

Walk21 2007
Walkability
Roadshow
Case Study

HALIBURTON/MINDEN



WALK21 2007: WALKABILITY ROADSHOW CASE STUDIES

by Green Communities Canada in partnership with Walk21

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

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ACKNOWLEDGEMENTS

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

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

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

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

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

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

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

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

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

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

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

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

Introduction

What is Walk21?

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

What is the International Charter for Walking?

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

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

The objectives of the Roadshow were to:

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

ROADSHOW PROCESS

► Selecting Communities

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

► Community Questionnaire

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

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

Introduction

► Needs Analysis Workshop

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

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

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

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

► Homework

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

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

Introduction

► Roadshow

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

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

► Conference Report

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

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

ROADSHOW COMMUNITIES

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

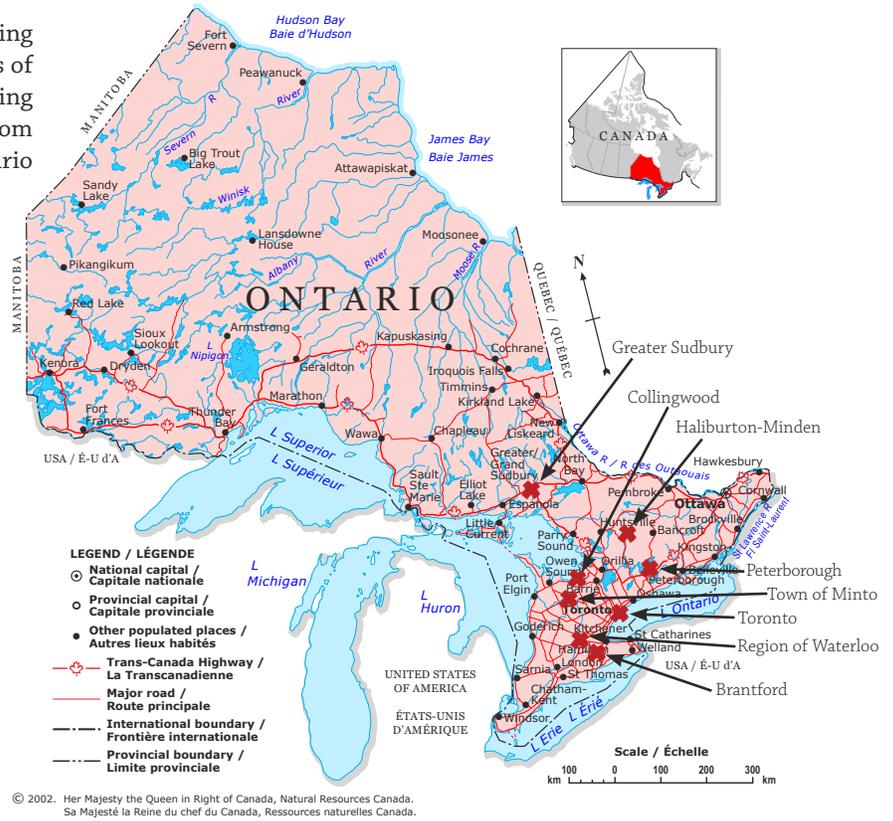
1. Brantford and Brant County
2. Collingwood
3. Haliburton
4. Halifax Regional Municipality (began process *after* Needs Analysis Workshop)
5. Minden (hosted joint Roadshow with Haliburton)
6. Town of Minto
7. Peterborough
8. Greater Sudbury (began process *after* Needs Analysis Workshop)
9. City of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

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

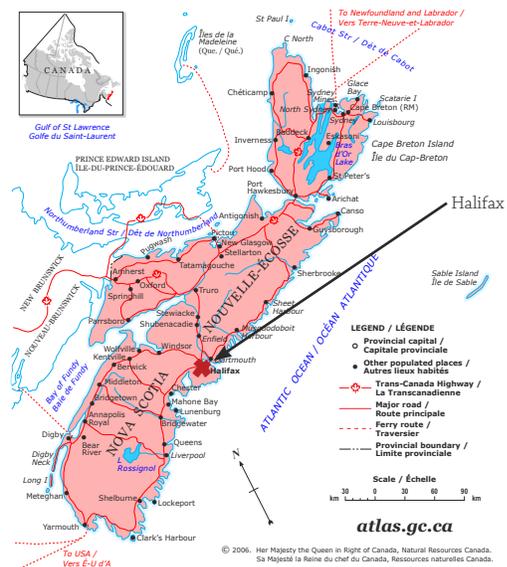
See below for maps depicting the locations of each participating community.

