



**Walk21 2007**  
**Walkability**  
**Roadshow**  
**Case Study**  
**PETERBOROUGH**



# **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](http://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

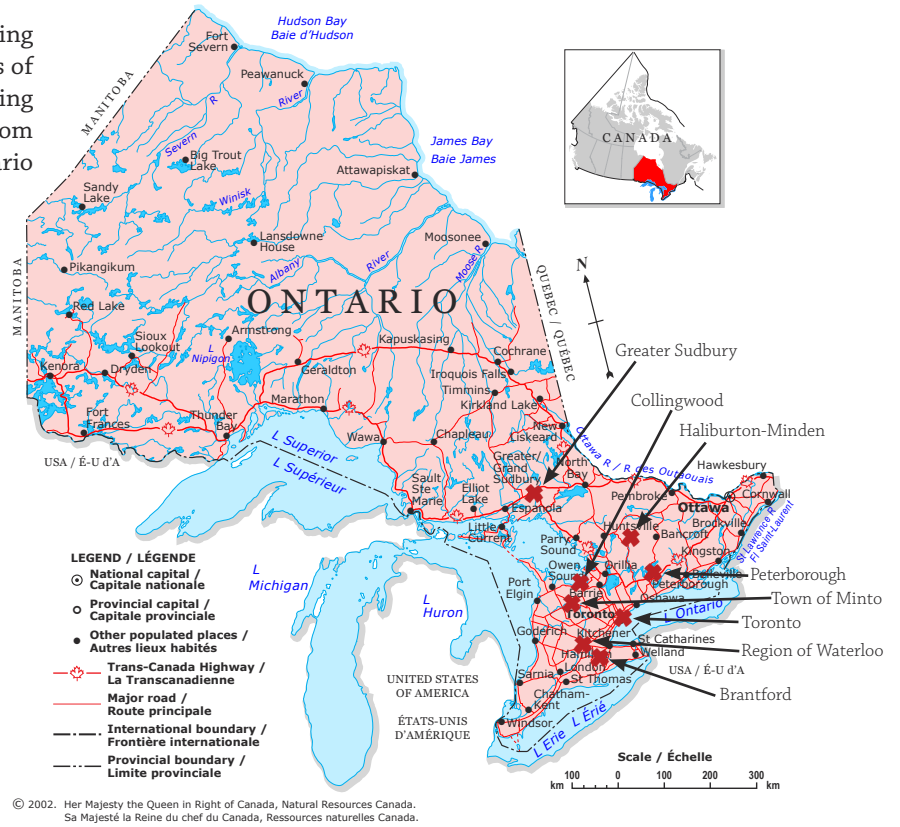
Some additional communities took part in the early stages of the process but did not continue on to host a Roadshow in their community.

