

Highlights of the discussion:

- Experiment with different paving surfaces for different types of roads, for example, use tactile pavings, make intersections on local roads look more like driveways.
- Create 'gateways' to local streets where drivers have to slow down, narrowing intersections and adding plantings and other street furniture.
- Give more distinction to areas where trails cross roads.

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Community Roadshow
May 2/3, 2007

- Shift from “Traffic Calming” mentality to “Road Management.”
- The Bayers Lake area requires more site planning to create more walkable spaces.
- Walking needs to be built into existing communities, for example, look at how Vancouver incorporated bike lanes into existing roadways.
- Opportunities to drastically improve the bus stops along Lacewood by:
 - Reviewing the location and design of bus stops, where benches are situated, etc.
 - Providing trees for shade, concrete for standing (cleared of snow and ice in winter), benches.
 - Bus stops can become nodes where people can meet to take the bus into town.

► Observations and Input from Experts

Halifax is a beautifully located city with many assets for a walkable community. The downtown core needs some serious attention, and inspiration can so easily be drawn from cities such as Copenhagen, Denmark which have successfully created vibrant positive public space over a 30 year period; and Birmingham in the United Kingdom which has transformed both the physical and economic heart of its neighbourhoods by removing roads, creating pedestrian streets and strong public space, key links to transport hubs such as bus and train stations and revitalizing the canal system. It takes vision and commitment, but small successes can domino the effects into more corners of the city.

ROADSHOW EVALUATIONS

Participants in the Roadshow completed evaluation sheets to provide feedback about the process. Two different evaluation sheets were created: one for the professional training and a shorter one for the public meeting.

Many attendees indicated that they wanted to learn about successful approaches to walkability from international examples and they found the case studies and examples presented very inspiring. Several people indicated that the links shown between streetscape planning, design and construction are closely linked and they will pay more attention to these details in future.

One of the Evaluation questions was “What will you do differently as a result of attending the road show?” Responses are shown below:

- Fuels my original intent to support Nova Scotians to get to Walk21 Conference; fueled little more buy-in with the Charter.
- Re-evaluate some of the approaches to crosswalk issues and increase education.
- Try to ensure pedestrian needs/issues are considered with future projects.
- Really got me thinking about some of the changes we can make in our municipality and where to find the resources to make it happen.

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Conference Presentation
October 1-4, 2007

POST-ROADSHOW

► Immediate Outcomes

Media coverage of the Roadshow included articles in *The Daily News*, *The Halifax Mail-Star* and several pieces on CBC Radio, including coverage of the May 2 public meeting.

► Progress & Next Steps

- Work is continuing on the HRM trails network, according to the Active Transportation plan. Input received from the Roadshow is being incorporated.
- A list of priority pedestrian infrastructure is being compiled.
- Development of a walkable communities design charrette is underway for both staff and the community. It is hoped the charrette will be completed by the Fall.

► Conference Report

At the Walk21 Conference in October 2007, each community gave a presentation about their Roadshow experience, current activities in their communities and progress since the Roadshow had visited. Key highlights are outlined below.

The Roadshow made us realize that professionals are very enthusiastic about improving HRM's walkability and that we need to do much more. Sidewalks and other pedestrian oriented infrastructure are still needed throughout Halifax. The idea of a charrette was very popular and one we will pursue in the spring.

The public meeting was also very well attended. We were impressed with the level of interest and received phenomenal feedback from participants.

Ideas and options we intend to follow-up on in Halifax include:

- Experimenting with paving surfaces
- Create gateways to smaller, local streets, especially cul-de-sacs
- More distinctions and improved crossing points where trails cross roads
- Walking needs to be built into communities both physically and mentally

The Roadshow has generated more interest in combining energy and focus across disciplines to deliver more walkable communities. We are also seeing an improvement in our internal communications. We will continue to implement the Active Transportation Plan.

KEY CONTACT FOR REGIONAL MUNICIPALITY OF HALIFAX

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Transportation Demand Management Planner
Regional Transportation Planning
Community Development
Regional Municipality of Halifax
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Community Case Study: HALIFAX REGIONAL MUNICIPALITY

HALIFAX ATTACHMENT A: HALIFAX'S TABLE OF IDEAS

Charter Principle	Issues	Ideas	By October		
			2007	2008	2010
1. Increased inclusive mobility	<ul style="list-style-type: none"> • Wheel chair can't manoeuvre around ramp sidewalks (not designed for people of all abilities) • Older infrastructure (outdated) not conducive to people with disabilities • Connectivity, missing links • Turning sidewalks into trails (an idea for action: using policy clauses to bring an opportunity for change) • People of an older age fearing cross walks and using signaled crosswalks – action MORE EDUCATION, consider a longer green signal for longer crossing distances 	<ul style="list-style-type: none"> • HRM to consider a “Share the Road” campaign look at models/campaigns that are successful in cities similar to Halifax • Research other municipalities that have identified best or promising factors around managed spaces • Policy scan • HRM needs more policy's around designing spaces and managing spaces • Invite Gil Penalosa to the HUGA trail • TRAAK to pilot roller-blading friendly sidewalks or build a partnership 			
2. Well designed and managed spaces and places for people	Not directly discussed in the workshop, but extensively during the walkabout				

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Charter Principle	Issues	Ideas	By October		
			2007	2008	2010
3. Improved integration of networks	<ul style="list-style-type: none"> • Connection between off road with on road • Poor bike infrastructure – series of islands • No support for bike, pedestrian and transit on provincial roads and rural communities • Hard to service rural subdivisions • No “savings” focus, just a “cost” focus 	<ul style="list-style-type: none"> • Use genuine progress indicators (GPI) to guide dollars • Consulting with users (bikes and pedestrians) • Engage multi-levels of government • Connect islands of trails and add develop destination • Downtown biz has pedestrian data • Pedestrian count for downtown and put in GIS and identify where increase sidewalk width is needed • Build Phase I of HUGA trail to begin connection • Pedestrian/bike policy; provincially <p>Hurdles:</p> <ul style="list-style-type: none"> • Locating dollars • Changing attitudes – political and bureaucracy; dept. of highways • Priorities 	X	X	X
4. Supportive land-use and spatial planning	<ul style="list-style-type: none"> • Car dependent – parking up front • Large scale rural development with no utilities or infrastructure • Just dealing with impacts of car culture and development industry • Zoning does not allow mixed use in suburbs 	<ul style="list-style-type: none"> • Charette, suburban: Clayton Park – to be held June 15 and July 1 • Slow down traffic • Draft policies to pedestrianize • Land use data base • Walkability 101 for Mayors and Councillors <p>Hurdles:</p> <ul style="list-style-type: none"> • Provincial standards • Car consciousness • Need for trip capacity 	X	X	X

