



Walk21 2007
Walkability
Roadshow
Case Studies



WALK21 2007: WALKABILITY ROADSHOW CASE STUDIES

by Green Communities Canada in partnership with Walk21

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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

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- Federation of Canadian Municipalities
- Environment Canada

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Introduction

What is Walk21?

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

What is the International Charter for Walking?

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

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

The objectives of the Roadshow were to:

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

ROADSHOW PROCESS

► Selecting Communities

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

► Community Questionnaire

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

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

Introduction

► Needs Analysis Workshop

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

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

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

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

► Homework

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

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

Introduction

► Roadshow

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

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

► Conference Report

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

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

ROADSHOW COMMUNITIES

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

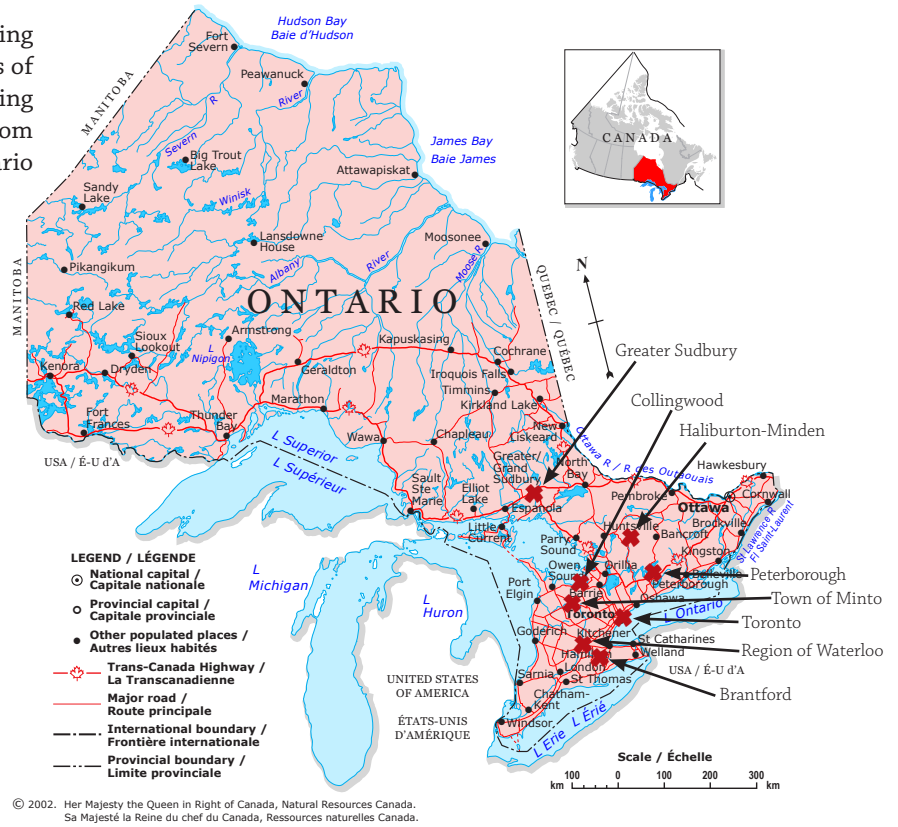
1. Brantford and Brant County
2. Collingwood
3. Haliburton
4. Halifax Regional Municipality (began process *after* Needs Analysis Workshop)
5. Minden (hosted joint Roadshow with Haliburton)
6. Town of Minto
7. Peterborough
8. Greater Sudbury (began process *after* Needs Analysis Workshop)
9. City of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

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

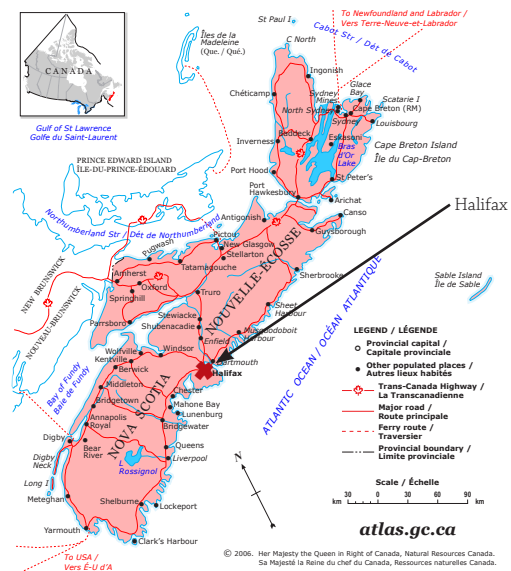
See below for maps depicting the locations of each participating community.

Introduction

Map showing locations of participating communities from Ontario



Map of Nova Scotia showing the location of Halifax

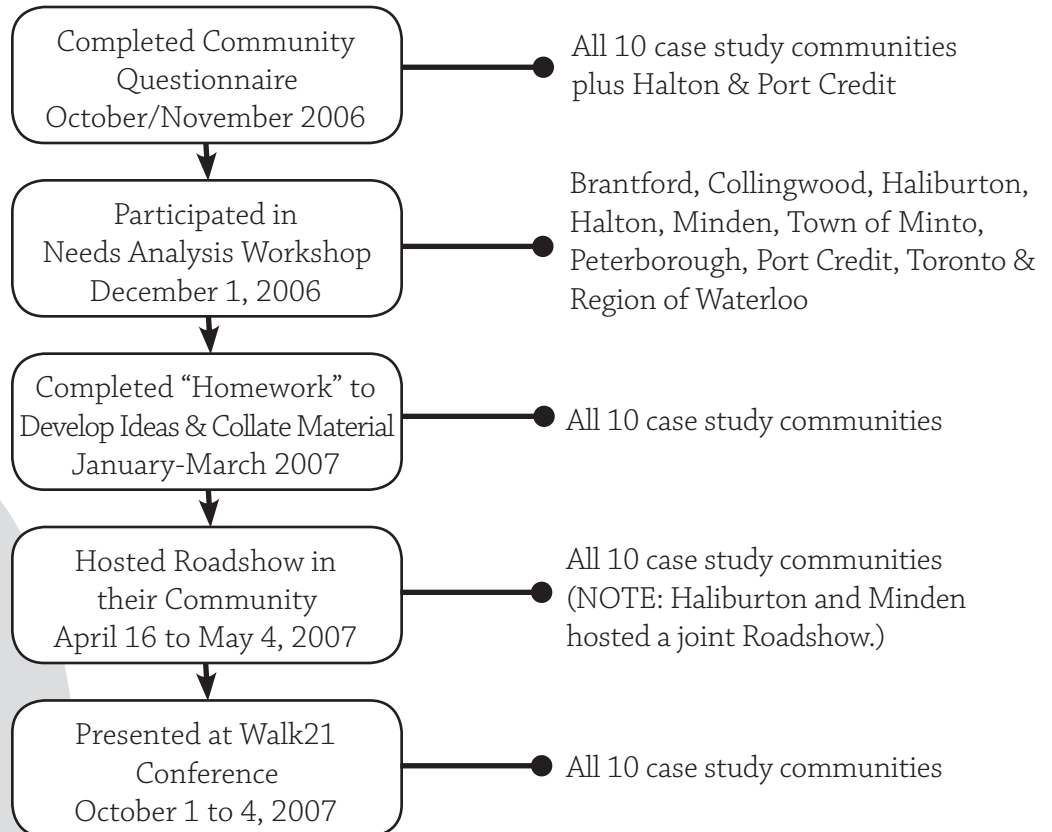


Introduction

ROADSHOW DETAILS

► Roadshow Process At-A-Glance

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



► Roadshow Agendas

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

► Roadshow Experts

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

Introduction

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

The team of professionals who delivered the Roadshow were:

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

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

THE CASE STUDIES

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

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



Luckily, map reading was part of the expertise mix!

Roadshow Roundup

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

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

COMMUNITY OBJECTIVES

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

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

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

ACTIVITIES DURING THE ROADSHOW

► Presentations

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

Roadshow Roundup

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

► Workshops

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

► Public Meetings

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

► Community Walkabouts

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

PARTICIPANTS

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

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

Roadshow Roundup

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

MEDIA

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



The Roadshow attracted media attention everywhere it went!

FEEDBACK

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

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

Roadshow Roundup

COMMON THEMES

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

► Street Networks

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

► Close the Roads or rather Open the Streets!

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

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

► Transport Planning

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

► Crossing Points

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

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

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

Participant Comments

Roadshow Roundup

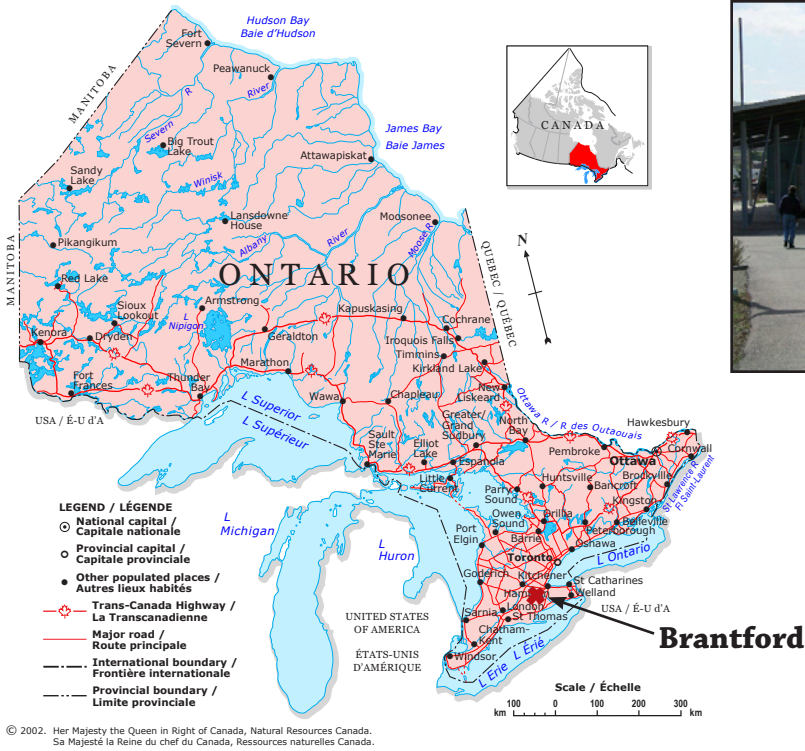
light, short crossing times, inconsistent request buttons and crossings where people have to give way to motor vehicles all undermine the status of pedestrians within the system and create confusion that can lead to unsafe actions by both walkers and drivers. Good crossing opportunities are essential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

HIGHLIGHTS OF THE CONFERENCE REPORTS

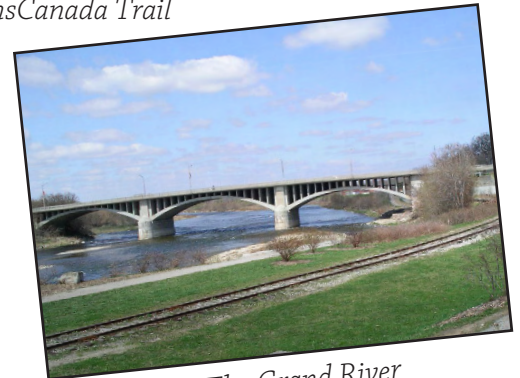
- Brantford/Brant County reported completing six of the eight actions they had identified as being achievable by October 2007, including road closures during the summer.
- Three communities have drafted pedestrian plans—Toronto, Minto and Waterloo—and when the conference commenced, Mayors from five of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

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

Community Case Study: BRANTFORD-BRANT



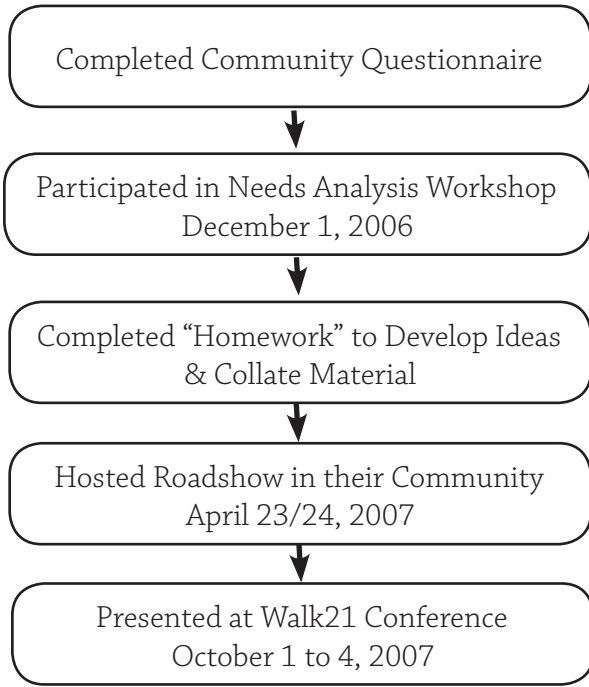
TransCanada Trail



The Grand River

ROADSHOW PROCESS IN BRANTFORD-BRANT

Brantford-Brant's participation in the Roadshow consisted of the following steps:



Community Case Study: BRANTFORD-BRANT

Community
Questionnaire

BACKGROUND

Brantford-Brant hosted a regional professional training day as part of the Roadshow to enable key stakeholders to build on the groundwork established by the walkON initiative. walkON is a partnership of Central West Ontario regional municipalities that, together, have identified a need to support the development of walkable communities (www.walkon.ca).

An invitation was extended to representatives in the communities of Minto, Region of Peel, Region of Halton, Hamilton, Guelph, Brant County and Brantford to attend the April 23 professional training day. For details on the Town of Minto Roadshow, held April 23/24, refer specifically to the Town of Minto case study.

► Community Context

Brantford-Brant is comprised of two municipalities—the City of Brantford and the Corporation of the County of Brant, which includes the towns and villages of Paris, Burford, Oakland, Scotland, Mt. Pleasant, St. George, Glen Morris and Onondaga. The Brantford-Brant area features an urban and semi-rural setting with 125,000 residents and over 470 industries.

In Brantford, the natural environment is seen as a priority and the city makes a conscious effort to maintain a high standard for its residents. Brantford boasts over 40 kilometres of natural trails, including a four-season stretch of the Trans Canada Trail (see www.tctrail.ca/home.php). This network of beautifully maintained trails links the city to Cambridge and Hamilton, and provides a great place for hikers, bikers and nature enthusiasts. Also a city known for gorgeous gardens and lush park settings, Brantford is a proud winner of the 'Best Bloomin' City Award,' and is committed to keeping the city in full bloom from spring through fall.



Some examples of Brantford's splendid Victorian architecture

Community Case Study: BRANTFORD-BRANT

Community Questionnaire

Brant County has some of the most pristine wildlife and natural areas in Southern Ontario. The area's natural assets offer a variety of opportunities to enjoy many activities. There are plenty of excellent trails in Brant County for outdoor enthusiasts, offering a range of activities from leisurely strolls to fast-paced mountain biking outings. The trails offer explorations into forests, along the Grand River, and through rolling farmland. Some of the most popular trails are the Trans Canada Trail, the SC Johnson Trail, and the Cambridge to Paris Rail Trail. Neighbouring communities are linked to the County of Brant by a variety of multi-purpose trails.

The Grand River, a Canadian Heritage River, flows through Brant County and the city of Brantford, providing residents and visitors with opportunities for canoeing, kayaking, rafting and fishing. Between the months of June and September, the Grand is a superb venue for a leisurely trip. During the spring months, pro kayakers enjoy the fast water of the Grand River. The Nith River, which meets the Grand in the town of Paris, also provides the opportunity for fast water experiences.

► Pre-Roadshow Successes

Brantford's activities to date in support of increased walkability include:

- Two workshops held in City of Brantford
- Planning initiated for establishing a Walkability Task Force
- One workshop held specifically for the County of Brant rural areas
- Participated in the Downtown Master Plan forum led by Urban Strategies

► Current Challenges

1. Promoting healthy communities through supportive policies to encourage active lifestyles and alternative means of transportation such as walking; and
2. Providing a well-developed and maintained pedestrian-friendly transportation infrastructure as part of the provincial "Places to Grow"¹ strategy.

These two components will contribute to the Brantford City's Community Strategic Plan as well as the County of Brant Official Plan.

¹ The Places to Grow Act provides a legal framework for the government to designate any geographic area of the province as a growth plan area and to develop a growth plan in consultation with local officials and stakeholders. On June 13, 2005, the Places to Grow Act, 2005 received Royal Assent. www.pir.gov.on.ca/english/growth/ptg-act-2005.htm. The legislation ensures that growth plans reflect a geographic perspective and promote a rational and balanced approach to growth that builds on community priorities, strengths and opportunities.

Community Case Study: BRANTFORD-BRANT

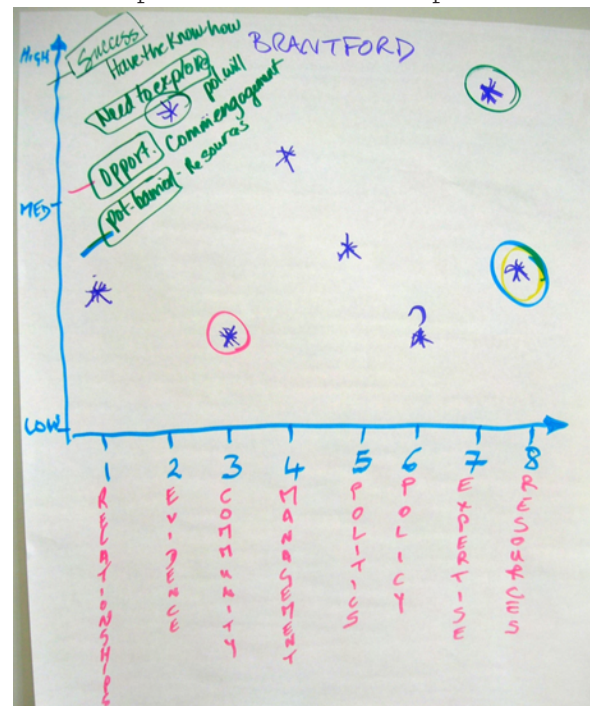
Needs Analysis Workshop
December 1, 2006

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, Brantford-Brant and walkON representatives brainstormed their current level of progress on walkability against the eight elements of delivery. Results of this brainstorming are summarized here and in the chart shown below:

- *Relationships*: Halton Region and Brantford-Brant walkON representatives are working collaboratively with other walkON representatives. They have identified the other departments they need to connect with.
- *Evidence*: Overwhelming evidence of the need for improved walkability from health sector.
- *Community Engagement*: The past two years were spent on research/planning. Now the health department is starting to engage with other departments but they are still 'baby steps.' Traditionally the health department does not mingle with other city staff so they are working to change this.
- *Management Support*: High level of management support for active transportation projects because of links to the obesity strategy.
- *Political Will*: Re-election of Mayor seen as a positive for active transportation initiatives but other members of council need convincing.
- *Effective Policy*: Unsure– the health department has made connections with some key departments. Will require more research.
- *Technical Expertise*: With respect to pedestrian issues, not too many staff dedicated but those who are assigned are doing a good job.
- *Resources*: Health department has not connected with transportation staff and does not sit on regional committees where pedestrian issues could be discussed. This needs to be changed.



Brantford Graph: Brainstorming Against the 8 Elements of Delivery

Community Case Study: BRANTFORD-BRANT

Homework

HOMEWORK

► Motivation to Participate

Brantford-Brant had two objectives in participating in the Walkability Roadshow:

1. to integrate pedestrian strategies into the planning process; and
2. to ensure walkability is a priority in the development of new communities.

► Community Objectives

- To integrate pedestrian strategies into the planning process
- To ensure walkability is a priority in the development of new communities
- To create supportive policies to encourage active lifestyles
- To learn how to design and implement pedestrian-friendly transport infrastructure

Community Roadshow
April 23/24, 2007

THE WALKABILITY ROADSHOW

Brantford's Roadshow was done in two stages:

1. April 23 was a professional training day that was open to other walkON communities.
2. April 24 was an extensive walkabout of the downtown core followed by a lunch meeting with decision-makers.

Note: There was no public meeting held.

Roadshow Agenda

April 23

9-10am: Walking Around the World – Innovation and Inspiration (Rodney Tolley)

10-10:30am: Key Elements – Pedestrian friendly transport infrastructure
(Bronwen Thornton)

11-11:30am: Policies and plans for pedestrians –
using the International Charter for Walking (Jim Walker)

11:30am-12:15pm: Group Work – auditing the community against the
International Charter for Walking – top 3 issues and ideas

1:30-2pm: Getting up and doing it! (Gil Penalosa)

2-3:15pm: Group Work – how do we do this in Brant?

April 24

9am-12pm: Presentation (Rodney Tolley), Walkabout (All),
Lunch Presentation & Discussion (Gil Penalosa/All)

***“Presentations – speakers
were excellent, very
knowledgeable and enthu-
siastic; tour; discussion.”***

Participant Comment

Community Case Study: BRANTFORD-BRANT

Community Roadshow
April 23/24, 2007

► Participants

An invitation was extended to representatives in the communities of Minto, Region of Peel, Region of Halton, Hamilton, Guelph, Brant County and Brantford. Participants included representatives from a broad spectrum of professions: city and county Councillors, economic development/tourism, transportation engineering, public health professionals, urban design, business, parks and recreation, planning, TDM planning, local NGOs and members of the public.

The Roadshow experts for Brantford were:

- Bronwen Thornton;
- Rodney Tolley;
- Gil Penalosa;
- Jim Walker; and
- Jacky Kennedy.

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



A good turnout in Brant

► Key Ideas Generated

From Brainstorming Session Held the Morning of April 23

Actions committed to be undertaken by October 2007 from all communities participating in the discussion:

1. The Mayors of Burlington, Oakville, Halton Hills and Milton sign the International Charter for Walking.
2. A walking Forum is set up to help deliver the walkable part of the transport plan for Brantford.
3. A key road is closed in Brantford and a hockey tournament held.
4. Two new walking clubs are started – one in Brant County and one in Brantford.
5. Brantford works to ensure the maximum number of people participate in the World Record Walk.
6. The Mayor of Brantford signs the International Charter for Walking.

“We need to be more cognizant of what is required to make our city more walkable.”

“Now I will think in greater detail about placemaking and creating pleasant pedestrian environments.”

“We need to be more adamant about the need to put walkers first.”

Participant comments

Community Case Study: BRANTFORD-BRANT

Community Roadshow
April 23/24, 2007

7. Hamilton Pedestrian Committee is updated on the Roadshow; the committee would meet and use the International Charter for Walking to map the way forward in Hamilton.
8. A walkability matrix is developed for Paris, Ontario.
9. This workshop informs the development of the Downtown Master Plan for Brantford.
10. A no car day is organized for all employees in City Hall Brantford.

From Brantford Team Session Held the Afternoon of April 23

A liveability vision for Brantford:

1. All modes are included in transportation planning.
2. A new road user hierarchy has been adopted.
3. Walking and cycling as modes of transport are seen as normal.
4. The community has the tenacity to make it happen.
5. People use the walk/cycle facilities we already have (especially children).
6. Centres of excellence are developed across the City.
7. The whole community is improved, not just downtown.
8. A promenade is added along the river front.



Sign confusion as you enter Brantford



Inactive street frontage uninviting to pedestrians



Downtown revitalization has begun in Brantford

“I enjoyed the wonderful speakers who had lots of great ideas and were passionate about walking.”

“The experts were able to answer questions to change mindset of uninitiated.

Great presentations!”

Participant Comments

Community Case Study: BRANTFORD-BRANT

Community Roadshow
April 23/24, 2007

From April 24 Walkabout and Discussions

Actions:

- Use the International Charter for Walking to raise awareness throughout communities – get Mayors/Councillors to sign it
- Pre-October – organize events to increase publicity to show what is possible
- Structures: walking forums/committees
- Use info from Roadshow to influence local decisions and plans

Urban Strategies Inc. has been contracted by Brantford to create a Downtown Master Plan:

- There is currently not too much activity downtown to encourage folks to stay and walk around.
- A vibrant arts community is one vision for the downtown, which would spill over to the streets, livening up the city and giving pedestrians interesting things to look at.
- Brantford has previously identified some of the issues raised in Roadshow: i.e.



Little pedestrian activity on downtown streets



Building facades need sprucing up; Opportunities for new businesses



Uninviting pedestrian space



The view opposite Brantford's casino: The forgotten backs of commercial buildings welcome people to Brantford

Community Case Study: BRANTFORD-BRANT

Community Roadshow
April 23/24, 2007

the lovely trails and the river are isolated from downtown. The topography (town much higher than river) makes the trails and river difficult to get to and to highlight to folks passing through.

- Brantford has a good transportation engineer from IBI Group involved in the project and he has walked the downtown, generated some good ideas to add to the mix.
- Some attractions, like the Farmers Market on Icomm Drive, need to be relocated to more accessible locations so people can get there easily by foot.
- The connections to the north end of city, i.e. installing a bike shop with bike rentals at the VIA rail station so people could use them to get around the city.
- Ideas generated around looking at another bus transit station (hub) perhaps in the North end.
- There is rental housing being built in the downtown which is great but condos and new houses for purchase need to be included to encourage more vested interest in the area. This would in turn stimulate local businesses such as shops and restaurants that people can walk to.
- Open houses are being conducted for the Downtown Master Plan to gather input from the community.
- Involve youth in this process through initiatives like United Skaters of Brant; Brant youth council; reveal – high schools (tobacco focus); downtown Java work with youth.

For more details about the ideas generated in Brantford's Roadshow, see Brantford Attachment A: Brantford-Brant's Table of Ideas and Brantford Attachment B: Walkability Project Plan for Brantford.



An example of poor connectivity between trail and urban space: Gordon Glaves Memorial Parkway to Icomm Drive (Brantford's ring road)



Community Case Study: BRANTFORD-BRANT

Community Roadshow
April 23/24, 2007

► Observations and Input from Experts

A key issue for the municipality is try to normalize walking, and the best way to do this is to put pedestrians at the top of the transportation hierarchy. Brantford has a unique opportunity now as they work towards implementation of their Downtown Master Plan – this can change the way things get done. It's good to focus on existing infrastructure rather than new development, which will make up only one-third of the built environment over the next 30 years. Existing infrastructure will need to be changed if Brantford is to respond seriously to putting pedestrians first.

ROADSHOW EVALUATIONS

Participants in the Roadshow completed evaluation sheets to provide feedback about the process. Many attendees indicated that they wanted to learn from international examples and they found the case studies and examples presented very inspiring. Several people indicated that the cost benefit statistics presented will be very helpful in making the case for more walkable communities locally and that they are now much better equipped to respond to questions from decision-makers.

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

- Make a conscious effort to implement pedestrian features into future developments, or encourage developers to do so. Based on the staggering statistics, I will make a personal effort to increase my level of exercise, particularly walking.
- Introduce the International Charter for Walking.
- Won't shy away from bringing my kids! Better understanding of challenges related to controlling sprawl and big box.
- Put more emphasis on walking when dealing with our community committee. Bikes seem to have taken over.
- Review stats to boost approach; inspirational piece is important in social marketing (learned today); excellent speakers with a wealth of knowledge.
- I won't go back and do nothing – I will try to start small and make some changes.
- Now have more 'fuel' to support the work we are looking to start in my community.
- Gather more stakeholder investment to walk together.
- To incorporate improved pedestrian/bicycle designated walkways and cycle lanes on road sections that are to be reconstructed; to provide for safe crossing locations in high vehicular volume roadways.

Community Case Study: BRANTFORD-BRANT

Conference Presentation
October 1-4, 2007

POST-ROADSHOW

► Immediate Outcomes

- Established initial interest for walkability/AT (active transportation) project working group
- Established dates for City and County workshops led by Paul Young (consultant)
- Workshops completed in both areas with further enthusiasm to form Task Force(s)
- Layout of promotion plan for World Record Walk

► Progress

- Pedestrian charter signed by Mayor Hancock of City of Brantford
- Support in Promotion of World Record Walk to date: participation secured from schools, workplaces (including Health Unit & Health Systems), City of Brantford, County of Brant and Ontario Early Years Centres. Parks and Recreation is taking the lead role in the city while County of Brant Parks and Recreation is taking the lead for the County.
- Scheduled to present to City Council in Public Forum
- Scheduled to present to County Council in October

► Next Steps

- Continue momentum from the Roadshow and World Record Walk to fuel Task Force formation and priority setting both in the City of Brantford and the County of Brant
- Provide community information sessions on walkability/AT (active transportation) to a variety of community groups, walking clubs, etc.
- Provide health and best practice research perspectives that will inform and support the ongoing initiatives of walkability, active transportation, etc.