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

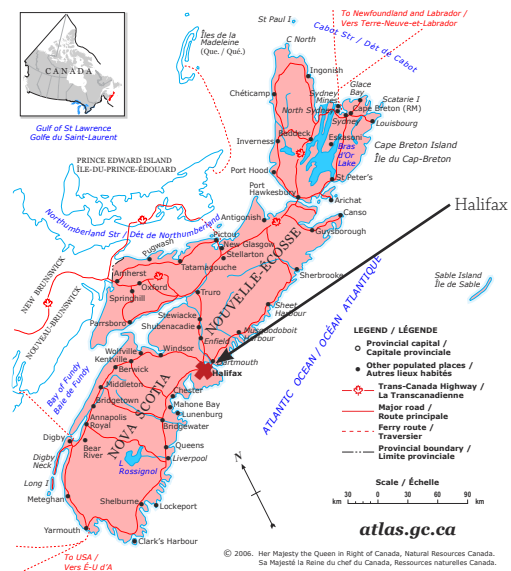


# Introduction

Map showing locations of participating communities from Ontario



Map of Nova Scotia showing the location of Halifax



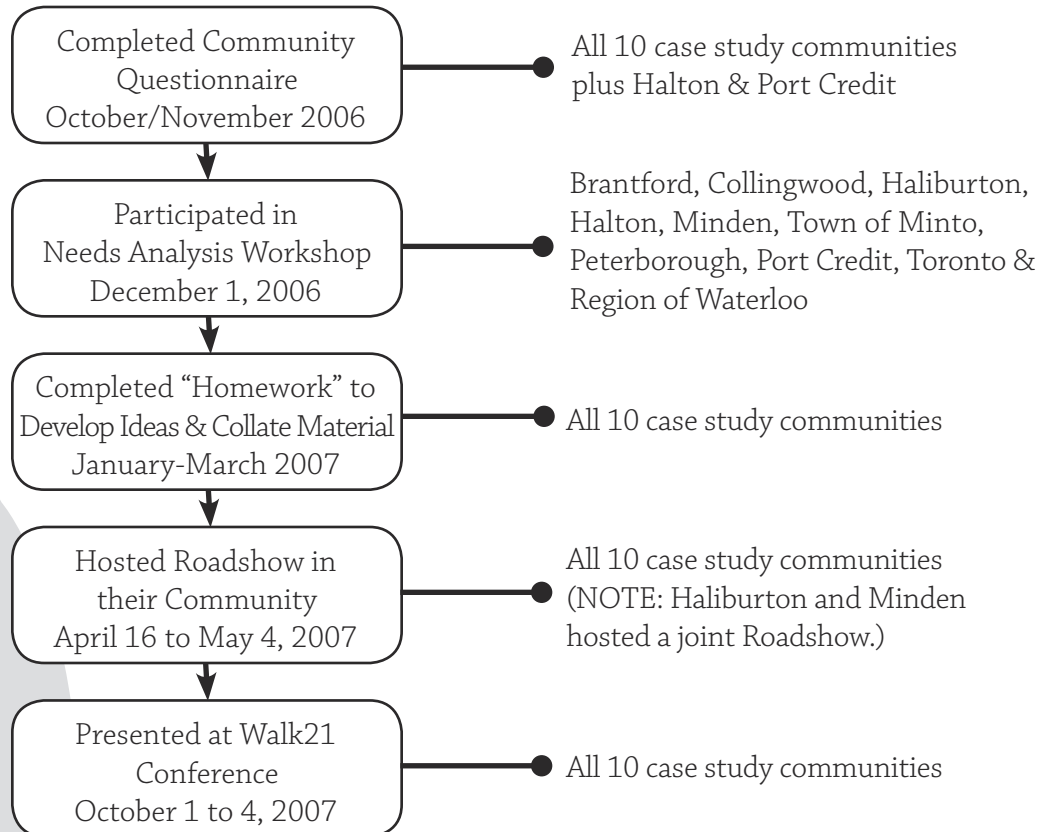


# Introduction

## 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: PETERBOROUGH



*Pedestrian access across Little Lake in the heart of Peterborough, part of the Trent Severn Waterway*



*Strolling and shopping in downtown Peterborough*

## ROADSHOW PROCESS IN PETERBOROUGH

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

Completed Community Questionnaire

Participated in Needs Analysis Workshop  
December 1, 2006

Completed "Homework" to Develop Ideas  
& Collate Material

Hosted Roadshow in their Community  
April 17/18, 2007

Presented at Walk21 Conference  
October 1 to 4, 2007



# Community Case Study: PETERBOROUGH

Community  
Questionnaire

## BACKGROUND

### ► Community Context

The City of Peterborough is a small-sized urban centre with a population of just under 75,000 people. It is located on the outer edge of the Toronto metropolitan region. It is situated between urban and rural influences. The Peterborough County-City region is made up of eight municipalities, two First Nations communities, and the City of Peterborough. The region has a population of 123,450 and is characterized by a slow but steady decline over the last decade in the percentage of young adults and households with children. At the same time, over 17 percent of the local population are seniors. Overall, visible minorities represent less than 2 percent of the Peterborough population.

Despite the relatively small area of the City of Peterborough, residents are still dependent on personal motor vehicle use for transportation. Community agencies are working together to promote the benefits of walking through campaigns and workshops. In addition, net walking in the city has increased by 12 percent from 2004 to 2005. Walking advocates would like to see a shift from a recreational framework for active transportation to one of infrastructure for everyday walking.

Two local coalitions are leading the efforts to promote walking in the region: Active and Safe Routes to School – Peterborough, which focuses on school travel issues, and Active and Safe Community Routes, which focuses on the walkability concerns of the general public. The joint activities of these groups include Peterborough Walks!, a campaign that promotes walking in the downtown including listing a variety of amenities in easy walking distance, and Peterborough Moves ([www.peterboroughmoves.com](http://www.peterboroughmoves.com)), an informative website focused on active and efficient transportation choices. Active and Safe Community Routes also produces the Peterborough and the Kawarthas Trail Guide in partnership with the local tourism office.



*You can rent a canoe and paddle along the Trent Severn Waterway—just minutes from downtown (lovely!)*

# Community Case Study: PETERBOROUGH

Community  
Questionnaire

## ► **Pre-Roadshow Successes**

Within the City of Peterborough, an extensive sidewalk mapping project was completed which indicates where future sidewalk installations will be the most beneficial depending on numerous factors including traffic density, access to trails, nearby schools, etc. This project provides a baseline for walking infrastructure.

Walking statistics have been collected from the 2005 City of Peterborough Transportation Study. There are also mode share statistics for both the city and county from the 2001 Transportation Tomorrow Survey. These results act as a baseline for numbers of walkers in the city and county and also perceptions of walking in the city. The actual numbers can be found in Peterborough Attachment A: 2005 Transportation Study–Survey Results.

