2011

Town of Huntsville

Active Transportation Workshop: March 4, 2011

Michael Haynes
TransActive Solutions

**Huntsville
Active Transportation
Workshop**

simcoe
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DISTRICT HEALTH UNIT

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TransActive Solutions

Community Active Transportation Workshop

Town of Huntsville

A. The Workshop:

On March 4, 2011, TransActive Solutions, in cooperation with the Town of Huntsville and the Simcoe Muskoka District Health Unit, conducted an Active Transportation (AT) Workshop for staff, council members, and interested members of the public. The workshop was held at the Partner's Hall, Algonquin Theatre, 37 Main Street East, Huntsville.

Funding for the workshop was provided by the Ontario Ministry of Health Promotion and Sport managed by the Simcoe Muskoka District Health Unit who provided in-kind contribution. The municipality provided both in-kind and a financial contribution.

This one-day session was intended to introduce the concept of AT to the community, and to work with interested elements within the municipal government, health community, and the not-for-profit sector to determine what should be the direction for further activity to be undertaken in this area.

The agenda of the workshop (attached, page 32) included:

- A presentation by Michael Haynes, Director of TransActive Solutions, that provided a definition of Active Transportation (AT), outlined the traffic management, environmental, health, social and other benefits of AT;

- A presentation of examples of physical infrastructure solutions designed to encourage AT use, as well as a review of examples of poor infrastructure, both nationally and locally;

- A presentation by Steve Keeley, Director of Public Works, Town of Huntsville, on Active Transportation initiatives within the community;

- A presentation by Melissa Halford, District of Muskoka, on Active Transportation initiatives within the District;

- A presentation by John Challis, Muskoka Trails Council, entitled Sustainable Commitment: Keeping the will to be active thriving;

- A presentation by Sylvia Thompson-Nicholson, Public Health Promoter, Simcoe Muskoka District Health Unit further elaborated on health aspects and local statistics.;

- A walkabout in the community to examine and discuss existing walking and cycling infrastructure within their community in the vicinity of the workshop site;

- An exercise using the Active Transportation Quotient (ATQ) tool to identify the current strengths and weaknesses of the Town of Huntsville for Active Transportation, including a walking review of existing pedestrian and bicycling infrastructure;

- An exercise, using large scale maps of the Town of Huntsville, to identify their principal destinations for AT, the most important routes for AT, and particular danger areas;

- An exercise for participants, in groups initially and then in plenary session, to recommend a series of next steps that their community might undertake in order to advance AT;

- Participant observations and workshop evaluation.

Thirty one stakeholders participated in the workshop including municipal staff, elected officials, volunteers, health professionals, and others.

The initial presentation of the workshop provided the participants with a common definition of Active Transportation: any form of travel undertaken by human power, and provided background information on the importance of promoting AT. It stressed the three principal areas in which an increase in levels of Active Transportation can provide benefits:

- Traffic congestion
- Greenhouse gas emissions/air pollution
- Lack of physical activity, leading to increased levels of obesity and a rise in the incidence of life-style related diseases, such as diabetes

The next presentation provided detailed examples of various types of physical infrastructure required in order to provide safe walking and cycling environment on community streets. In addition to showing illustrations from numerous Canadian communities of effective infrastructure solutions, this presentation provided cases where infrastructure frequently was inadequate.

Following the infrastructure presentation, Steve Keeley, Melissa Halford, and John Challis provided their presentations on Active Transportation initiatives within Huntsville and the District, and of the background and condition of the Muskoka Trails Council

At the conclusion of the presentations, Michael Haynes conducted the Walkabout through the downtown area of Huntsville.

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B. <u>The Walkabout</u>:

Following the introductory presentations, the workshop participants headed outside onto the streets of Huntsville to examine the local walking and cycling infrastructure, and compare what they were seeing on the ground with what had been presented in the previous sessions. The session facilitator, Michael Haynes, pointed out various examples of Active Transportation infrastructure, while encouraging participants to discuss whether they found what they were observing to be adequate or to require some improvement.

The Walkabout began in on Main Street at the front entrance to the Algonquin Theatre. Here participants began by examining the entrance area to the theatre, from its suitability to walkers and its wheelchair access. They also considered bike parking and the street crossing situation along Main Street.

From here, the group turned left and proceeded along Main Street to the intersection with West Street, where they crossed. It was pointed out that there were crosswalks across West Street, but none on the much busier Main Street.

Once across, the group continued along Main toward Centre Street. En route, the condition of sidewalk snow removal was discussed, the positioning of parking meters and whether they were helpful as informal bike parking, and the width of the sidewalk. There was also a brief discussion about street drains and their safety for cyclists.

Crossing Centre Street, the group continued on Main Street to its intersection with Lorne Street. There was debate over the proper positioning of handicapped parking and whether there were adequate access points for wheelchair users, and some discussion over the town's policy of restricting sidewalks to pedestrian only traffic.

At the intersection of Main and Lorne, there was an extended discussion about the lack of sidewalks across Main Street, especially because of the intersections proximity to an elementary school. The challenges of limited

view-planes for drivers, because of hill slope and a curving road, were pointed out, and so were solutions for this particular location.

Considerable discussion was also held at the intersection of Lorne and Caroline Streets, where there was an unusual sidewalk/crosswalk placement. Participants attempted to explain the particular choices made in this location.

Heading east along Caroline, the group briefly considered the bike parking at the school before crossing Centre Street. Another discussion took place on Caroline, when the sidewalk on the north side simply ended in the middle of the block in someone's driveway.

The group stopped at the intersection of Caroline and West Streets, and discussed the need for formal crossings, whether there was a necessity for sidewalks on the north side of Caroline, and the condition of the parking lot on the intersection's south-west corner.

From here the group returned to the Algonquin Theatre via Queen and King Streets, where there was a final discussion about whether there was a lack of formal crossing points on Main Street.

The majority of the participants engaged in discussion and exchanged views on the infrastructure we observed, and were often quite lively in their comments. Opinion was generally divided on the majority of issues we discussed, although everyone appeared to consider the points made.

C. Results of the Active Transportation Quotient:

The Active Transportation Quotient (ATQ) is tool to assist the participants in identifying their community's AT strength and weaknesses. It does so by posing a series of questions related to the Walkability, Bikeability, and Other Uses of Active Transportation within the community. The ATQ consists of 75 questions in total.

Participants were asked to score each question with a value from 0-4, which evaluates how well the community addresses the issue. Participants could select one of five possible rankings:

- Very Poor (0)
- Poor (1)
- Fair (2)
- Very Good (3)
- Excellent (4).

If participants did not know the answer to any particular question, they were to give it a score of zero.

The total score for each section was obtained by adding the score for each of the 25 individual questions in that section, with a maximum possible score of 100 (see page 33 for copy of ATQ questions).

In addition to scoring each question, participants were asked to pick the five most important issues/questions in each section, and to rank them in order of importance.