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

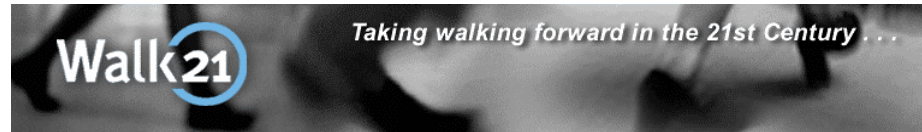
Charter Principle	Issues	Ideas	By October		
			2007	2008	2010
5. Reduced road danger	<ul style="list-style-type: none"> • High speed and volume • Signals too slow to change nowhere to wait in middle of road • Not long enough to cross • No mid-block crossing • People don't understand crosswalk messages 	<ul style="list-style-type: none"> • Public awareness (on-going) • Increased crossing time/ shorten crosswalk length – Bridge, Quinpool, Hollis/George • Lag left turn –exclusive movement at end of cycle • No right turn on red at 'formal' crossings: Chebucto/ Mumford/MacDonald, Alderney/Ahterloney; good example Portland/Alderney • Speed tables/raised crossings (identify key locations) • "gateway" to pedestrian zone • revisit 'Traffic Calming Gateways Study' • schools: <ul style="list-style-type: none"> o reduce speeds? o Work with province/ school board re: school locations, drop-off areas, safe circulation 	X		
6. Less crime and fear of crime		<ul style="list-style-type: none"> • Windows facing sidewalks/ pathways and doors, balconies (review land use by-law & HRM By Design to require) • More pedestrian amenities (benches, etc.) • Better lighting – Grand Parade (no vehicles) • Ensure CPTED principles are followed 	X		

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Charter Principle	Issues	Ideas	By October		
			2007	2008	2010
7. More supportive authorities	<ul style="list-style-type: none"> We have some supportive Councillors Development officers need to be supportive Land-use bylaws are old – they need to be updated Approval for development can happen too quickly – or it takes too long Large, diverse council – rural/suburban/urban representation 	<ul style="list-style-type: none"> Promote the AT plan Bring AT standards into engineering ‘red book’ Increase buy-in to plan and concept Supportive Councillors champion the cause within council – create more champions Street should be viewed as a health facility and as a public place Bring all departments that have an interest in streetscapes together to coordinate solutions Bring Gil Penalosa in for session with authorities: see if FCM can assist with funding <ul style="list-style-type: none"> Make session experiential, relevant and real Have two half-day sessions: rural and suburban Piggyback on launch of HRM guide on Trails Day–June–maybe too soon Choose a pilot project to tackle: <ul style="list-style-type: none"> Open street concept on a regular basis – Barrington? Get Mayor support to remove barriers like cost 	X		
8. A culture of walking	Picked up in the discussions for Charter Principle #7.				

Appendices

APPENDIX A: INTERNATIONAL CHARTER FOR WALKING



International Charter for Walking

**Creating healthy, efficient and sustainable communities
where people choose to walk**

I/We, the undersigned recognise the benefits of walking as a key indicator of healthy, efficient, socially inclusive and sustainable communities and acknowledge the universal rights of people to be able to walk safely and to enjoy high quality public spaces anywhere and at anytime. We are committed to reducing the physical, social and institutional barriers that limit walking activity. We will work with others to help create a culture where people choose to walk through our commitment to this charter and its strategic principles:

1. ***Increased inclusive mobility***
2. ***Well designed and managed spaces and places for people***
3. ***Improved integration of networks***
4. ***Supportive land-use and spatial planning***
5. ***Reduced road danger***
6. ***Less crime and fear of crime***
7. ***More supportive authorities***
8. ***A culture of walking***

Signed _____
Name _____
Position _____
Date _____

www.walk21.com

Appendices

International Charter for Walking

Walking is the first thing an infant wants to do and the last thing an old person wants to give up. Walking is the exercise that does not need a gym. It is the prescription without medicine, the weight control without diet, and the cosmetic that can't be found in a chemist. It is the tranquilliser without a pill, the therapy without a psychoanalyst, and the holiday that does not cost a penny. What's more, it does not pollute, consumes few natural resources and is highly efficient. Walking is convenient, it needs no special equipment, is self-regulating and inherently safe. Walking is as natural as breathing.

John Butcher, Founder Walk21, 1999

Introduction

We, the people of the world, are facing a series of inter-related, complex problems. We are becoming less healthy, we have inefficient transport systems and our environments are under increasing pressure to accommodate our needs. The quality and amount of walking as an everyday activity, in any given area, is an established and unique primary indicator of the quality of life. Authorities keen to create healthier and more efficient communities and places can make significant advancements by simply encouraging more walking.

Built on extensive discussions with experts throughout the world this Charter shows how to create a culture where people choose to walk. The Charter may be signed by any individual, organisation, authority or neighbourhood group who support its vision and strategic principles regardless of their formal position and ability to independently progress their implementation.

Please support this Charter by signing it and encouraging friends, colleagues, government bodies, and national and local organisations to work with you to help create healthy, efficient and sustainable walking communities throughout the world.

Background

Commuters scurry; shoppers meander; bush-walkers trek; lovers stroll; tourists promenade... but we all walk. Walking is a fundamental and universal right whatever our ability or motivation and continues to be a major part of our lives, yet in many countries people have been walking less and less. Why walk when you can ride? Walking has stopped being a necessity in many parts of the world and become a luxury. Walking seems too easy, too commonplace, too obvious and indeed too inexpensive an activity to pursue as a way of getting to places and staying healthy. We choose not to walk because we have forgotten how easy, pleasurable and beneficial it is. We are living in some of the most favoured environments man, as a species, has ever known, yet we respond by taking the ability to walk for granted.