Peterborough has a set of pedestrian policies. These are contained in Peterborough Attachment B.

## ► **Current Challenges**

Transportation policies at the City of Peterborough are at a critical point. The City's Transportation Plan is being updated in the fall of 2007 and it is the hope of walking advocates that improving walkability will be a main goal for the plan. The Walkability Roadshow was expected to bring much needed attention to the importance of planning for pedestrians and to increase the council's understanding of planning for active and efficient transportation in the updated Transportation Plan.

The local Active and Safe Community Routes Committee, the Active and Safe Routes to School Peterborough Committee, the Council for Persons with Disabilities and the Joint Access Awareness Committee have been promoting walking and advocating for increasing walkability for several years. The committees have researched local mode share and barriers to walking in the Peterborough area and have an understanding of some the changes required to increase walkability.



*Poor quality transit stops downgrade transit and walking as modal choices*

# Community Case Study: PETERBOROUGH

Needs Analysis Workshop  
December 1, 2006

## DELIVERY NEEDS ANALYSIS

Having identified what the community's current strengths and weaknesses in providing a walkable community are and what they wanted to achieve for walking, the focus of this workshop was to determine **how** they would go about delivering more walking. What are the key stumbling blocks and where are the sources of support?

During the workshop, Peterborough representatives brainstormed their current level of progress on walkability against the eight elements of delivery. Results of this brainstorming are summarized here:

- *Relationships:* There are good existing relationships in place. Since 1999, Active & Safe Routes to School (ASRTS) – Peterborough has promoted safe and active transportation to and from school in the City and County of Peterborough. The partnership has expanded to include representatives from Peterborough Green Up, Peterborough City-County Health Unit, Student Travel Services of Central Ontario (STSCO), Kawartha Pine Ridge District School Board, and Peterborough Lakefield Community Police Services. In addition, Active & Safe Community Routes (ASCR) is a coalition of organizations working together to improve the overall walkability of the community. The members of this group include the city, the health unit, Peterborough Green Up, Council for Persons with Disabilities, Community Care, Peterborough Access Centre, and Ganaraska Walkers. Community partners also receive strong ongoing support from Health for Life, Green Communities Canada and Safe Kids Canada.
- *Evidence:* Local walking coalitions refer to municipal transportation surveys, local traffic reports and local emergency room data for some guidance in program planning. ASRTS conducted school travel baseline studies and eleven local schools between 1999 and 2001. In 2007, ASRTS conducted a survey of parental attitudes and behaviours with respect to active transportation to school. The City of Peterborough developed a municipal sidewalk plan in consultation with local walking coalitions.
- *Community Engagement:* Peterborough Green Up is well known throughout Peterborough and has many successes in engaging the local community. Since 2000, the ASRTS group has participated in the annual IWALK Campaign. In 2006, ASRTS participated in the provincial Spring Into Spring campaign. In 2004, ASCR coordinated the communitywide “Peterborough Walks!” campaign which included the distribution of a newsprint tabloid.
- *Management Support:* The Transportation Demand Management (TDM) Planner at the City of Peterborough is an active partner in local walking initiatives.
- *Political Will:* During the 2006 municipal election, ASCR conducted a survey of candidates in the City and County of Peterborough focusing on issues related to walkability. Many candidates expressed support for more sidewalks and trails.



# Community Case Study: PETERBOROUGH

Needs Analysis Workshop  
December 1, 2006

- *Effective Policy:* The City of Peterborough is developing a Sidewalk Strategic Plan. The City of Peterborough is considering a Pedestrian Charter. The County of Peterborough recently completed a Transportation Plan Review that includes little consideration of pedestrian issues. There may be opportunities to effect change through participation in township strategic planning initiatives.
- *Technical Expertise:* The City of Peterborough has a Planning Department and a TDM Planner. The County of Peterborough has a Planning Department. The rural townships have few resources for planning, often there are no planners on staff. Peterborough Green Up provides expertise in environmental education. The Health Unit brings knowledge of health promotion strategies and a focus on preventing pedestrian injuries. STSCO provides transportation services to the two largest local school boards and offers extensive knowledge of school travel patterns.
- *Resources:* Local walking initiatives receive local support from partners and additional funding from Health for Life, Green Communities Canada and Safe Kids Canada. Peterborough Green Up is funding based.

Homework

## **HOMEWORK**

### ► **Community Objectives**

Peterborough's motivation to participate in the Walkability Roadshow was to reach out to decision-makers and members of the community and to conduct 'walkabouts' with the team of experts. Input from the expert team was needed to:

- influence decision-makers to make walkability a higher priority in the new Transportation Plan;
- provide feedback on current walkability plans that the Active and Safe Routes to School and Active and Safe Community Routes Committees have in mind;
- better understand how to overcome barriers to walking in the developed areas of Peterborough City and Peterborough County; and
- learn how to become more effective at advocacy for pedestrians.