The workshop participants were asked to complete their ATQs during lunch. In order to do so, they were broken up into groups of five to seven persons and asked to complete one ATQ collectively through discussion. There were four groups in total.

Active Transportation Quotient Results			
Community	Walkability	Bikeability	Other Uses
Group1	48	27	35
Group 2	70	32	33
Group 3	63	22	32
Group 4	52	20	43

After all groups had completed their ATQs, the results were compared and reviewed. During this section, people were asked to explain the scores that they provided, and their rationale for considering some questions important and others less so. The accumulated sectional results for the Active Transportation Quotient are listed in the previous table.

The facilitator suggested that the group should not concern itself too much with the specific scores that were obtained in the ATQ. These represent the opinion on this certain day, of this specific group. Results will vary every time a workshop is held. The ATQ is designed not to provide an objective evaluation of the community, but to provide a snapshot of the prevailing opinion on this day, serving as the basis for discussion and debate and suggesting ideas for what the community may want to achieve for the future.

i. Walkability:

Group 1 generated the lowest Walkability score of all the participant groups: 48/100. They awarded two rankings of Excellent, six of Very Good, seven of Fair, eight of Poor, and two of Very Poor. They were the only group to arrive at a Walkability rating of under 50%.

The areas that the group gave the highest ranking: 4/4, for the community were:

- Does your community have an official pedestrian and/or Active Transportation plan?
- Is there a public advisory committee that addresses Active Transportation and/or pedestrian concerns?

The factors that they ranked Very Poor, with a score of zero, were:

- On roads without sidewalks are there sufficiently wide and/or paved shoulders?
- Do drivers 'respect' walkers?

The five most important Walkability factors selected by Group 1 (Score: 48) were:

1. Do sidewalks/walkways/paths exist?
2. Is there sufficient lighting on streets and in walking areas for pedestrians to see and be seen by?
3. Are sidewalks/walkways/paths well maintained?
4. Do walking trails connect with one another and other active transportation infrastructure (sidewalks, etc.)?
5. Does your community have an official pedestrian and/or Active Transportation plan?

Group 2 awarded the highest Walkability score of the participant groups: 78/100. They recorded seven rankings of Excellent, eight of Very Good, eight of Fair, two of Poor, and none of Very Poor. They came very close to rating Huntsville in the top 25% of communities for Walkability.

The seven questions that Group 2 scored the highest possible, 4/4 were:

- Are Sidewalks/walkways/paths wide enough for side-by-side walking, passing?
- Are sidewalks/walkways/paths often obstructed by signage, light posts, parking meters, or other obstacles?
- Do drivers 'respect' walkers?
- Do walking areas have garbage/recycling containers? Do they look and smell clean?
- Do walking trails exist?
- Are existing walking trails useful for transportation?
- Are sidewalks, walkways, and paths attractive and appealing?

The factors that they ranked lowest, as Poor with a score of 1/4, were:

- Where sidewalks do not exist are pedestrians given consideration through reduced speed limits and/or traffic calming measures?
- Does your community have an official pedestrian and/or Active Transportation plan?

The most, and only, important Walkability factor selected by Group 2 (Score: 70) was:

1. Can streets be easily, safely and conveniently crossed?

Group 3 awarded the second-highest Walkability score: 63/100. They selected four rankings of Excellent, ten of Very Good, seven of Fair, three of Poor, and one of Very Poor.

The four categories where Group 3 gave the highest possible score: 4/4, were:

- Are there separations between pedestrians and fast traffic (greater than 60km/h)?
- Do drivers 'respect' walkers?
- Do walking trails exist?

- Is there a public advisory committee that addresses Active Transportation and/or pedestrian concerns?

The four areas where Group 3 evaluated the community at its lowest, as Poor with a score of 1/4, or Very Poor, with a score of zero, were:

- Can streets be easily, safely and conveniently crossed?
- Are walking trails clearly marked with appropriate signage and directions?
- On roads without sidewalks are there sufficiently wide and/or paved shoulders?
- Does your community have an official pedestrian and/or Active Transportation plan?

The five most important Walkability factors selected by Group 3 (Score: 63) were:

1. Do walking trails connect with one another and other active transportation infrastructure (sidewalks, etc.)?
2. Can streets be easily, safely and conveniently crossed?
3. On roads without sidewalks are there sufficiently wide and/or paved shoulders?
4. Are walking trails clearly marked with appropriate signage and directions?
5. Does your community have an official pedestrian and/or Active Transportation plan?

Group 4 had a Walkability score of: 52/100. They awarded three rankings of Excellent, six of Very Good, eight of Fair, six of Poor, and two of Very Poor. They were one of two groups to be close to a Walkability rating of 50%.

The questions that the group gave the highest ranking: 4/4, for the community were:

- Are sidewalks, walkways, and paths attractive and appealing?
- Do walking trails exist?
- Do printed trail guides and maps exist and are they easily accessible?

The two factors that they ranked Very Poor, with a score of zero, were:

- Are there separations between pedestrians and fast traffic (greater than 60km/h)?

- Does your community have an official pedestrian and/or Active Transportation plan?

The five most important Walkability factors selected by Group 4 (Score: 52) were:

1. Do sidewalks/walkways/paths exist?
2. Do walking trails connect with one another and other active transportation infrastructure (sidewalks, etc.)?
3. Can streets be easily, safely and conveniently crossed?
4. Are sightlines sufficient to see and be seen by cars?
5. Do drivers 'respect' walkers?

Comparing the results of all four groups, we see that they agreed on a few issues. Factors with the highest average score were:

- "Do walking trails exist?" received a score of 15/16, or 94%.

- "Do walking areas have garbage/recycling containers? Do they look and smell clean?" received a score of 13/16, or 81%.

- "Are sidewalks, walkways, and paths attractive and appealing?" also scored 13/16.

- "Are Sidewalks/walkways/paths wide enough for side-by-side walking, passing?" scored 12/16, or 75%.

- "Are sidewalks/walkways/paths often obstructed by signage, light posts, parking meters, or other obstacles?" received a score of 12/16.

- "Is there a public advisory committee that addresses Active Transportation and/or pedestrian concerns?" also scored 12/16.

Factors with the lowest average score were:

- "On roads without sidewalks are there sufficiently wide and/or paved shoulders?" received the lowest score: 4/16, or 25%.

- "Can streets be easily, safely and conveniently crossed?" was rated at 5/16, or 31%.

- "Does your community have an official pedestrian and/or Active Transportation plan?" received 5/16.

- "Where sidewalks do not exist are pedestrians given consideration through reduced speed limits and/or traffic calming measures?" received a score of 6/16, or 38%.

- "Do walkers sensibly obey traffic regulations?" also was scored 6/16.

There were also a few interesting differences in opinion on some issues. For example:

- "Does your community have an official pedestrian and/or Active Transportation plan?" was ranked "0" by two groups, and "1" by the third, but Group 1 scored it "4", or Excellent.

- "Are existing walking trails useful for transportation?" was scored "1" by two groups, "2" by the third, but "4" by Group 2.