Introduction

Map showing locations of participating communities from Ontario



Map of Nova Scotia showing the location of Halifax

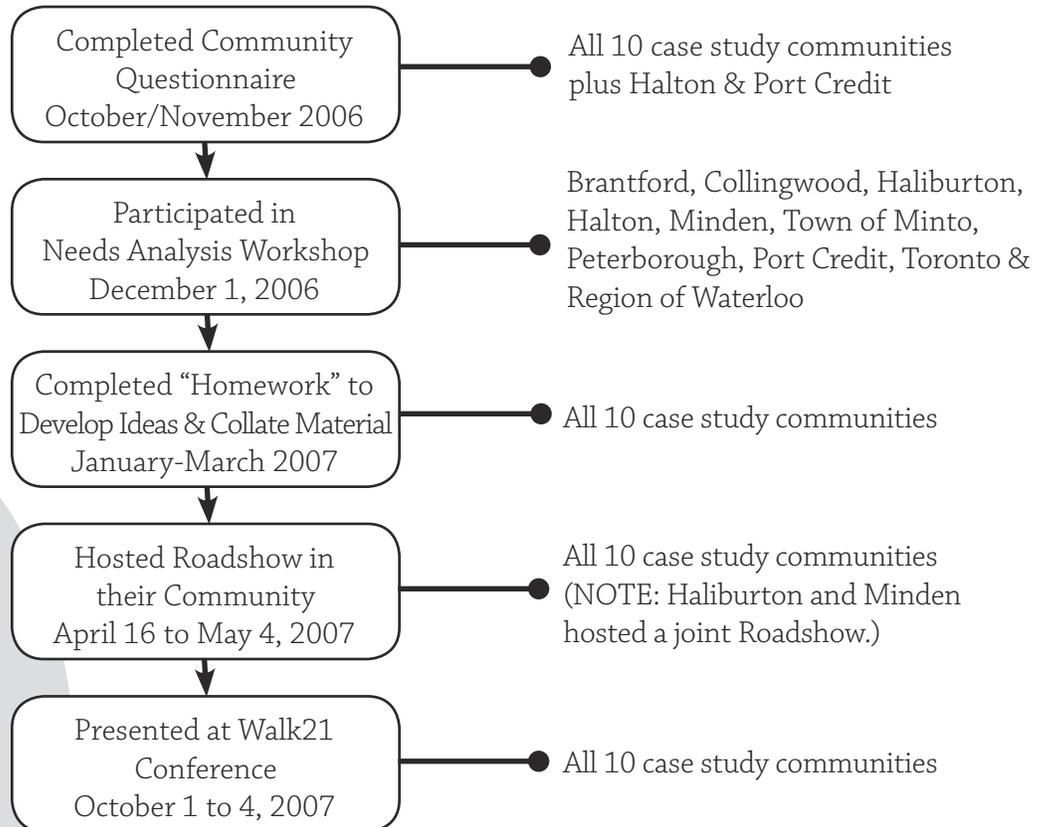


Introduction

ROADSHOW DETAILS

► Roadshow Process At-A-Glance

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



► Roadshow Agendas

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

► Roadshow Experts

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

Introduction

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

The team of professionals who delivered the Roadshow were:

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

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

THE CASE STUDIES

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

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



Luckily, map reading was part of the expertise mix!

Roadshow Roundup

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

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

COMMUNITY OBJECTIVES

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

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

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

ACTIVITIES DURING THE ROADSHOW

► Presentations

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

Roadshow Roundup

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

► Workshops

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

► Public Meetings

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

► Community Walkabouts

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

PARTICIPANTS

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

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

Roadshow Roundup

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

MEDIA

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



The Roadshow attracted media attention everywhere it went!

FEEDBACK

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

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

Roadshow Roundup

COMMON THEMES

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

► Street Networks

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

► Close the Roads or rather Open the Streets!