► 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. Councillor James Calnan presented the report for the City of Brantford.

- It was a challenge just identifying the people we wanted to attend the Roadshow and so we were pleased with the turnout.
- We completed six of our eight actions identified to be done by October 2007, which is very pleasing. These included having Mayor Hancock sign the International Charter for Walking and closing the roads during the summer for hockey matches.

Community Case Study: BRANTFORD-BRANT

Conference Presentation
October 1-4, 2007

- The walkabout highlighted how bad the wayfinding system is in downtown Brantford and we are keen to address this as part of a package of measures we are undertaking for the downtown.
- The positive stories and personal experiences/humor from the presenters helped people relate very well to the topic and encouraged them to think about real possibilities for walking.



*Councillor James Calnan
presents Brantford's
Conference Report*



*Participants enjoy building
networks during the workshop*

KEY CONTACT FOR BRANTFORD-BRANT

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cjessome@bchu.org

Community Case Study: BRANTFORD-BRANT

BRANTFORD ATTACHMENT A: BRANTFORD-BRANT'S TABLE OF IDEAS

Charter Principle	Ideas	By October		
		2007	2008	2010
1. Increased inclusive mobility	Drop curbs at all xings • Inventory	X		X
	Downtown Master Plan: • Look at walkability of intersections – ensure highest quality		X	
	Hearing/vision mobility devices at signal lights • Installation • Inventory	X	X	
2. Well designed and managed spaces and places for people	Signage showing time, in minutes, to great places			
	Reinforce launch of skateboard park with other activities	X		
	Launch public art program in June 2007	X		
3. Improved integration of networks	Utilizing natural breaks along back of Colbourne – ped/bike		X	
	Icomm Drive (ring road): • signalized junction at Casino (connect to breaks above) • road diet/junction diet • gateway to Brantford: • Armoury • River • Memorial • Trails		X	X+
	VIA Station – ped. connect to city: • Market St. • Downtown • Bus station Residential/commercial mix			
	Downtown Master Plan: • Good look at Market St. • Another potential gateway			X

Community Case Study: BRANTFORD-BRANT

Charter Principle	Ideas	By October		
		2007	2008	2010
4. Supportive land-use and spatial planning	<ul style="list-style-type: none"> • Retail – new retail (big box) taking customers away from old (downtown) • More residential downtown 			Ongoing
5. Reduced road danger	Xing points in downtown: <ul style="list-style-type: none"> • Review • Not desire lines • Look at elements that make street pleasant– Downtown master plan 			X
	Speed/speed limits: <ul style="list-style-type: none"> • Natural speed through good design = >40K • Diet junctions • Remove all lights – radical (review international evidence) **Flagship project		X+	X+
6. Less crime and fear of crime	Involve youth in Downtown master plan	X		
	Police on bikes (already in summer)	X		
	Perception of crime: <ul style="list-style-type: none"> • Engage people in pleasant experiences downtown • Festivals • Events strategy • New square to be centre of activity • Involve BIA 	X	X	X
	Maintenance: <ul style="list-style-type: none"> • Litter/garbage to be picked up regularly • Zero tolerance – Luton example 	X	X	
7. More supportive authorities	Include engineering in process	X		
	Road user hierarchy: <ul style="list-style-type: none"> • Peds first – downtown and then beyond • May 15 community visioning session • “Walkable” – terminology 			
	Strategic Plan – incorporate International Charter for Walking/walkability		X	
	Sign International Charter for Walking	X		

Community Case Study: BRANTFORD-BRANT

Charter Principle	Ideas	By October		
		2007	2008	2010
8. A culture of walking	Need to 'normalize' walking			
	Create environments for walking			
	Facilitating walking: <ul style="list-style-type: none"> • Workplace • Schools • Trails • Heritage (self-guided at present) • Walk of fame – resuscitate • World Record Walk • Seniors 	X		
	Recreation vs. active travel, e.g. to work/school			
	Web sites			
	Signage/way finding			

Community Case Study: BRANTFORD-BRANT

BRANTFORD ATTACHMENT B: WALKABILITY PROJECT PLAN FOR BRANTFORD

Action Item	Responsibility	Date of Completion
Consultation with City of Brantford and County of Brant re: scheduling of Roadshow	Al/Cindy	January 2007
Completion of homework	Al/Cindy, Parks and Rec, City and County staff, community volunteer	February 5, 2007
Report to HU Manager to forward to ED/MOH/BOH	Al/Cindy	January 2007, update by February 5, 2007
Meeting w/ key City of Brantford stakeholders	Al/Cindy, Harry S., Russ L., and Matt R.	January 26, 2007
Confirmed venue for Roadshow (April 23) provide deposit	Al/Cindy/Debbie	January 29, 2007
Confirm Roadshow venues	Al/Cindy/Debbie	February 9, 2007
Meeting w/ key County of Brant stakeholders	Al/Cindy, Dave, Lee, Cynthia	February 7, 2007
Compile contact list for Roadshow (email, address)	Al/Cindy/Debbie	February 9, 2007
Draft email to all stake-holders re: upcoming regional Walk21 Walkability Roadshow	Al/Cindy	February 15, 2007
Initiate contact with remaining key City and County stake-holders	Al/Cindy	February 15, 2007
Report to CW walkON CC	Al/Cindy	February 16, 2007
Follow up packet of info to key stakeholders (2 months prior to Roadshow)	Al/Cindy	February 23, 2007
Create and send formal invitation to stakeholders and regional listserves	Al/Cindy/ Debbie/Donna	Mail out March 2, 2007
Follow up email 2 weeks after	Al/Cindy	March 16, 2007
Complete other tasks as identified	Al/Cindy	March-April 2007
Participate in Brantford/County of Brant Walk21 Walkability Roadshow	Everyone	April 23 and 24, 2007

Community Case Study: BRANTFORD-BRANT

Action Item	Responsibility	Date of Completion
Walking community audit	Brantford stakeholder audience only	April 24 (½ day)
walkON Workshops with walkON consultants (Brantford/Brant)	Paul and Jacob, Al/Cindy, County and City stakeholders	By May 25, 2007
Call initial follow up meeting for City of Brantford stakeholders	Al/Cindy	By June 22, 2007
Call initial follow up meeting for County stakeholders	Al/Cindy	By June 22, 2007
Presentation to Council and Board of Health	Al/Cindy	September 2007
Consultation	Al/Cindy to participate in pedestrian planning as appropriate	October 2007
International Walk21 Conference – Toronto	Al/Cindy/sponsored stakeholders to attend	October 2-4, 2007

Community Case Study: COLLINGWOOD



Collingwood boasts 70 km of surfaced trails

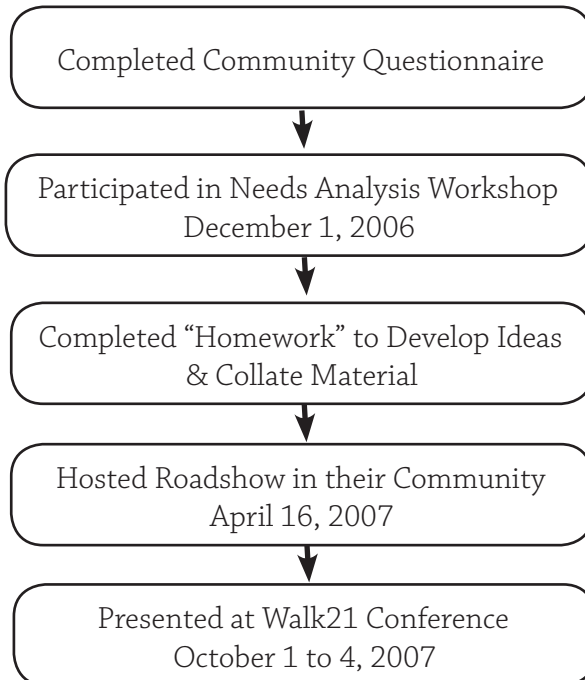


Stunning vistas from Collingwood's trails

© 2002. Her Majesty the Queen in Right of Canada, Natural Resources Canada.
 Sa Majesté la Reine du chef du Canada, Ressources naturelles Canada.

ROADSHOW PROCESS IN COLLINGWOOD

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



Community Case Study: COLLINGWOOD

Community
Questionnaire

BACKGROUND

► Community Context

Collingwood is located in the heart of Ontario's finest four-season destination area. Easy to reach, just two hours north of Toronto, Collingwood offers a combination of old time charm and history with the best recreation in Southern Ontario. Collingwood is currently experiencing a surge in population growth as people are relocating to Collingwood as full or part time residents. Collingwood is a popular weekend retreat with Georgian Bay and the Niagara Escarpment providing visitors and residents with wonderful recreational experiences. The area offers great opportunities in business, tourism and industry. Growth retention and new business are key components to the economic stability of this progressive community.

Collingwood's Mission Statement:

"To preserve and enhance our unique quality of life in a changing global environment through innovative and responsive government."



Downtown Collingwood features wide sidewalks and some well-placed street furniture



Downtown Collingwood has historic charm and character

Community Case Study: COLLINGWOOD

Community
Questionnaire

► Pre-Roadshow Successes

Collingwood's biggest strength is trails. Since 1998, the Collingwood Trails Committee has worked very hard to create a comprehensive trails network in their community. The Leisure Services Director and his department have been instrumental in this effort. The trails network is extensive, with over 70 km of surfaced trails that are well used by both residents and visitors. Collingwood's trails are used year round.

The trails network has grown over time to become quite comprehensive and provides a greenway surrounding the entire community, like a necklace of nature. A trail can be accessed easily by users in all parts of the community. From June to November 2005, Collingwood surveyed 663 individuals including local residents and residents of nearby communities. The survey results showed that 35 percent of respondents live within one block of a trail.

The municipality of Collingwood dedicates significant dollars to the trails network on an annual basis. However, it is necessary to obtain funding from outside sources for various projects. For example, an anonymous donor provided \$250,000 over a five-year period to complete what is known as The Heather Pathway, a circle route around the town.

Collingwood has a public transit system which is currently used by limited riders. In July 2007, the municipality invested in three new biodiesel buses to accommodate more passengers and passengers with disabilities. Having completed a Rider Survey in the Spring of 2007, the town is now implementing many changes to its bus transportation system.

► Current Challenges

Currently, Collingwood's downtown core is devoted to the automobile. Free parking is available everywhere, bicycles are not allowed to be ridden on the 15 foot wide sidewalks and there are no bike lanes.

No bike lanes and angle parking create dangerous conditions for cycling



Community Case Study: COLLINGWOOD

Community
Questionnaire

One of Collingwood's greatest challenges is in the area of technical expertise to identify needs and think strategically especially with regard to merging rural trails into the network of urban roads and the transportation system. (The term "road" is being used here to refer to both existing roads and future development.)

There has always been strong support within the Leisure Services department of council and the new Mayor is committed to trails. Support from the Public Works department is growing as is overall broader managerial and political support for everyday walking.



This is clearly a place where people walk and so it needs a sidewalk



A blank wall facing the street creates dead space that is unwelcoming to pedestrians and can encourage crime

Seniors' Residence



There is not a safe link from this seniors' residence to the nearby trail

Community Case Study: COLLINGWOOD

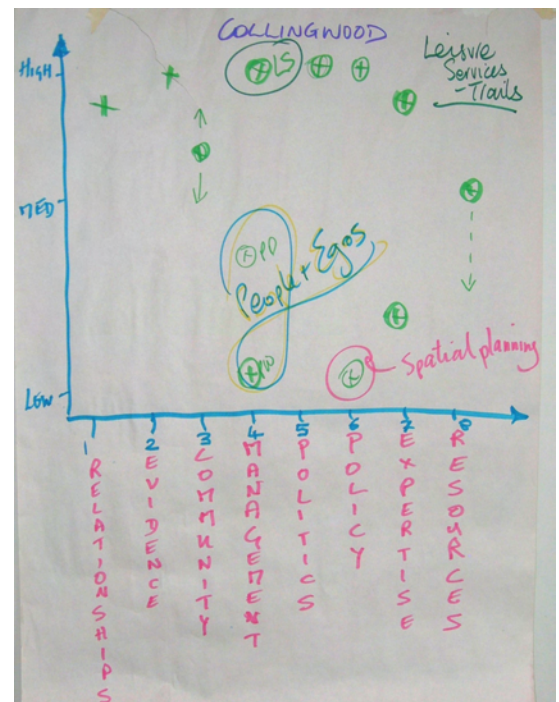
Needs Analysis Workshop
December 1, 2006

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, Collingwood representatives brainstormed their current level of progress on walkability against the eight elements of delivery. Results of this brainstorming are summarized here and in the chart shown below:

- *Relationships*: Community support of active transportation, particularly trails, is very high in Collingwood. Many residents have indicated they moved to the community because of the extensive network of trails and that they would love to see the trails link to downtown destinations.
- *Evidence*: Collingwood has conducted economic studies and gap analysis, as well as a health study. In the health study, trail users reported improved health as a result of trail use.
- *Community Engagement*: Some members of the community are engaged and in full support but other segments are more difficult to engage, e.g. downtown businesses believe bike lanes will decrease their business because they will displace cars and that bike lanes are not safe. Hard work will be required to change these mindsets.
- *Management Support*: Leisure Services support is very high but support from Public Works is fairly low. The Planning Department is starting to shift their thinking towards a more walkable community but there is still much work to be done.
- *Political Will*: The new Mayor's support of trails is strong so this is a bonus.
- *Policy*: New development policies support the concept of walkable communities, as shown by the provision for pathways to trails; however, Collingwood has not yet figured out how to deal with retrofitting existing neighbourhoods for walkability.
- *Technical Expertise*: Trails expertise is excellent but their planning tools could be improved.
- *Resources*: The past five years have seen good support for resources and funding but there are concerns that this will decrease in the future.



Collingwood Graph: Brainstorming Against the 8 Elements of Delivery

Community Case Study: COLLINGWOOD

Homework

HOMEWORK

► Motivation to Participate

Collingwood's primary motivation for participating in the Walkability Roadshow was to help transfer learnings from their successful recreational walking/trails activities to everyday walking. In addition, Collingwood requested advice on improving their existing trails system, validating or adding to their current list of priorities.

► Community Objectives

Collingwood's plans for their trails are comprehensive and detailed. The Collingwood Trails Committee has created a list of priorities for 2007 and beyond that outlines in detail all of the planned expenditures for Collingwood's many trails. See Collingwood Attachment A for a copy of this list of priorities. Collingwood's greatest dream would be to link trails and roads so that there are safe routes through the entire community linking to downtown.

Collingwood has been successful at cultivating the perception that walking is a positive, healthy *leisure* activity. Now their goal is to get residents walking as an everyday *transportation* habit as well. This will require a change in mindset (and potentially policy) for municipal staff, Council and members of the public. Collingwood recognizes they must improve their relationships within the Planning, Engineering and Public Works departments. All eight principles of the International Charter for Walking fit within Collingwood's mandate or are, at the very least, a beneficial side effect of the work they are currently undertaking.

In summary, Collingwood's objectives are to:

1. Create a culture of everyday walking by shifting residents' perceptions—view walking as transportation not just a leisure activity;
2. Transform downtown core into a place suitable for all transportation modes; and
3. Improve and integrate trails.

From the December 1 Workshop, Collingwood identified a need for:

- technical training on auditing and designing walkable neighbourhoods;
- inspiration from an international expert, preferably from a cold country; and
- an opportunity to share local knowledge.

Community Case Study: COLLINGWOOD

Community Roadshow
April 16, 2007

THE WALKABILITY ROADSHOW

Roadshow Agenda

8-9am: International Inspiration and Motivation: Walking around the World
(Rodney Tolley)

9am-12:30pm: Professional Training and Development Workshop
(Tom Franklin, Bronwen Thornton, Rodney Tolley)

1:30-4:30pm: 'Walkabout' on bikes to review trails network

7-9pm: Public Meeting
(Bronwen Thornton, Tom Franklin)

► Participants

People from a broad spectrum of professions took part in the Roadshow including city Councillors, landscape architects, public health officers, trails and community volunteers as well as the general public. Some Councillors who had intended to go to only the morning presentation were so impressed that they cleared their schedules for the remainder of the day to attend the Professional Training and Development Workshop!

The Roadshow experts for Collingwood were:

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

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



Audit of the trails network—on bikes!



Great turnout for the Professional Training session

“A few of the observations and comments on design and pedestrian needs have ‘kicked’ my mind into a different gear. Very thought provoking!”

Participant comments

Community Case Study: COLLINGWOOD

Community Roadshow
April 16, 2007

► Key Ideas Generated

A public meeting was held in the evening on the day of the Roadshow. After a presentation by the Roadshow experts, attendees were split into three groups to discuss what they would like to see improved in Collingwood to support and encourage a more walkable community. The main ideas generated through this process were:

Community Artwork

- Use of art on trails and on trail signs

Youth Involvement

- Public space that is youth friendly: places to meet, performance art and street art projects

Planning/Policy

- Mandatory sidewalks in all new developments
- Build sidewalks where they don't exist today
- Remove impediments where roads and trails meet, i.e. fill in ditches to create a level crossing
- Maintenance of trails to be improved
- Make trails more accessible for wheelchairs, strollers, etc.
- Create better connections for active transportation between popular destinations, e.g. install safe pedestrian crossing points between Sunset Point Park and First Street

Pilot Projects

- Hold some car-free days, not just on Sundays but on business days during the summer
- Install drinking fountains along the beach and in other places where people are walking
- Build a trail through the waterfront
- Install unique street furniture in more locations in the downtown

“This is a very informative workshop. I thoroughly enjoyed it.”

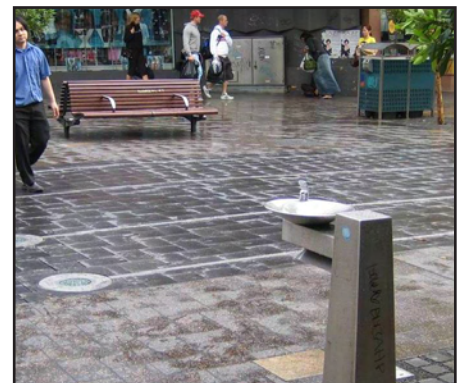
“Excellent! Thank you for doing this in Collingwood.”

“Great job – really enjoyed the expertise”

Feedback from
Professional Training
Workshop Participants



Example of inviting street furniture in Melbourne



Example of street drinking fountain in Sydney

Community Case Study: COLLINGWOOD

Community Roadshow
April 16, 2007



International examples of street art that add charm and beauty to the community

Based on all of the meetings and workshops held, the following list of main objectives and key ideas for achieving those objectives was developed:

1. **Create a culture of everyday walking—viewed as transport not just leisure**
 - Include 5, 10, 15 minute circles – on streets, on the reprint of the trails maps and on the web.
 - Address arterial road approach which gives priority to traffic passing through over local mobility.
 - Change existing “sidewalk bylaw” to allow mixed use of sidewalks in certain areas by October 2007.
 - Change speed limit to 40km/hour on city streets: Begin with Hume and Hurontario Streets as these are important local streets.
2. **A place for all modes in the downtown core**
 - Collingwood’s main streets need to become more urban in nature rather than acting only as traffic corridors through the town. There is a need to highlight points of interest such as cafés and shops to entice people to slow down, stop and spend time and money in town, rather than in the malls or other centres.



The wide streets through town do not encourage people to stop

Community Case Study: COLLINGWOOD

Community Roadshow
April 16, 2007

3. Improved, integrated trails

- Improve community connectivity – make walkability part of development costs.
- Integrate trails and routes map.
- Install safe crossing points where trails meet roads.

For more details about the ideas generated in Collingwood's Roadshow, see Collingwood Attachment B: Collingwood's Table of Ideas.

► Observations and Input from Experts

The Transport Plan is currently an arterial roads plan. Trails are managed on a separate plan. Non-leisure cycling and walking are not represented on any plans.

The Roadshow experts recommend developing a Collingwood Transport Plan that includes all modes of travel, taking into account local mobility needs and trails as well as arterial traffic routes. Revisit priorities for the community and place people at the top of the user hierarchy, and local mobility and walking at the heart of planning.

Seek guidance from Denmark about how to design bike lanes next to the sidewalks and then have car parking to create a safer environment for everyone. These bike lanes can store ploughed snow in the winter.

ROADSHOW EVALUATIONS

Participants in the Roadshow completed Evaluation Sheets to provide feedback about the process. Many attendees found the examples from other communities and case studies most useful and the identified resources a good take home from the day. Some people were concerned about language differences between England and Canada while others just wished for more time and more attendees from the political, business and senior management community. Overall attendees found the day useful, stimulating and inspiring.

One of the Evaluation questions was "What will you do differently as a result of attending the road show?" Some of the answers given were:

- Keep abreast of developments for future traffic alterations or upgrades.
- Become more aggressive [in promoting a culture of walking]!
- I will advocate that the public needs to be involved in pushing our walking communities forward. I can do this just by starting with my group of mummies that walk daily and have them speak to five people and those five speak to five people, etc.
- Try to get more public on the bandwagon because it is the public who influence the politicians who make the changes.
- Will push harder to introduce the merits of landscape architecture as a means to rectifying these goals (introductions at the early planning stages).

Community Case Study: COLLINGWOOD

Conference Presentation
October 1-4, 2007

POST-ROADSHOW

► Immediate Outcomes

A Council meeting was scheduled for the evening of April 16 and the two Councillors who attended the Roadshow both made presentations. As a result of their enthusiasm and positive impressions of the day, Council passed a motion that all future transportation proposals consider ALL modes of transportation, including pedestrians, cyclists and scooters, and not just motorized vehicles.

Councillors from Wasaga Beach and Collingwood then challenged each other to determine which Council uses active transportation more. Each Councillor was asked to record the number of kilometres travelled by foot, bike, skateboard, etc. The honour system was used. Stationary bikes and treadmills were acceptable. The loser of the challenge would have to fly the other municipality's flag at their Town Hall.

At the end of the challenge the results showed that Wasaga Beach was the winner. The two Mayors of the municipalities made the announcement in good spirits on CBC Radio. Collingwood flew the Wasaga Beach flag at Town Hall in the month of June 2007.

► Progress

The Roadshow inspired Collingwood Trails Volunteers to include urban walking times on their trails map. In addition, the municipality is proposing to paint additional cycling paths on the urban streets or mark them with "safe bike routes" signs. The Environment Network recently submitted to the town a report on active transportation encouraging the undertaking of several recommendations including adopting a pedestrian policy and much, much more! This report was created with the help of the new Active Transportation Group that has formed as a result of the Roadshow. Active Transportation Group members include:

- Chief of Police;
- Leisure Services Department Head;
- Health Unit;
- Town Bylaw Department;
- Trails Committee members; and
- Environment Network.

Of greatest interest is the Reverse Angle Parking pilot project being undertaken by the municipality in order to work out problems and educate drivers before installing this new parking method on the main street. This method is currently being investigated in order to add a bicycle path on the main street where there is currently no safe route for cyclists.

Community Case Study: COLLINGWOOD

Conference Presentation
October 1-4, 2007

Collingwood is also:

- rewriting the “sidewalk bylaw.” The “sidewalk bylaw” has been revisited by staff and recommendations are going to Council regarding the wording of the bylaw and the areas where mixed use of sidewalks will and will not be allowed. The reverse angle parking will assist with solving this problem.;
- changing the transportation priorities from vehicles first to pedestrians first;
- conducting a survey to determine desirable safe routes;
- combining trails and transportation plans in the Official Plan;
- promoting walking for utilitarian purposes on the trails map; and
- drafting a communications plan to assist in delivering the active transportation message to the public.

► 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.

As a result of the Roadshow, the Planning Department Head, the Leisure Services Department Head, representatives from Council and the trails representatives finally understood the importance of making the transition from recreational trails to the urban environment. Also clearly understood was the fact that our Transportation Plan was a plan for motorized vehicles only.

The Roadshow opened up opportunities for change, bringing people together for discussion on issues that they had not previously seen as having in common. This event has had several spin off effects including going outside the community – Wasaga Beach and Collingwood are now collaborating on the creation of a trail that connects the two communities.

Other accomplishments include:

- Collingwood trails map indicates length of each trail (still working on urban locations and timing)
- On-road trail crossing signs at high traffic sites (approx. 17 locations)
- Active Transportation Group Report to Leisure Services recommending the adoption of active transportation policy and several other items such as:
 - trail crossing signs,
 - painted bike lanes,
 - ASRTS routes to school recognition
 - bike racks at bus stops on the perimeter of town
 - identify safe bike routes with signage if they are not going to paint lines
 - incorporate Checklist for planners

‘It gave us language and confidence to talk about issues and to have pride in our achievements.’

‘The informal sessions raise the level of trust and strengthen relationships.’

Participant Comments

Community Case Study: COLLINGWOOD

Conference Presentation
October 1-4, 2007

- Collingwood public transportation buses have bike racks on them (still working on getting the bus route on the map and we are planning to have bike racks at bus stops)
- Pilot project for rear-angle parking to make it safer for bicycles to travel down the street.

Throughout all of this we have raised awareness. Despite the fact that we could be considered a rural community of sorts we are working towards active transportation thinking because we realize that we will only be small for a very short period of time. We want good planning policies and practices in place today for a more active tomorrow.

KEY CONTACT FOR COLLINGWOOD

Environment Network
125 Napier Street
Collingwood, ON
L9Y 3T1
T: 705-446-0551
F: 705-446-0561

Community Case Study: COLLINGWOOD

COLLINGWOOD ATTACHMENT A: COLLINGWOOD'S TRAIL PRIORITIES 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.

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.

Community Case Study: COLLINGWOOD

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 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.

Community Case Study: COLLINGWOOD

COLLINGWOOD ATTACHMENT B: COLLINGWOOD'S TABLE OF IDEAS

The table below summarizes Collingwood's plans for the future and shows how the ideas fit within the International Charter for Walking.