- "Are there separations between pedestrians and fast traffic (greater than 60km/h)?" had the most even split. Two groups rated this as either Excellent or Very Good, while the other two ranked the community as Poor and Very Poor.

ii. Bikeability:

More than with Walkability, all four groups arrived at relatively similar scores when evaluating the Bikeability of the Town of Huntsville. As commonly occurs in communities, the Bikeability of the community was rated lower than

its Walkability. In Huntsville, the highest ranking was at "32", while the lowest was "20".

Group 1 ranked the Bikeability of Huntsville at 27/100. They awarded zero ratings of Excellent, two of Very Good, four of Fair, thirteen of Poor, and six of Very Poor. They ranked 19 out of 25 questions, or 76%, with the lowest two possible scores.

The two areas where the group gave their highest ranking: 3/4, for the community were:

- Do off-road bike/recreational use paths exist?
- Is there a public advisory committee that addresses Active Transportation and/or cycling concerns?

The six factors that they ranked Very Poor, with a score of zero, were:

- Are there convenient bicycle parking facilities both on the streets and in designated locations, such as schools?
- Do businesses provide safe and secure bike parking for staff and customers?
- Do public transit systems provide facilities for bicycles such as parking?
- Do buses have bike racks?
- Are there regular security patrols on trails and bike paths by police or volunteer patrols?
- Are young people encouraged to ride their bicycles to school and other locations?

The most important Bikeability factors selected by Group 1 (Score: 27) were:

1. Do off-road bike/recreational use paths exist?
2. Are there dedicated and identified on-road bike lanes?
3. Are streets and roads able to safely accommodate bikes as well as other traffic?
4. Are there convenient bicycle parking facilities both on the streets and in designated locations, such as schools?
5. Do bike paths link or connect with one another and other active transportation infrastructure (sidewalks, etc.)?

Group 2 awarded the highest Bikeability rating of the four groups, arriving at a score of 32/100. They also had no Excellent rankings and gave only two Very Good scores. Eight questions were rated Fair, ten were scored Poor, and five were ranked Very Poor. Even the most generous evaluating group still ranked 15/25 questions, or 60%, in the lowest two categories.

The two areas where the group gave their highest ranking: 3/4, for the community were:

- Do off-road bike/recreational use paths exist?
- Are bike paths and lanes kept free of obstructions, litter and loose material?

The five factors that they ranked Very Poor, with a score of zero, were:

- Do printed bike route maps exist and are they easily accessible?
- Are there regular security patrols on trails and bike paths by police or volunteer patrols?
- Are bike paths and lanes attractive and appealing?
- Are bicycle training courses regularly available?
- Are young people encouraged to ride their bicycles to school and other locations?

Group 2 (Score: 32) did not select anything as their most important Bikeability factors.

Group 3 reached the second-lowest Bikeability rating of the four groups, awarding a score of 22/100. However, they had one Excellent ranking and gave only one Very Good score. Four questions were rated Fair, while seven were scored Poor, and twelve – or nearly half - were ranked Very Poor, with a score of zero.

The two areas where the group gave their highest rankings were:

- Do off-road bike/recreational use paths exist? [Very Good]
- Is there a public advisory committee that addresses Active Transportation and/or cycling concerns? [Excellent]

The twelve factors that they ranked Very Poor, with a score of zero, were:

- Are there dedicated and identified on-road bike lanes?
- Do bike paths and bike lanes have clear signage and markers for direction and regulations?

- Are bike paths and lanes kept free of obstructions, litter and loose material?

- Are there convenient bicycle parking facilities both on the streets and in designated locations, such as schools?

- Do businesses provide safe and secure bike parking for staff and customers?

- Do public transit systems provide facilities for bicycles such as parking?

- Do buses have bike racks?

- Do parks and public spaces accommodate bicycling safely?

- Do police enforce bicycle by-laws?

- Are there regular security patrols on trails and bike paths by police or volunteer patrols?

- Does your community have an official bicycle and/or Active Transportation plan?

- Are bicycle training courses regularly available?

The most important Bikeability factors selected by Group 3 (Score: 22) were:

1. Do bike paths link or connect with one another and other active transportation infrastructure (sidewalks, etc.)?

2. Do roads in your community have paved shoulders or wide curb lanes?

3. Are bicycles given consideration in road and traffic planning and design (through on street bike lanes, signage, special by-laws, etc.)?

4. Are there convenient bicycle parking facilities both on the streets and in designated locations, such as schools?

5. Is there a public advisory committee that addresses Active Transportation and/or cycling concerns?

The group with the lowest Bikeability rating was Group 4, ranking the community with a score of 20/100. As with two other groups, they ranked nothing as Excellent, but awarded two Very Good scores. Four questions were rated Fair, while six were scored Poor, and thirteen, more than half, were ranked Very Poor, with a score of zero.

The two areas where the group gave their highest rankings were:

- Do parks and public spaces accommodate bicycling safely?

- Do police enforce bicycle by-laws?

The thirteen factors that they ranked Very Poor, with a score of zero, were:

- Are there dedicated and identified on-road bike lanes?
- Do bike paths and bike lanes bring riders to useful destinations?
- Do bike paths and bike lanes have clear signage and markers for direction and regulations?
- Are bike paths and lanes kept free of obstructions, litter and loose material?
- Do businesses provide safe and secure bike parking for staff and customers?
- Do public transit systems provide facilities for bicycles such as parking?
- Do buses have bike racks?
- Do bike paths link or connect with one another and other active transportation infrastructure (sidewalks, etc.)?
- Are bike paths and lanes integrated into the transportation network?
- Are existing bike paths useful for transportation to work and/or school?
- Are there regular security patrols on trails and bike paths by police or volunteer patrols?
- Does your community have an official bicycle and/or Active Transportation plan?
- Are bike paths and lanes attractive and appealing?

The most important Bikeability factors selected by the Group 4 (Score: 20) were:

1. Are there dedicated and identified on-road bike lanes?
2. Do bike paths and bike lanes bring riders to useful destinations?
3. Are streets and roads able to safely accommodate bikes as well as other traffic?
4. Are bike paths and lanes integrated into the transportation network?
5. Where bike lanes do not exist, is there "Share the Road" signage?

Comparing the Bikeability responses of all four groups, we see agreement on several issues. There were not many factors that were rated highly by any of the four groups, but the best were:

- "Do off-road bike/recreational use paths exist?" received a score of 11/16, or 69%.

- "Is there a public advisory committee that addresses Active Transportation and/or cycling concerns?" received a score of 9/16, or 56%.

- "Where bike lanes do not exist, is there "Share the Road" signage?" scored 8/16, or 50%.

Those factors rated lowest by all four groups were:

- "Are there regular security patrols on trails and bike paths by police or volunteer patrols?" received the lowest score: 0/16.

- "Do businesses provide safe and secure bike parking for staff and customers?" was rated at 1/16, or 6%.

- "Do public transit systems provide facilities for bicycles such as parking?" also was scored 1/16.

- "Do buses have bike racks?" received a score of 1/16.