As a direct result of our inactivity we are suffering from record levels of obesity, depression, heart disease, road rage, anxiety, and social isolation.

Walking offers health, happiness and an escape. It has the ability to restore and preserve muscular, nervous, and emotional health while at the same time giving a sense of independence and self-confidence. The more a person walks the better they feel, the more relaxed they become, the more they sense and the less mental clutter they accumulate. Walking is good for everyone.

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Vision

To create a world where people choose and are able to walk as a way to travel, to be healthy and to relax, a world where authorities, organisations and individuals have:

- *recognised the value of walking;*
- *made a commitment to healthy, efficient and sustainable communities; and*
- *worked together to overcome the physical, social and institutional barriers which often limit people's choice to walk.*

Principles and Actions

This International Charter identifies the needs of people on foot and provides a common framework to help authorities refocus their existing policies, activities and relationships to create a culture where people choose to walk.

Under each strategic principle, the actions listed provide a practical list of improvements that can be made in most communities. These may need adding to in response to local need and this is encouraged.

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1. Increased inclusive mobility

People in communities have the right to accessible streets, squares, buildings and public transport systems regardless of their age, ability, gender, income level, language, ethnic, cultural or religious background, strengthening the freedom and autonomy of all people, and contributing to social inclusion, solidarity and democracy.

ACTIONS

- Ensure safe and convenient independent mobility for all by providing access on foot for as many people as possible to as many places as possible particularly to public transport and public buildings
- Integrate the needs of people with limited abilities by building and maintaining high-quality services and facilities that are socially inclusive

2. Well designed and managed spaces and places for people

Communities have the right to live in a healthy, convenient and attractive environment tailored to their needs, and to freely enjoy the amenities of public areas in comfort and safety away from intrusive noise and pollution.

ACTIONS

- Design streets for people and not only for cars, recognising that streets are a social as well as a transport space and therefore, need a social design as well as engineering measures. This can include reallocating road space, implementing pedestrian priority areas and creating car-free environments to be enjoyed by all, supporting social interaction, play and recreation for both adults and children
- Provide clean, well-lit streets and paths, free from obstruction, wide enough for their busiest use, and with sufficient opportunities to cross roads safely and directly, without changing levels or diversion
- Ensure seating and toilets are provided in quantities and locations that meet the needs of all users
- Address the impact of climate through appropriate design and facilities, for example shade (trees) or shelter
- Design legible streets with clear signing and on-site information to encourage specific journey planning and exploration on foot
- Value, develop and maintain high quality and fully accessible urban green spaces and waterways

Appendices

3. Improved integration of networks

Communities have the right to a network of connected, direct and easy to follow walking routes which are safe, comfortable, attractive and well maintained, linking their homes, shops, schools, parks, public transport interchanges, green spaces and other important destinations.

ACTIONS

- Build and maintain high-quality networks of connected, functional and safe walking routes between homes and local destinations that meet community needs
- Provide an integrated, extensive and well-equipped public transport service with vehicles which are fully accessible to all potential users
- Design public transport stops and interchanges with easy, safe and convenient pedestrian access and supportive information

4. Supportive land-use and spatial planning

Communities have the right to expect land-use and spatial planning policies which allow them to walk to the majority of everyday services and facilities, maximising the opportunities for walking, reducing car-dependency and contributing to community life.

ACTIONS

- Put people on foot at the heart of urban planning. Give slow transport modes such as walking and cycling priority over fast modes, and local traffic precedence over long-distance travel
- Improve land-use and spatial planning, ensuring that new housing, shops, business parks and public transport stops are located and designed so that people can reach them easily on foot
- Reduce the conditions for car-dependent lifestyles (for example, reduce urban sprawl), re-allocate road space to pedestrians and close the missing links in existing walking routes to create priority networks

Appendices

5. *Reduced road danger*

Communities have the right for their streets to be designed to prevent accidents and to be enjoyable, safe and convenient for people walking – especially children, the elderly and people with limited abilities

ACTIONS

- Reduce the danger that vehicles present to pedestrians by managing traffic, (for example, by implementing slower speeds), rather than segregating pedestrians or restricting their movements
- Encourage a pedestrian-friendly driving culture with targeted campaigns and enforce road traffic laws
- Reduce vehicle speeds in residential districts, shopping streets and around schools
- Reduce the impact of busy roads by installing sufficient safe crossing points, ensuring minimal waiting times and enough time to cross for the slowest pedestrians
- Ensure that facilities designed for cyclists and other non-motorised modes do not compromise pedestrian safety or convenience

6. *Less crime and fear of crime*

Communities have the right to expect an urban environment designed, maintained and policed to reduce crime and the fear of crime.

ACTIONS

- Ensure buildings provide views onto and activity at street level to encourage a sense of surveillance and deterrence to crime
- Conduct pedestrian audits by day and after dark to identify concerns for personal security and then target areas for improvements (for example, with brighter lighting and clearer sightlines)
- Provide training and information for transport professionals to increase awareness of the concerns of pedestrians for their personal security and the impact of such concerns on their decisions to walk

Appendices

7. More supportive authorities

Communities have the right to expect authorities to provide for, support and safeguard their ability and choice to walk.

ACTIONS

- Commit to a clear, concise and comprehensive action plan for walking, to set targets, secure stakeholder support and guide investment and includes the following actions:
- Involve all relevant agencies (especially transport, planning, health, education and police), at all levels, to recognise the importance of supporting and encouraging walking and to encourage complementary policies and actions
- Consult, on a regular basis, local organisations representing people on foot and other relevant groups including young people, the elderly and those with limited ability
- Collect quantitative and qualitative data about walking (including the motivations and purpose of trips, the number of trips, trip stages, time and distance walked, time spent in public spaces and levels of satisfaction)
- Integrate walking into the training and on-going staff professional development for transport and road safety officers, health practitioners, urban planners and designers
- Provide the necessary ongoing resources to implement the adopted action plan
- Implement pilot-projects to advance best-practice and support research by offering to be a case study and promoting local experience widely
- Measure the success of programmes by surveying and comparing data collected before, during and after implementation

8. A culture of walking

Communities have a right to up-to-date, good quality, accessible information on where they can walk and the quality of the experience. People should be given opportunities to celebrate and enjoy walking as part of their everyday social, cultural and political life.