Charter Principle	Issues	Ideas	By October		
			2007	2008	2010
1. Increased inclusive mobility	Not discussed	Need to do!			
2. Well designed and managed spaces and places for people	<ul style="list-style-type: none"> • Transportation designed around cars • Pedestrians/bicycles last consideration • Hurdle: Influence decision-makers • Need improved integration: Road/transportation plan not inclusive 	<ul style="list-style-type: none"> • Map work/integration • Integration of agencies = enhancement of Active & Safe Routes to School (ASRTS) • Two lanes and turning lane gives room for pedestrians and bicycle lane – 10 feet • Pedestrians first • Enhancing design for pedestrian use/shopping • Raise public awareness 			
3. Improved integration of networks		<ul style="list-style-type: none"> • Integrate trails and routes map • ASRTS – embrace and improve profile of schools • Improve connectivity – make part of development costs • Address arterial road approach • Maps • Working group 	X		

Community Case Study: COLLINGWOOD

Charter Principle	Issues	Ideas	By October		
			2007	2008	2010
4. Supportive land-use and spatial planning	<ul style="list-style-type: none"> A lot of new developments, therefore accessibility to schools and downtown a problem Major EW & NS goes through Collingwood for region Main arterial roads designed for cars, i.e. First St., Hurontario, Hume Speed limits 60 KM!! Need for downtown buildings to provide a welcoming feel by having main entrances face the key main streets (active frontages) 	<ul style="list-style-type: none"> Plan/implement connectivity Make this part of development costs Create 'living streets' Speed limit 40K: first Hume and Hurontario Pedestrian cross walks Colour pavement Study on/about pedestrians "do we know where people walk?" Public campaign to car-anti-social behaviour Collingwood's main streets need to become more urban in nature rather than acting only as traffic corridors through the town. There is a need to highlight points of interest such as cafes and shops to entice people to slow down, stop and spend time and money in town, rather than in the malls or other centres. 	X X	X X X X X	X
5. Reduced road danger		<ul style="list-style-type: none"> Ban drive thru 			
6. Less crime and fear of crime		<ul style="list-style-type: none"> Public presence Give reasons for people to come Promote ASRTS and walking programs Plan events or activities in evenings on a regular basis and keep shops and restaurants open later 			
7. More supportive authorities	Not discussed				

Community Case Study: COLLINGWOOD

Charter Principle	Issues	Ideas	By October		
			2007	2008	2010
8. A culture of walking	<ul style="list-style-type: none"> • Transient population • People drive everywhere • Lots of retirees • Business community (retail) is not behind issue • Trails vs. town walking 	<ul style="list-style-type: none"> • Business Improvement Area (BIA) Survey – need data • Inline skating loop • Change existing sidewalk bylaw to allow mixed use of sidewalks in certain areas, including play • Maps with 5, 10, 15 min. circles – on street, on web • Engage Business Improvement Area like in the Australian example shared by Rodney Tolley • Reprint trail map by October, to include walking times • Promotional Campaign: Walking 'sexy,' daily option • Get municipality to integrate trails as part of transportation networks 	X		
			X		
			X		
				X	
				X	

Community Case Study: HALIBURTON-MINDEN



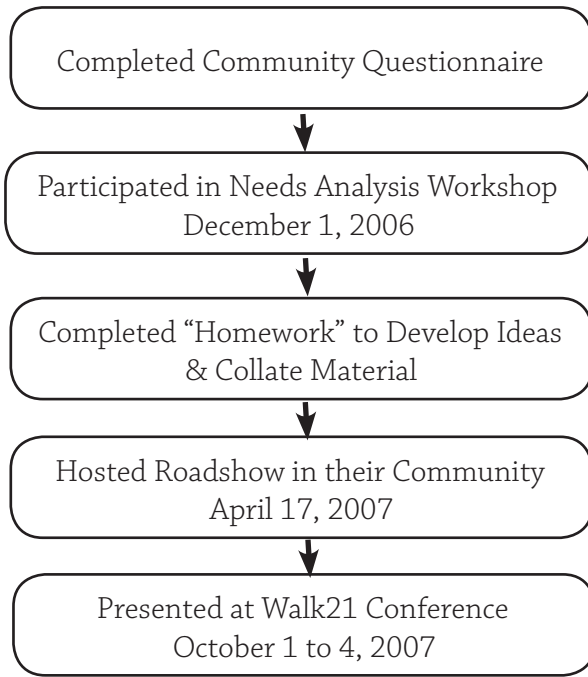
Views of Head Lake



© 2002. Her Majesty the Queen in Right of Canada, Natural Resources Canada.
Sa Majesté la Reine du chef du Canada, Ressources naturelles Canada.

ROADSHOW PROCESS IN HALIBURTON-MINDEN

Haliburton and Minden's participation in the Roadshow consisted of the following steps:



Community Case Study: HALIBURTON-MINDEN

Community
Questionnaire

BACKGROUND

► Community Context

Beautiful Haliburton County is located in the heart of cottage country in south-central Ontario, about two hours north of Toronto and just south of Algonquin Park. It is a rural area of approximately 4,500 km² in size, including hundreds of lakes and large forested areas. Haliburton County has a year-round population of approximately 16,000. There are an additional 35,000 seasonal residents (cottagers). The Villages of Haliburton and Minden are the largest population centres and are where most of the social and economic infrastructure is located. Typical of many rural areas, most residents live at some distance from village and hamlet hubs (10+ km). Tourism is an important economic feature of the region, with visitors, seasonal residents and numerous summer camps swelling the population in the summer, and increasingly during the shoulder seasons of spring and fall.

Haliburton and Minden, being the “urban” centres of the county, are the focus of the active transportation planning project undertaken by the Communities in Action (CIA) Committee. The committee felt that developing plans for the villages would provide a focus for planning and messaging, since the county is so large.



Downtown Haliburton has a distinct rural feel, especially with the new shopfronts

► Pre-Roadshow Successes

Two Communities in Action grants from the Ontario Ministry of Health Promotion (2004, 2006), have been awarded to the Haliburton County Community Cooperative (the Co-op) on behalf of the CIA. Additional grants have been received from the Haliburton County Development Corporation, Safe Kids Canada, Health for Life and the Heart and Stroke Foundation's Advocacy Fund. These grants have enabled the CIA to continue to move forward with this active transportation planning project. For further information about the project to date, visit <http://haliburtoninaction.r8.org>

Community Case Study: HALIBURTON-MINDEN

Community
Questionnaire

There is a broad base of community support for the CIA project. Committee members include representatives from health, business, economic development, municipal and non-profit sectors.

Haliburton and Minden have many features that lend themselves already to active living and transportation. In Haliburton these include:

- Head Lake Trail
- Drag River Trail
- Haliburton County Rail Trail
- Tranquility Trail and Labyrinth
- Tennis Courts
- Skateboard Park
- Disc Golf Course
- Glebe Park Trails
- Haliburton Sculpture Forest Trails
- Nordic Ski Trails
- Head Lake Park
- Beach Volleyball Court
- Rotary Beach
- Children's Playground

In Minden, these include:

- Minden Riverwalk
- Rotary Park
- Tennis Courts and Ball diamonds
- Cultural Centre Labyrinth
- Minden Walking Trails
- Village Green
- Skateboard Park
- Children's Playground

► Current Challenges

The rural nature of Haliburton County means that most people must rely quite heavily on cars to travel from place to place. There is a dominant “car culture,” which often leads to short trips that could be made on foot (e.g. in and around town) being made by car. The research of the CIA also indicates the presence of physical barriers that inhibit walking such as difficult or confusing intersections in town, narrow sidewalks on bridges and lack of sidewalks on busy side streets.

At present, there are no specific policies in place that identify walking as a priority in planning decisions. There is some language in the official plans that support active transportation concepts, i.e. making pedestrian connections between residential areas and commercial areas.



The approach road into Haliburton is typical of the County...



...but many don't have any facilities for pedestrians, even in the downtown

Community Case Study: HALIBURTON-MINDEN

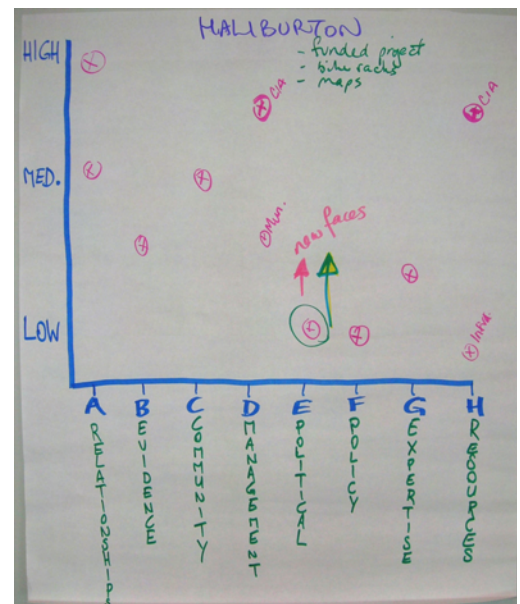
Needs Assessment
Workshop December 1, 2006

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, Haliburton and Minden representatives brainstormed their current level of progress on walkability against the eight elements of delivery. Results of this brainstorming are summarized here and in the chart shown below:

- *Relationships*: The CIA has a good relationship with the local councils but their support at present is in principle with some limited staff support. Roadshow participation will strengthen this relationship by adding credibility and demonstrating the benefits to Haliburton and Minden, from international "experts."
- *Evidence*: The community has access to a lot of health evidence but local evidence is low. There has been research conducted by students but what is needed next is in-depth analysis and more comprehensive data.
- *Community Engagement*: A large portion of the work to date by the CIA has focused on media messages as a way to reach out to the broader community. Messaging included "Park the Car & Get Movin'!" to encourage people to use the free parking and walk within town to do their shopping and errands. The message is starting to get out there.
- *Management Support*: There is great support for the CIA from the agency partners in terms of providing staff time and in-kind support.
- *Political Will*: Councils have supported active transportation in principle. Both Minden and Haliburton councils have provided financial support for work on village trails which are important connecting routes for active transportation. Council in Haliburton also purchased a bike rack for the village at the request of the CIA. Council priorities include increasing tourism, and attracting new businesses and younger families to the area. The CIA is working to raise the awareness among decision-makers that there is a strong connection between walkable communities and their goals. There are also some newer faces at the council tables who may be supportive voices.
- *Policy*: To date there are no policies governing community walkability, although language supporting trails and connectivity with respect to pedestrian routes from home to commercial and activity areas is included in some official plans.
- *Technical Expertise*: The level of knowledge within Haliburton and Minden is increasing.
- *Resources*: The committee has been quite successful at accessing resources, particularly for studies and plans, however the communities have no resources for upgrading infrastructure for walkability. Work needs to continue with municipal councils to advocate for spending on active transportation infrastructure.



Haliburton/Minden Graph: Brainstorming Against the 8 Elements of Delivery

Community Case Study: HALIBURTON-MINDEN

Homework

HOMEWORK

► Motivation to Participate

This project is spearheaded by the Communities In Action Committee, a coalition group. The Communities in Action Committee (otherwise know as the CIA) formed with the following goals in mind:

- To promote active transportation as a way to improve health
- To create active transportation plans for the Villages of Haliburton and Minden
- To promote opportunities for walking and cycling within the villages and surrounding areas

Participating in the Walk21 Walkability Roadshow presented an opportunity to build on the momentum already in place around active transportation in the community, putting Haliburton and Minden in a better position to help to create the next steps to encourage decision-makers to make walking a policy priority.

► Community Objectives

The key objectives of the CIA in participating in the Roadshow were to:

- Provide recognition of the work already being done to local decision makers, stakeholders and community members;
- Provide decision makers, stakeholders and community members with information about the benefits of creating walkable communities generally and how these benefits apply to Haliburton and Minden;
- Identify strengths and next steps that exist in our communities and how we can collaborate to achieve them; and
- Increase awareness and understanding of the value of transportation planning that considers moving people instead of vehicles.

In addition, the Minden elementary school will participate in a survey about Active and Safe Routes to School. Work is also underway to form a strong partnership with the local school board and Dysart council in order to move forward with planning for a safe route to school in Haliburton.

In summary, Haliburton's and Minden's objectives are:

1. to identify and improve local opportunities for supporting walking in their communities; and
2. to fully integrate pedestrians and walking into their transport and town planning policies, projects and plans.

Community Case Study: HALIBURTON-MINDEN

Community Roadshow
April 17, 2007

THE WALKABILITY ROADSHOW

Note: The Roadshows in Haliburton-Minden and Peterborough ran concurrently on April 17. The expert team was split so that two stayed in Haliburton-Minden and two travelled to Peterborough.

Roadshow Agenda

10am-12pm: Walkabout Haliburton (Bronwen Thornton, Rodney Tolley)

10am-12pm: Walkabout Minden (Tom Franklin, Jacky Kennedy)

1:30-5pm: Combined Training Session in Haliburton/Minden (Bronwen Thornton)

6-8pm: Public Meeting (Bronwen Thornton)

► Participants

People from a broad spectrum of professions attended the workshop including: Councillors; business owners; municipal staff representing parks and recreation, planning, economic development and tourism; health professionals representing Ontario Ministry of Health Promotion, Health Services Board, Health Services Foundation, Family Health Team and the family medical centre, HKPRD Health Unit; U-Links Centre for Community-Based Research; County Joint Accessibility Committee, Trails and Tours Network; Ontario Healthy Communities Coalition; and members of the Communities in Action Committee.

The Roadshow experts for Haliburton and Minden were:

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

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

**“Great Roadshow.
Thought it might be ‘same
old’ but great ideas. Well
worth my taking time out
of my busy schedule.”**

Participant comments



It was a chilly day for the walkabouts!

Community Case Study: HALIBURTON-MINDEN

Community Roadshow
April 17, 2007

► Notes from the Walkabout in Haliburton

Rodney Tolley and Bronwen Thornton walked about Haliburton with local people. A number of key issues were discussed and many opportunities identified. While acknowledging the impact of the highway going through town, the existing fabric of Haliburton presented some great advantages for pedestrians, for example, the alley links down to York Street and the Lake. The current courtesy crossing was doing pedestrians a disservice by providing misinformation about how to cross the road. The new shopfronts were commended, but it was suggested that doing up the shopfronts without improving the street was like painting your living room walls without replacing the old carpet! As the town is on a highway, traffic needs clear signals that they are entering a zone where people are more likely to be moving about on foot. Gateways would support this and provide opportunities for drivers to think about parking and stopping in town for a while.



This 'courtesy crossing' is counterproductive as it creates confusion and uncertainty which makes it unsafe to cross

The trail around the lake was admired and ideas for tempting people to choose to walk were discussed including putting timings on signage and placing eyecatchers at short distances along the trail so people are seduced into continuing to walk.



Comprehensive and walker-friendly trails signs

“It was great to learn more about what other communities are doing to overcome the same challenges we have.”

“I always believe that it is best to learn from others ‘don’t reinvent the wheel’”

“Now I better understand concepts and will be able to support any initiative brought before council.”

Participant Comments

Community Case Study: HALIBURTON-MINDEN

Community Roadshow
April 17, 2007

► Notes from the Walkabout in Minden

Tom Franklin and Jacky Kennedy participated in a walkabout in the village of Minden. It was noted that the sidewalks on the bridge crossing the Gull River are very narrow and in need of repair. Sidewalks in general along the main street are in poor condition with curbs disintegrating and very few ramps to allow for wheelchair or stroller access. Parts of the main street sidewalk are in interlocking brick but it is broken in many places creating hazards for pedestrians, especially seniors. Generally, access for pedestrians was poor with many hazards. However, it was noted that the village has many great advantages for creating good community space and with a shift in the road user hierarchy from cars to pedestrians much could be achieved to make the village very walkable.



*Narrow and cracked sidewalks
over Gull River*



Incomplete sidewalks in school zone

► Key Ideas From Professional Training

- Encourage all Haliburton/Minden Roadshow participants to sign the International Charter for Walking (can be done online at www.walk21.com/charter/support_charter.asp).
- Encourage other stakeholders to sign on to the International Charter for Walking.
- Use the Active Communities Charter as an advocacy tool to start with – broader in scope and harder to find reasons not to sign on/support it.
- Reduce vehicle speeds around school areas.
- There is a need for philosophical buy-in at the decision-making level. Suggest using the Active Communities Charter to move this forward as well as identifying local champions on councils.

Community Case Study: HALIBURTON-MINDEN

Community Roadshow
April 17, 2007

- Identify all stakeholders in the community and determine where they have interest or investment in walking, pedestrians and walkability.
- There is a need for a collective vision of walkability involving all stakeholders and community groups in both Haliburton and Minden. Bring the communities together to plan collectively.
- Organize a Car Free day this summer where the main street is designated 'pedestrian only.'
- There needs to be accountability re: development funds that are allocated for public space, recreation, pedestrian infrastructure, parks, etc.
- Community youth need to be engaged about their ideas and perceptions of liveability and walkability.
- Use tools like the official plans to advocate for pedestrian connections between residential, commercial, activity areas and attractions.
- Participate in the World Record Walk.
- Goal: Make Haliburton and Minden the walking capitals of Ontario!

► Public Input

A public meeting was held in the evening of April 17. After a presentation by Bronwen Thornton, the attendees were split into two groups, one representing Haliburton and one representing Minden. They discussed what they would like to see improved in their communities to promote more walkable places.

Community Assets – Haliburton

- Existing built form guidelines for businesses along Highland St.
- There are two ways to get through downtown (Highland and York Sts.).
- Head Lake Park and the existing walking trails are great assets.
- "Walk, Bike and Be Active" maps and signage that exist.
- Lots of free parking.
- Many destinations within 1 km radius of downtown (schools, SSFC campus, grocery and other stores, health care facilities, workplaces).

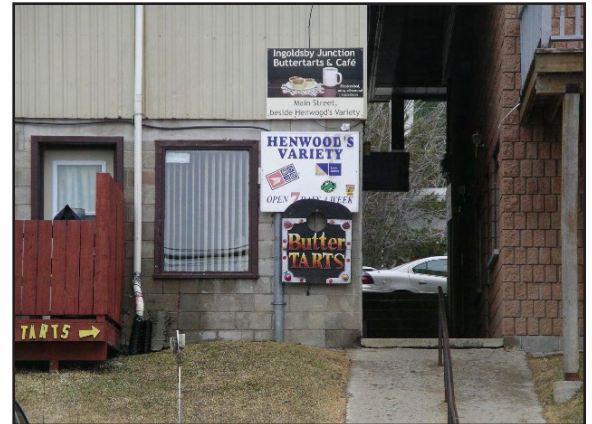
Haliburton – Key Ideas Generated

- Remove the courtesy crossing and create sidewalk extensions instead at a few locations along the street – this would slow traffic by narrowing the roadway, make pedestrians getting ready to cross more visible and shorten the crossing distance
- Create a "gateway" into town as a way to indicate to drivers that they are entering a pedestrian zone (downtown)
- Make pedestrian crossings at the traffic light more obvious e.g. raised, different colour/texture to surface

Community Case Study: HALIBURTON-MINDEN

Community Roadshow
April 17, 2007

- Allow community artwork on existing electrical boxes, fire hydrants, etc.
- Add more shade trees and natural vegetation close to the lake
- The two alleys from York St. to Highland St. need a makeover. An inexpensive solution would be to improve lighting, spruce the entrances and make them more visible, and paint murals on the buildings.
- More sidewalks with connections are needed, e.g. the County Road 21 bridge is an important connector between Halbiem Rd., local schools and the downtown.
- Widen the bridge to include sidewalks on both sides.
- Sidewalks need to be included in winter snow removal.
- The Rail Trail has good potential to connect schools with the soccer field outside of town.
- Create a designated route for students to walk to local schools and for people to walk to the Medical Centre.
- Downtown Haliburton could use a spruce up to make it more “comfortable,” e.g. more and better places to sit, creation of a green space between the Bank and Perfect Prints shop.



The alleyways that link the main street in Haliburton to York Street: a great asset in need of a makeover

Community Assets - Minden

- The Gull River
- Minden Riverwalk – paved pathway; cultural and economic enhancement
- Minden Walking Trail – trailhead from sidewalk on Bobcaygeon Rd. with Cultural Centre, arena and community centre, and residential areas
- Lots of sidewalks
- Attractive lighting and garden boxes on main street

Community Case Study: HALIBURTON-MINDEN

Community Roadshow
April 17, 2007

- Sidewalk extensions at both ends of main street; at 3 way intersection at Bobcaygeon Rd. and Newcastle St. it narrows the road and includes curb ramp on either side (still a tricky 3 way intersection)
- The Village Green
- Large parking area located just behind main street (Bobcaygeon Rd.)
- The painted murals on buildings
- Heritage buildings identified through Heritage Tour signage

Minden – Key Ideas Generated

- The sidewalks on the bridge are too narrow and in need of repair. Sidewalks in other parts of the downtown are in poor condition as well. This creates hazards for older persons and persons with wheelchairs and strollers. Sidewalks lack curb ramps for stroller and wheelchair access.
- Crossing Water St. at the bridge is currently hazardous to pedestrians because of poor site lines. Drivers need to pull up beyond the stop sign in order to see beyond the bridge to make a safe turn. This makes it extremely dangerous for pedestrians to cross in front of cars at the stop sign.
- The parallel parking requires pedestrians to walk out from between parked cars to cross the street.
- Many of the intersections in the downtown are not clearly defined, lack safe pedestrian crossing areas, and have little or no signage.
- There are no boulevards in the municipal parking area to define the roadway and parking.
- The two alleys from Milne St. to Bobcaygeon Rd. are in need of a makeover with better lighting and more attractive and noticeable entrances.

► **Observations and Input from Experts**

The challenges for Haliburton and Minden are acknowledged and to transform these cities into truly pedestrian-friendly communities will require a vision, commitment and ongoing changes to the fabric of the environment. There seems to be three key points:

- Supporting lakeside recreational walking;
- Creating more walkable downtowns; and
- Building links to facilities that are further afield such as medical facilities and schools.

Political commitment and vision will be the key initial requirements for Haliburton's and Minden's transformations into walkable communities. Once political commitment and vision are secured, then the investment required to make it happen will be the next critical step.

Community Case Study: HALIBURTON-MINDEN

Community Roadshow
April 17, 2007

The compact downtown cores of both towns could easily be developed into walkable centres with careful attention to traffic management, quality provision for pedestrians and clearly marking these centres as distinct from the general highway.

Marking the entrances to the downtown cores with distinctive gateway signals to drivers that the environment is changing, to slow down and to 'see' Haliburton or Minden, not just zoom by. Gateways can be road narrowing, planting trees, signage, street art, changes in pavement colour, etc. This would complement the improvements to the shop frontages.

Quality provision for pedestrians includes widening pavements, quality street furniture and sidewalk surfaces, narrowed intersections and crossing points, and good lighting. Good links from the main streets through to the lake or the river also encourage a walking environment. For example, in Haliburton the laneway links need bright colour paint and lighting.

Particular ideas for Haliburton include: managing the traffic into a one-way system that enables reduction in road space, enlargement of sidewalks and improved crossing conditions without negative impact on the flow of traffic. A one-way system should only be introduced with clear gateways into the area and narrowing of road space, to avoid the road becoming a racetrack. The courtesy crossings could be replaced with build-outs and raised surfaces so that vehicles need to slow down and people have to spend less time in the road-space, thus making the environment safer and more comfortable for people, as well as straightforward for drivers.

Apart from the enhancements to the downtown, it is essential that pedestrian links are built for facilities further afield. People are already walking in areas without provision, often at risk to themselves and others. It is imperative to meet these basic needs and to adopt policies that ensure provision for pedestrians is standard practice for all road and community facility projects in both communities.

ROADSHOW EVALUATIONS

Participants in the Roadshow completed Evaluation Sheets to provide feedback about the process. Many respondents commented that they were inspired by the international success stories and examples and felt that making Haliburton and Minden more walkable communities is not as hard a task as they had first imagined. They enjoyed the opportunity to contribute to the discussions and ideas as well as hearing what other members of the community have to say. They appreciated the many ideas that can be put into practice to help influence local decision-makers. And many felt inspired to simply get out and walk more themselves!

Community Case Study: HALIBURTON-MINDEN

Community Roadshow
April 17, 2007

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

- Pay more attention to changes that are possible
- Nothing different (as I am already doing what I can), but I am now re-charged/energized to talk and act on things and encourage others
- Walk more; talk about it with people I know
- Tell more about need for walkable space to others; promote walking in workplace and work – walking groups
- Continue to support walking/biking groups
- I already walk. I will be advocating more strongly for a more pedestrian first approach.
- Go forward with my community trail proposal with more confidence
- Have more of a voice; support ideas put forth that improve our community
- Involved in policy development; have all patients sign the walking charter who are interested; focus on patients and families
- Tell other people about it

Conference Presentation
October 1-4, 2007

POST-ROADSHOW

► Immediate Outcomes

Participation in the Walk21 Walkability Roadshow boosted the credibility of the work already underway, demonstrating the benefits of walkability to decision makers, stakeholders and the community, from international “experts.”

The Roadshow report was sent to all members of Minden Hills and Dysart (Haliburton) council, accompanied by a letter advocating for use of gas tax rebate funds for active transportation infrastructure, and a copy of an article entitled “Context Sensitive Design.”

Council members who participated in the Roadshow were invited to take advantage of a free Walk21 conference registration. This invitation was again extended at a Dysart council presentation made in mid-August by the CIA. Council members expressed interest in receiving the final case study report but were unable to commit to attendance at the full conference. They appreciated being kept up-to-date on the progress of the CIA project.

► Progress

- Advocacy at public meeting in Minden regarding plan for Canadian Tire Corporation (CTC) development to take into account walkability and local walking/trail projects.

Community Case Study: HALIBURTON-MINDEN

Conference Presentation
October 1-4, 2007

- Letter sent from CIA committee to Minden Hills council offering to provide input/information regarding the CTC development, including a copy of an article on “Context Sensitive Design.”
- Presentation at Minden Community Forum – presented Active Communities Charter, update on Communities in Action active transportation planning project and Minden Riverwalk project.
- Successful funding applications to move forward with development of a designated walking route to schools and health care facilities in Haliburton.
- Successful funding application to build advocacy efforts through “neighbourhood champions” and involving elementary school students in planning process.
- Hiring of summer student to do walkability/bikeability research in Minden
- Neighbourhood focus groups held in Minden to get community member input on walkability and bikeability
- Participating in the Ontario Healthy Communities Coalition(OHCC) Built Environment and Health project

► Next Steps

- Engage stakeholders for discussion and input regarding designated walking route to Haliburton schools (to include school board, parent councils, school administration, municipal officials and staff, medical centre administration)
- Further council presentations to Minden Hills and Dysart to provide updates
- Collate research data collected in Minden (community surveys, school surveys, focus groups) and present at community forum (with support of OHCC project)
- Plan and deliver a workshop in Haliburton on Transportation Demand Management (with support of OHCC project)
- Plan and implement planning “charrettes” with students at Archie Stouffer Elementary School in Minden, to get their input on how to make Minden more walkable for school children
- Create a walk, bike and be active map and signage for Minden
- Work with planner to create an active transportation plan for Minden, with illustrations and/or photo enhanced digital images
- The CIA has completed the first phase of an Active Transportation Planning Project that focused on community assessment, research and consultation in the Village of Haliburton. The current phase involves doing similar research in the Village of Minden. In addition, the Minden elementary school will participate in a survey about Active and Safe Routes to School. Work is also underway to form a strong partnership with the local school board and Dysart council in order to move forward with planning for a safe route to school program in Haliburton.

Community Case Study: HALIBURTON-MINDEN

Conference Presentation
October 1-4, 2007

► Conference Report

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

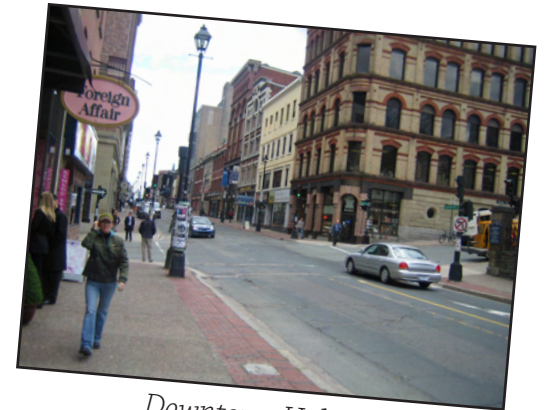
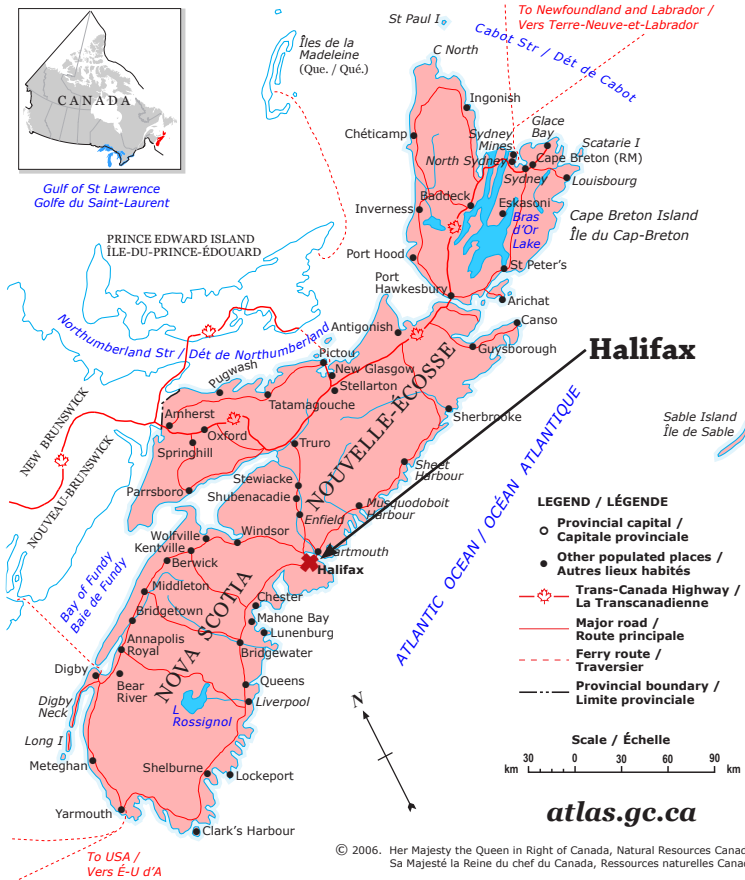
- The Roadshow raised the profile and awareness of the Communities in Action project with local politicians and we now have a different relationship with the two municipal councils. It gave everyone a focus and us an opportunity to invite them to participate in something, rather than only approaching them at council meetings. This has built a relationship where we now invite them to other events seeking their engagement. For example, we have invited them to participate in the development of the Master Plan for Cycling in Haliburton County, and in Haliburton will be holding a Transportation Demand Management workshop with council members and staff.
- The Roadshow report was sent to both Councils and they have requested updates on the conference and progress of the CIA projects. We have also presented to Councils about our project and continue to receive positive feedback.
- Minden has adopted the International Charter for walking thanks to the initiative of their new Director of Community Services.
- We are anticipating great participation in the World Record Walk as the municipal offices in both Haliburton and Minden are closing for the event. The two other municipalities are also hosting events, as are two elementary schools.
- We are using the Active Communities umbrella and the Active Communities Charter, developed by the HKPRD Health Unit, to do some strategic planning as a committee in order to unify all the different projects that relate. This includes our active transportation project and also cycling and trails initiatives. We will continue to advocate for the adoption of the Charter by councils as a tool to guide planning and decision making.

