

Walk21 2007
Walkability
Roadshow
Case Study

REGION OF WATERLOO



WALK21 2007: WALKABILITY ROADSHOW CASE STUDIES

by Green Communities Canada in partnership with Walk21

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

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ACKNOWLEDGEMENTS

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

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

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

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

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

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

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

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

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

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

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

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

Introduction

What is Walk21?

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

What is the International Charter for Walking?

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

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

The objectives of the Roadshow were to:

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

ROADSHOW PROCESS

► Selecting Communities

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

► Community Questionnaire

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

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

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► 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):

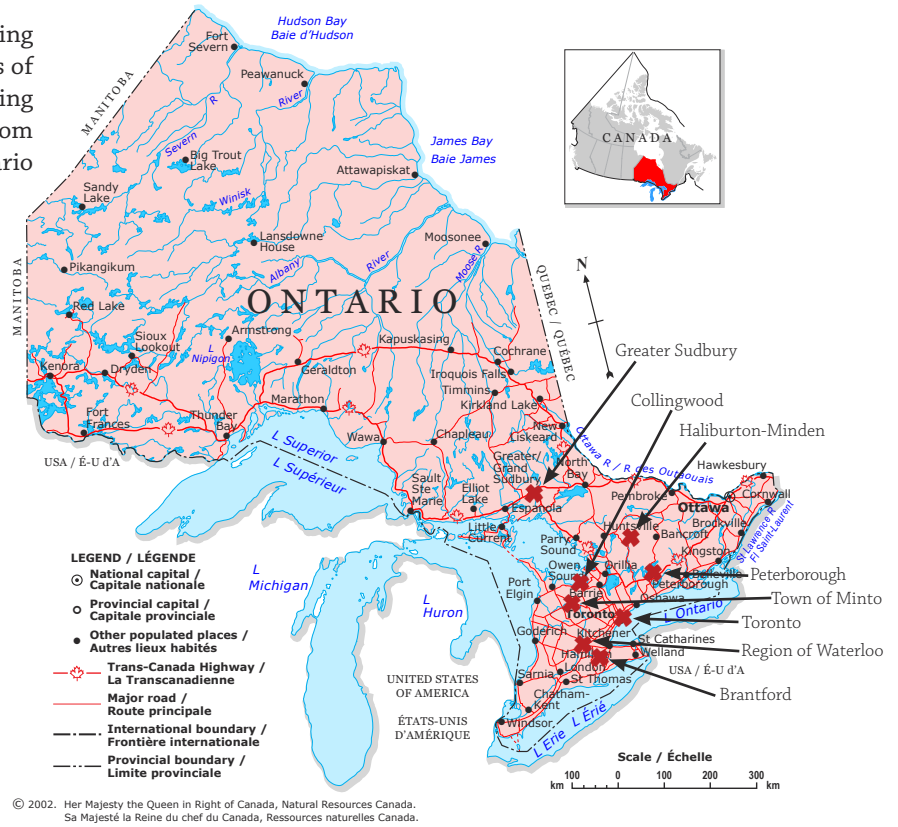
1. Brantford and Brant County
2. Collingwood
3. Haliburton
4. Halifax Regional Municipality (began process *after* Needs Analysis Workshop)
5. Minden (hosted joint Roadshow with Haliburton)
6. Town of Minto
7. Peterborough
8. Greater Sudbury (began process *after* Needs Analysis Workshop)
9. City of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

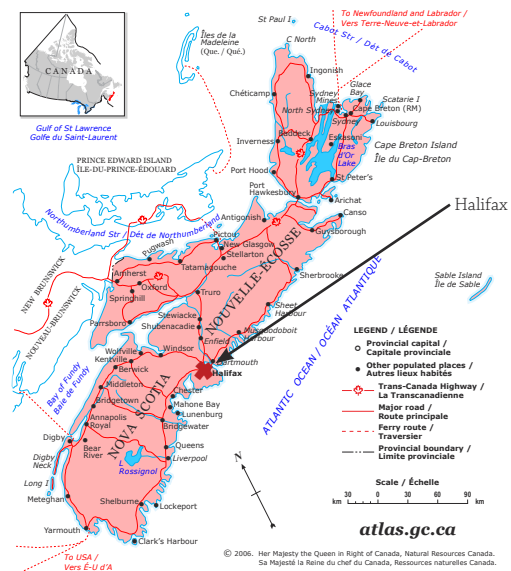
See below for maps depicting the locations of each participating community.