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

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

► Transport Planning

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

► Crossing Points

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

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

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

Participant Comments

Roadshow Roundup

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

HIGHLIGHTS OF THE CONFERENCE REPORTS

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

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

Community Case Study: HALIBURTON-MINDEN



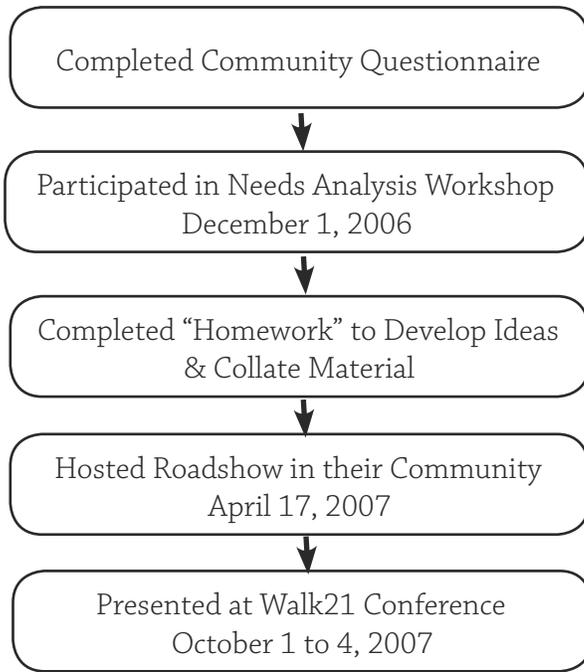
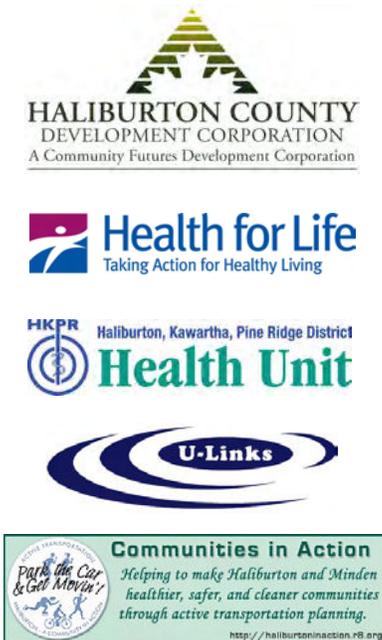
Views of Head Lake



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ROADSHOW PROCESS IN HALIBURTON-MINDEN

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



Community Case Study: HALIBURTON-MINDEN

Community
Questionnaire

BACKGROUND

► Community Context

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

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



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

► Pre-Roadshow Successes

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

Community Case Study: HALIBURTON-MINDEN

Community
Questionnaire

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

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

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

In Minden, these include:

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

► Current Challenges

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

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



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



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

Community Case Study: HALIBURTON-MINDEN

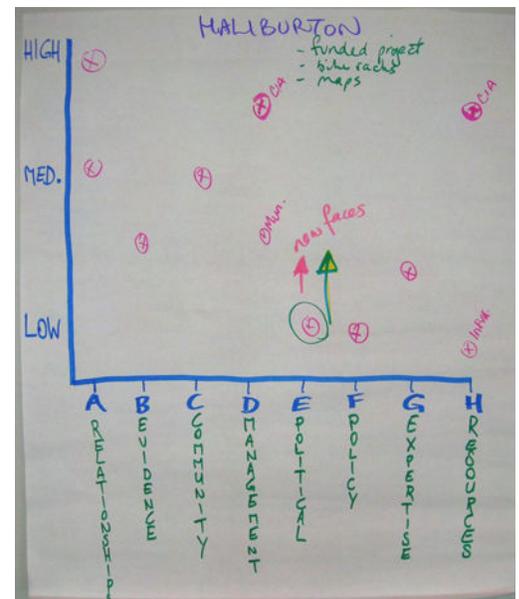
Needs Assessment
Workshop December 1, 2006

DELIVERY NEEDS ANALYSIS

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

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

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



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

Community Case Study: HALIBURTON-MINDEN

Homework

HOMEWORK

► Motivation to Participate

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

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

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

► Community Objectives

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

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

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

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

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

Community Case Study: HALIBURTON-MINDEN

Community Roadshow
April 17, 2007

THE WALKABILITY ROADSHOW

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

Roadshow Agenda

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

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

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

6-8pm: Public Meeting (Bronwen Thornton)

► Participants

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

The Roadshow experts for Haliburton and Minden were:

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

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

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

Participant comments



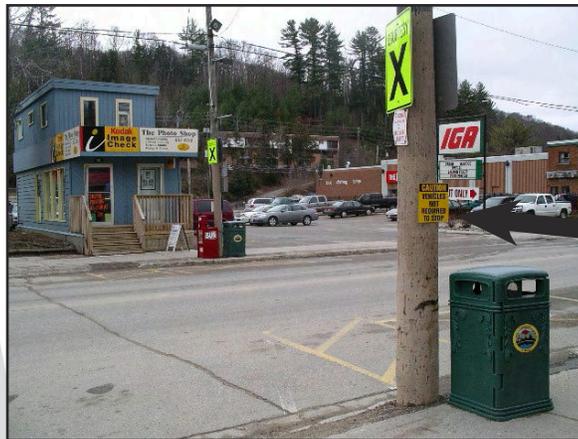
It was a chilly day for the walkabouts!