KEY CONTACT FOR HALIBURTON-MINDEN

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Haliburton/Minden thanks the Haliburton County Development Corporation for providing funding to support the Walkability Roadshow, and to HKPR District Health Unit for administrative support.

Community Case Study: HALIFAX REGIONAL MUNICIPALITY



Downtown Halifax

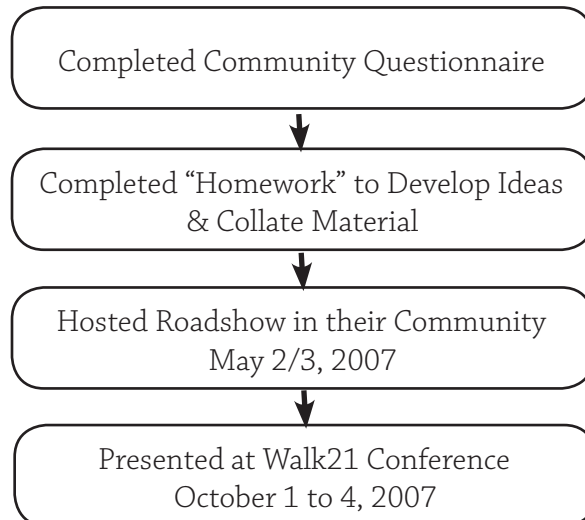


Trails crisscross this pretty city

ROADSHOW PROCESS IN HALIFAX

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

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



Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Community
Questionnaire

BACKGROUND

► Community Context

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

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

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

► Pre-Roadshow Successes

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

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



Bicycle parking at a local high school



Utility boxes as art, not eyesores

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Community
Questionnaire



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



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

► **Current Challenges**

The following needs have been identified by HRM:

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

Homework

HOMEWORK

► **Community Objectives**

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

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Community Roadshow
May 2/3, 2007

THE WALKABILITY ROADSHOW

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

Roadshow Agenda

May 2

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

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

7-9pm: Public Meeting (All)

May 3

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

► Participants

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

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

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

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

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

Participant comments



Roadshow participants brainstorm their key ideas

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Community Roadshow
May 2/3, 2007

► Key Ideas Generated (at Professional Training Workshop)

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

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

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

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

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

Comments from
Professional Training
Workshop Attendees



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

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Community Roadshow
May 2/3, 2007

► Walkability Audits

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



Walkability audit started at the mall



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



Vehicles enjoy an excess amount of road space

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

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Community Roadshow
May 2/3, 2007

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



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

► Public Input

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

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

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

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

Participant comment

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Community Roadshow
May 2/3, 2007

These were the ideas discussed:

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

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

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

Participant Comments

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Community Roadshow
May 2/3, 2007

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



A great turnout for the public meeting in Halifax

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

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

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

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

Highlights of the discussion:

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

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Community Roadshow
May 2/3, 2007

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

► Observations and Input from Experts

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

ROADSHOW EVALUATIONS

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

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

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

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

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

Conference Presentation
October 1-4, 2007

POST-ROADSHOW

► Immediate Outcomes

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

► Progress & Next Steps

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

► Conference Report

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

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

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

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

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

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

KEY CONTACT FOR REGIONAL MUNICIPALITY OF HALIFAX

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Regional Transportation Planning
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Community Case Study: HALIFAX REGIONAL MUNICIPALITY

HALIFAX ATTACHMENT A: HALIFAX'S TABLE OF IDEAS

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

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

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

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

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

Community Case Study: HALIFAX REGIONAL MUNICIPALITY

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

Community Case Study: TOWN OF MINTO



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Sa Majesté la Reine du chef du Canada, Ressources naturelles Canada.



Parks and trails abound across the communities in the Town of Minto



Harriston Greenway Trail weaves through the town

ROADSHOW PROCESS IN TOWN OF MINTO

The Town of Minto'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 23/24, 2007

Presented at Walk21 Conference
October 1 to 4, 2007



Community Case Study: TOWN OF MINTO

Community
Questionnaire

BACKGROUND

► Community Context

The Town of Minto is a municipality of approximately 300 square kilometres with a population of 8,504 and is made up of three towns and one township:

- Harriston, population 2,000
- Palmerston, population 2,500
- Clifford, population 800, and the
- Township of Minto, population 2,865.

There are four schools in the area:

- Harriston Senior School in Harriston, grades 6 – 8, with 197 students
- Minto-Clifford Public School in Harriston, grades K – 5, with 333 students
- Palmerston Public School in Palmerston, grades K – 8 with 389 students; and
- Norwell District Secondary School in Palmerston, grades 9 – 12.

The Town of Minto is unique in that it contains urban amenities but maintains a rural culture and atmosphere. It is also unique because it has:

- Paved rural roads
- Trails in all three communities: e.g., 27 km of trails in Palmerston
- Community trails groups that maintain the trails in each community
- Three arenas (the baseline is one arena per 10,000 population and the Town of Minto has three with a population of 8,504)
- No natural amenities (e.g., lakes, mountains, gorges)
- Small population base
- Community pride (e.g., study showed that the community should close one of the arenas. The public rallied around the issue and took ownership for the limited use of the arena and formed a committee who's mandate is to increase usage of the facility and is successfully increasing usage.)
- Won the Provincial Community Involvement award as part of the Communities in Bloom program, two years in a row (only one award is handed out per year).
- Economic Development and Parks & Recreation staff jointly working on walkable communities to increase tourism, to support population growth and to attract more professionals to the area.



A well kept heart of town

Community Case Study: TOWN OF MINTO

Community
Questionnaire

► **Pre-Roadshow Successes**

The Town of Minto's strategic plan identifies physical activity as a priority and the town has been involved with a number of initiatives to support physical activity including:

- Walkability workshops in Palmerston and Clifford with Dr. Bob Chauncey from the National Center for Bicycling and Walking, U.S.A.; with input from the public, township staff and public health
- The Parks & Recreation department is the lead for the Wellington County physical activity plan
- Political commitment to support walking in the Town of Minto and improve the community
- Development of a policy that requires sidewalks on one side of a road (passed November 16, 2005)
- Completion of "First Impressions Community Exchange" in Harriston, Clifford and Palmerston.

► **Current Challenges**

The Town of Minto has experienced an increase in the number of young families moving to the area as well as tourists, thanks to efforts that have focused on attracting these people. The Town of Minto would like to create a more accessible community in an effort to continue to increase these numbers further.



The main highways, which carry many large trucks, go right through the towns



The Railway Museum is a tourist destination in Palmerston

Community Case Study: TOWN OF MINTO

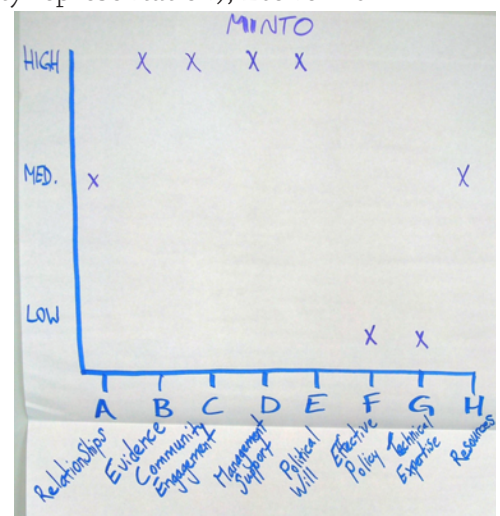
Needs Analysis Workshop
December 1, 2006

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, the Town of Minto representative joined the session by phone to present their current level of progress on walkability against the eight elements of delivery. Results are summarized here and in the chart shown below:

- *Relationships*: Few players as community is small; well-connected community; many people wear multiple "hats."
- *Evidence-Based*: Trails link six community parks; gathering data on why people move to area and where from; large Old Order Mennonite population; rural area with approximately 8,500 residents; highway #109 cuts two of three communities in half; large cottage crowd travels through communities every weekend in Spring; community assessment survey to determine residents' knowledge, attitudes and beliefs about walkable communities (through walkON).
- *Community Engagement*: Great attendance at "walkable" communities presentations in Palmerston and Clifford; media coverage of both talks in the local newspaper.
- *Management Support*: Public Health; fire department; emergency response; horticultural society; trail groups; local business; local hospital (promotion of physical activity); and community is a partner on the development of a physical activity plan for Wellington County (which includes the Town of Minto, which is taking the lead role).
- *Political Will*: Former Mayor; Parks & Recreation (including PRAC – Parks & Recreation Advisory Committee (with significant community representation); Economic Development and all Councillors – they have all had the walkable communities presentation. Also interest from one potential developer in the area who supports and builds many of components of walkable communities; strong interest expressed in developing a pedestrian and bicycle plan.
- *Policy & Plans*: None. Need assistance here.
- *Technical Expertise Capacity*: No staff with technical expertise (e.g., no engineer or planner)
- *Resources*: Commitment from Council; budget for trails and commitment to incorporating walkable communities into the physical activity plan. Have dollars from CIAF grant and will be applying in 2007 for additional CIAF funds.



Minto Graph: Brainstorming Against the 8 Elements of Delivery

Community Case Study: TOWN OF MINTO

Homework

HOMEWORK

► Motivation to Participate

The Town of Minto sees Walk21 as a great opportunity to gain technical expertise and international input into a pedestrian plan as well as an exciting way to highlight the municipality and its strong support for walkability, which is unique in a rural setting.

► Community Objectives

The municipality is willing to share its' experiences with other local communities: successes and lessons learned, as it does currently with tourism and physical activity planning.

Specifically, from the Roadshow the Town of Minto needs assistance to:

- Identify needs and think strategically, through technical expertise
- Draft a pedestrian plan after “walking audit” which supports physical activity and tourism and to be presented at the Walk21 Conference in October
- Develop a checklist for planners and politicians that includes the key components of a walkable community/complete community
- Work with local high school to garner input from local youth
- Draft an evaluation process as part of the pedestrian plan, with the support of walkON and Wellington-Dufferin-Guelph Public Health
- Have Council approve the plan
- Have the Town implement the plan; over a period of time as recommended in the report
- To pass policies at Council (as recommended in the plan)
- Implement a walk to school program
- Increase the use of trails for utilitarian and recreational use
- Increase tourism for the Town of Minto
- Increase physical activity rates by residents

Community Case Study: TOWN OF MINTO

Community Roadshow
April 23/24, 2007

THE WALKABILITY ROADSHOW

Roadshow Agenda

April 23

3-5pm: Town of Minto Walkabout (All)

7-9pm: Public Meeting
(Gil Penalosa, Bronwen Thornton, Jacky Kennedy)

April 24

9:30am-12:30pm: Discussions with professionals and decision-makers
(Jim Walker, Bronwen Thornton)

► Participants

Three staff representatives from the Town of Minto as well as the Mayor attended the April 23 professional training session in Brantford. Five/six Councillors, the media, public health and Town of Minto staff attended the April 23 walkabout in the village of Harriston, the public meeting and the walkabout in the village of Palmerston, and the decision-maker meeting on April 24 in the Town of Minto.

The Roadshow experts for the Town of Minto were:

- Bronwen Thornton;
- Gil Penalosa;
- Jim Walker; and
- Jacky Kennedy.

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



*Mapping ideas directly onto
the town plans*

Community Case Study: TOWN OF MINTO

Community Roadshow
April 23/24, 2007

► General Discussions from April 23 Professional Training

- Guidelines for Developers:
 - Prepare developer guidelines to ensure new works fit with existing town plan and walkability objectives. Guidelines to include:
 - Maintaining connected layout of streets by linking into and extending existing grid and providing for potential future extension – e.g. no circular roads and cul-de-sacs.
 - Building sidewalks and trails as part of development, not retrofit.
 - Revisit developer contributions to identify items off shopping lists of wants for community rather than ‘cash.’ These items can be walkability improvements that can be built in as part of the development.
- Mapping:
 - Make local travel the priority – highlight local attractions and links rather than arterial highway network
- Road User Hierarchy:
 - Council to adopt a road user hierarchy that places people as the number one priority for decisions about transport and development in the town. This can then communicate Council policy to developers and regional officers for negotiations and decision making.
- Data:
 - Collect (or collate) average traffic speeds, local satisfaction and safety statistics and crossing needs to build case for works (e.g. Downtown Zones) and to measure before and after for impact.

► Notes From April 23 Public Meeting

Presenter: Gil Penalosa, Walk & Bike for Life (www.walkandbikeforlife.com)

- Quality of life is the most important element of economic competitiveness
 - To attract and retain highly creative and educated people is the greatest economic development challenge.
 - Benefits of a Walkable Community
 - **ENVIRONMENT**
 - **ACTIVITY** (Economic Development e.g. Minneapolis Trail System)
 - **RECREATION**
 - **TRANSPORTATION** (e.g. Complete Streets Policy, Chicago)
 - **HEALTH** (e.g. Vancouver’s “Pedestrian First”)
- “Ready, Shoot, Aim”
- Start with the easily do-able, highest impact, lowest cost.

Community Case Study: TOWN OF MINTO

Community Roadshow
April 23/24, 2007

► Notes From April 24 Meeting

- The Town of Minto has all of the elements needed to thread the positive elements together to make a walkability plan.
- Include the trails network on local maps (walking and cycling) with a strong local focus:
 - Show trails as most prominent
 - Municipal roads as next level
 - County roads as next level
 - Provincial roads as final level
- Develop a User Hierarchy – use as part of sales pitch to the residents
- Figure out what positions/policies Council can adopt
- Develop a list of the principles for a Walkable Community
- Build evidence that this community is, and can be more, sustainable and enjoyable through increased walkability
- Investigate traffic speeds and volumes.



This wide intersection is daunting to pedestrians



Heavy traffic dominates the downtown



This shopping area creates no places for people and encourages driving



Community Case Study: TOWN OF MINTO

Community Roadshow
April 23/24, 2007

► Ideas for Palmerston

This section contains the details from the walkabout and discussions that took place in Palmerston during the Walkability Roadshow.

During the meeting on Tuesday April 24, the following items were discussed:

- Possibility of developing a bike track around the edge of the Heritage Park
- Ensure the road that crosses the park (Albert Street) does not create hazards for park users and cyclists; vehicle traffic needs to be slowed and priority given for pedestrians and cyclists.
- Council should take back the parking available beside the L&M and turn it into parkland, it is too much pavement and is not attractive.
- Look into the possibility of a community art project – street art
- In the downtown core, should narrow the road down and build out the sidewalks between parking spaces
- Install interlocking brick crosswalks
- When the Town of Minto makes arguments to the County, need to address both the municipal standards as well as the county standards.
- Town of Minto standards are safety, quality of life and satisfaction.
- The County standards are speed, number of cars and accidents
- Need to think of Main Street as a room, must take care of the ground work *and* the buildings not just the buildings.
- Reduce on-street parking
- Need to look for the connecting links

Below is a summary of the discussions that took place during the Palmerston walkabout which included a visit to the railway museum, followed by the meeting at Council Chambers.

General Actions resulting from walkabouts and meetings in Palmerston:

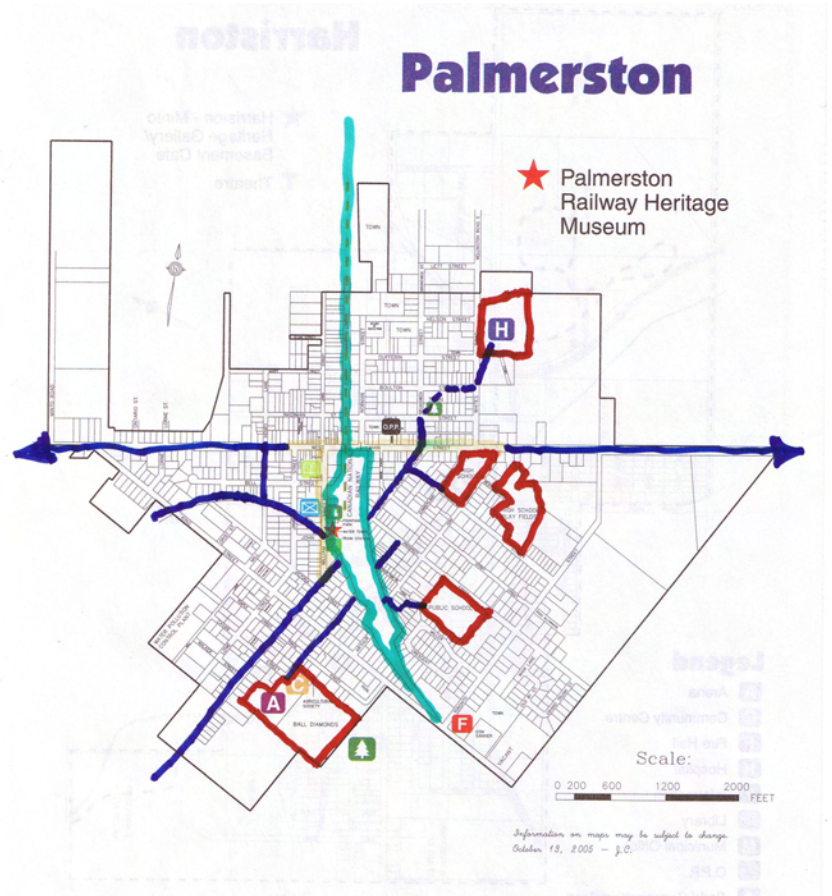
- Identify Downtown Zone:
 - Build gateways to mark beginning of downtown zone on Main Street, potentially from the High School (York Street) through to James Street (or even Henry Street?)
 - Diet roads to minimum width to maintain traffic flow – build out pavements, plant tree, place benches, inset parking and install crossing points. Link sidewalks across cross street and mark up bike lanes, especially to the high school.
- Summer Street Art:
 - Link Lion's Heritage Park with main street (as proposed) through car park and along through art
- Lion's Heritage Park:
 - Build bike track around the edges – especially for kids, can build mounds and dips (sealed waste disposal)

Community Case Study: TOWN OF MINTO

Community Roadshow
April 23/24, 2007

- Give priority to people on road crossing park (ideally remove road), build speed tables on either side of park crossing, mark in a different colour, ensure only minimum width for vehicles.

Key links and opportunities are highlighted on this map of Palmerston



► Ideas for Harriston

This section contains the details from the walkabout and discussions that took place in Harriston during the Walkability Roadshow.

During the meeting on Tuesday April 24, the following items were discussed:

- Need to maintain existing links (grid system) and build developments into links. It is not good to create cul-de-sacs.
- When dealing with subdivision developers, need to ask them to develop sidewalks and trails first, not last.
- Dave Stonley will talk to Tim Hortons about the back of their building being accessible to the proposed subdivision behind.
- Need to manage the arterial roads
- Road diets (traffic calming)

Community Case Study: TOWN OF MINTO

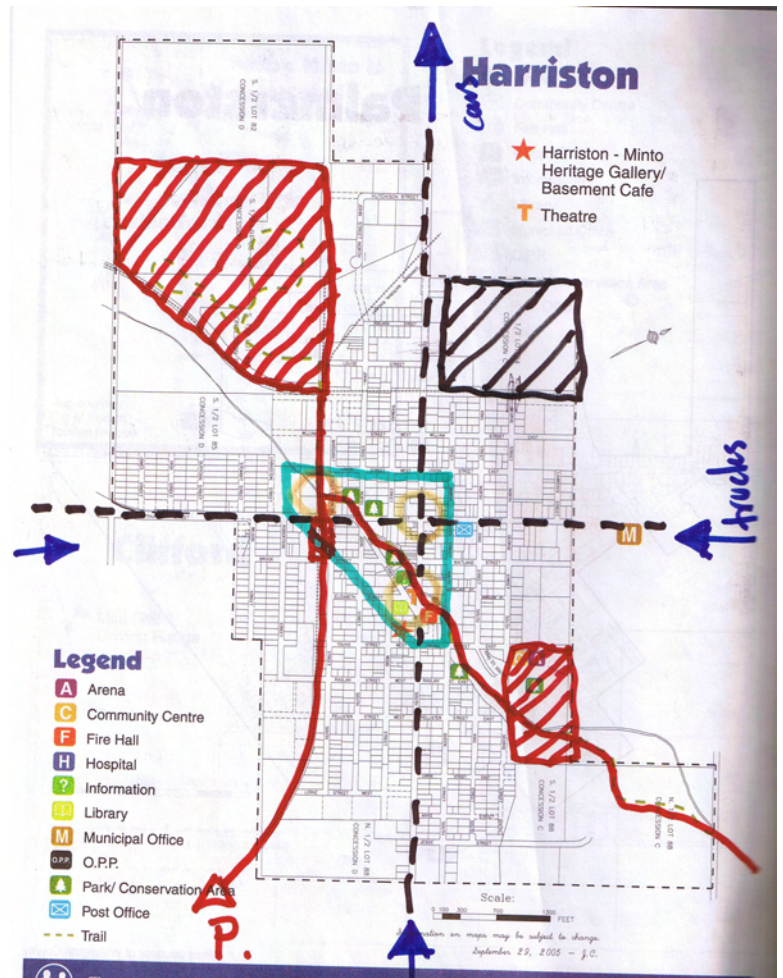
Community Roadshow
April 23/24, 2007

- The possibility of having a “Public Realm Improvements” vs. development charges was discussed. This would be a list of public improvements (Town’s Wish List) that developers would select and create instead of paying development charges. i.e. trails, parks, stop lights, benches, planter boxes

Below is a summary of the discussions that took place during the Harriston walkabout which included viewing a new trail, an intersection of arterial highways and the main street. It also summarizes what was discussed during and after Gil Penalosa’s presentation to the community.

- Identify Downtown Zone - Green triangle as heart of Harriston:
 - Diet roads within Green triangle
 - Promote local routes off the highways, especially within the triangle
- Negotiate with Tim Horton’s to build a backface to their premises and provide a green link to the new development.

Ideas and key zones of activity are identified on this map of Harriston



Community Case Study: TOWN OF MINTO

Community Roadshow
April 23/24, 2007

► Observations and Input from Experts

The Town of Minto has some very real opportunities to provide a fantastic walkable community for its residents and visitors. The potential for a green heart in Palmerston and to really make the high streets more walking friendly (without negative implications for motor traffic) are very real here. The imminent growth in the towns needs careful management, with clear guidelines for developers to ensure the new parts of town make a positive contribution to a walkable community and don't become car dependent pockets.

Conference Report
October 1-4, 2007

POST-ROADSHOW

► Immediate Outcomes

At the time of the discussions in the Fall of 2006 the town of Minto passed a sidewalk policy. After the Roadshow, the Town has developed a relationship with the University of Guelph landscape architecture department, is revisiting its' sidewalk policy in order to strengthen it, has toured Westminster Woods (a development at the south end of Guelph based on New Urbanism principles); undertaken negotiations with current developers to incorporate additional walkable amenities and is reviewing other municipal policies to determine what the key pieces are that the Town would like developers to incorporate.

► Progress & Next Steps

- In conjunction with walkON the Town of Minto will have access to Wellington-Dufferin-Guelph data on the knowledge, attitudes and perceptions of the local population with respect to walkable communities. walkON has applied to the Trillium Foundation for funding to develop a local social marketing campaign, in order to shift local attitudes towards key components of walkable communities.
- Students from the University of Guelph visited all three urban communities in the Town of Minto and created pedestrian plans for each, as well as a regional plan for Minto.
- Work is underway on the Lion's Heritage Park, with gateway works on the main street and a children's playground in place.
- The Town of Minto signed the International Charter for Walking in September 2007.
- Continuing to work with Bob Chauncey to develop a trail to link all three townships and their trails.

Community Case Study: TOWN OF MINTO

Conference Report
October 1-4, 2007

- The Town of Minto plans to incorporate the built environment into the community physical activity plan being developed this Fall/Winter.
- The Town of Minto will hold further discussions with the school board re: school merger and improving pedestrian and bicycle access to the school.

► Conference Report

The highlights for us were:

- Idea of planning for pedestrians first (pedestrians first, cyclists, then vehicles).
- Palmerston Lions Heritage Park = Green Heart for our Community.
- Boost in enthusiasm and commitment from Council and Staff.

Key Ideas/Projects we continue to work on:

- Preparing guidelines for developers to ensure their works fit with the Town's walkability objectives.
- Adopting a Road User Hierarchy – place people as the number one priority for decisions about transport and development in the town.
- Collecting before and after traffic data to support a "Downtown Zone."
- Palmerston Lions Heritage Park with a loop bike track.
- Supporting summer street art.
- Identifying Downtown Zones.

Overall we have found that:

- Community enthusiasm and support for a walkable community has increased
- Council enthusiasm and commitment to a walkable community is stronger.
- Recreation Department and Economic Development Department working together to implement Walk 21 Roadshow ideas.

KEY CONTACT FOR TOWN OF MINTO

Karen Armstrong
Heart Health Coordinator
Wellington-Dufferin-Guelph Public Health
Phone: 1-800-265-7293 X 5603
Email: karen.armstrong@wdghu.org

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), 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 McDonnell 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
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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
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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			✓							
ASRTS Mapping Project:	JR/SS										
• Submit abstract to WALK21		✓									
• Complete research study at 2 schools		✓	✓								
• Develop and distribute maps				✓	✓	✓					
• Evaluate mapping project									✓	✓	
• Present at WALK21										✓	
Complete Streets Draft Policy:	SS/BC										
• Consult with local stakeholders					✓	✓					
• Draft policy written									✓		
• Presented to council										✓	
Walkable George Street Vision:	SS										
• Explore how to make area more walkable		✓	✓	✓	✓						
• Identify vision for area						✓	✓	✓	✓		
• Create visual representation of vision									✓		
• Present to stakeholders and at WALK21										✓	
Walkable Bridgenorth Causeway Vision:	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)

Community Case Study: GREATER SUDBURY



Strolling along the Ramsey Lake Boardwalk that connects downtown Sudbury to Science North

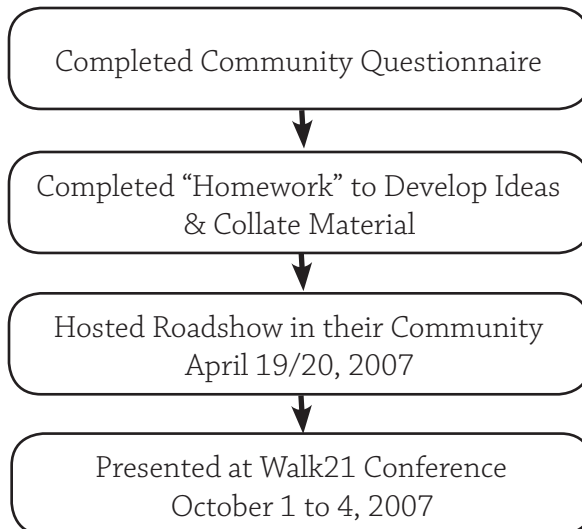


The Roadshow team

ROADSHOW PROCESS IN GREATER SUDBURY

Greater Sudbury did not participate in the Needs Analysis Workshop, held December 1, 2006. They completed the Community Questionnaire in January 2007. Key staff participated in a teleconference with Bronwen Thornton to discuss and determine their needs against the eight elements of delivery and to plan their roadshow.