ACTIONS

- Actively encourage all members of the community to walk whenever and wherever they can as a part of their daily lives by developing regular creative, targeted information, in a way that responds to their personal needs and engages personal support
- Create a positive image of walking by celebrating walking as part of cultural heritage and as a cultural event, for example, in architecture, art-exhibitions, theatres, literature readings, photography and street animation
- Provide coherent and consistent information and signage systems to support exploration and discovery on foot including links to public transport
- Financially reward people who walk more, through local businesses, workplaces and government incentives

Appendices

ADDITIONAL ACTIONS

Please write actions for your local needs or circumstances in the space below.

Developed in the framework of the WALK21 international conference series
October 2006

Walk21 are grateful to many people for their assistance with the production of this Charter, and to you for your personal commitment to helping create healthy, efficient and sustainable walking communities throughout the world.

For more information on walking visit www.walk21.com

Or email us at info@walk21.com

Appendices

APPENDIX B: COMMUNITY QUESTIONNAIRE

05/09/2007

Toronto Walk21 2007 *Putting Pedestrians First*

Pedestrian Planning Roadshow Community Questionnaire

Introduction

In October 2007 Toronto will host the 8th Annual Walk21 International Conference (www.toronto.ca/walk21). A key focus of Toronto Walk21 2007 will be the development of an international framework for creating and implementing local pedestrian strategies and plans. In advance of the conference several Canadian communities will work with the Walk21 International Team, Green Communities Canada and the City of Toronto to build this model framework.

The structure of the model pedestrian strategy framework will be based on the International Walking Charter, adopted by the Melbourne Walk21 conference in October, 2006 (attached here for your information). Participating communities will be audited against the Charter to understand what is currently being done locally to help achieve more walking; to recognise what the priorities and barriers are for future policy and investment; and to identify what external supports would assist communities develop and implement effective local pedestrian strategies.

This questionnaire is the first step in the community audit. Your response to this questionnaire will help us better understand your local issues and will guide us in planning the community seminar organised for Friday, December 1st in Toronto. The questionnaire responses will be tabulated and made available to the seminar participants but will not be published or made available to any outside parties.

It is acknowledged that responses to the questionnaire will be your personal opinion and not necessarily reflect fully those of the organisation that you work for. We ask that where possible you collaborate with colleagues and other relevant organisations in your community to reach a consensus on opinion before completing the questionnaire.

We recommended that each community select a coordinator for the questionnaire and submit as comprehensive a response as possible by November 27th. **Please email the completed questionnaire to: walk21@toronto.ca.**

Where possible, we encourage you to provide additional information, in the space provided, to support your answers.

If you have any questions concerning the pedestrian planning roadshow please contact Jacky Kennedy at info@saferoutestoschool.ca or 416-488-7263.

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This survey was completed by

Community Name:
Name of Respondent:
Address:
Email:
Phone:

Who will be attending the introductory planning meeting on December 1st?

Name:
Title:
Special Dietary Needs? (allergies, vegetarian, etc.):

Name:
Title:
Special Dietary Needs? (allergies, vegetarian, etc.):

Name:
Title:
Special Dietary Needs? (allergies, vegetarian, etc.):

- 2 -

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Section 1: Increased Inclusive Mobility

1-1 Does your community have policies and plans for improving access for people with disabilities?

YES ___ NO ___
Explain:

1-2 If YES, does your community’s accessibility policy and programs include (please mark with an “X”):

Accessibility design guidelines to guide new design	
Public transit services specifically for disabled customers	
Accessible public transit vehicles and stops/stations	
Plans to provide universal access to all public transit services	
Disabled access to public buildings	
Accessible traffic signal design (audible, accessible buttons, etc)	
Tactile warning at crosswalks for visually impaired people	
Corner wheelchair ramps	
Other, explain:	

1-3 Are people with disabilities consulted during the development and implementation of policies and programs?

YES ___ NO ___
If YES, please explain:

1-4 Do you think sufficient resources and expertise are available to address accessibility issues?

YES ___ NO ___
Explain:

Section 2: Well Designed and managed spaces and places for people

2-1 In your opinion, has your community demonstrated a commitment to designing, building and maintaining high quality streets and public places to benefit pedestrians? (Please mark with an “X”.)

1) rarely	2) occasionally	3) sometimes	4) often	5) very often	
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2-2 If you answered 3, 4 or 5 above, has this commitment been successful in encouraging more walking?

YES ___ NO ___ DON’T KNOW ___
If YES, please explain:

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2-3 Does your community provide the following pedestrian amenities and services (please mark with an "X"):

Prompt repair of sidewalks problems	
Prompt and thorough clearing of snow and ice	
Adequate lighting for walkways and public places	
Public seating	
Public washrooms	
Drinking fountains	
Wide, unobstructed sidewalks	
Street trees and landscaping	
Sidewalk/boulevard cafes	
Frequent urban green spaces, plazas and parks	
Other amenities and services? Explain:	

2-4 Has your community created pedestrian priority areas or pedestrian streets?

YES ___ NO ___

If YES, please give examples:

2-5 Are there any pedestrian/walking projects in your community that you are particularly proud of?

YES ___ NO ___

If YES, please describe.

2-6 Do you feel that there are sufficient resources for the design and management of pedestrian spaces?

YES ___ NO ___

2-7 What do you consider to be the main challenges to providing better design, management and maintenance of streets and public places for pedestrians?

Section 3: Improved integration of networks

3-1 Does your community provide and maintain an integrated network of walking routes consisting of sidewalks, walkways and trails which connect all neighbourhoods?

YES ___ NO ___

3-2 Does your community have policies, plans and funding programs to identify and build the missing links in your walking network?