# Community Case Study: PETERBOROUGH

Community Roadshow  
April 17/18, 2007

## THE WALKABILITY ROADSHOW

The Peterborough Roadshow focused more on reaching out to decision-makers and members of the community rather than professional training. Walkabouts to visit 'hotspots' around the community were also a key focus.

### Roadshow Agenda

Comparisons to other countries and how changes have impacted communities

April 17

5-6:30pm: Dinner with Experts in Peterborough (Rodney Tolley, Tom Franklin)

7-9pm: Public Meeting (Rodney Tolley, Tom Franklin)

April 18

9:30-11am: Peterborough Walkabout (All experts)

12-2pm: Walkability Lunch with Decision-Makers (All experts)

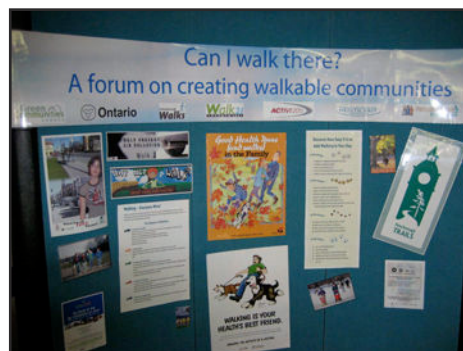
### ► Participants

People from a broad spectrum of professions attended the workshop, including: school board trustees; municipal councillors; disability rights activists; law enforcement; school transportation professionals; public health; municipal staff; environmental advocates; and community members.

The Roadshow experts for Peterborough were:

- Rodney Tolley;
- Tom Franklin;
- Bronwen Thornton; and
- Jacky Kennedy.

Refer to Appendix E: Expert Biographies for background information on each expert.



*Information display for  
the Roadshow*

# Community Case Study: PETERBOROUGH

Community Roadshow  
April 17/18, 2007

## ► Results from Peterborough Walkability Audits

During the Peterborough Roadshow, walkability audits were conducted at several locations. The results of these walkabouts are outlined below:

### Walkabout 1: Ward Street, near entrance to causeway (Bridgenorth, County of Peterborough)



*The team observes how unsafe and unfriendly this high speed environment is for local people, with no safe crossings and no sidewalks*

*Issue:* Local residents who are in motorized wheelchairs have to navigate through this intersection which is very wide with high speed free-flowing vehicle traffic and no safe crossing points. The road effectively severs homes from the local shops.

*Discussion:* Experts indicated that it was one of the most hostile pedestrian environments they had seen. To make it a truly pedestrian-friendly environment Peterborough would need to narrow the street, improve signage, reduce the speed limit, remove turning lanes, add plantings, ensure that pedestrians can cross at any point, and add sidewalks with curbs. It is important to not just focus on the intersection but improve the entire street here and throughout the community.

Experts felt the environment so hostile, efforts were best focused on safety measures rather than these more substantial amenity measures. As an immediate option to address the concerns of local residents, safe crossing points with light controls and short waiting times and sufficient crossing times need to be installed. In addition, access to the shops needs to be provided with continuous adequate sidewalks from the street to and along local shops. The experts also suggested implementing a long term project to ensure that each new development faces the street with parking at the rear, so that gradually a pedestrian frontage could be established.

*Note:* On the walkabout of Bridgenorth, the team travelled the length of the community and stood on the main street for more than 20 minutes and did not see a single person out of a vehicle.

**“I now plan to change the emphasis of my approach to community leaders. New priorities.”**

**“Comparisons to other countries and how changes have impacted communities were very helpful.”**

Participant Comments



# Community Case Study: PETERBOROUGH

Community Roadshow  
April 17/18, 2007

## Walkabout 2: Parkway Trail Crossing at Chemong Road (City of Peterborough)



*Crossing Chemong Road directly from the Parkway Trail*

*Issue:* A relatively new crossing for a new trail (2006). At this point the trail crosses a very busy road with two lanes of traffic in both directions and a central island. While there are no pedestrian controls at this crossing point, there are traffic lights located at intersections 50 metres in each direction.

*Discussion:* Experts indicated that this crossing was not bad but over-engineered, creating a lack of confidence in the crossing. The two sets of nearby traffic lights provide a suitable gap for crossing. Provide support for visually impaired persons at this crossing. The crossing point also provides a great opportunity to draw more attention to the existence of the trail for motorists as well as people walking, by creating a gateway to the trail with signage and plantings and maybe a trail map.

## Walkabout 3: Corner of McDonnel and Reid (City of Peterborough)



*In contrast to the above crossing treatment, this one leaves trail users to their own devices to cross this busy street with poor sightlines*

*Issue 1:* Just south of this intersection is a trail crossing and a busy bus stop. To follow the trail or reach the bus stop, walkers have to cross five lanes of fast moving one-way traffic, with limited sightlines.