- "Are bicycle training courses regularly available?" was ranked at 2/16, or 12.5%

- "Are young people encouraged to ride their bicycles to school and other locations?" also received 2/16.

Six other questions received a score of 3/16, or 19%, and another five were scored at 4/16, or 25%.

There was one substantial difference in opinion between the groups. On the question: "Is there a public advisory committee that addresses Active Transportation and/or cycling concerns?" two groups rated this as either Excellent or Very Good, while the other two ranked the community as Poor.

iii. **Other Uses:**

As with Bikeability, all four groups arrived at fairly close rankings for Other Uses. In Huntsville, the highest score of the four groups was "42", while the lowest was "32". These were lower than Walkability, but higher than their Bikeability ratings. This is a frequent result in community ATQ results.

Group 1 ranked Other Use of Huntsville at 35/100. They awarded two ratings of Excellent, three of Very Good, five of Fair, eight of Poor, and seven of Very Poor. They ranked 15 out of 25 questions, or 60%, with the lowest two possible scores. Unlike some communities, where one of the three main categories reviewed in the Other Uses section: skateboarding, inline skating, or wheelchair use, was ranked extremely badly, in Huntsville there was a range of scores spread throughout.

The two areas where Group 1 gave their highest ranking: 4/4, or Excellent were:

- Is there a skateboarding park in your community?
- Does your community accommodate wheelchair use in its official planning?

The seven factors that they ranked Very Poor, with a score of zero, were:

- Is skateboarding permitted on sidewalks in your community?
- Is the skateboarding park close enough to residences/schools, etc. to permit users to walk/bike?
- Does your community accommodate skateboards in its official planning?
- Do businesses permit their employees to arrive by and "park" their skateboard?
- Do schools have safe skateboard parking facilities?
- Is inline skating permitted on sidewalks in your community?
- Are off-road trails designed to be used by skateboards and/or inline skates?

The most important Other Uses factors chosen by Group 1 (Score: 35) were:

1. Are sidewalks designed to accommodate wheelchairs?
2. Are wheelchair accessible washrooms facilities available in parks and on paths/trails?

3. Is there formal youth input into transportation infrastructure decision-making?

4. Are pathways designed to accommodate wheelchairs?

5. Are off-road trails designed to be used by skateboards and/or inline skates?

Group 2 scored Other Use very close to Group 1, at 33/100. They were rather more extreme in their rankings, with the highest number of both Excellent and Very Poor ratings than any other group: five ratings of Excellent, one of Very Good, four of Fair, two of Poor, and thirteen of Very Poor.

The five categories ranked Excellent were all related to wheelchair use:

- Are sidewalks designed to accommodate wheelchairs?
- Are wheelchair accessible washrooms facilities available in parks and on paths/trails?
- Are sidewalk intersections equipped with "curb-cuts"?
- Does your community accommodate wheelchair use in its official planning?
- Are pathways designed to accommodate wheelchairs?

The thirteen factors that they ranked Very Poor, with a score of zero, were:

- Is skateboarding permitted on sidewalks in your community?
- Is skateboarding permitted in community parks?
- Do schools permit students to use/park their skateboards?
- Does your community accommodate skateboards in its official planning?
- Do businesses permit their employees to arrive by and "park" their skateboard?
- Do schools have safe skateboard parking facilities?
- Do businesses permit their employees to arrive by and "park" their inline skates?
- Is inline skating permitted on sidewalks in your community?
- Is inline skating permitted in parks?
- Is the inline skating park connected to sidewalks and other Active Transportation infrastructure?
- Are off-road trails designed to be used by skateboards and/or inline skates?
- Does your community accommodate inline skating in its official planning?

- Is there formal youth input into transportation infrastructure decision-making?

Group 2 did not select its most important Other Uses factors.

Group 3 had the lowest ranking for Other Uses, although very close to Group 2, at 32/100. They had one rating of Excellent, four of Very Good, two of Fair, twelve of Poor, and six of Very Poor.

The five categories ranked Excellent and Very Good were:
- Does your community accommodate wheelchair use in its official planning? [Excellent, 4/4]
- Is there a skateboarding park in your community?
- Are sidewalks designed to accommodate wheelchairs?
- Are wheelchair accessible washrooms facilities available in parks and on paths/trails?
- Are sidewalk intersections equipped with "curb-cuts"?

The six questions that Group 3 ranked Very Poor, with a score of zero, were:
- Is skateboarding permitted on sidewalks in your community?
- Is the skateboarding park connected to sidewalks and other Active Transportation infrastructure?
- Is inline skating permitted on sidewalks in your community?
- Is the inline skating park connected to sidewalks and other Active Transportation infrastructure?
- Does the community encourage other forms of non-motorized recreation?
- Are other forms of non-motorized recreation reflected in community planning?

Group 3 also did not select their most important Other Uses factors.

The highest ranking for Other Uses was given by Group 4, at 42/100. They scored two ratings of Excellent, but six of Very Good. They also had seven scores of Fair, three of Poor, and seven of Very Poor.

Their two rankings of Excellent were awarded to:

- Is there a skateboarding park in your community?
- Does your community accommodate wheelchair use in its official planning?

The seven questions ranked Very Poor, with a score of zero, by Group 4 were:

- Is skateboarding permitted on sidewalks in your community?
- Does your community accommodate skateboards in its official planning?
- Do schools have safe skateboard parking facilities?
- Is there a public advisory committee that addresses skateboarding/inline skating concerns?
- Is inline skating permitted on sidewalks in your community?
- Does your community accommodate inline skating in its official planning?
- Is there formal youth input into transportation infrastructure decision-making?

The most important Other Uses factors selected by Group 4 (Score: 42) were:

1. Is skateboarding permitted on sidewalks in your community?
2. Does your community accommodate skateboards in its official planning?

When we examine the responses of the four groups in the Other Uses section, there is substantial agreement. With the exception of Group 2, not many factors were rated highly by any of the four groups, but the best were:

- "Does your community accommodate wheelchair use in its official planning?" received a score of 16/16, or 100%.
- "Is there a skateboarding park in your community?" received a score of 14/16, or 88%.
- "Are sidewalk intersections equipped with "curb-cuts"?" scored 12/16: 75%.
- "Are sidewalks designed to accommodate wheelchairs?" was rated 11/16: 69%.
- "Are wheelchair accessible washrooms facilities available in parks and on paths/trails?" also was scored 11/16.

Those factors rated lowest by the groups were:

- "Is skateboarding permitted on sidewalks in your community?" received the lowest score: 0/16.
- "Is inline skating permitted on sidewalks in your community?" was also scored 0/16.
- "Does your community accommodate skateboards in its official planning?" was scored 1/16: 6%.
- "Do schools have safe skateboard parking facilities?" received a score of 1/16.
- "Are Do businesses permit their employees to arrive by and "park" their skateboard?" was ranked at 2/16, or 12.5%
- "Does your community accommodate inline skating in its official planning?" also received 2/16..