YES ___ NO ___

Please explain:

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3-3 Does your community provide clear and legible pedestrian oriented signs and on-site information to encourage journey planning and exploration on foot?

YES ___ NO ___
Please explain:

3-4 Does your community have policies, plans or programs for improving pedestrian access to public transit stops and stations?

YES ___ NO ___
Please explain:

3-5 What are the main barriers to developing, expanding and maintaining the network of walking routes in your community?

Section 4: Supportive land-use and spatial planning

4-1 Does your community have policies to ensure that new housing, schools, shops, businesses and public transit stops and stations are located and designed so that people can reach them easily on foot?

YES ___ NO ___
Please explain:

4-2 Does your community's policies give priority to pedestrians over other modes of transportation?

YES ___ NO ___
Please explain:

If YES, how effective is the policy in influencing transportation and planning decisions and practices? (Please mark with an "X")

1) rarely	2) occasionally	3) sometimes	4) often	5) very often
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4-3 Does your community's staff and Council have sufficient planning and design policies and guidelines to support decisions for creating walkable communities?

YES ___ NO ___ DON'T KNOW ___

If no, what do you think would encourage such planning?

Section 5: Reduced road danger

5-1 Has your community implemented any of the following programs to reduce the danger that motor vehicles present to pedestrians? (Please mark with an "X".)

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Safety campaigns encouraging motorists to be more respectful of pedestrians	
Enforcement campaigns – aimed at driver actions affecting pedestrians	
Reduced speeds limits in school zones	
District wide speed reductions	
Traffic calming designs on local residential streets	
Traffic calming designs on busy, commercial/shopping streets	
Other? Please explain:	

5-2 Does your community monitor pedestrian/motor vehicle collision patterns to identify problem areas and implement countermeasures?

YES ___ NO ___
If YES, please explain:

5-3 Does your community evaluate the effectiveness of pedestrian safety programs in reducing pedestrian injuries and perceptions of safety?

YES ___ NO ___
If YES, please explain:

5-4 Has the impact of busy roads been reduced by installing sufficient safe crossing points with minimal waiting times and enough time to cross for the slowest pedestrians?

YES ___ NO ___
If YES, please explain:

5-5 Do facilities designed for cyclists compromise pedestrian safety or convenience in any way in your community?

YES ___ NO ___
If YES, please explain:

5-6 Do you think sufficient resources are available for improving pedestrian safety?

YES ___ NO ___

5-7 What do you consider to be the main barriers to improving pedestrian safety in your community? Please explain:

Section 6: Less crime and fear of crime

6-1 To what extent do you think concern for personal safety discourages people from walking in your community? (Please mark with an "X")

1) rarely	2) occasionally	3) sometimes	4) often	5) very often
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6-2 To what extent do you feel your community’s planning policies and design guidelines take into consideration a safe and secure walking environment? (Please mark with an “X”)

1) rarely	2) occasionally	3) sometimes	4) often	5) very often
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6-3 Has your community conducted pedestrian audits by day and after dark to identify concerns for personal security?

YES ___ NO ___

If YES, have the audit results led to improvements for problem areas (for example, with brighter lighting and clearer sightlines)? Please provide details:

6-4 Do you feel there is sufficient guidance for your community to understand the personal security concerns of pedestrians and how to deal with them?

YES ___ NO ___ DON’T KNOW ___

Section 7: More supportive authorities

7-1 Has your community adopted supportive policies and set targets to encourage and measure walking locally?

YES ___ NO ___

If YES, please briefly describe your local policies and targets:

7-2 In your opinion, has your community set meaningful targets, secured stakeholder support and guided investment into practical actions?

YES ___ NO ___

If YES, please explain:

7-3 Please indicate which of the following quantitative and qualitative data about walking your community regularly collects and analyzes (please mark with an “X”)?

Trip motivations	
Trip purpose	
Trip frequency	
Trip stages	
Time and distance walked	
Time spent in public spaces	
Levels of satisfaction	
Other, explain	

7-4 Please indicate which departments and agencies in your community are working together to improve pedestrian services and programs. (Please mark with an “X”).

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Transportation	
Public transit	
City planning	
Public health	
Parks and recreation	
School boards	
Police	
Other, explain	

7-5 Does your community consult with local groups representing people on foot and other relevant bodies including youth, older people and people with disabilities?

YES ___ NO ___

If YES, please explain?

7-6 Is training on pedestrian issues provided to professionals in your community, e.g. transportation staff, health practitioners, urban planners and designers?

YES ___ NO ___ DON'T KNOW ___

If YES, who is trained and who performs the training?

7-7 Please indicate which of the following levels of government have policies or funding programs which support your community's work to encourage walking? (Please mark with an "X")

Regional municipality	
Provincial government	
Federal government	
Other agencies	

If YES, please describe policy or funding program:

Section 8: A culture of walking

8-1 Is your community actively encouraging people to walk and experience your community on foot as a part of their daily lives, by the following activities. (Please mark with an "X"):

Creating a positive, healthy image of walking	
Encouraging active and safe routes to school	
Encouraging walking to work	
Promoting walking through local businesses and workplaces	
Encouraging recreational walking within the city	
Special Walking/Hiking Events	
Providing opportunities to enjoy public places, outdoor cafes, etc.	
Other, explain	

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8-5 Do you think sufficient resources are available for promoting walking?

YES ___ NO ___

8-6 What do you consider to be the main barriers to promoting a culture of walking at a local level and who is best placed to do what to overcome them? Please explain:

Section 9: Conclusions

9-1 What, in your opinion, should be the three priorities for getting more people walking in your community?

- 1)
- 2)
- 3)

9-2 Do you feel you are sufficiently informed about and have access to resources available for encouraging walking in Ontario and Canada?

9-3 What support would you need and from whom to carry out these three actions?

9-4 Specifically what role is there for Green Communities Canada and regional, provincial and national governments to support your community's work?

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APPENDIX C: SAMPLE HOMEWORK



Walk21 Ontario Walkability Roadshow Next Steps for Communities

Getting Started

What we need from each community:

1. Why does your community want to be involved in the Walk21 Walkability Roadshow? -> **AIM**

Please provide us with a brief statement of the bigger picture motivation for being involved. Some of this is captured in the attached notes taken during the workshop as well as in the Workshop Results Table attached.