Community Case Study: HALIBURTON-MINDEN

Community Roadshow
April 17, 2007

► Notes from the Walkabout in Haliburton

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



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

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



Comprehensive and walker-friendly trails signs

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

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

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

Participant Comments

Community Case Study: HALIBURTON-MINDEN

Community Roadshow
April 17, 2007

► Notes from the Walkabout in Minden

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



*Narrow and cracked sidewalks
over Gull River*



Incomplete sidewalks in school zone

► Key Ideas From Professional Training

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

Community Case Study: HALIBURTON-MINDEN

Community Roadshow
April 17, 2007

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

► Public Input

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

Community Assets – Haliburton

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

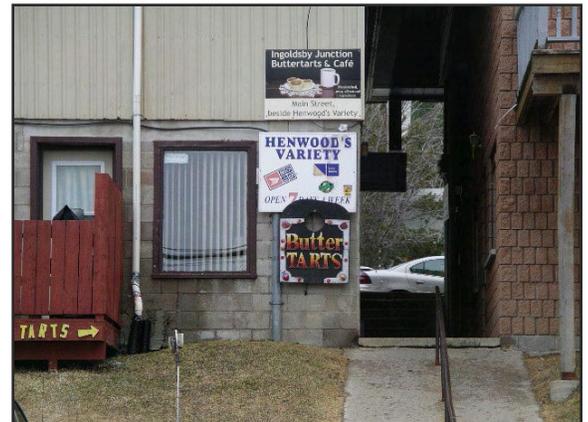
Haliburton – Key Ideas Generated

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

Community Case Study: HALIBURTON-MINDEN

Community Roadshow
April 17, 2007

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



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

Community Assets - Minden

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

Community Case Study: HALIBURTON-MINDEN

Community Roadshow
April 17, 2007

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

Minden – Key Ideas Generated

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

► **Observations and Input from Experts**

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

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

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

Community Case Study: HALIBURTON-MINDEN

Community Roadshow
April 17, 2007

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

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

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

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

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

ROADSHOW EVALUATIONS

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

Community Case Study: HALIBURTON-MINDEN

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

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

Conference Presentation
October 1-4, 2007

POST-ROADSHOW

► Immediate Outcomes

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

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

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

► Progress

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

Community Case Study: HALIBURTON-MINDEN

Conference Presentation
October 1-4, 2007

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

► Next Steps

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

Community Case Study: HALIBURTON-MINDEN

Conference Presentation
October 1-4, 2007

► Conference Report

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

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

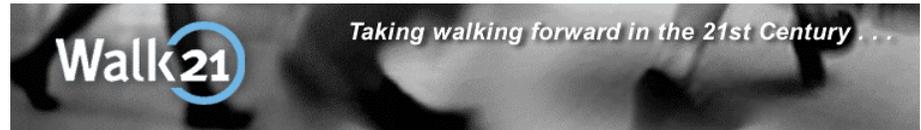
KEY CONTACT FOR HALIBURTON-MINDEN

Sue Shikaze
Chair, Communities in Action Committee - Haliburton/Minden
Health Promoter
HKPR District Health Unit
705-457-1391 x249
sshikaze@haliburton.hkpr.on.ca

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

Appendices

APPENDIX A: INTERNATIONAL CHARTER FOR WALKING



International Charter for Walking

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

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

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

Signed _____
Name _____
Position _____
Date _____

www.walk21.com

Appendices

International Charter for Walking

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

John Butcher, Founder Walk21, 1999

Introduction

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

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

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

Background

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

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

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

Appendices

Vision

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

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

Principles and Actions

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

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

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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@saferoutestoschool.ca or 416-488-7263.

Appendices

This survey was completed by

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

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

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

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

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

- 2 -

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

YES ___ NO ___ DON'T KNOW ___

If YES, please explain:

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

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

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

YES ___ NO ___

If YES, please give examples:

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

YES ___ NO ___

If YES, please describe.

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

YES ___ NO ___

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

Section 3: Improved integration of networks

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

YES ___ NO ___

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

YES ___ NO ___

Please explain:

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

YES ___ NO ___
Please explain:

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

YES ___ NO ___
Please explain:

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

Section 4: Supportive land-use and spatial planning

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

YES ___ NO ___
Please explain:

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

YES ___ NO ___
Please explain:

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

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

4-3 Does your community's staff and Council have sufficient planning and design policies and guidelines to support decisions for creating walkable communities?

YES ___ NO ___ DON'T KNOW ___

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

Section 5: Reduced road danger

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

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

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

YES ___ NO ___
If YES, please explain:

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

YES ___ NO ___
If YES, please explain:

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

YES ___ NO ___
If YES, please explain:

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

YES ___ NO ___
If YES, please explain:

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

YES ___ NO ___

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

Section 6: Less crime and fear of crime

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

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

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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!