# Community Case Study: PETERBOROUGH

Community Roadshow  
April 17/18, 2007

*Issue #1 Discussion:* Install a centre island for pedestrians and reduce some of the road space. Apparently one of the lanes coming down the hill is already creating a hazard for motorists as three merge into two. A centre island would also have an impact on traffic speed. It may be possible to install a responsive light synchronized with the main intersection for people at this point.

*Issue 2:* The intersection features a new type of pedestrian traffic signal that is being implemented in the City of Peterborough that requires people to push a button to get a white man walking signal to cross the road. This push button is only being implemented on particular arms of the intersection and while the walkabout group were there, none of the passing pedestrians realized they needed to push the button and so just crossed the road after waiting for a change of lights and not getting a walking signal.



*Should pedestrians have to ask permission to cross the road?*



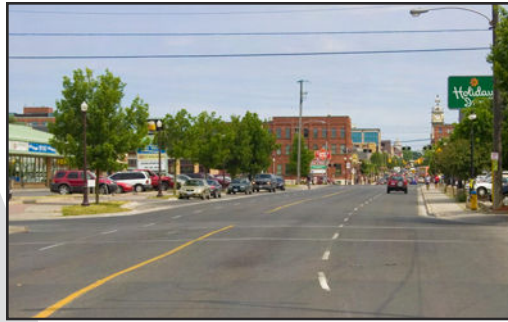
*Poor systems result in non-compliance*

*Issue #2 Discussion:* Installing request buttons is considered a retrograde step by the experts, particularly as it is only for one direction of pedestrian traffic. This inconsistency, poor provision and lack of information is not only confusing for the pedestrian, but potentially dangerous and downgrades any sense of pedestrian importance in the street environment. As this is a policy being adopted across Peterborough to facilitate traffic flow on identified roads, the experts warned against such an approach and supported the need for a more balanced provision for all.

# Community Case Study: PETERBOROUGH

Community Roadshow  
April 17/18, 2007

## Walkabout 4: George Street South (City of Peterborough)



*George Street as it is currently*



*Conceptual vision of future George Street*

*Issue:* On this section of George Street, located on Little Lake and Crary Park, the road widens to four lanes for a brief stretch and then narrows again. The sidewalks are intersected with many entrances into local businesses.

*Discussion:* Experts supported the idea of creating an environment that is comfortable for pedestrians, cyclists and vehicles. They suggested taking back some of the road, particularly where it widens to four lanes and making a continuous two lane street. This will provide more space for people and businesses and to add cycling lanes, which are connected to an expanded network of cycling lanes and trails. It is also important to make it possible for people to cross at many locations to support a stronger retail environment.

### ► **Roadshow Public Meeting**

A public meeting was held in the evening of April 17. The main topic discussed was the issue of children's safety on their journey to and from school, in light of proposals to cancel a school bus route. The discussion highlighted the importance of reviewing school routes and providing a safe walking environment when alternatives are not available.

### ► **Planners & Politicians Luncheon**

Rodney Tolley presented "The Case for Walkable Communities" which was followed by a panel discussion with the team of experts.

Discussion:

- Land use planning:
  - Not planning for walkable, compact development – planning for suburbia.
  - Need to change mindset of home buyers, decision-makers, developers and planners.

# Community Case Study: PETERBOROUGH

Community Roadshow  
April 17/18, 2007

- Opportunities for Peterborough:
  - Planning: parking in front of shops discourages walking
  - Big box shopping complexes – research UK rules that encourage high street locations where people can walk
  - Active frontages – generally good in Peterborough but some streets need more active frontages and more space for people to enjoy them.
  - Sidewalks – incorporate into planning of site and regulate to ensure they are built.
  - Crossing points on main roads are infrequent resulting in people taking inappropriate risks to cross midblock or not crossing at all
  - Two crossings: Parkway trail crossing Chemong Street – it works well because it is sited on the desire line but it could be made more friendly to walkers; it needs pre-warning signage for drivers, alerting them to the trail ahead
  - McDonnell/Reid Intersection – very hostile intersection; addition of push buttons at traffic light rather than automatic walk for pedestrians is a retrograde step; buttons demean pedestrians – you’ve taken something away – you have to ask permission to cross road and the inconsistency of application leads to confusion. It speeds up vehicles while downgrading the pedestrian environment

## ► Key Ideas Generated

1. Reconsider policy to install request buttons for pedestrians on some road crossings.
2. Review land-use planning guidelines to support more compact, walkable development.
3. Commit to making the downtown more pedestrian friendly by striking a better balance between walking, cycling and driving space and providing more and safer opportunities to cross the road.
4. Realize the opportunities presented when trails cross roads to provide not only safe and comfortable crossing points on the desire line, but also to promote the path to walkers and passing motorists.
5. Strong need to put people at the top of the user hierarchy so that the needs of walkers are considered first and not last (or not at all).