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Map showing locations of participating communities from Ontario



Map of Nova Scotia showing the location of Halifax

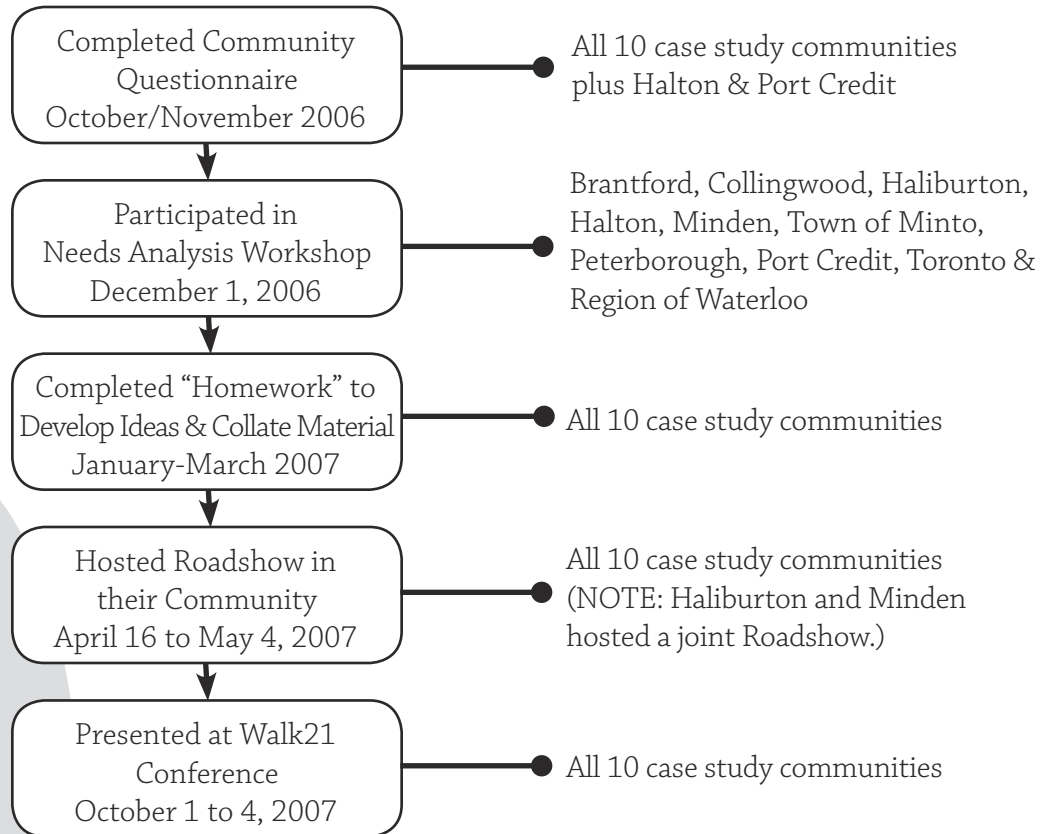


Introduction

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: REGION OF WATERLOO



Downtown Kitchener

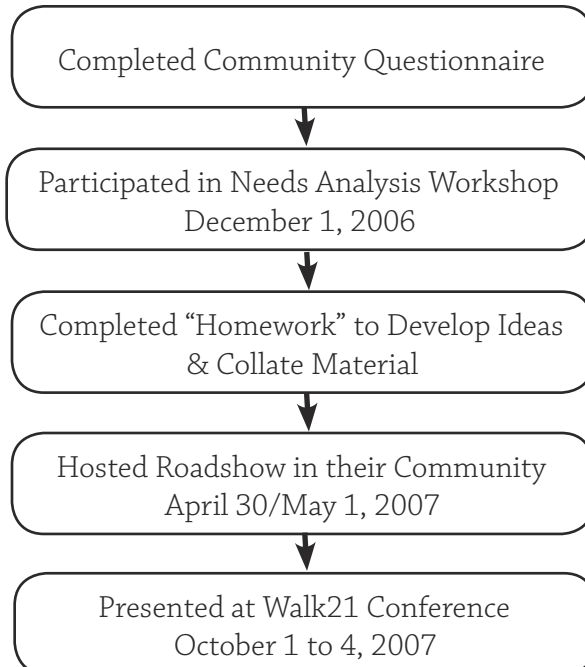


Enjoying the ducks in Victoria Park, Kitchener

© 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 REGION OF WATERLOO

The Region of Waterloo's participation in the Roadshow consisted of the following steps:



Community Case Study: REGION OF WATERLOO

Community
Questionnaire

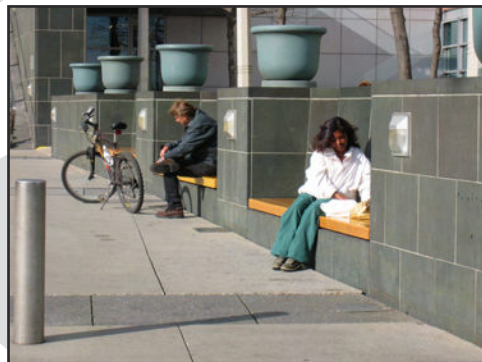
BACKGROUND

► 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

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

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► 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*

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► 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”

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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.