Since 1998 the Collingwood Trails Committee has worked very hard to create a comprehensive Trails Network in our community. The Leisure Services Director and his department have been instrumental in this effort. Our challenge in 2007 is to take what the community has now adopted as positive healthy *leisure* activity and make it everyday *transportation* habit. This will require a change in mindset (and potentially policy) for municipal staff, Council and members of the public.

In addition, we are looking for advice on improving the existing trails system, validating or adding to our list of priorities.

2. What does your community want to achieve by October and in the longer term? -> **objectives or outputs**

If possible please make this as concrete as possible, so some degree of success can be measured, i.e. has the intervention of the 'roadshow' helped fast track or profile the issue to get something done?

This can be as big or small as your community feels appropriate, perhaps something from:

- the 8 principles of the International Charter for Walking
- the elements of the process
- political motivation to commit funds
- technical expertise to identify needs and think strategically.

E.g. for Toronto - A Draft Pedestrian Plan for the city that will be presented for input at the Walk21 conference in October; or a signage system for Haliburton and by the conference they have a commitment of funds).

The Collingwood Trails Committee has created a list of priorities for 2007 and beyond. (Please see below). All 8 principles of the International Charter for Walking fit in with our mandate or are at the very least a beneficial side effect of the work we are currently undertaking. One of our greatest challenges is in the area of technical expertise to identify needs and think strategically especially with regard to merging our "rural" trails into the network of "urban" roads and transportation system. When we refer to roads we are referring to both existing roads and future development.

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Our greatest dream would be to provide all forms of human powered transportation a venue in our downtown core. Currently, our downtown core is devoted to the automobile. Free parking is available everywhere and bicycles are not allowed to be ridden on the 15 foot wide sidewalks.

TRAILS FOR NEXT YEAR & BEYOND

As of November 2006

PROPOSED EXPENDITURES FOR 2007

ELEVENTH LINE TRAILS Improvements are required to the hill so that trucks can get up and down with future free fill.

MEMORY LANE The gazebo has received approval from both the engineering dept & the Museum committee to be relocated closer to the Memory Lane trail to act as a trail head with map & information about our trails.

SUNSET POINT TRAIL (HP) Complete Interlocking Paving Stones in front of Sunset Cove. Will cost around \$15,000. The section (secret trail) in the bush needs stumps removed to improve sightlines at curves. \$1000 should make good improvements.

GEORGIAN MEADOWS TRAIL Geotextile and stonedust required for 450 - 550 M.

BLACK ASH TRAIL Parking is required for trail users at Sixth St. & Stewart Rd. to keep cars off the trail.

FLAIR MOWER to cut sides of trails.

MOUNTAIN RD TRAIL from Tenth Line to Eleventh line would be a very worthwhile project. Getting cyclists & pedestrians off of Mountain Rd would be a safety improvement as well as providing access to our Eleventh line trails and the Mair's Mills project. Completing this to Osler Bluff Rd would most desirable. Cost could reach \$25,000, or higher if we get to Osler Bluff Rd. Also the sections from Osler Bluff Rd. eastward to Evergreen Rd. and northward to Laurel Blvd. could be done for \$8,000.

RIVER TRAIL (HP) needs upgrading & widening along the top of the Dyke from Hume St. to the Siding Trail. This is part of our Heather Pathway, as well as a Simcoe County Trail.

BEACH TRAIL Obtain engineer preparatory evaluation and NVCA approval of section from the Car Wash to Oliver Crescent

Estimated cost of section from Foley's to Pretty River \$10-12,000. Spillway construction could be that much or more.

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VACATION INN TRAIL Geotextile and stonedust east from Georgian Manor entrance to Island View Trail.

LABYRINTH (HP) Construct Labyrinth at junction of Georgian Trail and Boardwalk Trail in Harbourview Park.

PROPOSED EXPENDITURES BEYOND 2007

BEACH TRAIL, section from Oliver Cres through Pretty River spillway to Car Wash. The remaining length of the Beach Trail to be created is about 2 km, some of which will be along the ditch area beside the highway. This will then take us to the Wasaga Beach border. *The developer needs to upgrade and complete the section in front of Blue Shores.*

TRAIN TRAIL Stonedusting the trail to Nottawa Sideroad would be about 2 km and cost around \$20,000. Completing this trail to Stayner should be high on our priority list. Two bridges will be required on this trail, one over the Pretty River & one over the Batteaux Creek. These could be \$50,000 each. Some repair work is required soon-

SIXTH ST TRAIL Completing this 3 km section of trail from the Tenth Line through Fisher Field to Osler Bluff Rd will keep bikers off this busy road as well as providing access to the Bruce Trail. The cost for this would be over \$30,000.

VACATION INN TRAIL should be finished westward from Cranberry Trail West, (where the trail needs upgrading), to reach Osler Bluff Rd, along the south side of highway 26. This would be fairly expensive with culverts and fill in places & might be \$20,000 or more.

MALL TRAIL Creation of a trail along the east bank Black Ash Creek to connect the Bud Powell Bridge with the sidewalk on Old Mountain Road has been requested by some Mall stores. This is about 600 M and would cost about \$10,000.

OSLER BLUFF RD A trail south from Hwy 26 would likely be on the Blue Mountain side of the road, at least for some of the trail. This a trail that should be built to connect Collingwood trails to the Town of the Blue Mountain trails.

BOARDWALK TRAIL The section of the Boardwalk jutting out into the Harbour could be extended while the water is low.

CRANBERRY MARSH TRAIL needs a lot of wood chips to raise level above wet areas. Very little cost, we just need the wood chips & a machine to spread them. \$1-2000. If necessary, additional construction might be required at higher cost.

ISLAND VIEW TRAIL could be built from end of Tenth Line to traffic light at Lighthouse Point, then westward to the trail out to

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view the Island. This could cost \$10,000 to \$15,000. This may not be possible or may be more difficult due to the recent road widening in the area.

HENS & CHICKENS TRAIL (HP) Complete boardwalk extension and dock area.