## ► Observations and Input from Experts

- Bridgenorth is one of the most difficult environments for walking imaginable. For as far as we could see, no one was walking – probably over a 1.5 km stretch of the town centre. We were asked to consider changes to the intersection at the Northern end of town – but we felt that this would be money wasted unless



# Community Case Study: PETERBOROUGH

Community Roadshow  
April 17/18, 2007

you could do it as part of calming the whole main street. Very much a long term project to ensure that each new development faces the street with parking at the rear, so that gradually a pedestrian frontage could be established.

- Decision-makers and planners must put pedestrians at the top of the user hierarchy with local mobility and walking at the heart of planning.
- Experiment with street closures as a pilot project.
- Ask if you have provided/created an environment that people want to spend time in.

## ROADSHOW EVALUATIONS

Participants in the Roadshow completed Evaluation Sheets to provide feedback about the process. Respondents appreciated the knowledge of initiatives and experiences of other communities around the world and hearing about new ideas on how to make a walking environment easier to implement in cities. They indicated they are now more aware about the benefits of walking and how to make our community more accessible for everyone.

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

- Change the emphasis of my approach to community leaders. New priorities.
- Try to drive less and walk more (when possible); try to car pool with other rural residents; promote walking as a safe and healthy alternative to driving; push for barrier-free sidewalks in our community

Conference Presentation  
October 1-4, 2007

## POST-ROADSHOW

### ► Immediate Outcomes

Walkability Roadshow media coverage:

- “Group urges walk focus,” *Peterborough Examiner*, April 18, 2007
- Newswatch, CHEX TV, April 17 at 11 pm, April 18 at 6pm

### ► Progress

- Active and Safe Routes to School Mapping Project: Survey completed and school travel maps in development for distribution in the fall.
- A more walkable vision for George Street South has been photoshopped which clearly indicates how small changes can make big improvements for pedestrians and cyclists. A similar image for Bridgenorth is still being prepared. They will be presented to local politicians and members of the public.
- Complete Streets Draft Policy and Pedestrian Charter: Deferred to the fall.

# Community Case Study: PETERBOROUGH

Conference Presentation  
October 1-4, 2007

## ► Next Steps

Peterborough is hosting, in partnership with the Ontario Healthy Communities Coalition, two workshops on the impact of the built environment on health this fall. The first workshop is for public health professionals. The goal of the second workshop is to increase awareness and knowledge of the links between health and the built environment with a particular focus on planning for rural, small town, and mid-sized urban communities. Participation is open to planners, engineers, public health professionals, environmental advocates, developers and researchers from the City and County of Peterborough.

The Sidewalk Strategic Plan is a project that will help the City of Peterborough to direct new sidewalk capital project spending effectively. As part of the Sidewalk Strategic Plan, staff have been asked to create an updated Sidewalk Policy and Sidewalk Procedure for the provision of new sidewalks. The new policy, if approved, will reinforce and clarify the City's policy to provide sidewalks on both sides of all streets. It is anticipated that the Strategic Plan, policy and procedure will go to Council late this fall.

See Peterborough Attachment C for Peterborough's Project Plan.

## ► 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 Sidewalk Strategic Plan now identifies where all the missing pieces of sidewalk are in Peterborough and sets a priority for installation. This enables provision of sidewalk to support children walking to school. The timing of the Roadshow was helpful to counter the media about negative attitudes to walking to school, particularly where school buses were being reorganized.

The vision for George Street South is a powerful tool to start negotiating for changes to the street and incorporates ideas from the experts during the Roadshow.

Bridgenorth is also now part of a project to redo this neighbourhood and hopefully make substantial improvements for people living in the area.

# Community Case Study: PETERBOROUGH

## KEY CONTACTS FOR PETERBOROUGH

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# Community Case Study: PETERBOROUGH

## ATTACHMENT A: 2005 CITY OF PETERBOROUGH TRANSPORTATION STUDY – SURVEY RESULTS

*How often would you say that you walk to get somewhere like work or shopping?*

19% - everyday, 12% almost every day, 26% few times/wk, 11% few time/month, 5% few times a year, 28% almost never, 1% don't know

*Has the amount you walk changed over the past year?* 18% = increased, 6% = decreased, 77% same

*How often do you drive a car?* 20% say almost never and 17% report almost never being a passenger either.

*Which of the following would influence you to reduce use of your vehicle?*

highest was 32% bicycle/walking trails separated from roads, 31% increase in gas prices, 29% improved Ptbo transit service, etc.