Greater Sudbury's participation in the Roadshow consisted of these steps:



Community Case Study: GREATER SUDBURY

Community
Questionnaire

BACKGROUND

► Community Context

The City of Greater Sudbury is located in the Province of Ontario, approximately 390 km north of Toronto, the largest city in Canada; and 500 km west of Ottawa, the capital of Canada.

Greater Sudbury occupies approximately 3,627 km² of land in the Canadian Shield, and is the largest city in Ontario in terms of geographic area. It was formed in 2001 through the amalgamation of the former Regional Municipality of Sudbury and several formerly unorganized townships.

The dominant physical feature of the city is the Nickel Basin, an oval-shaped fertile valley surrounded by the Sudbury Igneous Complex, a pronounced rocky rim rich in minerals, nickel being the most well-known of these minerals. Greater Sudbury is also a City of Lakes—within its boundaries, there are 330 lakes larger than 10 hectares in size.

Greater Sudbury has a population of 157,857 (2006 Census of Canada). It is one of the most bilingual communities in Canada, with close to 30 percent of its population having French as a first language. In addition, almost 100 languages are spoken in the city.

Mining was the major economic activity in Greater Sudbury during its early history. As late as 1975, the mining sector employed over 22,000 people. Over the next thirty years, new mining technology helped increase productivity, thus reducing the labour force required. Although this has led to a reduction of the mining workforce, it has also led Greater Sudbury to become the world leader in high-tech mining. In fact, 85 percent of today's mining workforce uses advanced technology.

Today, Greater Sudbury has become a dynamic and diversified community. It not only has the reputation as an international centre for mining research and technology, but through the economic diversification efforts of the past thirty years, Sudbury has also established itself as a major centre for financial and business services, tourism, medical services and research, education and government services for Northeastern Ontario. It is also home to one university (Laurentian University) and two community colleges (Cambrian College and College Boreal).

The City of Greater Sudbury is made up of a central city area with many dispersed settlements. This creates many challenges in providing and maintaining a comprehensive and inclusive transportation infrastructure. Greater Sudbury is a winter city, given its northern locale, and has an aging population.

The following networks exist in Greater Sudbury and together they have worked on many healthy community initiatives:

- Sudbury Heart Health Coalition

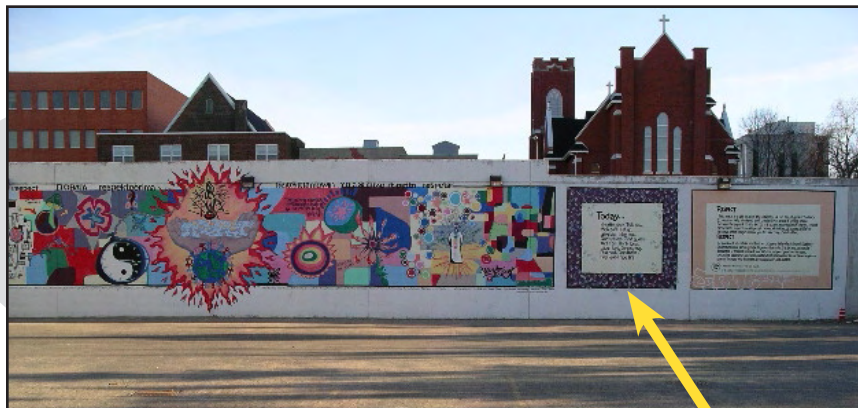
Community Case Study: GREATER SUDBURY

Community
Questionnaire

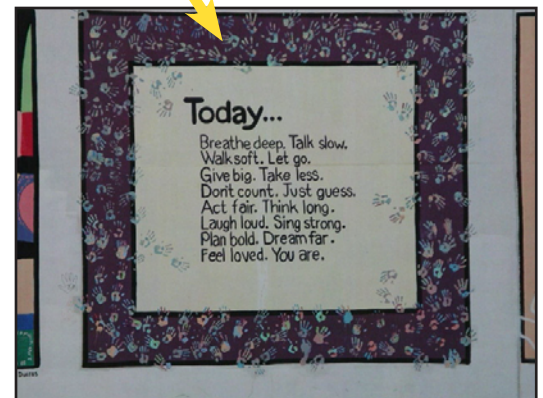
- Obesity Prevention Coalition
- Regional Provider Network for Cancer Prevention, Screening and Early Detection
- Active 2010 Advisory Committee
- Bicycle Advisory Committee
- Rainbow Routes Association
- Healthy Community Cabinet
- Community Action Networks
- Sudbury Kids Injury Prevention Coalition
- Road Safety Committee
- EarthCare Sudbury

When considering walkability issues Greater Sudbury has placed emphasis on:

- Accessibility
- Equity
- Health and Well-being
- Environmental Sustainability
- Personal and Community Safety
- Community Cohesion and Vitality



Inspiring street art created by local youth



Community Case Study: GREATER SUDBURY

Community Questionnaire

Greater Sudbury has been designated as one of 35 Regional Centres of Expertise (RCE) by the United Nations University Institute of Advanced Studies. The purposes of RCEs are to exchange information among education institutes worldwide on matters related to sustainable development. Greater Sudbury used their Healthy Community Strategy as the operating principle in their application for RCE designation.

Studies conducted between 2001 and 2005 indicate that Greater Sudbury has:

- 39% overweight – adults 20–64 years¹
- 18% obese – adults 20–64 years¹
- 33% active - adults 20-64 years²
- 42% inactive - adults 20-64 years²
- Life expectancy = 76.7 years¹
- 72% aware of local walking, biking or nature trails - adults 18 and older³
- 37.5% had used local recreational trails - adults 18 and older³
- Greater Sudbury has almost 133 km of the Trans Canada Trail

► Pre-Roadshow Successes

Greater Sudbury initiatives and policies that promote walkability include:

- Official Plan of the City of Greater Sudbury
- Greater Sudbury Healthy Community Strategy
- Greater Sudbury Physical Activity Action Plan – 2005-2010
- Municipal Pedestrian Charter
- Sudbury & District Obesity Prevention Action Plan
- EarthCare Sudbury Local Action Plan



Sudbury's trails network is extensive and first class

¹ Canadian Community Health Survey 2001

² Canadian Community Health Survey 2005

³ Rapid Risk Factor Surveillance Survey 2005

Community Case Study: GREATER SUDBURY

Community
Questionnaire



*Sudbury's land
reclamation project:
a local success attracting
international recognition*

Homework

HOMEWORK

► Motivation to Participate

Greater Sudbury's Roadshow was undertaken to:

- Form a working group to strengthen support for staff and to coordinate efforts
- Gain commitment from all stakeholders to build the foundation for and thus develop a multi-year plan for consistent pedestrian wellness messages (safety and active living) – with inspiration, a common vision and detailed presentations and with commitment, not just handshakes.
- Gain a broader understanding of how 'to do' walking
- Inspire decision makers about the benefits of walking/pedestrian activity within the City of Greater Sudbury
- Promote the ideas of pedestrian priority and a road user hierarchy
- Identify a champion for walking from the City of Greater Sudbury and its partners
- Gain inspiration from communities that have achieved change, especially where it snows!

Key themes for the roadshow were:

- Understanding walkability and how to retrofit facilities; and
- Developing coherent and consistent messages among stakeholders.

Community Case Study: GREATER SUDBURY

Homework

► **Community Objectives**

- Forge a coordinated approach to pedestrian wellness (which encompasses safety and active living) by bringing together stakeholders and developing and delivering a consistent message.
- Develop data collection mechanisms and set targets for the Official Plan.
- Establish a road user hierarchy that puts pedestrians at the TOP!
- Establish a City of Greater Sudbury Pedestrian Advisory Committee that includes individuals representing different focuses that complement the pedestrian wellness ideology—perhaps a sub-committee of the Healthy Communities Cabinet.
- Identify sources of funding (pooling resources between stakeholders).
- Need for Health Public Policy to ensure sustainability.

Community Roadshow
April 19/20, 2007

THE WALKABILITY ROADSHOW

Roadshow Agenda

April 19

8:15-9:15am: Breakfast Meeting
Greater Sudbury Context

International Inspiration and Motivation – Walking Around the World
(Rodney Tolley, Jim Walker)

9:15am-4:30pm:

Professional Training
(Bronwen Thornton, Jim Walker, Tom Franklin, Rodney Tolley)

7-9pm: Public Meeting (Bronwen Thornton, Rodney Tolley, Jacky Kennedy)

April 20

9am-12pm: Walkabout from Downtown to the Lake (All)

Community Case Study: GREATER SUDBURY

Community Roadshow
April 19/20, 2007

► Participants

The Greater Sudbury Walkability Roadshow was extremely well attended with 65 participants from a broad spectrum of departments, organizations and professions, including:

- Sudbury & District Health Unit
- Sudbury Heart Health Coalition
- Healthy Community Cabinet
- Health and Social Services
- Heart Health Coalition
- City of Greater Sudbury---Councillors and staff (from Planning, Citizen & Leisure Services, Greater Sudbury Transit, Roads and Transportation)
- EarthCare Sudbury
- Ministry of Municipal Affairs & Housing
- Nickel District Conservation Authority Source Water Protection
- Ministry of Natural Resources
- North East Ontario Region Canadian Diabetes Association
- Laurentian University
- Junction Creek Stewardship Committee
- YMCA
- Bicycle Advisory Panel
- Downtown Village Development Corporation
- Ontario Parks, Sudbury
- Minnow Lake Community Action Network
- Accessibility Advisory Committee
- Cambrian College
- Sudbury Student Services Consortium
- Heart and Stroke Foundation
- Coalition of a Liveable Sudbury
- Community members
- Rainbow Routes Association
- Sudbury Catholic District School Board

The Roadshow experts for Greater Sudbury were:

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

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



There was much debate and discussion!



Community Case Study: GREATER SUDBURY

Community Roadshow
April 19/20, 2007

► Public Input

A meeting was held in the evening of April 19 to allow the general public a chance to give their input to Greater Sudbury's walkability plans. Discussion focused on:

1. Walkability and winter – trails and sidewalks not plowed
2. Link trails should be groomed
3. Overhangs on buildings to provide protection
4. Lack of awareness of trails: unofficial trails in city that nobody knows about
5. Redesigning transport to make city walkable
6. Improving streetscape
7. Inviting school children to paint utility boxes, etc.
8. More street furniture
9. Bringing pedestrians back to the downtown

► Key Ideas Generated

The large group made for a lively day with lots of discussion and many perspectives and ideas being shared among the different professions. After brainstorming against the eight principles of the International Charter for Walking, the group then formed three smaller groups to focus the key ideas from the brainstorming into practical projects for delivery against three themes:

1. Make better use of the trails system
2. Positively promote walking and its benefits
3. Develop on-street engineering solutions suitable for Sudbury.

1. Super Trails Master Plan

The group is keen to develop a Super Trails Master Plan for Sudbury, which would include:

- Developing community action partnerships
- Gathering evidence of users, potential users, the barriers to use (such as signage, fear of crime and motor vehicle abuse, etc.)
- Writing standards for maintenance, signage, design and legal ownership issues
- Auditing the network and identifying priorities for investment, potential for new routes and missing links
- Categorizing promoted trails including the Trans Canada Trail, and managing flag ship routes (such as Bell Park, Junction Creek and Flour Mill Trails)
- Policies to promote the network using targeted maps linking the network to public transit and improving the current 'granola' image of trails.

2. Communication/Promotion Strategy - Pedometers Project

This is an awareness campaign to change the mindset of the residents of Greater Sudbury:

1. Distribute pedometers through the health unit or have them at the library
2. Promote use of pedometers as a Greater Sudbury walking challenge

“The speakers were excellent in giving useful information to help advocacy attempts, dispelling myths and showing unique solutions to issues, barriers and problems.”

“It is great to know that the culture change from a car dependency to a walking community did happen in other countries and communities.”

Participant Comments

Community Case Study: GREATER SUDBURY

Community Roadshow
April 19/20, 2007

3. Create a walking survey/diary that participants would complete and forward to health unit
4. Engage local media to follow the challenge and publish results, with photos of walkers
5. Kick off campaign with Mayor and Councillors proudly wearing their pedometers and taking on the challenge – combine with a signing of the International Charter for Walking

3. Flagship Project: Paris Street link between downtown and Bell Park and University

Create a flagship boulevard from Science North to Downtown via Paris Street:

1. Focus on opportunities to retrofit streets without sidewalks now
2. Identify pedestrian desire lines/traffic generators (planning) now
3. Correct lack of street trees 2008-2010
4. Identify key pedestrian crossing locations (engineering) now
5. Develop/adapt roadways for multiple users 2008-2010
6. Rationalize: number and placement of signage along roads and at intersections (engineering) 2008
7. Adjust pedestrian crossing timing as required (engineering) now
8. Involve law enforcement in solutions now
9. Expand use of transit gas tax dollars to include pedestrian routes feeding transit ridership 2008

For more details about the ideas generated in Greater Sudbury's Roadshow, see Sudbury Attachment A: Greater Sudbury's Table of Ideas.

“Great international speakers – greatly appreciated to have Sudbury chosen as a location for the Roadshow.”

“The Roadshow was great at shaking me out of my present way of thinking and perceptions.”

“I’m encouraged that our city leaders and staff are thinking this way and I sincerely hope there is a political will to make things happen, change development standards, to make our whole city more sustainable and walkable. I believe in and support everything the speakers had to say and would like to help in my own community.”

Participant Comments



Entrance to Bell Park: Challenging for pedestrian access



Bell Park: great trail but needs links to help pedestrians get there safely



Science North

Road linking Bell Park and Science North

Community Case Study: GREATER SUDBURY

Community Roadshow
April 19/20, 2007

Example showing how better linkages are needed between trails and urban space



Beautiful trail



The transit station



The trail is across the street from the transit station but to get from one to the other pedestrians and cyclists have to tackle this challenging intersection.

► Expert Observations and Input

Sudbury has set itself up well to achieve change for walkability, by focusing efforts on three projects with input and support from different professional groups within the City. It will enable effort on multiple fronts as well as support and cross-fertilization of ideas between the projects. An overview group could be formed to help progress the projects and provide the coherent message and links between stakeholders identified as a need for Sudbury,

Following the walkabout to Bell Park from Downtown, there was concern among experts that Project Three was a bigger challenge than first anticipated and that there may be gains to be realized through a number of smaller projects in the first instance. These projects could establish the City's commitment to walking and demonstrate engineering solutions on street within reasonable time and budget constraints.

Community Case Study: GREATER SUDBURY

Community Roadshow
April 19/20, 2007

ROADSHOW EVALUATIONS

Participants in the Roadshow completed Evaluation Sheets to provide feedback about the process. The 'expert team' were well received and many respondents found the information extremely useful to help dispel myths about walking as transportation and in giving unique and specific solutions to barriers. The networking opportunities in the breakout groups were useful in forging new inter-departmental relationships as some people indicated they were unaware of some of the work underway already. There was general consensus that the working group discussions were invaluable. For those that attended the walkability audit, they found it to be a real eye-opener and for many they were seeing their city through very different eyes.

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

- I will now look at issues in a new light by thinking differently and realizing that change is possible. I will now become an advocate for sustainable change by advocating for policy development/enhancement. I will also begin to leave the car at home when possible.
- Talk about this day at our staff meeting tomorrow morning – as part of our "Healthy Office Workplace" agenda item; talk it up around my community with friends, family, etc., in an informal way. Look for opportunities in my daily work to influence thinking and decision making with all of this in mind as part of our provincial interest in developing sustainable communities. As a ratepayer I will be writing to the City to ask that publicly owned and zoned Open Space corridors in my neighbourhood that are not currently identified have signage posted to that effect so that the walks and cyclists will know that they are not trespassing as abetting landowners have been leading them to believe. Signage is cheap!
- Take more personal ownership/action in terms of active transportation. Will also get more involved in promotion of walkable communities.
- Continue to communicate our health unit thoughts and initiatives with city staff in order to increase our partnership and work together on things instead of parallel. Increase promotion of walkability from an environmental and safety point of view. These are hot topics – must capitalize on the popularity.
- I will try to do all that I can do to make my voice heard on behalf of the handicapped in whatever capacity they be; for better trails/walkways, etc.; integration to the working world, etc.
- Discuss community comments/suggestions with more senior management.
- This has definitely helped motivate me to be disciplined to walk more. In future

Community Case Study: GREATER SUDBURY

Community Roadshow
April 19/20, 2007

- I will wear my hearing aid so as not to miss a word.
- Bring international charter to Healthy Community Cabinet to be brought to CGS Council for adoption and signing by the Mayor. Promote Sudbury as a walking city.
- Thinking of buying a bike. Going for more walks during work hours (and encouraging people to come with me).
- Push other City departments to address pedestrian improvements, sidewalk retrofits, street tree planting that are decision makers on these matters.
- Get involved again after having taken a passive role for a number of years.
- I will approach our local school boards to see what can be done to help promote our walking boundaries to/from schools. When parents learn that their grade one child who lives within 1 km from school will be required to walk to school, I would love to have a positive response!
- I will probably start a walking group in my community.
- Try to push walking programs more and active living in Sudbury through community events. Vow not to buy a car and live close to where I work. Encourage others to walk if distance to store or work is less than 2-3 kms.

Conference Presentation
October 1-4, 2007

POST-ROADSHOW

► Immediate Outcomes

- There was excellent media coverage of the Roadshow in Greater Sudbury with CBC Radio and Television crews in attendance for the walkabout and during the breakfast meeting. Bill Bradley from *Northern Life* participated as a reporter as well as a participant for part of the time. The local CTV station covered the Walkabout.
- In April the Greater Sudbury's Healthy Community Cabinet adopted and signed the International Charter for Walking.
- In May Greater Sudbury City council adopted and signed the International Charter for Walking. See Sudbury Attachment B for council minutes about the Charter.

► Progress

A follow-up meeting of the Sudbury organizing group was held in July. The group determined that Sudbury would participate in the Walk21 Toronto Conference, and that the Working Group should be expanded to include other partners.

Community Case Study: GREATER SUDBURY

Conference Presentation
October 1-4, 2007

► Next Steps

The Sudbury & District Health Unit, being the lead agency for the Active Living/ Healthy Lifestyle pillar of the Sudbury's Healthy Community Strategy, has included the promotion of a walkable community as part of their mandate. They have begun the development of a walking strategy for the community.

► 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.

Sudbury had over 65 attendees to their Roadshow workshop from a full spectrum of disciplines within the municipality. The people from Health reported how great it was to work with planners and to start learning different languages and translating ideas into action through different disciplines. It was helpful also getting to know key people/decision makers who attended the day and building relationships that have continued to support their work. The Health department is now incorporating built environment into their mandate and putting together a walking strategy.

They continue working with transit on improving the links between the lake and downtown.



Sudbury gets moving on promoting walking.

KEY CONTACT FOR GREATER SUDBURY

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Community Case Study: GREATER SUDBURY

SUDBURY ATTACHMENT A: GREATER SUDBURY'S TABLE OF IDEAS

The table below summarizes Greater Sudbury's plans for the future and shows how the ideas fit within the International Charter for Walking.

Charter Principle	Issues	Ideas	By October	
			2007	2008-10
1. Increased inclusive mobility		<ul style="list-style-type: none"> • New Design Standards (crossings, resting places, signage etc) • Maintenance of sidewalks (snow removal – hierarchy, timings and standards) • Crossing timings 		
2. Well designed and managed spaces and places for people		<ul style="list-style-type: none"> • Transit station and Rainbow Centre re-prioritisation as flag ship place for people in Sudbury (signage, awareness, crossings etc) 		
3. Improved integration of networks	<ul style="list-style-type: none"> • Connect outer and inner Sudbury • Integration between departments in silos – form working group • Geography • Focus on cars – no viable option (safe) 	<ol style="list-style-type: none"> 1. Establish coordinating committee – Sudbury Walking Forum <ul style="list-style-type: none"> • Inventory existing systems – overall plan – identify gaps and projects (Oct. 07) 2. Increase public awareness of existing trails – web, brochure, on site(?); signage; bike racks; shelters (Oct. 08) 3. Policies for new developments; street repair; emphasis pedestrian environment; install side walks (Oct. 08) 4. Implement public transit in outlying areas; utilize express buses during peak hours 5. Map desire lines and shortcuts for new networks (budget) 	X	X X

Community Case Study: GREATER SUDBURY

Charter Principle	Issues	Ideas	By October	
			2007	2008-10
4. Supportive land-use and spatial planning	<ul style="list-style-type: none"> • Spread out • High reliance on cars • Perception of PT and pooling – not responsive 	<ul style="list-style-type: none"> • Public transit use is not wasted time but an opportunity to read or relax – it is an addition to the day rather than a detraction. • Need medium density housing • Creative siting of new housing into existing areas – to reduce sprawl - infilling • Traffic calming on key streets • Use CANs to raise awareness – newsletter; info about car pooling – mysudbury.ca (now) 	X	
5. Reduced road danger	<ul style="list-style-type: none"> • Geographic dispersion • High speed environment • Inadequate crosswalks and sidewalks • Policies with plan for sidewalk development – need political will (now) • Education about sidewalks and liability • Complete/incomplete sidewalks • NOTE: sidewalks can be bigger pathways 	<ul style="list-style-type: none"> • New developments must do sidewalks and tell buyers at planning • Road repair – install sidewalk at that time • Crosswalks – traffic calming – needs assessment begin 07; install 08 • Promote municipal pedestrian charter – Mayor sign now, campaign Oct. 07 	X X	X

Community Case Study: GREATER SUDBURY

Charter Principle	Issues	Ideas	By October	
			2007	2008-10
6. Less crime and fear of crime	<ul style="list-style-type: none"> • Present image of walking and safety (now) • Environmental improvements • Bears and wolves – we need a cleaner environment to discourage them from coming close to communities • More eyes on the street • Women more vulnerable 	<ul style="list-style-type: none"> • Improve maintenance: <ul style="list-style-type: none"> • Clean graffiti • Building improvements • Maximize community involvement in projects using programmes such as CPTED (Crime Prevention Through Environmental Design) 	X X	
7. More supportive authorities	<ul style="list-style-type: none"> • Trails – children use to get to school; to connect outer areas • Authority support– clean ups and signage • Involve school boards on their bits 	<ul style="list-style-type: none"> • City staff liaison person to support volunteer groups (now) • Bring interested groups together (Oct. 07) • Super master plan! (2008) • Promote world record walk on trails (Oct. 07) 	X X X	X
8. A culture of walking	Mind Sets – need awareness; positive spin; part of living – “It’s normal to walk”	<ul style="list-style-type: none"> • Connect with skiing, blading • Link urban and rural – a potential neighbourhood initiative • Make Charter visible • Identify and promote beginning and end of trail and link to local destinations • Walking tour: historical buildings; lake; Science North – include bus to cover longer distances • Target groups: Necessity, Desirability, Don’t walk • Promote ski trails for walking in summer (Oct. 07) • Workplace walking 	X	

Community Case Study: GREATER SUDBURY

SUDBURY ATTACHMENT B: GREATER SUDBURY ADOPTION OF INTERNATIONAL CHARTER

Item 8 International Charter for Walking

Mr. Bob Rogers, Chair, Healthy Community Cabinet, stated that one of twelve Walk21 Toronto 2007 Walkability Roadshows was held in Sudbury in April, 2007 and was attended by approximately seventy-five people. They received information regarding the International Charter for Walking during this time and it was acknowledged that Sudbury had already taken steps towards achieving more walking by adopting the Pedestrian Charter. He indicated that the Healthy Community Cabinet recognized that the International Charter for Walking fits within one of the four pillars of a healthy community - *“Active Living/Healthy Lifestyle”*.

Councillor Landry-Altman presented Walk21 t-shirts to Mr. Rogers, Mr. Paul Baskcomb, Manager of Community & Strategic Planning, and Ms. Carol Coffyn, Sudbury & District Health Unit, who have been actively involved with this issue.

Community Case Study: CITY OF TORONTO



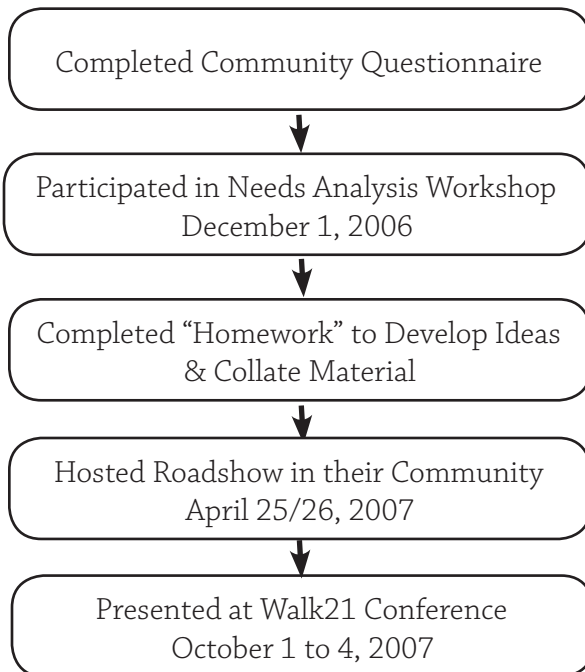
Toronto is fortunate to have beautiful green spaces throughout the city



Vibrant downtown Toronto streets

ROADSHOW PROCESS IN TORONTO

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



Community Case Study: CITY OF TORONTO

Community
Questionnaire

BACKGROUND

Over the past 30 years the City of Toronto grew from 2 million to 2.5 million. The forecasted population growth for Toronto by the year 2031 is 537,000 additional residents and an employment growth of 544,000 additional jobs. To accommodate this growth, the City of Toronto Official Plan emphasizes the importance of building a policy framework that will allow for the creation of dynamic transit-oriented mixed use centres and corridors, where good walking environments are paramount.

Disturbingly, however, trends indicate that the growth in vehicle travel over this period will be even greater as the population continues to own more cars, and make more trips over longer average distances. According to the Ministry of Transportation, “By 2021 Greater Toronto Area vehicle passenger travel will likely increase by an additional 55%.” (Transportation Plan for the Greater Toronto Area and HOV, 1998)

The City’s road system cannot continue to accommodate car-dependent sprawl and, unless measures can be undertaken to curb the demand for vehicular travel, a state of gridlock will prevail in much of the regions’ transportation infrastructure.

To effectively move Toronto residents within and around the City, more road building is not the answer. The City cannot accommodate this type of infrastructure development, and this is an unsustainable model. Continuing to maintain Toronto as a vibrant place to live implies accommodating this population and employment growth through better transit, cycling and pedestrian networking.

The trend towards increased congestion has also meant an increase in poor air quality within the City and this affects the health of its residents. In recent statistics, Toronto Public Health estimates that 1,700 people die prematurely each year due to smog-related causes. Emissions from cars are one of the largest sources of smog-forming pollutants.



Pedestrians enjoy a stroll on a trail by the lake

Community Case Study: CITY OF TORONTO

Community
Questionnaire

Increasing vehicle traffic and higher levels of pollution and noise not only contribute to diminished space for pedestrians (sidewalks and public realm) but also impinge on the social and economic benefits of lively pedestrian environments.