RIVER TRAIL (HP) needs widening between Hume St. and Pretty River Parkway. This will be expensive because of steepness of banks.

SILVER CREEK TRAILS Build trails along bank of Silver Creek. ?

HERITAGE TRAIL along the east breakwall should be completed with concrete or stonedust to provide an off road route to Millennium Park from the end of the Walk of History. (Possibly Harbour Lands Committee could pay). ?

CONNECTIONS TO GEORGIAN TRAIL from both Georgian Manor Resort and the street called Cranberry Trail West. ?
Both of these connections are through Cranberry Resort's property. Permission to build & costs are not available at this time.

3. What is the starting point for your community to benchmark itself against? It may be helpful to:

- Build a relationship tree - who do you need to build relationships with and involve in the project to help you to create a more walkable community?

We must improve our relationships within the planning, engineering and public works departments.

- What data is currently available and what needs to be gathered - local statistics, project evaluations (not just big picture motivations)?

We have significant data compiled regarding the benefits of trails, (economical, health and community).

- Local policy framework - context within which you are working, e.g. Toronto spreadsheet of all the policies that mention walking or pedestrians?

Simcoe Grey Trails Strategy

Collingwood Trails Design and Maintenance Manual

Collingwood Official Plan

Collingwood Site Development Policy

2005-2006 Trails Study

Jacky,

Do you want all of this prior to arriving. It will likely require a Federal Express package delivery...?

4. A project plan for your community from January to October 2007 (Walk21 conference) that clearly outlines how you will move forward with the Roadshow, who will be involved, etc.

This is where we need help. We must obtain commitment from community leaders to do so. The Environment Network and The Collingwood Trails Committee together with Leisure Services will be responsible for taking it all forward.

Ontario Walkability Roadshow

Dates: 16 April to 4 May

Schedule of community workshops to come. Please indicate your date preferences.

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The Walkability Roadshow can offer participating communities:

- Presentations and meetings with senior politicians and managers.
- A one day workshop designed to meet the needs of each particular community. For example, it could be:
 - [technical training on auditing and designing walkable neighbourhoods](#)
 - wayfinding strategies and methods or supporting and promoting walking
 - we could spend the day working with staff developing strategic policy documents to integrate walking in a strong positive way
- [Inspiration from an international expert \(from a cold country\) - e.g. Lars Gemzoe from Denmark.](#)
- Support and training on strategic, policy, technical and community issues led by Bron Thornton and Jim Walker of Walk21.
- [Motivating, building and sharing local knowledge - Gil Penelosa](#)
- Networking opportunities with others involved in walking in Ontario.

Walk21 Toronto 2007 - Putting Pedestrians First 1-4 October, 2007

It is important that the community workshops provided through the Walkability Roadshow and the work that takes place between the Roadshow and the Walk21 conference be presented at the Walk21 conference in October. The conference program is in progress and will be provided to each community when it is finalized. We are proposing the following community involvement in the conference:

- Attend and participate in a pre-conference workshop on Monday, October 1 to review progress and projects within Communities and network and share information with others.
- Be prepared to make presentations during the conference at specific break-out sessions.
- Be prepared to share your knowledge and experience at the conference through other workshops, break-out sessions, walkshops and networking.

[We are prepared to do all of the above.](#)

[Thank you for this opportunity.](#)

[Sincerely,](#)

[Michele Rich](#)
[Director, The Environment Network and Chair, Collingwood Trails Committee](#)

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APPENDIX D: ROADSHOW SCHEDULE AT-A-GLANCE



Walkability Roadshow Schedule at a Glance

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
						14	15
April	Collingwood 16	Haliburton/Minden Peterborough 17	Haliburton & Minden Peterborough Travel to Sudbury 18	Sudbury 19	Sudbury Back to Toronto 20	21	Travel to Collingwood 22
April	Brantford Minto Township 23	Brantford Minto Township 24	Toronto 25	Toronto 26	W21 Program Committee meeting 27	W21 Program Committee meeting 28	Travel to Waterloo 29
April/May	Region of Waterloo 30	Region of Waterloo PM: Travel to Halifax 1	Halifax 2	Halifax Wrap-up 3	4	5	6



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APPENDIX E: EXPERT BIOGRAPHIES



► **Bronwen Thornton**

Bronwen has been working to promote and provide for sustainable transport choices for the last 10 years. Originally from Australia, Bronwen has been leading the Living Streets Consultancy Services team since moving to the UK in 2004.

Bronwen has extensive experience working with communities to identify their local transport needs, developing strategic transport policy and promoting walking and cycling. Bronwen has run workshops and technical training for professionals about planning, designing and providing for people walking and cycling in Australia, Europe and across the UK. She has developed a number of key strategic documents including the Queensland Cycle Strategy and a National Walking Action Plan for the United Kingdom. With a strong personal commitment to and professional training in community consultation, she has engaged with people about their own neighbourhoods, in centres ranging from central London to northern Scotland, to inspire and inform government decision making.



► **Jim Walker**

Jim has been involved in managing and promoting access for more than 17 years. His particular expertise is in developing strategic policy, working with elected members, coordinating interdisciplinary partnerships and delivering effective targeted promotional campaigns that get more people active and enjoying the outdoors.

Jim is Director of Walk England, The Jubilee Walkway Trust, London Walking Forum and The Access Company. He is Chair of the Walk21 International Conference Series, Walk London and The Strategic Walk Partnership. Jim is Vice Chair and Communications Director for the European Union's 'Walk Europe' Project, a Commissioner on the Board of The London Waterways Commission and an Enabler for the Commission for Architecture and the Built Environment.

He has lived and worked in North America, New Zealand and Australia and very much enjoyed the journeys in-between. He walked the circumference of Iceland following his degree in Environmental Management and has since helped develop trail networks across the Andes for the government in Chile; a national trail system for the States Committee for Outdoor Recreation in Australia; and is an active member of the European Greenways Association.

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► **Gil Penalosa**

Multicultural executive, global thinker and marketing strategist, Gil Penalosa is passionate about improving quality of life through the promotion of walking, cycling and the development of parks, trails and other public spaces.