Two other questions received a score of 3/16, or 19%, and another three were scored at 4/16, or 25%. In addition, there were seven other questions that were ranked at less than 50%.

There were several questions where the answers between groups disagreed substantially.

On the question: "Is there a public advisory committee that addresses skateboarding/inline skating concerns?" Group 1 rated this as Very Good, but the other three ranked the community as Poor and Very Poor.

With "Is inline skating permitted in parks?" every group arrived at a different score, from 0-3.

Group 4 evaluated "Is the inline skating park connected to sidewalks and other Active Transportation infrastructure? as Very Good, but the other groups scored this from 0-1.

"Does the community encourage other forms of non-motorized recreation?" is another where all four groups scored it differently, from 0-3.

D. <u>Results of the Map Exercise</u>:

For the map exercise, participants were separated again into their four working groups. Every group was provided with a large-scale map of the community and was asked to identify a number of different features on their map:

- Destinations: locations, such as schools and businesses, where people might be encouraged to use Active Transportation to access [marked in blue].

- Key Routes: important streets, trails, or other routes where AT is particularly likely to occur [marked in green].

- Gap areas: locations where AT facilities are inadequate [marked in red.

The groups reported their findings back to the main body and discussed the reasons for their choices.

In many respects, there was agreement among all four groups. Most identified the same destinations: the schools, the downtown, the business districts developing along Highway 11, and recreation resources such as the skateboard park. Not every group identified exactly the same areas, but there was no dispute of any location

suggested. The key routes identified as useful for AT were often the same roads as those being developed as main arteries for motor vehicles, and there was uniform recognition of the potential conflict, especially for cyclists.

There was one major barrier that was agreed by everyone present: Highway 11. It not only bisects Huntsville, but efforts to either improve walking and cycling infrastructure on the bridge crossing the highway, or to find ways underneath it, such as the trail at the Narrows, have not met with success. One issue identified was Highway 11 is under the jurisdiction of the Ministry of Transportation. Participants commented that Highway 11 and the waterways divide the town into four quadrants making AT connectivity difficult.

This gap was considered especially important because of the location of both the soccer fields and skateboard park on the opposite side of Highway 11 from the downtown and all the schools. Despite repeated discussions over the need to improve foot and bike access to the bridge at Exit 221, participants felt that the response from Ministry officials was dismissive.

The need for marked bike lanes or paved shoulders for cyclists was identified on such roads as Muskoka Road 3 north of Highway 60, Main Street to Highway 11 at Exit 219, Brunel Road, King William Street, and access over highway at Exits 219 and 221.

A further important need was identified by the recreational members of the group, and that was of the need for a few off-road connections to create loops that could be used for running and cycling in the area around the Golf Course Road and Muskoka Road 3.

One important observation made by the entire group during this exercise was that there was almost no area in the Town of Huntsville that did not require improved AT connections, and that safe walking and cycling connections between the various neighbourhoods were often inadequate and resulted in unsafe conditions not only for cycling, but often even for walking.

E. Next Steps:

At the conclusion of the map exercise, the workshop participants were separated into their community groups for one final occasion. Each group was assigned two tasks:

They were requested to propose five "action items" that would advance Active Transportation in their community. They were asked to consider only items that could meet the following criteria:

- The action could be realistically completed within the next six months
- That any action they proposed was to be as specific as possible

- That any proposals that the group made was something that could be undertaken and completed by the members of the group – they were not to make commitments in the name of people not at the table with them

In addition, each group was requested to propose a "dream" list of three items. Unlike the action items, these did not need to be limited in any way by budget, jurisdictional, or – frankly – reality. They were to represent a visionary goal for the Huntsville of the future.

Once the group had developed its list, they were presented to the plenary session and briefly discussed. Each group's list was posted on the wall. After all the groups presented their suggestions, participants were given a short period of time to select their top three choices of the specific proposals, and their top choice from the "dream" lists. Participants were provided with dots to signify their short term and "dream" item, respectively.

A complete list of all the ideas may be found on page 37 of this report.

Upon review of the group's choices, six Action Items received clearly more votes than any others. In order of votes they were:

1. Be – Active Challenge
    a. Pedometers
    b. Make it fun

   c. Prizes

   d. Participation counts

   e. Businesses contribute prizes

   f. Workplace wellness programs

   g. Education programs

2. Identify 'hotspots' in local municipalities (work with community groups)

3. Educational Outreach Program

   a. Radio

   b. Paper

   c. Chamber To Business

   d. Schools – Safety and Bike Days

   e. Signage on Transit Buses

4. Radio ads re: 'share the road' signage

5. Market town events (include advertising i.e. walk to event)

6. Bike racks installed in needed areas <Bike rack deployment plan>

   a. Downtown

   b. Commerce Court

In addition, there were three proposals from the "Dream" list that had more votes than any of the others:

1. Walking bridges to and from the district "Mountview" park
2. Fully connected and signed and looped inter municipal AT network
3. Hwy 11 underpass (pedestrian walkway)

F. <u>Follow-up and Concluding Observations</u>:

I was impressed by the turnout at the workshop, in particular with all the elected officials, and senior staff who turned out. The walkabout was quite interesting, and some fascinating discussions took place on the streets of Huntsville.

I am pleased that the work we did in this workshop appears to fit well with the municipality's recent work on their Unity Plan. I am hopeful that the concepts presented in my sessions will find a home there. I also would be delighted to see if the six most popular Action Items proposed by the workshop

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participants might be able to be achieved in the next six months. Several of them certainly should be able to be completed.

I want to thank Sylvia Thompson-Nicholson from the Simcoe Muskoka District Health Unit, and Chris Marshall from the Town of Huntsville for their efforts in organizing this workshop.

I would also like to thank all the participants who attended what was a very full and busy day. I appreciate everyone's kindness and patience as I led the group, as gently as I could but as firmly as required, to finish as close to 4:30pm as possible.

I enjoyed the opportunity to visit the Town of Huntsville, and to work with all those who attended the workshop. I hope that everyone found the day worthwhile and that it will contribute, in some small way, to your community's efforts to become more Walkable and Bikeable.
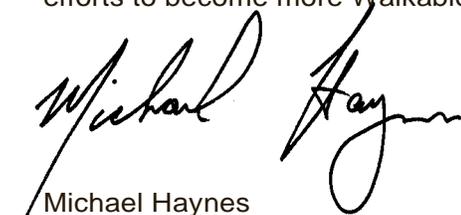
Michael Haynes

Director, TransActive Solutions

G. <u>Agenda</u>

Huntsville

Active Transportation Workshop

March 4, 2011

8:30 am to 4:30 pm

Partner's Hall, Algonquin Theatre

8:30 – 9:00   Registration

9:00–9:15   Introductions & Goals of the Session [*Chris Marshall*]

9:15–9:45   The "Big Picture"

- What is Active Transportation?

- Why is it important?