*On an average day in summer, how much time do you spend walking?*

4%	none
4%	less than 10 minutes
13%	10-20 minutes
21%	21-30 minutes
12%	31-45 minutes
23%	46-60 minutes
8%	61-90 minutes
3%	91-120 minutes
12%	more than 120 minutes

*On an average day in winter, how much time do you spend walking?*

15%	none
20%	less than 10 minutes
21%	10-20 minutes
18%	21-30 minutes
6%	31-45 minutes
9%	46-60 minutes
5%	61-90 minutes
2%	91-120 minutes
4%	more than 120 minutes

# Community Case Study: PETERBOROUGH

## **PETERBOROUGH ATTACHMENT B: CITY OF PETERBOROUGH PEDESTRIAN POLICIES – JANUARY 2007**

### **General**

Through the Official Plan, Transportation Plan, Access Plan and Active 2010, the City of Peterborough has expressed a clear commitment and desire to support walking as a mode of travel and recreation. The 2002 Transportation Plan includes adoption of mode share targets that include an increase in walking as well as two dozen or so walking supportive recommendations. The other Plans also include pedestrian supportive policies and recommendations.

### **City Pedestrian-Related Policies**

#### **Official Plan**

Section 5.1 It is the Goal of Council to: i) encourage the use and development of all modes of transportation, considering such factors a land use, economics, growth and urban form, economic development, affordability and energy conservation to provide access to services and facilities within the City. ii) Plan for a more balanced Transportation System to accommodate increased use of public transit, cycling and pedestrian facilities

Section 5.2.1 i) encourage the use and development of all modes of transportation

Section 5.5.4 c) require sidewalks and other pedestrian facilities connect major traffic generators to public transit.

Section 5.6.4 Wherever possible, bicycle and pedestrian networks will be separated from each other, physically and /or through use of surface markings and signage, to avoid potential conflicts.

#### Section 7 – Pedestrian Network Policies

5.7.1 A network of trails and sidewalks for pedestrians shall be provided as part of or separate from the streets to minimize conflict with motorized or non-motorized vehicles.

5.7.2 Sidewalks shall be required in all new residential subdivisions as follows: a) on both sides of arterial and collector streets; b) on both sides of all local streets, including cul-de-sacs with 30 or more residential units, and any cul-de-sac having a through pedestrian connection.

Where Council determines that physical or practical circumstances would prohibit or not warrant a sidewalk connection, such facilities may not be required to be constructed.

5.7.3 Off-road pedestrian trails will be constructed to link major open space areas and may be extended through them to improve public accessibility and mobility in areas of new development. Schedule B(a) identifies the trails.

5.7.4 The requirements of pedestrians with special needs shall be incorporated into the design or re-design of all sidewalks and considered in the design of off-road trails in the City, including geometric standards, placement of furniture and landscaping, use of curb cuts and ramps, drainage and route signage.

# Community Case Study: PETERBOROUGH

## Transportation Plan

Section 4.2.2 part 7 Continue to provide Official Plan policies and Zoning By-Law provisions with opportunities and incentives for more mixed use development forms, higher residential densities and infilling/redevelopment of land in appropriate locations within the City

Section 4.3.2 Sidewalks are the one physical factor in the roadway network that have the most effect on pedestrian activity and safety. They are recommended for both sides of arterial and collector streets, and on at least one side of local residential streets where pedestrian activity is expected and invited in accordance with the City's proposed Sidewalk Policy (the policy refers to new residential developments only and recommends both sides of all collector, arterial and residential streets – see below). This includes transit routes requiring pedestrian links to and from stops, in high pedestrian attraction areas such as schools, churches and other public institutions, along commercial strips and near recreation and open space areas not serviced by internal trail routes. In the case of schools, sidewalks should be planned in response to typical student walking distances; 1.0 km for JK to 3, 1.6 km for Grade 4-8 and 3.2 km for Grade 9-12.

A study in the U.S. reported that streets with no sidewalks have 2.6 times more pedestrian collisions than expected on the basis of exposure, while streets with sidewalks on one side have 1.2 times more collisions. Streets with sidewalks on both sides have 1.2 times fewer pedestrian collisions... Boulevards improve the continuity of sidewalks for people using mobility aids at driveways, and are recommended for all new arterial and collector street construction.

Boulevards between sidewalks and roadway curbs are an important element of well-designed street. They provide a buffer between the pedestrian on the sidewalk and the vehicular traffic in the street, provide a splash area for water from the road and snow storage, and allow space for landscape treatments and utilities.

Pedestrian crossings – For pedestrian comfort and safety in crossing streets, the maximum crossing width should be 15 m and not more than four lanes of traffic. Pedestrian signalization should be provided based on a 0.9 to 1.2 m/s walking speed, with the lower limit used in school zones and road crossings near seniors facilities...

Section 4.3.2 New and infill land use development should accommodate walking. Measures include: increased housing densities, with close stores and schools; mixed use zoning, allowing stores and professional buildings closer to homes, multiple use zoning for residences and businesses to share a structure; locate buildings close to street, minimize walking in parking areas.