In addition, the health of Toronto residents is also of concern with higher than average rates of inactivity. In Toronto, the rate of physical activity is at only 33 percent in the most recent national survey (Canadian Community Health Survey, 2000/01). This is significantly lower than Canadian and Ontario rates which are both 42.6 percent. A sedentary society faces increased health risk and premature death related to major chronic diseases.

Toronto Public Health indicates a number of factors contribute to this culture of inactivity. Two of these factors are of particular concern and relate directly to the City's pedestrian strategy:

1. A physical environment dominated by motor vehicle use and increasing distances to travel to jobs and services; and
2. A decreasing sense of neighbourhood safety. Neighbourhood characteristics such as road traffic, sidewalk safety, proximity to parks and playgrounds can either support or create barriers to physical activity.



A sampling of the diversity of Toronto's different neighbourhoods



In the downtown core, Torontonians have good access to mass transit

Community Case Study: CITY OF TORONTO

Community
Questionnaire

► **Community Context**

Key features of the City of Toronto are:

- Four distinct districts: Toronto/East York, North York, Scarborough and Etobicoke/York. The needs and current infrastructure vary among these districts with the biggest challenge being sprawl in the suburban areas which generates more motor vehicle travel.
- A multicultural city with a number of diverse neighbourhoods with distinctive characteristics.
- A green city, well known for the extensive ravine systems and excellent trails network which needs to be integrated with the street network.
- An established transit system that works well in the downtown core, but does not fully service the large dispersed population outside the downtown. There is an urgent need to review funding of transit and ensure that transit enhancements complement pedestrian access.
- Distinct downtown core which is fairly walkable with a grid pattern and wide sidewalks, but many inactive street frontages as well as high traffic volumes.

► **Pre-Roadshow Successes**

As a large city, Toronto has a broad range of achievements for pedestrians across portfolios and geographical areas. The highlights are listed below. A full inventory of programs, policies and actions can be found in Toronto Attachment A.

- Toronto Pedestrian Charter
- Accessibility Design Guidelines
- Access Management Guidelines
- Green Development Standards
- Essential Sidewalk Links Program
- Pedestrian Crossover Enhancement Program
- Pedestrian Countdown Signals
- Audible Pedestrian Signals
- Coordinated Street Furniture Program
- BIA Cost Share Program
- Active and Safe Routes to School
- Building Physically Active Communities
- Discovery Walks Program
- Traffic Safety Campaigns
- Pedestrian Safety Campaigns
- Zebra Crosswalk Policy

Community Case Study: CITY OF TORONTO

Community
Questionnaire

► Current Challenges

- The City of Toronto has a number of Divisions working on pedestrian issues but no common vision on pedestrian planning for the city as a whole. There is a need to not only establish a vision and strategic direction, but to focus and coordinate efforts across the organization behind the vision.
- Walkability is undervalued in planning decisions and so not given appropriate priority. There is a need to raise the profile of walking with local politicians and decision makers as well as technical officers and private consultants, so that they recognize the need for a balanced transportation system that supports all types of users.
- Sprawling suburban development is creating communities that are not walkable, not healthy and not vibrant and this will need redressing through planning systems and retrofitting facilities.

School



This intersection in a school zone needs to be safer for children walking



A walkable residential neighbourhood with wide sidewalks and a green buffer zone

Community Case Study: CITY OF TORONTO

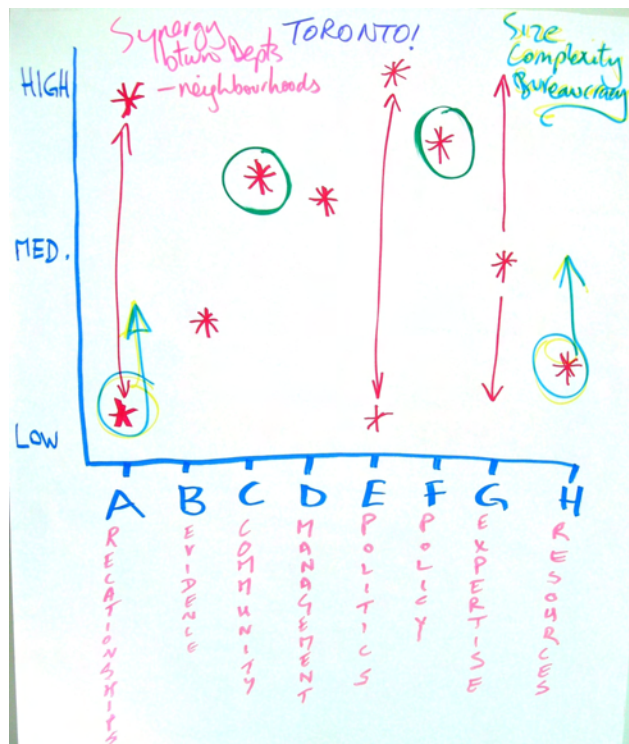
Needs Analysis Workshop
December 1, 2006

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, City of Toronto representatives from Transportation Services and Toronto Public Health brainstormed their current level of progress on walkability against the eight elements of delivery. Results of this brainstorming are summarized here and in the chart shown below:

- *Relationships*: Toronto is somewhere along the whole axis—depends on the issue.
- *Evidence*: Toronto has really good data for some areas, but there are gaps; transportation services doesn't know everything health has, for example.
- *Community Engagement*: One thing Toronto does a lot of.
- *Management Support*: Varies from division to division.
- *Political Will*: Mayor is very supportive, but some Councillors are not. Toronto has support in principle, but sometimes when the sidewalk is being put in, the Councillors are not there to support it.
- *Policy*: Toronto has some great policies, but hard to implement them.
- *Technical Expertise*: Reality is Toronto has a whole range. They have pockets of expertise.
- *Resources*: Toronto thinks that some cities probably think they have lots of money, but in terms of their population base, their resources are quite low.



Toronto Graph: Brainstorming Against the 8 Elements of Delivery

Community Case Study: CITY OF TORONTO

Homework

HOMEWORK

► Motivation to Participate

The City of Toronto is developing the Toronto Walking Strategy to be released late 2007/early 2008. The Toronto Walking Strategy is a visionary policy and implementation document that maps out the key elements to making Toronto a great walking city. It is intended to provide the framework for pedestrian policy, infrastructure and program development. The main theme of the strategy is “putting pedestrians first” in future city building and calls for a change in mindset from a transportation system designed solely for the automobile to one that places pedestrians at the top of the road user hierarchy. The strategy will attempt to lay out the elements needed to create a real “culture of walking” within the city and place emphasis on implementation projects that target areas of pedestrian infrastructure need and well travelled pedestrian corridors.

Toronto’s main objectives in participating in the Walkability Roadshow are to seek expert advice on:

- How to conduct a detailed audit of the City of Toronto’s walkability, identifying key areas that could be improved upon and highlighting ways to build on what is already working well.
- How to develop a comprehensive walking strategy for a larger city with many diverging interests and neighbourhoods.
- How to effectively coordinate staff, other interest groups and existing pedestrian policies, programs and activities so that there is a common message of the importance of a walkable Toronto.
- How to raise the profile of pedestrian issues and walking within the City of Toronto.
- How to raise awareness at the political level of the importance of a walkable Toronto.

The City of Toronto’s other motivations for participating in the Roadshow include:

- To be involved in a community driven project that highlights the importance of walkable communities.
- To work in partnership with neighbouring communities to raise the profile of the need for more liveable, walkable communities at both the provincial and federal levels of government.
- To understand the issues of other urban, suburban and rural communities in the pedestrian context and learn from their experiences.
- To build connections and a network of people doing similar work.

Community Case Study: CITY OF TORONTO

Community Roadshow
April 25/26, 2007

THE WALKABILITY ROADSHOW

Roadshow Agenda

The Toronto Roadshow had three events:

1. Professional Training Day (April 25): to focus on walkability audits
2. Public Meeting (April 25): to gather ideas and input from the community
3. Staff Workshop (April 26): to lay foundations for the Toronto Walking Strategy

► Professional Training Day

Experts

Bronwen Thornton, Rodney Tolley, Jim Walker

Attendees

A small staff group of 17 which included staff from City Planning, Transportation Services, and Health attended this workshop to develop their 'street eyes' to ensure they know how to 'see' the street from the perspective of all walkers, including children, elderly and disabled people and to see the potential for improvement.

Description

This was a hands-on training day involving the community of Weston, with staff spending a substantial proportion of the time on-street with the international experts. The audit area was comprehensive and included a local shopping street, residential streets, a railway crossing and station, car parks and a school.

The afternoon included discussion of radical ideas for sharing public space between all users (cars, people and bicycles) and how to present results to best effect, to engage absent stakeholders and to deliver change to the community.

Key Issues and Ideas

Areas such as Weston have suffered incremental change over time (for example, new poles put in as needed with no regard to visual and physical impact or potential to reduce clutter by sharing facilities) which has degraded the local shopping district and pedestrian environment. There is a need to:

- take a step back and look at the street as a whole, like a room, from the perspective of people walking, not just a collection of elements;
- think creatively about 'how it could be' rather than be blinded by 'what is'; and
- question assumptions and priorities on which previous decisions have been made.

Community Case Study: CITY OF TORONTO

Community Roadshow
April 25/26, 2007



You get a great view of the new bins from this bench!



The narrow sidewalks are made almost unusable by the line of utility poles, so people opt for the spacious roadway

To make an environment more walkable is more than just making it possible to traverse on foot. It requires making the environment attractive for people to walk, so that they choose to walk and spend time there. The same applies for transit—communities need to make it more attractive to walk to stops and wait. Therefore provision of good transit infrastructure such as bus stops and signage are key elements of a good walking environment.



Transit stops need quality facilities to attract more transit clients



Attendees discuss walkability issues on-street

The longer people spend in a place, the more money they are likely to spend, so places that attract people and encourage them to linger will support local shops and local economies.

For this location, key actions to make it more walkable include:

- Do a clutter review to remove all unnecessary street furniture, including the potential to consolidate items onto single poles, e.g. lights, signs and traffic signals.
- Improve the quality of the sidewalk surface so that it is safer for people to walk, especially older people who are more vulnerable to trip hazards.

Community Case Study: CITY OF TORONTO

Community Roadshow
April 25/26, 2007

- Implement a signage strategy so that local facilities such as the train station are clearly indicated.
- Review crossing points and re-engineer with pedestrian priority, removing inconvenient diversions.
- Provide safer crossing facilities for children at the intersection nearest the school.



Stations need clear signage and good links into local neighbourhoods

► Public Meeting

Experts

Gil Penalosa, Jim Walker

Description

The public meeting was well attended and following a number of presentations about the Roadshow and the importance of walkability, the attendees were divided into two groups to brainstorm their ideas for making Toronto more walkable. Over 30 ideas were generated and recorded (see Toronto Attachment B) including planting more trees, providing more benches and simplifying crossing types.

Key Ideas

When asked for the top three ideas to forward on to the Mayor, the group selected the following:

1. Involve people at every stage of the Walking Strategy;
2. Reallocate road space in Toronto by narrowing roads and widening sidewalks; and
3. Place pedestrians at the top of the transport hierarchy in Toronto.

Community Case Study: CITY OF TORONTO

Community Roadshow
April 25/26, 2007

► Staff Workshop

Agenda

8:40am: Walking Around the World (Rodney Tolley)

9:10am: Walking in Toronto - Where We Are Now?

Series of very brief presentations on the City's pedestrian policies, guidelines, programs and projects by the staff leading them

10:15am: Making Toronto's Streets (Beth Milroy and Paul Hess)

Presentation of the findings and recommendations of the "Making Toronto's Streets" report, followed by group work

11:15am: International Case Study 1 (Gil Penalosa)

LUNCH

1pm: International Case Study 2: London's Walking Plan (Jim Walker)

1:30pm: International Charter for Walking (Bronwen Thornton) followed by group work – assessing where Toronto is against the International Charter for Walking principles and actions

3:30pm: Summary and Conclusions

4pm: Finish

Experts

Rodney Tolley, Gil Penalosa, Beth Milroy, Paul Hess, Jim Walker, Bronwen Thornton

Attendees

Over 70 City staff attended the "Creating a Walking Strategy" workshop representing Transportation Services, City Planning, Toronto Public Health, Parks, Forestry and Recreation, Technical Services, Economic Development, City Manager's Office, Toronto Environment Office, TTC, and Toronto Police Services.

Walking Around the World & International Case Study 1

Rodney Tolley and Gil Penalosa presented an overview of the benefits of walking and the need to prioritize pedestrian planning within cities. They showed examples from Bogotá, Denmark and Australia where innovative walking initiatives and pedestrian infrastructure projects were given first priority. Rod introduced the concepts of 'shared space' and 'naked streets,' raising awareness of the potential for these ideas to influence projects within the City of Toronto.

Current Policies and Activities in Toronto

A coordinated staff presentation highlighted several pedestrian-related activities from various departments within the City in the "Where We Are Now" segment of the workshop.

Community Case Study: CITY OF TORONTO

Community Roadshow
April 25/26, 2007

The Institutional Framework for Street Construction

Beth Milroy and Paul Hess presented their paper “Making Toronto Streets.” This presentation highlighted that the opportunities for changing streets are plentiful, modest in scale and widely spread throughout City functions. An interdepartmental team, clear policy direction and designated funding were highlighted by Milroy and Hess as key elements to change. In a facilitated session, staff reported back on the priorities for “Making Toronto Streets.”

Summary of Priorities for “Making Toronto Streets”

1. Bold initiatives, test/pilot projects, design trials, suburban projects (pedestrian priority streets, shared streets, create destinations);
2. Public education, exposure, consultation, change in mindset/perceptions, community leadership;
3. Civic engagement, more cross-divisional coordination, change in divisional priorities to put more emphasis on pedestrians’ needs, change in mindset, coordinated processes;
4. Pedestrian auditing tools, pedestrian survey/studies, evaluation of case studies and providing feedback; and
5. Strong policies, enforcement, legislation, putting policies and guidelines into practice, positive messaging, language and action (walk the walk)

Learning from London: International Case Study 2

Jim Walker presented on the Walking Plan for London. The plan includes a Mayor who was committed to making London “the most walking friendly city by 2015,” a sound policy framework with six key objectives, and a mapping exercise which highlighted need areas and tangible projects in each borough to be acted on.

He listed thirteen lessons learned through the development of the London Plan:

1. Commit to a people focused process
2. Work WITH people not for them
3. Be visionary and bold
4. Engage top down political support
5. Build local partnerships with practitioners
6. Make people accountable for delivery

Community Case Study: CITY OF TORONTO

Community Roadshow
April 25/26, 2007

7. Set up a professional advisory panel
8. Learn from other successful modal models
9. Justify the benefits of investment
10. Plan for capital/revenue expenditure
11. Only ask for what can be spent and then spend it!
12. Collect and publish quantitative and qualitative data
13. Celebrate success

Ideas for Toronto

Bronwen Thornton presented on the International Charter for Walking and how the eight principles of the Charter can be translated into pedestrian planning actions within the city. The group split into smaller teams to identify the issues, actions and major hurdles for Toronto in relation to the eight principles of the Charter. See Toronto Attachment C for Toronto's Table of Ideas.

Highlights:

- Pedestrian crossing priority at intersections (e.g. left turns often get priority now)
- Get rid of boulevard parking bylaw (space for cafes, benches and trees)
- Street trees – make them a required public “utility”
- Finish missing sidewalks on collectors and arterials (add schools, parks and community centres) 160km @ 10 per year = 16 years not good enough!!
Increase budget to \$5 million.
- No right turns on red
- “Pedestrian scramble” cycles
- Site Plan Approval – Require pedestrian and traffic impact study
- Define road user hierarchy – clarify Official Plan
- Adopt (publicly!) a hierarchy of road users as city policy – public buy-in is crucial
- Need someone to collect data (have a traffic data centre – need a pedestrian data centre)
- Develop interdepartmental working group
- Promotion and consultation – Pedestrian charter
- Pilot projects
- Deliver a draft walking strategy/ Oct. 2007 and then the tools and policies.
- Legislated car-free day

Community Case Study: CITY OF TORONTO

Community Roadshow
April 25/26, 2007

ROADSHOW EVALUATIONS

About all three events that were part of Toronto's Roadshow, participants commented on how inspired they were to hear people talking about their neighbourhoods and the potential for walking in the city in such a fresh and practical way. They genuinely hoped that the conference would make a difference and were keen to be involved in making change happen. Particular feedback from the Staff Workshop included these comments about what attendees enjoyed:

- Meeting and sharing ideas with staff from other divisions
- Learning about international experiences
- Motivation of speakers – presentations of real solutions
- Being pushed to think about pedestrian realm in new ways
- Use of pedestrian charter to do group work – focus on real projects and deadlines for the conference.

Conference Presentation
October 1-4, 2007

POST-ROADSHOW

► Immediate Outcomes

The impact of the Professional Training Day on one participant is clearly demonstrated in an article Ron Hamilton, Supervisor, Traffic Engineering wrote for the *Ontario Traffic Conference* magazine. The full article is included as Toronto Attachment D, with selected excerpts below:

"I recently attended a one day session presented by an advance scouting party from the UK that will be heading up the Walk21 conference, to be held in Toronto in October. Now, I admit I went into this with the notion I was about to hear a lecture that would include 8-hours of automobile bashing and rah-rah for the 'green' alternatives. Human vs. automobile was part of the agenda but the most radical concept presented on this day suggested integrating motorists, cyclists and pedestrians in the same shared space....

While shared-space projects might be a few years off for many municipalities, we can all serve pedestrians and our communities better if we undertake 'Walkability' audits when looking at neighbourhood improvements. This requires getting our feet on the street and investigating the neighbourhood from the perspective of a pedestrian....

If we expect people and businesses to take pride in their community, those responsible for infrastructure improvements must take pride in the local community and not just consider those who are driving through it. If this means

Community Case Study: CITY OF TORONTO

Conference Presentation
October 1-4, 2007

reducing roadway capacity by clawing back road width and giving it back to pedestrians, so be it....

Most importantly, give people in your community a reason to become pedestrians once again.”

Two media interviews took place as well:

- CBC Radio: Here and Now
- CBC Radio: Ontario Today

► Progress & Next Steps

- Creating a culture of walking – October proclaimed walking month in Toronto and calendar of events being created.
- Toronto Walking Strategy discussion paper prepared for the October Walk21 Conference. Will gather feedback from experts at the conference and then release for general public consultation in the Fall.
- City of Toronto intra-divisional team organized to aid development of the Walking Strategy.
- Policy review to increase minimum walk time at intersections. Implementation of a new methodology for determining pedestrian crossing times that would make it safer for pedestrians at signalized intersections.
- New wayfinding on five trail systems in the City
- Public realm section within municipality now established.
- Co-host, with Green Communities Canada, the Walk21 Toronto conference October 1-4, 2007.
- Sustainable Transportation Strategy under development. Strategy recommends short term pedestrian proposals including: pedestrian zones and streets, pedestrian enhancement at intersections (could include scramble phasing), and pavement narrowings (widen sidewalks and enhance boulevard landscaping)

► 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.

Toronto has been very busy not only preparing for the Walk21 Conference, but also in putting together the discussion paper for the Walking Strategy. Both were ready for October 1, 2007. In addition, the City has established a new department to be responsible for the Public Realm and allocated substantial funds to street furniture improvements.

Community Case Study: CITY OF TORONTO

Conference Presentation
October 1-4, 2007

The Mayor signed the International Charter for Walking at the opening reception for the conference.

The conference received exceptional levels of media interest with half a dozen television interviews, over 15 radio interviews and many articles in the local and national press and other journals.

Walking was top of the agenda during conference week with the launching of the Sustainable Transportation Initiatives - Short Term report that included a number of pedestrian related initiatives. It was a joint report from Transportation Services and City Planning and it went to the Public Works and Infrastructure Committee on October 3. The report was to be passed by Council at the end of October.

Short term (0-2 years) pedestrian initiatives in the report include: pedestrian zones and streets, pedestrian enhancements at intersections (walk time and scramble phasing - examples), improvements to the pedestrian realm and pavement narrowings. The key medium term (3-5 years) initiative is to create green corridors to the waterfront.



David Miller, Mayor of the City of Toronto, signs the International Charter for Walking



Daniel Egan presents at the Walk21 Conference in Toronto

KEY CONTACT FOR CITY OF TORONTO

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Transportation Services
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TORONTO ATTACHMENT A: INVENTORY OF TORONTO'S PROGRAMS, POLICIES & ACTIONS

Description of Project/Program/Action	Division Lead	Staff Contact	Status	Budget ('07)	Reference
Policy					
Official Plan - The Official Plan policies focus on creating a walkable Toronto and highlights the importance of pedestrian activity as a part of a vibrant city. The following key areas are highlighted within the Plan: - Create a built form and urban environment that encourages and supports walking throughout the City - Ensure safe, comfortable, attractive and convenient pedestrian conditions - Access to public spaces and buildings for everyone - Streets to be designed to perform diverse roles, balancing the needs of all road users - Support of the Toronto Pedestrian Charter and programs that encourage walking in the City.	City Planning	Kerri Voumvakis/Greg Stewart	Ontario Municipal Board issued Order No. 1928 on July 6, 2006 bringing majority of the Official Plan into force	N/A	www.toronto.ca/torontoplan/
Secondary Plans - Part of Official Plan and lays out more detailed policies for specific areas in the City. These policies address streets and in terms of pedestrians most plans offer broad policy statements on pedestrian connections to transit and neighbourhood and concern with improving the streetscape environment. In addition some of these plans address pedestrian safety.	City Planning	District Community Planners	various	N/A	www.toronto.ca/torontoplan/official_plan.htm
Waterfront Plan - The pedestrian and cycling strategy within the Waterfront Plan highlights these key themes: removing barriers and making connections, building a network of cycling and pedestrian facilities, creating dynamic and diverse communities through urban design and promote a clean and green environment. The Central Waterfront Pedestrian Plan is based on two key principles: 1. that all roads (except Gardiner) are pedestrian facilities and 2. continuous pedestrian access along the water's edge.	City Planning				www.toronto.ca/waterfront
Pedestrian Charter - Adoption of the Toronto Pedestrian Charter encourages and supports walking in the City of Toronto as a safe, comfortable and convenient mode of urban travel. Prepared by the City's Pedestrian Committee.	City Planning/Transportation Services	Greg Stewart/Daniel Egan	Adopted by Council 2002	N/A	www.toronto.ca/pedestrian/
Our Common Grounds - Adopted by Council as the Strategic Plan for Parks, Forestry & Recreation, OCG provides goals, targets and 53 specific recommendations to address environmental stewardship, social and physical development of children and youth and lifelong physical activity for all Toronto residents.	Parks, Forestry & Recreation	Alex Shevchuk	Adopted by Council 2004	No budget	www.toronto.ca/parks/renaissance.htm#common
Environment Plan	Toronto Environment Office	Mark Bekkering	Adopted by Council 2000, Status Reprint 2004.		
Clean Air Action Plan	Toronto Environment Office	Mark Bekkering			
Planning and Review (Processes)					
Transit Oriented Development Review - Function is to review City of Toronto circulated development applications to review the quality of pedestrian-transit connections including waiting areas at stops, walkway distances between bus stops and developments, and entrance connections to subway stations.	TTC	Mary-Anne George, Sr. Transportation Planner, Service Planning	Ongoing	N/A	
Development Approval Process - A number of pedestrian improvements are considered during the review of applications, including new pedestrian linkages within the site and also connections to surrounding areas, public easements, direct connections to transit facilities, connections to the path system, streetscape improvements, consolidation and location of access points, etc.	City Planning, Transportation Services, Technical Services	Various		N/A	
The Path Network - Opportunities for expansion through the development approval process, and other projects such as the Union Station Northwest Path EA					www.toronto.ca/path
Guidelines					
Accessibility Design Guidelines The Accessibility Design Guidelines can be used by all sectors to conduct accessibility audits and to plan developments as we work towards making Toronto a "barrier free" community.	City Manager	Ceta Ramkhalawansingh	Adopted by Council 2004	N/A	www.toronto.ca/diversity/pdf/accessibility_design_guidelines.pdf
Vibrant Streets - Placement criteria for street furniture. Intended to standardize street furniture on arterial streets; including transit shelters, newspaper boxes, bicycle racks and waste and recycling bins.	City Planning /Transportation Services	Alka Lukatela/ Angie Antoniou	Adopted by Council 2006	N/A	
Pedestrian Refuge Islands Guidelines The purpose of the Guidelines is to provide a consistent City-wide approach to the implementation of pedestrian refuge islands	Transportation Services	Lisa Ing	Report and Guidelines adopted by staff (2002/2004)	N/A	
Drive-Thru Guidelines Support new rules for drive-thrus to minimize negative impact on pedestrian environment. Drive-thrus are recognized as a separate land use category in 2004. The guidelines were based on OP policies to enhance the public realm, improve pedestrian environment and create a high quality "built form".	City Planning	Alka Lukatela	Approved by Council June 2005 for Community Consultation	N/A	www.toronto.ca/planning/urdesign/drivethrough.htm#guidelines
Streetscape Manual - Draft Describes a streetscape hierarchy that identifies how different types of arterial streets are to be given different design details for urban design treatments on city or private developments. Linked with Civic Improvement Program	City Planning	Alka Lukatela	Working draft that builds on the former City of Toronto Streetscape Manual of 1997	N/A	

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Description of Project/Program/Action	Division Lead	Staff Contact	Status	Budget ('07)	Reference
Design Guidelines (Area Specific) These guidelines include development, context or area plans for large sites, guidelines for sites which will be developed in phases and guidelines for nodes or the development of discrete sections of Avenues or major streets.	City Planning	Various City Planning staff	Adopted by Council July, 2004	N/A	http://www.toronto.ca/planning/urbdesign/guidelines.htm
Parking Lot Guidelines - The Guidelines are based on two underlying design priorities: enhancing the built environment and supporting the natural environment. There is a specific section within the guidelines titled "Pedestrian Access and Circulation" which details design guidelines for pedestrian comfort, convenience and safety within and adjacent to surface parking lots	City Planning	Allison Reid	Under development	N/A	
Urban Design Handbook	City Planning	Alka Lukatela	?	N/A	?? I have the old handbook from 1997--it seems to e a guide that merges all the existing urban design guideliens and design policies from the OP - de we need it on this list??
Access Management Guidelines - Allow for the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway. The guidelines will ensure access management is provided to vehicle access to land development in a manner that preserves the safety and efficiency of the transportation system, with due respect to other users of the right-of-way, such as:pedestrians, cyclists and transit.	Transportation Services	Naz Capano	Under review	N/A	
Toronto Green Development Standard - Adoption of enhanced targets for site and building design that address matters of sustainability. This includes pedestrian infrastructure such as pedestrian scaled building design, landscaping, lighting, signage and pedestrian paths to transit linkages. The purpose is to encourage walking as a clean air alternative.	City Planning	Joe D'Abramo	Adopted in principle by Council in July 2006	N/A	www.toronto.ca/environment/greendevlopment.htm
Design Criteria for Review of Tall Building Proposals - Guidelines emphasis is on enhancing the public realm and ensuring that new tall buildings fit well within their existing and planned context. These guidelines instruct that new tall buildings should provide amenity for the adjacent street and open spaces and to ensure that these areas are attractive, comfortable and functional for pedestrians.	City Planning	Alka Lukatela	Adopted by Council 2006	N/A	http://www.toronto.ca/planning/pdf/tallbuildings_ugd_aug17_final.pdf
Urban Design Guidelines for Community Safety - The guidelines outline ways to improve community safety through the proper and effective planning and design of the physical environment. One of the most important measures of public safety is how we feel on our streets. The guidelines emphasize how streets need to be organized and designed to support community safety goals.	City Planning	Robert Stephens	Under review	N/A	
Travel Demand Management Guidelines	City Planning	Greg Stewart	Under development	N/A	
Technical Guidelines for Placement of Transit Stops - The TTC's goal is to work with City staff to make the 9500 bus and streetcar stops comfortable, safe and fully accessible.	TTC	Malcolm Kerr, Supervisor of Stops Administration, Service Planning	Ongoing	N/A	
Programs					
Pedestrian Crossover Enhancement - Arterial Roadways 61 pedestrian crossovers (PXOs) on arterial roadways will be replaced with traffic control signals. The remaining 269 pedestrian crossovers on arterial roadways will undergo visibility enhancements to flashing beacons, signs and pavement markings.	Transportation Services	Jacqueline White	Adopted by Council 2006	\$3,630,000 (\$10.2 M over 5 years; \$6.6 M over next 4 years - 2008 to 2011)	
Pedestrian Countdown Signals - Transportation Services is installing count down signals to improve the safety of pedestrians by showing pedestrians the amount of time remaining to safely cross the street.	Transportation Services	Bruce Zvaniga	Adopted by Council 2006	Net = 0 No incremental cost	
Essential Sidewalk Links - City-wide program to construct new sidewalks on both sides of arterial and collector roads which currently lack sidewalks	Transportation Services	Daniel Egan/Lisa Ing	Adopted by Council 2002	\$2,000,000 (per Year)	
Sidewalk Maintenance Capital Budget - Funds are for reconstructing sidewalks in conjunction with road resurfacing, road reconstruction and with utility repairs projects. Sidewalk Snow Clearance (Operating Budget) - Funds are for mechanical sidewalk and manual clearing at narrow sidewalks, walkways, stairs, bus stops, crosswalk and sidewalk snow clearing for seniors and disabled persons registered in the City. Routine sidewalk inspection occurs year-round.	Transportation Services	Various District Road Operations staff	Annual Transportation Capital and Operating Budgets	\$7.6 M for sidewalk reconstruction; \$13.0 M for sidewalk winter maintenance	
Audible Pedestrian Signals - APS has been installed at 101 signalized intersections. Each year an additional 10 to 15 signalized intersections are installed with APS. Two audible tones are used to indicate the direction in which the pedestrian right-of-way is.	Transportation Services	Bruce Zvaniga/Linda Lee	Annual Transportation Capital Works Program	\$670,000	www.toronto.ca/transportation/traffic/ped_signals.htm