Gil earned an MBA from UCLA's world-class Management School, and after years of private and public sector managerial experience, he became Commissioner of Parks, Sport and Recreation for the City of Bogotá, Colombia where he led the team redeveloping and building close to 200 parks. He was also successful in closing 91 kilometres of the city's roadways each Sunday, where over 1.5 million people come out every week to walk, run, skate and bike.

Gil is Executive Director of the non-profit Walk & Bike for Life and a successful international speaker. In his presentations on creating walkable communities, he develops strong linkages of walking with personal and public health, transportation, recreation, environment and economic development. He serves on the Board of Directors of the American Trails Organization, City Parks Alliance, and Foundation PPQ. In his "other life," Gil works at the City of Mississauga, dedicated to the goal of "Building the City of the 21st Century."

Gil lives in Oakville, Ontario, and uses his leisure time to explore outdoor activities with his wife and their three children.

gpenalosa@walkandbikeforlife.com • www.walkandbikeforlife.com



► **Lars Gemzø**

Born 1945. Architect M.A.A., Senior consultant and associate partner in Gehl Architects APS – Urban Quality Consultants, Copenhagen. Gehl Architects is working for cities, developers and architects internationally on people-oriented public space planning.

Outside Scandinavia, Lars has been involved in projects in Ireland, Great Britain (consulting for Tate Modern in London among others), The Middle East and Australia.

Senior lecturer of Urban Design at The Center for Public Space Research, School of Architecture, The Royal Danish Academy of Fine Arts (1979-2006) and at DIS, Denmark's International Study Program, a university level exchange program for international students in Copenhagen (since 1983).

International teaching includes universities in New York, Montréal, Rouen, Hanover, Bogotá and Montevideo and he has lectured at conferences and schools of architecture in the USA, Canada, Colombia, Uruguay, Japan, Thailand, Australia, Dubai, UK, Ireland, France, Germany, Spain, Portugal, Italy, Poland, Hungary, Czech Republic, Yugoslavia, Croatia, Lithuania, Estonia, Greenland and Scandinavia.

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Publications include “Public Spaces - Public Life -Copenhagen 1996” awarded the Edra/PLACES Research Award in 1998 and “New City Spaces,” 2001 published in Danish, English, Czech, Spanish, Portuguese and Chinese editions. “New City Life,” 2006 published in Danish and English.



► Rodney Tolley

Rodney is an Honorary Research Fellow at Staffordshire University, where he taught for over 30 years. Rodney researches and publishes in the fields of environmental traffic management and walking and bicycle use in integrated travel plans. He is the editor of what has become ‘the bible’ of green mode planning, ‘The Greening of Urban Transport: Planning for Walking and Cycling in Western Countries’ (1997). Recently updated to a third edition, ‘Sustainable Transport: Planning for Walking and Cycling in Urban Environments’ (2003) is also now available.

He served as specialist technical advisor to the UK Government Inquiry into walking in 2001 and provides a consultancy service to a number of clients in the UK and overseas including many cities in Australia and New Zealand.

Rodney is the Director of Walk21 - a global partnership of experts that focuses on providing conferences, training and consultancy services, with the aim of raising international awareness of walking issues and supporting professionals in the development and delivery of best practice. He chairs the Programme Committee for the conferences. Through these activities he has a unique oversight of developing practice in walking in the UK, Europe, Australia and across the world.

► Tom Franklin

Tom has been Chief Executive of Living Streets since 2002. Living Streets is a national charity which campaigns for streets and public spaces for people on foot. It works on practical projects to create safe, vibrant and healthy streets for all. It also campaigns at the national and local level for public policy changes to restore the balance of streets so that they are not simply traffic corridors, but also places for people to meet and spend time, and become the heart of neighbourhoods.

Under Tom’s leadership, Living Streets has developed a network of 80 local branches, affiliated groups and contacts, and it has 40 leading local authorities and companies as members too. Tom has an extensive knowledge of how to support local people and authorities to make the most of their environments for people on foot.

Tom was a Councillor in the London Borough of Lambeth for twelve years, and was previously Leader of the Council, as well as Chair of the Housing Committee.



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► Jody Rosenblatt Naderi

Jody Rosenblatt Naderi graduated from Harvard University with a Master's degree in Landscape Architecture. She has been a registered landscape architect in Florida for over twenty years and practiced as a Canadian Society of Landscape Architecture Ontario registered landscape architect in Toronto from 1990 - 2000. Jody has won numerous design and communication awards and published her work in pedestrian design nationally and internationally. She is currently conducting research and teaching on the graduate faculty at Texas A&M's Department of Landscape Architecture and Urban Planning. Much of her research interest in the pedestrian environment as a setting for renewal and health is conducted from the College of Architecture, while the safety effect of street trees is conducted from the Texas Transportation Institute. She is also a Fellow at both the Center for Health Systems and Design and the Hazards Reduction and Recovery Center where she conducts community based research projects that focus on the city street as a setting for recovery and empowerment.



► Jacky Kennedy

Jacky Kennedy is the Program Manager for Green Communities Canada | Active and Safe Routes to School. She initiated this successful program in Toronto in 1996 and it grew from three pilot schools to over 2,000 schools Ontario-wide by the fall of 2006. She is recognized internationally as a leader in her field and is often called upon to assist with the development of ASRTS programs in other areas. She sits on the international committee for IWALK.

Jacky spent many years in project management and administration for IBM and joined the environmental movement through her own experience as a mom engaging with the school system.

Jacky is the past Chair and Co-founder of the North Toronto Green Community and it was her work in this organization that led to the creation of the Active & Safe Routes to School program in 1996. She has helped steer many successful community projects that serve to benefit the environment, including the Toronto Renewable Energy Cooperative (a fully functioning wind turbine in downtown Toronto), AutoShare (car sharing), and Toronto's Lost Rivers Walks.

Green Communities Canada and City of Toronto are co-hosting Walk21 Toronto 2007. Jacky has worked with the international Walk21 organization to bring this prestigious international conference to Toronto.

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▶ Noah Thornton Walker



International Expert and Traveller, Noah Thornton Walker, provides his input on the key ideas!