Section 4.3.3, safe routes to school planning is recommended to ensure that all schools are provided with adequate walking distances and facilities...

Section 4.5.1 Transit Supportive Measures... Key measures include... Encouraging the development of high quality pedestrian facilities to provide safe and convenient access to transit services in existing and new developments

# Community Case Study: PETERBOROUGH

## **Strategy for Recreation, Parks and Culture 2000-2010**

Recommendation 20: Continued expansion of the trail system... Continue to secure land, develop and open additional trail segments.

Recommendation 20.4: Prepare a City/County trails plan, plus policies and standards of provision. Incorporate neighbourhood connections. Include the trail plan and policies in the Official Plan.

## **City Access Plan**

Provides detailed standards for sidewalk construction, including curb cuts at crossings, surface required, etc.

## **Provincial Pedestrian-Related Policies**

### **Provincial Policy Statement**

- 1.3.2 Transportation systems will be provided which are safe, environmentally sensitive and energy efficient.  
Land use patterns and settlement areas shall be based on densities and mixed use that use land efficiently, honour economic and energy conservation perspectives and minimize impacts on air quality.
- 1.5.1 Public Spaces – Plan public streets to meet needs of pedestrians, facilitate pedestrian and non-motorized movements including walking and bicycling.
- 1.8.1 Planning authorities shall support energy efficiency and improve air quality thru land use development patterns which 1) promote compact form and a structure of nodes and corridors, 2) promote use of public transit and other alternative transportation modes, i.e. walking

Provincial Planning Act Site Plan Control Section 41 (7) (a) conditions for approval of plans, provide walkway and ramps including surfacing thereof and all other means of pedestrian access

# Community Case Study: PETERBOROUGH

## PETERBOROUGH ATTACHMENT C: A PROJECT PLAN FOR PETERBOROUGH FROM JAN TO OCT 2007

Community Project Plan	Who	F	M	A	M	J	J	A	S	O	N
Participate in Peterborough Road Show	All			✓							
<b>ASRTS Mapping Project:</b>	JR/SS										
• Submit abstract to WALK21		✓									
• Complete research study at 2 schools		✓	✓								
• Develop and distribute maps				✓	✓	✓					
• Evaluate mapping project									✓	✓	
• Present at WALK21										✓	
<b>Complete Streets Draft Policy:</b>	SS/BC										
• Consult with local stakeholders					✓	✓					
• Draft policy written									✓		
• Presented to council										✓	
<b>Walkable George Street Vision:</b>	SS										
• Explore how to make area more walkable		✓	✓	✓	✓						
• Identify vision for area						✓	✓	✓	✓		
• Create visual representation of vision									✓		
• Present to stakeholders and at WALK21										✓	
<b>Walkable Bridgenorth Causeway Vision:</b>	AG/FR										
• Explore how to make area more walkable		✓	✓	✓	✓						
• Identify vision for area						✓	✓	✓	✓		
• Create visual representation of vision									✓		
• Present to stakeholders and at WALK21										✓	

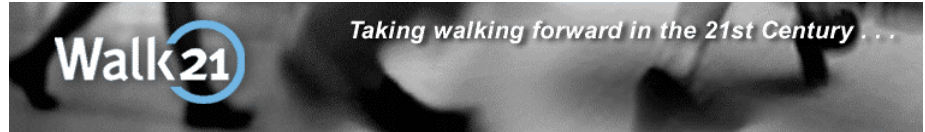
Pedestrian Charter	Who	F	M	A	M	J	J	A	S	O	N
Public information session	SS			✓							
Provide information to council	SS				✓						
Present at WALK21	SS									✓	

WALK21 Ad Hoc Committee:

Chair - Becky Crowe (Peterborough Green-Up), Anne Gallant (Peterborough County-City Health Unit), Susan Sauve (City of Peterborough), Jill Ritchie (Peterborough County-City Health Unit)

# 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](http://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.



# Appendices

## Vision

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*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

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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.

# Appendices

## **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**

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*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**

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*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**

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*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**

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*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**

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*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

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## **ADDITIONAL ACTIONS**

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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](http://www.walk21.com)

Or email us at [info@walk21.com](mailto: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 8<sup>th</sup> Annual Walk21 International Conference ([www.toronto.ca/walk21](http://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 1<sup>st</sup> 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 27<sup>th</sup>. **Please email the completed questionnaire to: [walk21@toronto.ca](mailto: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](mailto: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 1<sup>st</sup>?**

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

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

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

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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	
-----------	-----------------	--------------	----------	---------------	--

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:

# Appendices

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
-----------	-----------------	--------------	----------	---------------

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
-----------	-----------------	--------------	----------	---------------

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](mailto:gpenalosa@walkandbikeforlife.com) • [www.walkandbikeforlife.com](http://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.



# Appendices



## ► 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.



# Appendices

## ▶ Noah Thornton Walker



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