9:45-10:00   Active Transportation and the Built Environment [*Sylvia Thompson-Nicholson*]

10:00-10:15   Nutrition Break

10:15-11:00   Design of Pedestrian and Cycling Facilities

11:00–11:20   Active Transportation Initiatives in

- Huntsville *[Steve Keeley]*

- District of Muskoka *[Melissa Halford]*

11:20-11:35   Sustainable Commitment: Keeping the will to be active thriving [*John Challis, Muskoka Trails Council*]

11:35-12:30   Walkabout

12:30-1:30   Lunch – while completing Community Infrastructure Assessment (Active Transportation Quotient)

1:30-2:00   Report on Community Infrastructure Assessment (ATQs)

2:00-2:30   Map Exercise – Resources and Needs

2:30-2:45   Nutrition Break

2:45-3:15   Report on Map Exercise

3:15-4:15   Action Plan – Advancing Active Transportation in Town of Huntsville

4:15- 4:25   Final Comments from participants

4:25-4:30   Final Comments - [*Chris Marshall*]

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H. Active Transportation Quotient

Participants were asked to complete Active Transportation Quotients (ATQs) for the community in which they lived. They completed these as individuals, and during group discussion, results from each person were compared and discussed. Twenty participants submitted their completed ATQ.

Interpreting the Results:

Participants were asked to evaluate their community for three Active Transportation components: Walkability, Bikeability, and Other Uses. Each component was made up of a section of 25 questions, with a possible score for each question ranging from zero (very poor) to four (Excellent). The maximum possible score for the community for each section was 100; the minimum possible score was zero.

Each question below shows how many participants selected each score. It also shows how many of the participants rated the importance of each question as low, moderate, or high. The average score for each question is also provided

At the end of each section, the total number of sections of each score is shown, and the average score for each section has been calculated from the results provided by the participants.

Four groups submitted ATQ results.

Section 1: Walkability

1. Do sidewalks/walkways/paths exist?
2. Are Sidewalks/walkways/paths wide enough for side-by-side walking, passing?
3. Are sidewalks/walkways/paths often obstructed by signage, furniture, garbage, light posts, parking meters, or other obstacles?
4. Where sidewalks do not exist are pedestrians given consideration through reduced speed limits and/or traffic calming measures?
5. Can streets be easily, safely and conveniently crossed?

6. Are there separations between pedestrians and fast traffic (greater than 60km/h)?

7. Are sightlines sufficient to see and be seen by cars?

8. Are sidewalks and roadways kept free of snow/ice and are they well drained to avoid pools of water after rains and spring melt?

9. Is there sufficient lighting on streets and in walking areas for pedestrians to see and be seen by drivers and to reduce the potential of crime?

10. Do drivers 'respect' walkers?

11. Are sidewalks/walkways/paths well maintained?

12. Do walking areas have garbage/recycling containers? Do they look and smell clean?

13. Are sidewalks/walkways/paths designed to accommodate strollers?

14. Do sidewalks/walkways/paths have benches and other places to rest?

15. Do sidewalks/walkways/paths have protection from weather and sun by trees and otherwise?

16. Do walking trails exist?

17. Do walking trails link or connect with one another and other active transportation infrastructure (sidewalks, etc.)?

18. Do walking trails form a component of an active transportation network?

19. Are existing walking trails useful for transportation?

20. Are walking trails clearly marked with appropriate signage and directions?

21. Do printed trail guides and maps exist and are they easily accessible?

22. Are there active transportation community based organizations such as walking/hiking clubs, etc?

23. Does your community have an official pedestrian and/or Active Transportation plan?

24. Is there a public advisory committee that addresses Active Transportation and/or pedestrian concerns?

25. Are sidewalks, walkways, and paths attractive and appealing?

Section 2: Bikeability

1. Do off-road bike/recreational use paths exist?

2. Are there dedicated and identified on-road bike lanes?

3. Do bike paths and bike lanes bring riders to useful destinations?

4. Are bicycles given consideration in road and traffic planning and design (through on street bike lanes, signage, special by-laws, etc.)?

5. Are streets and roads able to safely accommodate bikes as well as other traffic?

6. Do bike paths and bike lanes have clear signage and markers for direction and regulations?

7. Are bike paths and lanes kept free of obstructions, litter and loose material?

8. Are there convenient bicycle parking facilities both on the streets and in designated locations, such as schools?

9. Do businesses provide safe and secure bike parking for staff and customers?

10. Do public transit systems provide facilities for bicycles such as parking?

11. Do buses have bike racks?

12. Do bike paths link or connect with one another and other active transportation infrastructure (sidewalks, etc.)?

13. Are bike paths and lanes integrated into the transportation network?

14. Are existing bike paths useful for transportation to work and/or school?

15. Do bike paths have protection from weather and sun by trees and otherwise?

16. Do bike paths have benches and other places to rest?

17. Where bike lanes do not exist, is there "Share the Road" signage?

18. Do roads in your community have paved shoulders or wide curb lanes?

19. Do parks and public spaces accommodate bicycling safely?

20. Do police enforce bicycle by-laws?

21. Do printed bike route maps exist and are they easily accessible?

22. Are there regular security patrols on trails and bike paths by police or volunteer patrols?

23. Does your community have an official bicycle and/or Active Transportation plan?

24. Is there a public advisory committee that addresses Active Transportation and/or cycling concerns?

25. Are bike paths and lanes attractive and appealing?

Section 3: Other Uses

1. Is skateboarding permitted on sidewalks in your community?

2. Is skateboarding permitted in community parks?

3. Do schools permit students to use/park their skateboards?

4. Is there a skateboarding park in your community?

5. Is the skateboarding park close enough to residences/schools, etc. to permit users to walk/bike?

6. Is the skateboarding park connected to sidewalks and other Active Transportation infrastructure?

7. Does your community accommodate skateboards in its official planning?

8. Do businesses permit their employees to arrive by and "park" their skateboard?

9. Do schools have safe skateboard parking facilities?

10. Is there a public advisory committee that addresses skateboarding/inline skating concerns?

11. Do businesses permit their employees to arrive by and "park" their inline skates?

12. Is inline skating permitted on sidewalks in your community?

13. Is inline skating permitted in parks?

14. Do schools permit students to bring their skateboards?

15. Is there an inline skating park in your community?

16. Is the inline skating park close enough to residences/schools, etc. to permit users to walk/bike?

17. Is the inline skating park connected to sidewalks and other Active Transportation infrastructure?

18. Does your community accommodate inline skating in its official planning?

19. Are off-road trails designed to be used by skateboards and/or inline skates?

20. Is there formal youth input into transportation infrastructure decision-making?

21. Are sidewalks designed to accommodate wheelchairs?

22. Are wheelchair accessible washrooms facilities available in parks and on paths/trails?

23. Are sidewalk intersections equipped with "curb-cuts"?

24. Does your community accommodate wheelchair use in its official planning?

25. Are pathways designed to accommodate wheelchairs?

I. Next Steps

The workshop participants were separated into small groups and asked to come up with a list of five "next steps" to follow the community Active Transportation Workshop. They were asked to only propose ideas that were: specific, measurable, achievable by the people in the room, and capable of completion within six-months. Additional suggestions were permitted if time allowed.