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Description of Project/Program/Action	Division Lead	Staff Contact	Status	Budget ('07)	Reference
Civic Improvement Program/Public Realm Improvement Program Intended to guide city decisions in capital investment for improvement of public spaces including streets, plazas, parks and public buildings. Linked with Streetscape Manual	City Planning	Alka Lukatela	Annual Program	\$3.0 million	www.toronto.ca/planning/urbdesign/pdf/civicimprove_pt_report_09/60s.pdf
Accessible Transit Service Plans This report details the TTC's plans to make their services more accessible to people who have mobility difficulties.	TTC	Glenn Johnston, Sr. Planner System Accessibility, Service Planning	Plan and/or progress report produced annually	N/A	www.toronto.ca/ttc/pdf/accessible_transit_service_plan_2005.pdf
Promoting Walking					
Active and Safe Routes to School - A school based program that encourages safe and active travel to and from school. A collaborative initiative amongst families, schools and community, Active and Safe Routes to School involves working with Transportation Services, Police Services and Green Communities Canada.	Public Health	Ann Birks	Ongoing (Promotion and Implementation only)	\$8,000	www.toronto.ca/health/shs/jr_pap.htm
Smart Commute - A program that encourages the reduction of single occupant vehicle trips to workplaces by offering a menu of sustainable transportation choices to employees. This menu can include strategies such as ride matching, discounted transit passes, vanpooling, cycling and walking promotional and infrastructure measures.	City Planning - Public Health	Greg Stewart/Lorraine Fung	Funded until December 2007. Program will be reviewed at the end of this time	\$120,000	www.smartcommute.ca/ www.Saferoutestoschool.ca
Get Your Move On - To increase physical activity levels in Toronto by creating more opportunities and reducing barriers to enable all residents to be physically active where they live, work and play	Public Health	Marinella Arduini	On hold	On hold	www.toronto.ca/getyourmoveon/index.htm
Building Physically Active Communities - A program that has four major components: a pedometer lending program in high priority neighbourhoods, establishment of new walking clubs with a built-in social support component, development of leadership opportunities for newcomers and recent immigrants, and implementation of Stairway to Health signage in public places.	Public Health	Marinella Arduini	Beginning in Spring 2006	\$56,000	
20/20 The Way to Clean Air - A GTA social marketing campaign, promoting energy use and vehicle use reduction. The program provides participants with tips on alternative transportation including walking and running.	Public Health	Jill McDowell	Ongoing	Grant	http://www.toronto.ca/health/2020
Smog and your health - Provides advice to Toronto residents on how they can protect their health from heat and poor air quality while being physically active	Public Health	Lorraine Fung	Ongoing	\$10,000	http://www.toronto.ca/health/smog
Air Quality Health Index (AQHI) The AQHI will be piloted in Toronto beginning in the summer of 2007. This tool will provide a scale of 1-10 and will provide guidance on ways to protect health while being physically active	Public Health	Monica Campbell	New	Grant	
Parks & Trails Map - Shows system of trails, walking routes, access points, TTC stops, trail amenities etc. in city parks and open spaces in city wide format and in highlighted areas of the city.	Parks, Forestry & Recreation	Alex Shevchuk	Ongoing	No budget	www.toronto.ca/parks/maps.htm
Discovery Walks Program - Ten walking routes in different parts of the city to highlight natural, cultural and heritage resources in the city. Way finding signs and free maps guide walkers.	Parks, Forestry & Recreation	Jerry Belan	Ongoing	No budget	www.toronto.ca/parks/recreation_facilities/discovery_walks/discover_index.htm
Special Projects and Studies					
Union Station Pedestrian Study - Information collected to study pedestrian movement in and around Union Station. Includes pedestrian count data.	City Planning	Tim Laspa	Phase 1 & 2 completed, Phase 3 to be Initiated	\$400,000 (Phase 1&2)	www.toronto.ca/union_station/pedestrian.htm
Union Station - Northwest Path E.A. - To study path link alignment from Union Station (York/Front) to Wellington/Front to act as a relieve for central path network as it exists.	City Planning	Tim Laspa	on-going/completion end of 2007	\$430,000	www.toronto.ca/union_station/pdf/union_station_path_connection_public_meeting_docs.pdf
Pedestrian Collision Study - To identify the most common types of collisions that occurred with the ultimate goal of developing countermeasures to reduce pedestrian/motor vehicle collisions.	Transportation Services	Steven Kodama	Completed early 2007	No budget	www.insideto.toronto.ca/west/transportation/tmc/dscb/safety/ped_collision/only_exe_summary
Avenue Studies - In the new Official Plan one of the areas where potential growth is encouraged is along the Avenues (as identified on Map 2 of the OP). Each year the Community Planning staff undertake specific Avenue studies. The studies not only identify the redevelopment potential, but the opportunities and constraints for height, density, massing, built form, transportation issues and community needs and desires. (Examples include portions of Bloor St. W., Kingston Rd., Lakeshore Blvd.)	City Planning	District City Planning Staff/ Gary Wright	on-going/completion end of 2007	?	http://www.toronto.ca/planning/newtoronto.htm#avenue
Railway Corridor Crossings - Opportunities for new grade separated pedestrian crossings. Examples of potential improvements include Liberty Village Tunnel connection to King Street West, West Donlands Bridge Connection to the east side of the railway/ Don River Corridor, and the Niagara Neighbourhood to Fort York Bridge connection. Opportunities to improve existing underpasses are also considered (eg. new teamways on York Street and Bay Street)					
Licensing and Enforcement					
Boulevard Cafes - Chapter 313, Former Toronto Municipal Code, Section 36 - Boulevard cafes. Permits industrial or commercial uses in the boulevard where they do not obstruct the sidewalk.	Municipal Licensing	Kim Belshaw	Permit	N/A	www.toronto.ca/licensing/rdallow_permit.htm
Street Vending - Chapter 313, Former Toronto Municipal Code, Section 13 - Shopkeepers vending on sidewalk adjacent to store. Permits industrial or commercial uses in the boulevard where they do not obstruct the sidewalk.	Municipal Licensing	Kim Belshaw	Permit	N/A	www.toronto.ca/licensing/rdallow_permit.htm
Boulevard Marketing - (Merchandise Displays) Chapter 313, Former Toronto Municipal Code, Section 35 - Temporary marketing enclosures. Permits industrial or commercial uses in the boulevard where they do not obstruct the sidewalk.	Municipal Licensing	Kim Belshaw	Permit	N/A	www.toronto.ca/licensing/rdallow_permit.htm
A-Frame and Mobile Signs By-Law - By-Law regulates control of the placement, size, design and number of mobile signs displayed across the City where they do not obstruct the sidewalk.	Municipal Licensing	Frank Weinstock	Permit	N/A	www.toronto.ca/licensing/rdallow_permit.htm

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Description of Project/Program/Action	Division Lead	Staff Contact	Status	Budget ('07)	Reference
Research and Data Collection					
Annual Pedestrian Collision Leaflets - Provision of pedestrian collision leaflets, pedestrian counts, intersection counts and other traffic counts	Transportation Services	Steven Kodama	Staff	?	
Transportation Tomorrow Survey (TTS) - This telephone survey is conducted every 5 years within Toronto and surrounding regions with a target of 5% random sample of households throughout the survey area. It contains detailed demographic information on members of a surveyed household and a ledger of travel information over an entire weekday. Walking information is incomplete because it only captures "Walk to Work and to School" data.	Data Management Group - U of T.	City Planning - Joanna Kervin	ongoing in 2006, complete 2007	Budget spread over 3 years (\$80,000/yr)	
Area Based Transportation Travel Surveys - These surveys collect information on the am peak period travel characteristics in certain areas of the city. Trip purpose, mode and timing are all measured for individual members of a household. Areas where data has been collected include Waterfront, Kings, St. Clair, Scarborough Civic Centre, North York Civic Centre, Yonge/Eglinton, Kingston Rd.	City Planning	Various Transportation Planning staff	2 or 3 areas in 2007	\$50,000(approx.)	
Health Impact of Traffic on Health - Will estimate the air pollution impact of traffic on health in Toronto and review policies that facilitate and promote active transport.	Public Health	Monica Campbell	Staff	N/A	
Safety and Injury Prevention					
Interactive Wheel Safety Display - Staff promote wheel safety, summer safety, proper helmet and pedestrian safety at various community events across the City of Toronto.	Public Health	Denise DePape	Ongoing Program (Responds to AD HOC Requests)	Covered in General Program Costs	
Injury Prevention Week/Safe Kids Week - Staff provide consultation and resources to teachers to complement their curriculum throughout the year and during special awareness weeks such as on topics related to injury prevention - pedestrian safety could be one of the topics addressed.	Public Health	Kerri Richards/Denise DePape	Ongoing Consultations	Covered in General Program Costs	
Request a Stop Program - Improve pedestrian safety by allowing a passenger, in the evening, to request to be let off the bus at a location that is closer in walking distance to their destination.	TTC	Malcolm Kerr, Supervisor of Stops Administration, Service Planning	Ongoing Program	N/A	
Traffic/Pedestrian Safety Campaign - Annual traffic safety/awareness campaign to encourage safer behaviour by both pedestrians and drivers.	Transportation Services	Daniel Egan/Steve Johnston	Annual Transportation Capital Works Program	\$200,000	www.toronto.ca/transportation/pedestrian/safety_programs.htm
Toronto Police Pedestrian Safety Campaign	Toronto Police Services	Lee Bishop/ Anthony Lawson	Bi-annual Program	0	
Zebra Crosswalk Policy - Zebra crosswalk markings have been adopted as the standard crosswalk marking treatment for signalized intersections and pedestrian crosswalks to increase the visibility of the crossing and to enhance pedestrian safety.	Transportation Services	Lisa Ing	Adopted by Council 2006	Incorporated in Transportation Services Capital Projects.	

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TORONTO ATTACHMENT B: IDEAS FROM PUBLIC WORKSHOP APRIL 25, 2007

Question: How do we make our communities more walkable?

1. Plant more trees to soften the landscape and provide a shady buffer between traffic and pedestrians
2. Reallocate road space by dieting the provincial standard given to cars and widening the sidewalks
3. Add benches and create seating areas which attract people to stay and pause.
4. Enforce the law that stops parking on sidewalks and stop fining people for jay walking.
5. Provide separate cycling and walking paths and crossings in downtown Toronto as well as the suburbs like they do in Tokyo, etc.
6. Give us naked streets based on the Hans Monderman models
7. Close streets every Sunday including Yonge, Spadina, Queen, etc., all on the subway loop.
8. Measure current behaviour and the indicators of successes such as the number of cafés with on street seating.
9. Create and sign shortcuts to get people off the grid
10. Clear the snow as a priority on the pedestrian network - in parks and on bridges, etc.
11. Coordinate and integrate the transport network so that people on foot are provided for getting to public transit
12. Prioritize station access improvement for pedestrians and other key walkable places
13. Pedestrianize Yorkville, Esplanade, Kensington, Ryerson and St George
14. Encourage police to patrol on foot across Toronto on MVS
15. Give more time to pedestrians to cross at traffic signals
16. Provide scramble crossings to allow people to cross on the diagonal or in any direction.
17. Provide exclusive phases for pedestrians
18. Simplify the different crossing types
19. Provide faster button responses for pedestrians
20. Install more planters to slow traffic and provide additional seating
21. Remove physical and visual clutter/street furniture
22. Eliminate barriers to crossing major roads, railway tracks and elevated highways
23. Create positive spaces under the Gardiner Expressway.
24. Provide stronger links between Downtown and the Lake
25. Develop planning guidance which understands the needs and impact of development on pedestrians and influence the design review panel
26. Promote small scale retail and work with retailers to make the economic case for pedestrian planning
27. Double the number of outdoor cafés in Toronto
28. Plan out wind tunnel effects of tall buildings
29. Waymark key destinations within 10 minutes walk
30. Encourage mixed-use neighbourhoods
31. Develop walkways connecting our parks and urban environments
32. Develop wider standards for sidewalks
33. Re-write the Highway Traffic Act to improve priorities for pedestrians

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TORONTO ATTACHMENT C: TORONTO'S TABLE OF IDEAS

The table below summarizes Toronto's plans for the future and shows how the ideas fit within the International Charter for Walking.

Charter Principle	Issues	Ideas	By October		
			2007	2008	2012
1. Increased inclusive mobility	<ul style="list-style-type: none"> Barriers for disabled persons <ul style="list-style-type: none"> Subway access Expressway crossing at major roads Barriers to comfortable pedestrian ways/sidewalks <ul style="list-style-type: none"> Planters, street furniture, publishing boxes, clutter Garbage collection (bags, containers, etc.) Funding for implementation of pedestrian features (e.g. Audible pedestrian signals, isn't meeting current demand) Streetcar Loading – not accessible (low floor) Accessibility to buildings & roadways – many still need to be retrofitted with ramps. Inadequate enforcement of by-laws (e.g. A-Frames, poster advertising panels) Language barriers for some (e.g. Wayfinding) <p>Major Hurdles</p> <ul style="list-style-type: none"> Political will/buy-in Community education/support Staff co-ordination Budget priorities 	<ul style="list-style-type: none"> Enforcement of By-laws Ongoing improvement/compliance of accessibility guidelines for buildings Co-ordination/Organization of street furniture Pedestrian crossing priority at intersections (e.g. left turns often get priority now) Re-allocating existing operating/capital budget to promote pedestrian improvements over auto-related improvements Try more pilot projects <ul style="list-style-type: none"> Tactile strips at intersections Crossing treatments/controls (scramble phase) Guidelines for accessible pedestrian signals 	X	X	X

Community Case Study: CITY OF TORONTO

Charter Principle	Issues	Ideas	By October		
			2007	2008	2012
2. Well designed and managed spaces and places for people	<p>Major Hurdles</p> <ul style="list-style-type: none"> • Political will for pilots and policy • Public support for pilots • Borrow funds from all departments 	<ul style="list-style-type: none"> • Get rid of boulevard parking bylaw (space for cafes, benches and trees) <ul style="list-style-type: none"> • 2007 Pilot : One per district • 2008 Pilot: Permanent • 2012: 100% complete • Convert on-street parking to bike parking or public space (widen sidewalks) and freeing up space for more social uses <ul style="list-style-type: none"> • 2007 Pilot: 4 per district • 2008 Arterials : All Districts • 2012: 100% complete • Wayfinding signage system for: parks system and streets – linkages and location <ul style="list-style-type: none"> • 2007: Repair downtown signs • 2008: Promotion/ Partnerships • 2012: All areas • Street Trees – make them a required public “utility” <ul style="list-style-type: none"> • 2007: Maintain/Replace dead trees • 2008: New tree pilot plantings • 2012: All trees on all streets 			

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Charter Principle	Issues	Ideas	By October		
			2007	2008	2012
3. Improved integration of networks		<p>TTC Actions</p> <ul style="list-style-type: none"> Remove limits on transfers Get digital time schedules & correct information at each stop Advance accessibility for all TTC lines <p>Recreation Trail Actions</p> <ul style="list-style-type: none"> Take wayfinding beyond downtown for conference Improve missing links in system, roads, roads, highways Rescale the recreation trails to the big city. Demonstration 2007 <p>Sidewalk Actions</p> <ul style="list-style-type: none"> Finish missing sidewalks on collectors and arterials (add schools, parks and community centres) 160km @ 10 per year = 16 years not good enough!! Increase budget to \$5 million. 	X	X	X
4. Supportive land-use and spatial planning		<ul style="list-style-type: none"> Site Plan Approval – Require pedestrian & traffic impact study Define road user hierarchy – clarify Official Plan Define responsibility/ jurisdiction of pedestrian connections – to allow us to negotiate for them, build and maintain. Schools – work with Board to deal with issues before they happen (walking programs, etc) Retail (ex. Big box) – develop toolbox to address pedestrian connections 	X	X	

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Charter Principle	Issues	Ideas	By October		
			2007	2008	2012
5. Reduced road danger	<ul style="list-style-type: none"> Conflicts between vehicles and pedestrians that have the right-of-way (i.e. aggressive left-turns not paying attention to peds crossing on green) Speed of traffic Roadway widths Conflicts between peds & cyclists <p>Major Hurdles</p> <ul style="list-style-type: none"> Public attitudes Funding Impact on road levels of service Lack of viable alternatives to move people and goods (i.e. transit needs to expand) 	<ul style="list-style-type: none"> No right turns on red “Pedestrian scramble” cycles Encourage commercial properties to introduce stop signs/stop bars at drive-ways/street intersections. Bike lanes – public education Traffic calming <ul style="list-style-type: none"> Speed humps “pinch points’ reducing road cross-sections 	X	X	
6. Less crime and fear of crime	<ul style="list-style-type: none"> Closing streets to traffic, City concern that it may be safer to keep streets open Security cameras or not – where? Transit security Bring condo owners to the street level Reverse frontage Public space safety Graffiti Bike theft <p>Major Hurdles</p> <ul style="list-style-type: none"> prioritizing with everything else (how real is crime problem) re-directing young people in positive direction changing public perception 	<ul style="list-style-type: none"> Increase safety audits Graffiti strategy – education with youth groups, public campaign to villianize Improve pedestrian lighting <ul style="list-style-type: none"> 5-yr improvement campaign direct Toronto hydro as part of upgrade program to include pedestrian scale More neighbourhood parties – facilitate these events 	X	X	

Community Case Study: CITY OF TORONTO

Charter Principle	Issues	Ideas	By October		
			2007	2008	2012
7. More supportive authorities	<ul style="list-style-type: none"> • Competition for space • Lack of data • Lack of delivery on pedestrian charter ideas 	<ul style="list-style-type: none"> • Adopt (publicly!) a hierarchy of road users as city policy – public buy-in is crucial • Need someone to collect data (have a traffic data centre – need a pedestrian data centre) • Develop interdepartmental working group • Promotion and consultation – Pedestrian charter • Pilot Projects • Deliver a draft walking strategy/ Oct. 2007 and then the tools and polices. 			
8. A culture of walking	<ul style="list-style-type: none"> • Safety • Too easy for cars • Too hard to walk • Climate 	<ul style="list-style-type: none"> • Expand surveys to better understand choices • Calendar of walking events • Legislated car-free day 	X	X	X

Community Case Study: CITY OF TORONTO

TORONTO ATTACHMENT D: RON HAMILTON ARTICLE

Editorial

By Ron Hamilton



Something to Think About

I've always believed the function of an editorial is to express an opinion, not always the popular one, but nevertheless an opinion. It might get heads nodding in agreement or it might provoke a negative response. But all things considered, it should give you something to think about. So here are a couple of opinions.

I recently attended a one day session presented by an advance scouting party from the UK that will be heading up the *Walk21* conference, to be held in Toronto in October. Now, I admit I went into this with the notion I was about to hear a lecture that would include 8-hours of automobile bashing and rah-rah for the "green" alternatives. Human vs. automobile was part of the agenda but the most radical concept presented on this day suggested integrating motorists, cyclists and pedestrians in the same shared space.

"Shared Space", is a new philosophy and name for an idea gaining momentum across Europe. It completely flies in the face of conventional planning and traffic engineering principles and is based on the integration of vehicular traffic with other forms of human activity. The most recognizable characteristic of a shared space environment is the absence of traffic signals, signs, conventional road markings, humps, barrier rails, etc. In other words, the usual clutter all road users have become accustomed to for guidance. This is sometimes referred to as the naked streets environment. The driver, cyclist and pedestrian in a shared space become equal partners in ensuring safety and an integral part of the social and cultural context of the resulting public square. Believe it or not, experience has shown that the scenario is so unusual that motorists slow way down and the number and severity of collisions decreases in the process. Motorists, pedestrians and cyclists learn respect for each other and exercise good manners, judgement and behaviour. Now that is a radical concept!

This thinking outside the box has been pioneered in Europe by Mr. Hans Monderman, head of the Shared Space Expert Team. It requires traffic professionals to be open minded. In Canada, it also requires the three levels of government to buy into the idea,

because the design and implementation of many shared-space ideas won't come cheap. Building partnerships between local government and business groups is encouraged to off-set costs.

Our North American culture has been driven (no pun intended) by the automobile for nearly 100 years and much of our philosophy about controlling traffic is still based on 1960's thinking. True, the design of many European road systems is different than ours and may provide greater opportunity in larger centres to experiment with shared space ideas but maybe it's time for us to look at the way we control traffic.

For more information on the shared-space concept, including before/after photos of completed projects visit www.shared-space.org.

and another opinion....

While shared-space projects might be a few years off for many municipalities, we can all serve pedestrians and our communities better if we undertake "Walkability" audits when looking at neighbourhood improvements. This requires getting our feet on the street and investigating the neighbourhood from the perspective of a pedestrian.

Neighbourhoods and retail strips in many small and large municipalities are deteriorating because pedestrians no longer feel safe. They encounter narrow sidewalks with no separation from moving traffic; impediments to walking created by vending boxes, bicycle posts, and often unnecessary poles; poor lighting/dark alcoves that threaten their personal safety and after negotiating this gauntlet, few places to just sit and relax for a few minutes.

The mom-&-pop stores are moving out, replaced with \$-stores with little or no connection to the community. In the specialty shops that remain, merchandise displayed in store widows is often turned inwards instead of outwards because it's expected pedestrians won't take time to stop and window-shop. Roads have been widened to increase vehicular capacity; squeezing pedestrians onto a narrow concrete strip we call a sidewalk. Making matters worse, some communities have installed barriers

Community Case Study: CITY OF TORONTO

along the sidewalk in the name of safety to corral pedestrians, funneling them to the nearest intersection, just in case they might think about crossing the road in the middle of the block. Instead of providing inviting shopping areas where people will come to shop, many arterial roads are barriers to navigate and segregate two sides of a community.

If we expect people and businesses to take pride in their community, those responsible for infrastructure improvements must take pride in the local community and not just consider those who are driving through it. If this means reducing roadway capacity by clawing back road width and giving it back to pedestrians, so be it.

Rid your streets of unnecessary poles and signs where possible. Most street signs are geared towards motorists yet motorists ignore most of them anyway.

Consider "way-finding" signs or finger-posts directing pedestrians towards local attractions such as libraries, parks, and walking trails. Create separation between sidewalks and roadways. Boulevard areas provide opportunity for benches and planted areas where people can sit and talk face to face. Minimize vending boxes or incorporate them into structures that also contain adequate refuse containers. Whatever happened to drinking fountains? Don't install bicycle posts/racks everywhere because it's the "green" thing to do. Put them where there is a need for them.

Most importantly, give people in your community a reason to become pedestrians once again.

Something to think about.....

Community Case Study: REGION OF WATERLOO



Downtown Kitchener



Enjoying the ducks in Victoria Park, Kitchener

ROADSHOW PROCESS IN REGION OF WATERLOO

The Region of Waterloo'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 30/May 1, 2007

Presented at Walk21 Conference
October 1 to 4, 2007



Community Case Study: REGION OF WATERLOO

Community
Questionnaire

BACKGROUND

► Community Context

Waterloo Region is one of Canada's fastest growing communities, expected to reach 729,000 people by 2031. The growth rate of the Region is twice that of the national average. The median population age is one of the lowest in Canada. Currently, the population of Waterloo Region is about 507,000.

Waterloo Region operates under a two-tier system of local government. The regional tier is the Region of Waterloo and the local tier is comprised of the seven local municipalities of Cambridge, Kitchener, Waterloo, Wellesley, Wilmot, Woolwich, and North Dumfries. The Region of Waterloo is generally responsible for services and programs that cross municipal boundaries, while the local tier is responsible for the services and programs that are community specific and local in nature.

Waterloo has overlapping and distinct responsibilities for pedestrian issues. A local citizens group advocated a Pedestrian Charter that has been adopted by the Region and the Cities of Kitchener and Cambridge. The Region is working to moving the Charter forward.



Innovative placement of seating encourages pedestrians and cyclists to stop and rest for a while



Walkers enjoy some heritage architecture on their stroll

The Region of Waterloo has integrated building walkable community components into a number of policies, including:

- Regional Growth Management Strategy
- Provincial Policy Statement
- Rapid Transit
- Regional Official Plan
- Regional Transportation Master Plan
- Pedestrian Charter
- GRT Business Plan
- Strategic Directions

Community Case Study: REGION OF WATERLOO

Community
Questionnaire

► Pre-Roadshow Successes

The Region of Waterloo has a number of initiatives underway with a shared vision for walkability, including:

- Transportation Demand Management Program
- Active and Safe Routes to School
- Social marketing initiative addressing travel choice behaviour
- Pedestrian improvements around iXpress stations
- Walking tours that raise awareness of how urban form affects community life

► Current Challenges

Prior to the Roadshow, Region of Waterloo staff held their own brainstorming session to better understand their objectives. The key points of that session are summarized here:

- The Region needs a demonstration project that will show everyone that walkable communities can be created and how it can be done.
- The Region recognizes that many trip distances today are very long and that the present land use planning does not support living closer to work and school. Mixed-use nodes are missing and land development is too homogeneous.
- The Region lacks policies around urban corridor design guidelines that would promote a more walkable culture along Regional Roads.
- Current risk management policies are very stringent and can act as a barrier to encouraging and promoting walking and other modes of active transportation. There is a need to review existing policies to align with Regional visions.
- The Region identified the need for better collaboration among departments so that competing needs can be met together.



A crossing that gives priority to vehicles is a disservice to pedestrians and can create a hazard. In this example, there are no signs warning vehicles that they are approaching a pedestrian crossing, only a high-speed roundabout.