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- 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	

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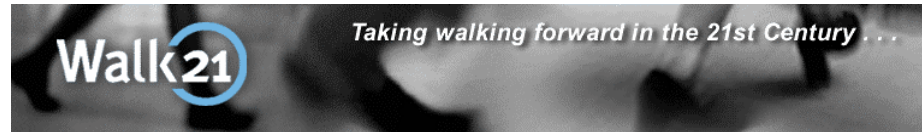
Charter Principle	Issues	Ideas	By October		
			2007	2008	2012
5. Reduced road danger	Speed Road Hierarchy Convenience - time management Time / distance relationship Signalized Intersections – most pedestrian collisions occur Traffic signal locations – traffic convenience rather than pedestrian convenience	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			

Community Case Study: REGION OF WATERLOO

Charter Principle	Issues	Ideas	By October		
			2007	2008	2012
8. A culture of walking	Resistance to sidewalks (planning level) Geography Wayfinding, connectivity Designed for vehicles Perceptions – convenience High school age culture of driving	Policy: Planning guidelines Sidewalks: New developments and retrofit Money from new developments to retrofit Council has committed money - \$2-300 K/year- increase this Strong position to council Council adopts new policy \$5K new sidewalks Roll out WSB Bike racks – enough, increase quality – everywhere Critical mass events (take back the streets) Youth Forum/WRW Make it hard to drive through speed limits and less parking Bike rodeo- improve, increase - educate kids Organize WRW and \$ for youth Communicate with school boards – WSB King St/ urban Design Manual – bike racks	X X X	X X	

Appendices

APPENDIX A: INTERNATIONAL CHARTER FOR WALKING



International Charter for Walking

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

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

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

Signed _____
Name _____
Position _____
Date _____

www.walk21.com

Appendices

International Charter for Walking

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

John Butcher, Founder Walk21, 1999

Introduction

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

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

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

Background

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

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

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

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Vision

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

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

Principles and Actions

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

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

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1. Increased inclusive mobility

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

ACTIONS

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

2. Well designed and managed spaces and places for people

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

ACTIONS

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

Appendices

3. Improved integration of networks

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

ACTIONS

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

4. Supportive land-use and spatial planning

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

ACTIONS

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

Appendices

5. *Reduced road danger*

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

ACTIONS

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

6. *Less crime and fear of crime*

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

ACTIONS

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

Appendices

7. More supportive authorities

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

ACTIONS

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

8. A culture of walking

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

ACTIONS

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

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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@saferoutestatoschool.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.):

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Appendices

Section 1: Increased Inclusive Mobility

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

YES ___ NO ___

Explain:

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

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

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

YES ___ NO ___

If YES, please explain:

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

YES ___ NO ___

Explain:

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

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

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

2-2 If you answered 3, 4 or 5 above, has this commitment been successful in encouraging more walking?

YES ___ NO ___ DON’T KNOW ___

If YES, please explain:

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

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

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

YES ___ NO ___

If YES, please give examples:

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

YES ___ NO ___

If YES, please describe.

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

YES ___ NO ___

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

Section 3: Improved integration of networks

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

YES ___ NO ___

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

YES ___ NO ___

Please explain:

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

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

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

6-3 Has your community conducted pedestrian audits by day and after dark to identify concerns for personal security?

YES ___ NO ___

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

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

YES ___ NO ___ DON’T KNOW ___

Section 7: More supportive authorities

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

YES ___ NO ___

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

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

YES ___ NO ___

If YES, please explain:

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

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

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

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

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

YES ___ NO ___

If YES, please explain?

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

YES ___ NO ___ DON'T KNOW ___

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

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

Regional municipality	
Provincial government	
Federal government	
Other agencies	

If YES, please describe policy or funding program:

Section 8: A culture of walking

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

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

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

YES ___ NO ___

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

Section 9: Conclusions

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

- 1)
- 2)
- 3)

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

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

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

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APPENDIX C: SAMPLE HOMEWORK



Walk21 Ontario Walkability Roadshow Next Steps for Communities

Getting Started

What we need from each community:

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

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

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

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

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

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

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

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

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

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

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

TRAILS FOR NEXT YEAR & BEYOND

As of November 2006

PROPOSED EXPENDITURES FOR 2007

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

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

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

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

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

FLAIR MOWER to cut sides of trails.

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

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

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

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

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

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

PROPOSED EXPENDITURES BEYOND 2007

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Simcoe Grey Trails Strategy

Collingwood Trails Design and Maintenance Manual

Collingwood Official Plan

Collingwood Site Development Policy

2005-2006 Trails Study

Jacky,

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

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

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

Ontario Walkability Roadshow

Dates: 16 April to 4 May

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

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The Walkability Roadshow can offer participating communities:

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

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

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

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

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

[Thank you for this opportunity.](#)

[Sincerely,](#)

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

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APPENDIX D: ROADSHOW SCHEDULE AT-A-GLANCE



Walkability Roadshow Schedule at a Glance

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



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APPENDIX E: EXPERT BIOGRAPHIES



► **Bronwen Thornton**

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

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



► **Jim Walker**

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

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

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

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► **Gil Penalosa**

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

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

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

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

gpenalosa@walkandbikeforlife.com • 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!