They were also requested to propose a series of "dream" goals, visions for the future that were not linked to any specific agenda. Following are all the ideas proposed by the four groups.

The number of votes each proposal received from the full group is indicated by the number of "red dots" (action items) or "blue dots" (dreams) noted next to certain items.

Group 1

a. Action Items:

1. Fun Bike Ride Awareness Event (**3 red dots**)

2. Town links improved (**2 red dots**)

       i. Centre Street

      ii. Brunel Street

     iii. Cann Lake

3. Bike racks installed in needed areas <Bike rack deployment plan> (**5 red dots**)

      i. Downtown

      ii. Commerce Court

4. Utilize AT for 'short" trips in Town

      i. Newspaper

      ii. Muskoka Mag etc.

     iii. Local Media

5. Unity Plan Liaison (**4 red dots**)

b. "Dreams":

1. No CARS!!
2. Bicycle Lanes with good linkages (AT) (**1 blue dot**)
3. Cultural Shift
4. No Hills
5. Hwy 11 underpass (pedestrian walkway) **(4 blue dots)**

Group 2

a. Action Items:

1. Be – Active Challenge   **(8 red dots)**
   a. Pedometers
   b. Make it fun
   c. Prizes
   d. Participation counts
   e. Businesses contribute prizes
   f. Workplace wellness programs
   g. Education programs
2. Paint Lines
3. Letter to the editor – newspaper
4. AT Month
5. Public transportation reviews/surveys – why don't people use
6. Networking committees
7. Incentive programs   **(1 red dot)**
8. Market town events (include advertising i.e. walk to event) **(5 red dots)**

b. "Dreams":

1. Bike lanes wherever possible
2. Walkway under highway – at least one   **(1 blue dot)**
3. Paved shoulder, line designation for pedestrians (priority)
4. Pedestrian malls   **(2 blue dots)**
5. Utopian Village – environment and people friendly   **(1 blue dot)**

Group 3

a. Action Items:

1. Presentation to Board of Education   **(1 red dot)**

2. Take info learnt today and share with our AT committee at our first meeting.

3. AT workshop in BB (part of OP process)

4. Radio ads re: 'share the road' signage **(5 red dots)**

5. Identify 'hotspots' in local municipalities (work with community groups) **(7 red dots)**

b. "Dreams":

1. Municipal – revised standards to accommodate AT infrastructure

   (1 blue dot)

2. Establish bike lanes on all arterial roadways.

3. Fully connected and signed and looped inter municipal AT network

   (4 blue dots)

4. To see a noticeable increase in purposeful use of AT

5. Acceptance of the Importance of Active Transportation at all political levels

Group 4

a. Action Items:

1. Revisit "Bicycle Route" needs assessment study for town

   (2 red dots)

   a. Signage

   b. Road Marking

   c. Bicycle Racks

2. Educational Outreach Program **(6 red dots)**

   a. Radio

   b. Paper

   c. Chamber To Business

   d. Schools – Safety and Bike Days

    e.   Signage on Transit Buses

3. Take what we learned to day to Unity Plan   **(1 red dot)**

b. "Dreams":

1. Walking bridges to and from the district "Mountview" park

   (4 blue dots)

2. Walking trail bridge at "Narrows" on Hwy 11 Bridges to connect all of Huntsville

3. Finish Hunters Bay Trail to Narrows and Lakewood Park Drive

4. Expanded Transportation System "Transit"

5. Cann Lake Trail from soccer fields to H.H.S.

6. Sidewalks everywhere

J. Evaluation Form

There were 18 responses received.

1. Workshop Format/Structure:

a) What aspects of the workshop were most useful?

- Facilitator presentation. Hands on workshop
- Examples of active transportation from other communities. Walkabout.
- Guided walkabout – a great exercise to raise awareness
- All
- The photos of AT infrastructure. Both good and bad examples.
- Morning presentations/discussion. Networking with local stakeholders
- All
- Walkabout
- Walkabout. Great variety of slides.
- Big Picture. Action Plan.
- Lots of info about active transportation
- The "Big Picture" presentation. All activities were excellent. Lot's of variety. Great learning environment.
- All of it.
- Seeing, learning about all the possibilities that have been tangibly created in the world. Doable new specifics!
- Overview of big picture. ATQ map exercise.
- Process was great – end result of objectives with 6 month timeline a great starting point.
- Understanding AT and benefits to ourselves and community

b) What aspects of the workshop were not useful?

- No responses: 10
- All of it was useful – rating exercise a little challenging to complete in 30 minutes
- Active Transportation and the Built Environment. Much of the information was covered in the previous presentation
- Repetition of some key ideas/themes between speakers
- Very long day
- Short term and dreams brainstorming
- Prolonged sitting – all was useful

- Some of additional speakers – unsure of what they were trying to communicate and for us to understand.

2. <u>Presentation:</u>

a) **Do you anticipate that the resources provided will be useful? In what way?**

- Yes, will be using resources in regional transportation planning, focused on Health
- Yes, in researching and knowing where to get info.
- Yes, the questionnaire will be useful to do with out AT Committee
- Great
- Yes, take back to organization for discussion on how we can contribute to culture of increasing active transportation.
- Yes, will help with our AT Committee
- Yes, and would it be possible for hard copy? Of presentation?
- Yes, review of best practices – what others are doing.
- Yes, lots of useful ideas
- Good reports
- Lots of food for thought – action
- Will provide new and innovative ideas which will help with implementing Huntsville's new Unity Plan (sustainability)
- Very good
- Very – lots of doables specifics and vision!
- Great for info for media release / newsletters
- Yes, there will be action.
- Did not – pleasantly surprised

b) **Are you aware of how you can access other resources if needed?**

- Yes: 17

<u>Comments:</u>
- Chris Marshal is our man

- On line resources provided
- More than before

3. **Knowledge transfer:**

a) **Did the workshop cover what you were hoping it would?**
- Yes: 17
- No: 0
- No response: 1

b) **Did it lead where you were hoping it would?**
- Yes: 16
- No: 0
- No response: 2

Comments:
- A start

c) **Was new information presented?**
- Yes: 17
- No: 1

d) **Was the knowledge gained practical and applicable to you?**
- Yes: 18
- No: 0

Comments:
- And then some!
- Beyond expectations – so many great ideas
- Lots of interactive activities – well planned

4.   <u>**Institutional Change**</u>:

a) How has the workshop changed your thinking?