Signing alternative routes during construction is an important service for pedestrians

Community Case Study: REGION OF WATERLOO

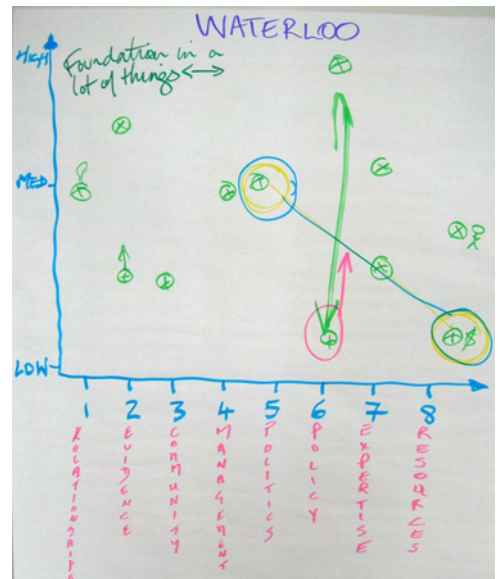
Needs Analysis Workshop
December 1, 2006

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, Region of Waterloo representatives brainstormed their current level of progress on walkability against the eight elements of delivery. Results of this brainstorming are summarized here and in the chart shown below:

- *Relationships*: The Region has good relationships within the Region but greater collaboration is needed with the individual Local Municipalities.
- *Evidence*: The Region has assumed responsibility for the transit system and has invested in enhancing bus-oriented behaviour. This experience can be replicated to help us better understand the needs of pedestrians.
- *Community Engagement*: The endorsement of the Pedestrian Charter, passed by Regional Council, is a good first step to engaging the community. The Region needs to bring together all community stakeholders and ensure that there are clear messages.
- *Management Support*: The Region has some staff dedicated to pedestrian issues and more work is underway to strengthen this base. This fits with the Regional Growth Management Strategy and Strategic Directions.
- *Political Will*: There is support in principle and the next step is to encourage follow through and commitment at the implementation stage.
- *Effective Policy*: Many planning policies are currently under review including the Official Plan and Regional Transportation Master Plan. Regional urban corridor design guidelines have also been identified as necessary. These provide perfect opportunities to upgrade policies and make walkability a higher priority.
- *Technical Expertise*: There is much expertise throughout the Region but it is scattered and various sectors should be encouraged to collaborate. There are opportunities to create stronger partnerships and the Roadshow can provide opportunities to get this into gear.
- *Resources*: There are some existing budget issues to be worked through.



Region of Waterloo Graph: Brainstorming Against the 8 Elements of Delivery

Community Case Study: REGION OF WATERLOO

Homework

HOMEWORK

► Motivation to Participate

Major walkability questions to address, as identified by the Region:

1. How to position walkability in the context of suburban design? How to change the traditional model to achieve the density, design and mixed use necessary for walkability?
2. How to integrate walkability into a regional scale plan with buy-in from the seven local municipal governments to ensure that plans become reality?
3. How to operationalize walkability in the area 250 to 600 metres around rapid transit stations?
4. How to coordinate Planning, Transportation, Transit Services and Public Health to make walkability a part of everyday implementation at the Region of Waterloo?

► Community Objectives

- Recognize that Walkability is a cornerstone of achieving the corporate vision of our community (e.g. sustainable, healthy, vibrant)
- Integrate walkability into the day to day implementation of our policies, practices and programs
- Greater buy-in by project managers and decision makers when it comes to funding walkability
- Move from issue awareness into implementation of walkable communities among staff
- Engage the community, through media and peers, to implement walkable communities



Linking pockets of positive public space is a productive approach to providing for pedestrians. For example, the link between Kitchener City Hall and Victoria Park is being improved to the same standard as the park and this pretty forecourt.



Uptown Waterloo doesn't lack for space or ideas to improve walkability. Plans to remove parking lots from street frontages will enhance the streetscape and increase activity.

Community Case Study: REGION OF WATERLOO

Community Roadshow
April 30/May 1, 2007

THE WALKABILITY ROADSHOW

Roadshow Agenda

April 30

8:30am-12pm: Professional Training – Engineering staff emphasis (Bronwen Thornton) & Presentation (Gil Penalosa)

12-1:15pm: Lunch Keynote Speaker (Lars Gemzøe)

1:15-4:30pm: Professional Training – Planning staff emphasis & Presentation (Jody Rosenblatt-Naderi)

7-9pm: Public Meeting (Bronwen Thornton, Gil Penalosa)

May 1

9am-12pm: Region of Waterloo Breakfast Meeting to Discuss Next Steps (All experts)

► Participants

The Region of Waterloo professional training sessions, held April 30, were designed to give all Regional and Local Municipal transportation and planning staff an opportunity to attend any of the sessions. The morning session was focused on transportation engineering staff and the afternoon on transportation planning and other planning staff. Other disciplines/areas of responsibility represented included: transit officials, landscape designers, public health, Councillors, urban design, parks and recreation, operations/facilities, developers, consultants, landowners as well as business leaders.

The Roadshow experts for Region of Waterloo were:

- Bronwen Thornton;
- Lars Gemzøe;
- Jody Rosenblatt-Naderi;
- Gil Penalosa; and
- Jacky Kennedy.

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

Community Case Study: REGION OF WATERLOO

Community Roadshow
April 30/May 1, 2007

► Key Ideas Generated

Following the expert presentations, the larger group was split into breakout groups to generate issues and ideas. In the morning, the breakout groups brainstormed barriers to walking in Waterloo Region and ideas to improve walkability. This work is contained in Waterloo Attachment A: Region of Waterloo's Table of Ideas. In the afternoon, the groups identified six priority locations from the brainstorming and focused on generating comprehensive ideas and options for making these areas more walkable. These potential pilot projects are detailed below.

1. Belmont Village Project, Kitchener

Recommendations:

- Reduce traffic lanes – from four to two
- Reduce speed limit
- Reverse angle parking at median with bicycle lanes and bicycle parking
- Increase and improve walking connections, like the Iron Horse trail, to the village from the surrounding neighbourhoods
- Increase the number of pedestrian crossing areas
- Close the street to vehicles in the evenings creating interesting pedestrian areas
- Improve street lighting – lower lights to accommodate walkers
- Improve and increase street landscaping and add more trees and benches

2. Fairway Road – Manitou to King, Kitchener

Recommendations: As Fairway is currently a very busy street with four to six lanes of traffic and incomplete sidewalks it will require a major facelift to make this a walkable community. It also contains a regional shopping mall, which, by its design, encourages people to drive to it. Some ideas generated were:

- Slow speed of traffic and install sidewalks/boulevards
- Plan for more mixed use of this neighbourhood
- Create a rapid transit link and provide accessible parking
- Plan for smaller shops at street level with access for pedestrians
- Take advantage of the buildings that are attracting people to the area: hotels, convention centre and shopping

“Only here for afternoon session but I found it all useful – was nice to get out of office and be able to discuss walkability and get an international perspective.”

“The case studies very helpful to visualize ideas of possible plans.”

“Discussing the issues with my colleagues, the facilitators did an excellent job of keeping us focused and inspired.”

Participant Comments



Fairway Road in Kitchener is a typical suburban thoroughfare that gives priority to motor vehicles

Community Case Study: REGION OF WATERLOO

Community Roadshow
April 30/May 1, 2007

3. Hespeler Road, Cambridge

Recommendations: This street requires a Master Plan for a major redesign with input from all stakeholders: land owners, residents, shop keepers, consultants, etc.

- Explore the idea of providing a 'density bonus' for communities that increase density to create walkable streets
- Start with a pilot of a small area of the street – Water Street or a few blocks of Hespeler
- The traffic lanes could be reduced by one lane which would allow room to widen the sidewalks, creating nice boulevards
- Make the street more friendly to transit by providing friendly stops, encouraging more mixed use around stops
- Reduce the number of commercial driveways that intersect the sidewalk



Hespeler Road in Cambridge clearly puts vehicles at the top of the road user hierarchy

4. Hagey and Columbia, Waterloo

Recommendations: This intersection is one of the worst for collisions in the area. The waiting time between lights encourages pedestrians to jay walk. Traffic speed through this area is considered high and there are no bike lanes.

- Shorten the cycle of the traffic light to allow more opportunities for pedestrians to cross safely
- Install bike lanes
- Reduce vehicle speed limits and enforce with red light cameras
- The pavement markings should be repainted and improved
- Provide more trees and green space to make the street visually more appealing, to shorten driver sight lines thereby reducing speed and to provide sound absorption for walkers

5. Water Street – Galt CI to Parkhill, Cambridge

Recommendations: This neighbourhood, with the High School located in it, has high pedestrian traffic. Some recommendations to create a friendly walking environment include:

“The ‘before and after’ scenarios were amazing. They showed what could be achieved.”
“Excellent case studies – seeing ‘real life’ examples.”
“Seeing good planning come to fruition, particularly Bogotá, London and Copenhagen.”

Participant Comments

Community Case Study: REGION OF WATERLOO

Community Roadshow
April 30/May 1, 2007

- Involve the community stakeholders in the redesign discussions, including the school board, CP Rail, trails advisory committee, and local residents
- Survey students from the High School who use this route each day and ask them to identify problem areas and areas for improvement. Get them involved in the redesign process.
- Widen the existing sidewalks and install new ones where missing
- Create more and safer crossing areas for pedestrians
- Landscape the area with more trees and green spaces
- Improve lighting for pedestrians
- There is an underpass in the area which should be tidied up, with better lighting and perhaps a phone
- Mount signals and signs to notify about signals

6. Waterloo Park Trail, Waterloo

Recommendations: The Waterloo Park Trail is currently underutilized but is a great route to the university as well as elementary and high schools.

- Start discussions with stakeholders: Universities, school boards, City of Waterloo, Region, Transit, Business Improvement Area, current trail users, etc.
- Improve the physical condition of the trail, especially in the winter
- Install safety measures like lighting along the trail, have a bike patrol and add phones
- Promote the trail as it is likely not well known to people
- Improve existing and install new signage along the trail and on the routes leading to it, along with maps and distances to everyday destinations
- Adjust the trail so that it doesn't cut through parking lots and other unfriendly pedestrian areas
- Provide facilities and features for a wide range of uses (pedestrians, bikes, wheelchairs, motorized chairs, strollers, etc.)
- Investigate ways to manoeuvre around spots where it gets rained out
- The planned Rapid Transit line will be parallel to the trail so to increase the usage of the trail, install a Rapid Transit stop at the park
- Allow vendors access to the trail during summer



Mapping and brainstorming ideas and issues of real places in Region of Waterloo

Community Case Study: REGION OF WATERLOO

Community Roadshow
April 30/May 1, 2007

► Public Input

A public meeting was held in the evening of April 30 and the objectives were to raise the level of awareness of walkability by profiling other communities that have achieved success and to engage local citizens in a discussion about a walkable Waterloo Region. At the same time, it served to sign up interested people to receive updates and to notify them of the upcoming public consultation process of the Regional Transportation Master Plan and the Regional Official Plan. The evening kicked off with a presentation on the Region's context for walkability and was followed by a presentation from expert Gil Penalosa of Walk and Bike for Life. After some questions were taken from the floor the group was split into five breakout groups to discuss "What are barriers to making Waterloo Region more walkable?" They were asked to brainstorm the priorities for next steps and what they could personally do in this process.

The 'big ideas' generated at the public meeting were:

- Close King Street in both Kitchener and Waterloo, from University to Ottawa, to vehicle traffic on Sundays.
- Review the number of driveways that intersect the sidewalks and plan a pilot project to paint stop lines and install stop signs, as in the Boulder, Colorado example. This might make a good pilot project with Tim Hortons or another local business.
- Hold a community-wide '20 worst sidewalk' contest and get the local media involved. Have citizens rate their sidewalks and explain why they are considered good or bad.
- Creation of a coherent, integrated trails network with trail maps easily accessible, good signage with time to everyday walking destinations clearly marked.
- The planning process can be improved to ensure that amenities are within walking distance of parking lots and transit stops to encourage more walking as transportation.
- Update development rules to encourage straighter streets in subdivisions with walking distances to shops and other public spaces made shorter.
- There is a need to better maintain existing facilities and sidewalks, i.e. bike lanes, lighting, snow clearing, cleaning streets, transit stops, etc.
- Conduct an education campaign for drivers to alert them to pedestrians and cyclists and to alert them to train crossings, sidewalk intersections, etc.



*Reporting back on key ideas
at the public meeting*

Community Case Study: REGION OF WATERLOO

Community Roadshow
April 30/May 1, 2007

► Decision Maker Summary Breakfast Meeting – May 1

This session was attended by members of the senior management team at the Region of Waterloo and included Councillors, the Chief Administrative Officer, Directors of Transportation and Planning, Transit Development, and Communications and Marketing.

Expert team members Bronwen Thornton and Jodi Rosenblatt-Naderi provided an overview of the sessions held on April 30 outlining the challenges, barriers and great ideas that were generated during the day.

Highlights of the discussion

- What can the Region accomplish by the Walk21 Conference in October?
 - Sign and adopt the International Charter for Walking
 - Hold a special event for the ‘official signing’ of the Charter, perhaps during the Region’s Commuter Challenge
 - Organize a street fair in at least one major area with no access to vehicles, perhaps as part of Car Free Day in September
- Because political representatives from all Regional cities were not present there needs to be a meeting and presentation arranged fairly quickly to update them on the Roadshow outcomes. It was suggested that Gil Penalosa of Walk and Bike for Life could be brought back to present to the Councillors.
- This work could help to foster a stronger partnership between the Regional level of government and the seven Local Municipal levels.
- Health impacts indicated that more people need to be more active every day and walking is an easy low-impact option. Promoting a walkable Waterloo Region will help with creating a healthier population.
- The Regional Council strategic plan focus is the environment and these messages need to be incorporated into all decisions, including budgetary decisions.
- A question was posed: “Suppose transit and walking really did matter, what could you do to make a difference?” Some brainstorming around this question resulted in:
 - Transit stops could be reconsidered as community spaces
 - Provide a seat, some shade, a shelter, some concrete to step on and off the bus
 - Ensure the area is cleared of snow in winter
 - Have a message board and time tables, perhaps maps of the surrounding area with walking destinations highlighted in minutes
 - The transit stop becomes a meeting place – “let’s meet at the bus stop and go from there”

Community Case Study: REGION OF WATERLOO

Community Roadshow
April 30/May 1, 2007

This idea could be done for about \$1K per transit stop (\$2M total for entire Region). One idea was to encourage Region staff at all levels to take transit to and from work for one week before planning solutions so they really can understand the issues faced by transit users/pedestrians.

With the new Regional Transportation Master Plan underway, a user hierarchy that puts pedestrians first can become a key part of the final plan and provide policies on how to achieve this.

► Expert Observations and Input

The challenges in Region of Waterloo are not unique, but are certainly significant. There are clearly improvements underway in the town centres which are commended and we look forward to seeing more of the proposed changes over time. Away from these compact areas, the region faces substantial spatial planning challenges and fundamental shifts in policy to begin achieving change. However, it is not impossible and changes such as requiring pedestrian access to facilities, even large shopping complexes and enhancing transit links and facilities will start to make an impact. More radical steps can involve investigating the potential to infill sites to increase density and improve walking links.

ROADSHOW EVALUATIONS

Participants in the Roadshow completed Evaluation Sheets to provide feedback about the process. Participants were impressed with the level of knowledge of the experts and appreciated the “before and after” success stories. They enjoyed the comparisons from very different parts of the world – Bogotá, London and Copenhagen – how they have all achieved success in creating walkable spaces despite their differing challenges. Many people who attended only one session wished they could have stayed for the entire day.

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

- Walk more.
- Not sure yet.
- When I see a proposal put forth by a developer come by my municipal planning office I will question the standard/traditional way of thinking, will remember that there is a better way, and encourage/sell/implement this better way.
- (Learn) be willing to be patient – planning takes time, planning well should take a bit longer. The end result is the important factor.
- Take creative ideas and implement them to our design.

Community Case Study: REGION OF WATERLOO

Community Roadshow
April 30/May 1, 2007

- Implement stronger policies in ROP, TMP and others; urban design development strategies/guidelines/standards and regional and municipal levels.
- Look at more of the plans with a critical eye to walkability.
- Pay more attention to pedestrian linkages and accessibility within proposed developments.
- Suggest to the project team to provide pedestrian facilities in transportation projects; promote walkability in my community.
- I'll keep working on my goals knowing that it is possible to make some of these changes.
- Work at developing guidelines; talk to colleagues about changing attitudes; build into future policies and Transportation Master Plan – pedestrians first.
- I certainly have left with great ideas and proposals to take back to Guelph; great resources for future use, tools.
- Think about how the work I do 'fits' into all the other walkable communities activities being done by a variety of other sectors.
- Dialogue more frequently with those in other sectors.
- Try to be more proactive about incorporating pedestrian facilities in road designs. Make more aggressive case for pedestrians and cyclists in planning phases, e.g. road design.
- Look at the projects I am involved with to make them more walkable; look at integration with adjacent lands.
- I used to be walking oriented and will do all I can to encourage it!

Conference Presentation
October 1-4, 2007

POST-ROADSHOW

► Immediate Outcomes

- Greater awareness of issues by professionals has led to discussions about how current road projects are opportunities to provide an enhanced walking environment
- Greater support for walking infrastructure
- Staff new to organizations have been provided with a greater awareness of the need to provide walkable communities
- Regional Council approval of:
 - i) review of International Charter for Walking;
 - ii) investigation of a special event, such as an "auto-free zone day" as a means of engaging community interest in walkability; and
 - iii) applying the benefits of walkability principles to the ongoing review of Regional design guidelines for roadways and through a pilot project that would create a pedestrian-friendly location or roadway.
- Media coverage of the Roadshow included a segment on Rogers Cable Farwell Live show about walkable cities and articles appeared in *The Record* and the *Woolwich Observer*.

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Conference Presentation
October 1-4, 2007

► Progress & Next Steps

- New Official Plan policies have been drafted
- Reviewing budget to incorporate the implementation of the NEW sidewalk policy on Regional Roads
- Have seen greater consideration for the needs of pedestrians in various projects i.e. roundabout committee, maintenance practice review, Queens Square project
- Greater collaboration between Regional Departments

► Conference Report

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

The Roadshow provided a lot of Aha! moments for us and for participants. It was very well attended with over 150 people. The use of real life projects and examples was really helpful in building understanding and identifying opportunities for change.

Since the Roadshow there is definitely a lot more awareness of the issues and talk among staff about the potential for transportation demand management and better provision for all modes of travel. It has enabled people to link into other groups and interests and has provided a shared language for communication.

Our future plans include:

- Holding a special event to celebrate walking
- Signing the International Charter for Walking
- Applying the principles to policy and through a pilot project
- Ensuring greater collaboration between public health and transportation and with local municipalities
- Updating our Transportation Master Plan – this will carefully consider the needs of pedestrians and will influence new strategic directions in growth management.



Graham Vincent presents at the Walk21 Conference

Community Case Study: REGION OF WATERLOO

We achieved all our objectives for the roadshow:

- Build momentum
- Education
- Awareness
- Motivation
- Network

And it is now time for us to take Action!

KEY CONTACTS FOR REGION OF WATERLOO

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Community Case Study: REGION OF WATERLOO

WATERLOO ATTACHMENT A: REGION OF WATERLOO'S TABLE OF IDEAS

The table below presents the ideas generated through the breakout sessions of the professional workshop. Groups focused on one of the eight principles of the International Charter for Walking and identified issues, ideas and potential dates for undertaking action.

Charter Principle	Issues	Ideas	By October		
			2007	2008	2012
1. Increased inclusive mobility	<ul style="list-style-type: none"> • Parking lots and barriers, big box • Cycling Network – patchwork • More Transit • Disabled – sidewalks in poor repair • Not just cuts • Sidewalks not shoveled • Suburb with no place to walk to • No meeting place or destination • No transit • Can't play street hockey, by-law • No way to get out of neighbourhood at night • With light – winter, houses back onto street • No bicycle parking • Dangerous streets • Multi-use paths needed • Parking – signs for bikes • Bumps on cycling lanes, debris and not now shoveled 	<ul style="list-style-type: none"> • Shift support or media to walking and cycling • Letters of support • Public ask right questions before move into a suburb – pamphlets, education and articles in new home • Multi-use paths • More city/region coordination • Ask for things that can be done • Change shopping development and suburbs – city • What makes a walkable community • Is the real estate ad reality? • Adding walking paths with boulevard along busy streets • Lights on Fischer Hallman 	X	X	

Community Case Study: REGION OF WATERLOO

Charter Principle	Issues	Ideas	By October		
			2007	2008	2012
2. Well designed and managed spaces and places for people	<ul style="list-style-type: none"> Lack of pedestrian meeting places Lack of comfort and safety Automotive-oriented lighting Speed of vehicles Lack of linkage Poor street frontage (too many parking lots next to the CSW) MTO generally highway priority Limited maintenance \$ < metre = concrete Intersection design Lack of policy promoting pedestrians Nothing to do Lack or disconnect CSW No sense of place in the street Over-reliance on autos Over-focused on cars Need more focus on pedestrian Limited right of way space Trade-offs in right of way Homogeneous land use Two-tiered system Lack of collective vision 	<ul style="list-style-type: none"> Whatever we build, we maintain Pedestrian first in the ROW Prioritize locations for pedestrian improvements and identify pedestrian barriers Design guidelines for commercial streets Incorporate budget in D.C. Big strategy and policy lead to policy More landscape this year Streetscape pilot More \$ for maintenance Revise Standard Operating Procedures 			
3. Improved integration of networks	<ul style="list-style-type: none"> Jurisdiction Highways, Grand River, weather Urban design standards Land uses (single) Stakeholders (conflicting interests) Costs <p>Hurdles</p> <ul style="list-style-type: none"> Public education and involvement (buy-in) Costs Coordination among all level of governments Getting private sectors involved Overcome physical barriers – highway, rivers 	<ul style="list-style-type: none"> Dialogue between jurisdictions Take advantage of natural opportunities Pedestrian focus areas Walkable policy Better integration of networks Public education and input Establish policy and commitment from politicians and public Cost sharing, allocation Stop encouraging car use Pilot project - auto free zone 	X	X	X

Community Case Study: REGION OF WATERLOO

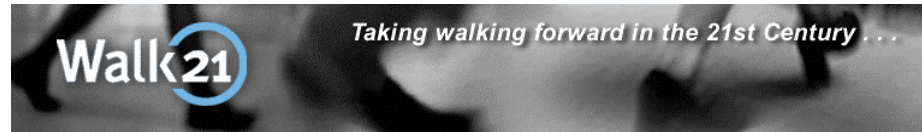
Charter Principle	Issues	Ideas	By October		
			2007	2008	2012
4. Supportive land-use and spatial planning	<ul style="list-style-type: none"> • big box stores • physical separation between where people live and the commercial opportunities • mono-function zoning • developers who insist on developing for the car only • municipal standards that insist on things like number of parking spaces required • hurdle – politicians influenced by developers • putting words to action <p>Separation between where you live and where you want to get to – commercial</p> <p><u>Hurdles</u></p> <ul style="list-style-type: none"> • Buy in – attitudes (political, business, lawyers) • Policy framework are not all the way there – too weak, need incentives to offer to developers • Budget \$: Could be an opportunity reallocate to pedestrian projects and we will need fewer road projects • Fear of change – take away parking and merchants will go broke • Consistency between cities – grading, signage • Get ride of mentality that he only way to revise a space is to spend big bucks on a major projects 	<ul style="list-style-type: none"> • Design space for multi-use • Use space for more than one use • Need to educate public about what you can achieve • Design areas where walking is the most convenient mode • Put pedestrian at the top of the priority triangle • Traffic impact studies can start with or focus on pedestrian and cycling impact • Pilot studies to demonstrate what is possible • Make walking or cycling the easiest / best way to get there • What can we do now? • Create a checklist for walking friendly elements in different settings • Public education / consultation on Pedestrian First Policies • Close all roads for one day or selected roads every week • Create impact guidelines for all modes of transportation (draft 6 Oct) • Capitalize on existing successes and use those as examples for what we can do here • Pedestrian friendly buildings better designed / interesting to look at 			
			X		
			X		
				X	

Community Case Study: REGION OF WATERLOO

Charter Principle	Issues	Ideas	By October		
			2007	2008	2012
5. Reduced road danger	Speed Road Hierarchy Convenience - time management Time / distance relationship Signalized Intersections – most pedestrian collisions occur Traffic signal locations – traffic convenience rather than pedestrian convenience	Road narrowing / traffic calming All walk phase King/cedar on market days Mindset change Trail system – better marked Walking school bus			
6. Less crime and fear of crime	Rowdy nightlife; lighting (over) Industrial parks at night (no eyes on the street) Demographics Land Use Perception of crime	Activities to get people out Public awareness about crime events Need more people on streets Integrative land use planning Appropriate pedestrian lighting Is there a crime problem?	X X X	 to	 X X X
7. More supportive authorities	Coordination between multiple levels of government Need for integrated planning between departments / municipalities Need for vision / leadership	Complete urban corridor design guidelines Collect and collate pedestrian data Inventory pedestrian facilities Funding Local 8 politicians and senior management to Walk21 Use media Pilot project to integrate government departments and departmental efforts			

Appendices

APPENDIX A: INTERNATIONAL CHARTER FOR WALKING



International Charter for Walking

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

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

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

Signed _____
Name _____
Position _____
Date _____

www.walk21.com

Appendices

International Charter for Walking

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

John Butcher, Founder Walk21, 1999

Introduction

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

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

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

Background

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

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

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

Appendices

Vision

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

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

Principles and Actions

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

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

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

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

ACTIONS

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

4. Supportive land-use and spatial planning

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

ACTIONS

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

Appendices

5. *Reduced road danger*

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

ACTIONS

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

6. *Less crime and fear of crime*

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

ACTIONS

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

Appendices

7. More supportive authorities

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

ACTIONS

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

8. A culture of walking

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

ACTIONS

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

Appendices

ADDITIONAL ACTIONS

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

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

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

For more information on walking visit www.walk21.com

Or email us at info@walk21.com

Appendices

APPENDIX B: COMMUNITY QUESTIONNAIRE

05/09/2007

Toronto Walk21 2007 *Putting Pedestrians First*

Pedestrian Planning Roadshow Community Questionnaire

Introduction

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

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

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

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

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

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

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

Appendices

This survey was completed by

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

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

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

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

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

- 2 -

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Section 1: Increased Inclusive Mobility

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

YES ___ NO ___

Explain:

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

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

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

YES ___ NO ___

If YES, please explain:

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

YES ___ NO ___

Explain:

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

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

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

YES ___ NO ___ DON'T KNOW ___

If YES, please explain:

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

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

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

YES ___ NO ___

If YES, please give examples:

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

YES ___ NO ___

If YES, please describe.

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

YES ___ NO ___

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

Section 3: Improved integration of networks

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

YES ___ NO ___

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

YES ___ NO ___

Please explain:

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

YES ___ NO ___
Please explain:

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

YES ___ NO ___
Please explain:

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

Section 4: Supportive land-use and spatial planning

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

YES ___ NO ___
Please explain:

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

YES ___ NO ___
Please explain:

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

1) rarely	2) occasionally	3) sometimes	4) often	5) very often
-----------	-----------------	--------------	----------	---------------

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

Appendices

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	

Appendices

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?

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.

Appendices

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

TRAILS FOR NEXT YEAR & BEYOND

As of November 2006

PROPOSED EXPENDITURES FOR 2007

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

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

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

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

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

FLAIR MOWER to cut sides of trails.

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

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

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

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

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

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

PROPOSED EXPENDITURES BEYOND 2007

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Simcoe Grey Trails Strategy

Collingwood Trails Design and Maintenance Manual

Collingwood Official Plan

Collingwood Site Development Policy

2005-2006 Trails Study

Jacky,

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

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

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

Ontario Walkability Roadshow

Dates: 16 April to 4 May

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

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The Walkability Roadshow can offer participating communities:

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

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

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

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

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

[Thank you for this opportunity.](#)

[Sincerely,](#)

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

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APPENDIX D: ROADSHOW SCHEDULE AT-A-GLANCE



Walkability Roadshow Schedule at a Glance

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



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APPENDIX E: EXPERT BIOGRAPHIES



► **Bronwen Thornton**

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

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



► **Jim Walker**

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

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

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

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► **Gil Penalosa**

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

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

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

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

gpenalosa@walkandbikeforlife.com • www.walkandbikeforlife.com



► **Lars Gemzø**

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

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

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

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

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



► Rodney Tolley

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

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

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

► Tom Franklin

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

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

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



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► Jody Rosenblatt Naderi

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



► Jacky Kennedy

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

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

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

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

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▶ Noah Thornton Walker



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