- Opened my mind instead of closing it
- Active Transportation is a necessity
- Hasn't. Everything said echoed my thinking
- Promote Active Transportation within our organization and promote thru our newsletter
- More thought to skateboarding, in-line skating
- Yes
- Broader Scope
- Opened up many ideas and ways of thinking
- No
- Yes, provided more info
- Better awareness of the many stakeholders
- Better understanding of children's health if we cannot overcome lack of A.T.
- Not really – provided better focus

b) **What changes would you make based on your experiences from the workshop?**

- Personally and community -Yes. Course – no.
- Try and provide improved A.T. awareness for our politicians
- Facilitate change 1. In my kid's school & 2. In my personal life
- Bike lanes for town
- Implement a "Get Active Walking Challenge" at the organization
- Lots!! But all need $$$ and will work on it over the next 4 years.
- Need a workshop in BB and GH
- Utilize AT for "short" trips where possible more often
- Advocate for paved shoulders, signs available
- Encourage families to walk/bike with their children to programs
- Will continue to learn about Active Transportation

c) How do you plan to implement those changes?

- PTA Meetings. Continue my health and wellness training.
- Speak to town councillors
- Take back to organization – manager's meeting
- Share info with staff and our committee
- Hope influence council that it's important – do we want to pay increased health costs or pay for ways to get people healthy!
- Work with community partners
- Bring my bike to work for the summer to make short trips around town
- Unity Committee
- Newsletters, staff meeting – report back and encourage A.T. challenge
- Partly through "Recreation, Public Health, Active Living' Committee of Unity Plan
- Unit Plan
- Through my sug. Committee or "Transportation and Land Use".
- Work through our A.T. Committee

5. Stakeholder Networking:

a) Did you find the opportunity for networking useful?

- Yes: 16
- No: 0
- No response: 2

b) How could you move forward with the contacts you have made?

- Via Unity Plan Committee
- Wouldn't for me it was an exchange of ideas
- We will see
- Pursue specific opp's identified
- Information sharing greats

- Would be helpful to get list of participants and contact info in package
- Will invite to our future sessions and maintain contact for info purposes
- Throughout education system, group initiation.

6. <u>Recommendations</u>:

a) Are you satisfied with the outcome for the day?

- Yes, it is a starting point
- Yes – 10 responded the same way
- Greatly
- More opportunities for discussion – not sure what the outcome was at the beginning
- I was, thank you
- Yes, very much so
- Yes, thanks!
- Yes – solid outcome because of great process
- Some useful ideas and information

b) Do you see opportunities to assist with the outcome?

- Yes **– 5** responded the same way
- Committee work
- Yes – bike racks, promotion education
- Yes, education within my limits with school system
- Absolutely – will work with co workers/community partners to educate, school board, etc.
- Absolutely
- Yes – Muskoka is looking forward to working on joint projects with the area municipalities
- Yes, taking this back feedback from group and information from yourself and other presenters.

General comments:

- Lots of excellent information, long day, applying everything to Huntsville was excellent! Made it real!
- Great and great interaction!
- Great day! Great facilitation!
- Thanks!!!
- Food/refreshments were great – thanks for being healthy and delicious! Good, engaging, interactive presenter – Thanks!
- Would love to see the walking Bus on at least have a designated drop with a small walk to complete trip.
- Glad I came
- Good workshop – good facilitator and material
- Well done Michael and organizers
- Reinforced old plans and gave them new life
- Excellent facilitator – wealth of knowledge
- Great informative day

K. Active Transportation Workshop Participant List

1. Debbie Kirwin

   AAC-Town of Huntsville

2. Laurel Shaw

   Commity Living Huntsville

3. Craig Douglas

   District of Muskoka

4. Melissa Halford

   District of Muskoka

5. Fred Bozek

   Hammond Transportation

6. Sam Abi Saab

   Heart and Stroke Foundation of Ontario

7. Kate Austin

   HILOB Chamber

8. David Carmichael

   Huntsville Sports

9. Robert Lacroix

   Lake of Bays Councillor & Trails Committee

10. Irene Murray

    Muskoka Algonquin Healthcare

11. Ginney Kernohan

    Muskoka Family Focus and Children's Place

12. Charlane Cluett

    Muskoka Parry Sound Community Mental Service

13. John Challis

    Muskoka Trails Council

14. Sheila Winegarden

    NSM LHIN

15. Susan Plewes

    NSM LHIN

16. Sarah Tyler

    Pro Active Rehab Centre

17. Gord Mitchell

    Rotary Club of Huntsville

18. Diane Baranik

    SMDHU

19. Kim Horrigan

    Town of Bracebridge

20. Ron Walton

    Town of Bracebridge

21. Sandy Cairns

    Town of Gravenhurst/District/Board of Health

22. Brian Crozier

    Town of Huntsville

23. Chris Marshall

    Town of Huntsville

24. Colleen MacDonald

    Town of Huntsville

25. Steve Alcock

    Town of Huntsville

26. Steve Keeley

    Town of Huntsville

27. Sylvia Thompson-Nicholson

    Simcoe Muskoka District Health Unit

28. John Lacey

    Unity Plan - Transportation Committee

29. Paula Jackson

    Unity Plan - Health & Active Living

30. David Purchase

    Unity Plan - Transportation and Land Use Committee

L. Active Transportation Resources

CFLRI Fact Sheets: http://www.cflri.ca/eng/active_transportation/index.php

SMDHU Building Healthy Communities Fact Sheets:

http://www.simcoemuskokahealth.org/Promos/healthycommunity.aspx

walkON Walkability toolkit: http://www.walkon.ca/type/tool-kit

International Walking Charter:

http://www.walk21.com/papers/International%20Charter%20for%20Walking
.pdf

Other pedestrian Charters (resources, tools & links):
http://www.canadawalks.ca/

Canada Walks (best practices and case studies to see what other
municipalities are doing): http://www.canadawalks.ca/

Planning by Design Healthy Communities handbook:

http://www.ontarioplanners.on.ca/%5Cpdf%5Chealthy_communities_handbo
ok_nov_16_2009.pdf

OPPI Rural Character in Community Design:

http://www.ontarioplanners.on.ca/%5Cpdf%5Crural_character_102003_keys
_txt.pdf

HSFO Built Environment Position Statement:

http://www.heartandstroke.com/site/c.ikIQLcMWJtE/b.3820627/k.5C75/Posi
tion_Statements__The_built_environment_physical_activiy_heart_disease_a
nd_stroke.htm

HSFO Active Communities Workshop Guide:

http://www.heartandstroke.com/atf/cf/%7B99452D8B-E7F1-4BD6-A57D-
B136CE6C95BF%7D/BETK_HSF_WorkshopGuide-web.pdf

A Kids Guide to Building Great Communities – OPPI:

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http://www.ontarioplanners.on.ca/pdf/kids_guide.pdf

Share the Road: http://www.sharetheroad.ca/

iCANwalk resources: http://www.icanwalk.ca/

David Suzuki Sprawl Facts:

http://www.davidsuzuki.org/publications/downloads/2003/driven_sprawlfacts.pdf

Healthy Community De sign: Policy Statements for Official
Planshttp://www.simcoemuskokahealth.org/JFY/OurCommunity/healthyplaces/Healthydesign.aspx

The Impact of the Built Environment on the Health of the Population: A
Review of the Review Literature November 2007

http://www.simcoemuskokahealth.org/HealthUnit/Library/Research/BHCintro.aspx