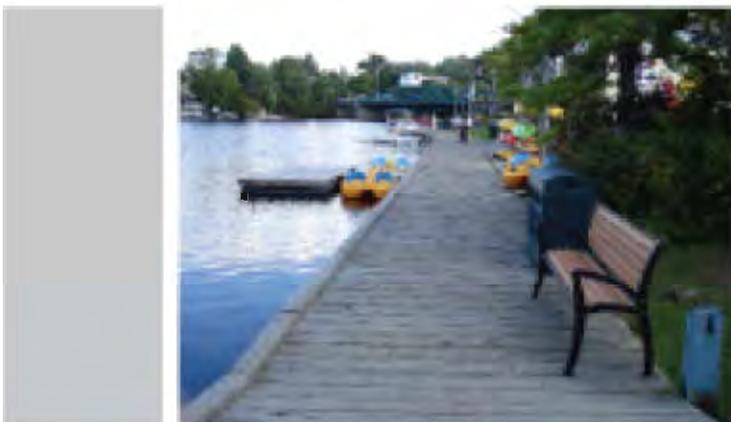




# HUNTSVILLE ACTIVE TRANSPORTATION STRATEGY 2012





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# Executive Summary

Ryerson Planners for Active Transportation (RPAT) was retained by the Town of Huntsville Unity Plan Transportation and Land-Use Planning Working Group to investigate active transportation opportunities at the micro and macro levels within the Town of Huntsville. This assessment takes into consideration the pre-existing active transportation framework and intends to build on the current infrastructure and policy. RPAT has prepared the following strategy with the objective of providing recommendations for active transportation improvements within the Town of Huntsville.

The information provided in this strategy is the result of field research conducted through a walking tour of downtown Huntsville, a biking tour of significant active transportation routes and nodes, an information seminar discussing Huntsville's existing active transportation network and several workshops focused on creating and implementing an active transportation strategy at the community level. In assessing the active transportation network and the policy which guides it, this strategy provides recommendations developed to enhance, influence and shape the future of active transportation in Huntsville.

The Huntsville Active Transportation Strategy sets out a comprehensive approach for walking, cycling and all other human powered transportation methods in accordance with the following vision:

*To recommend a strategy that will enhance and promote a complete active transportation network that encompasses connectivity, accessibility and education.*

This vision will be achieved by adhering to the following guiding principles:

- *Mitigate accessibility issues*
- *Create a connected multi-modal network*
- *Educate the community and promote active transportation*

This vision and guiding principles were developed from the full-day active transportation symposium and site visit with key Huntsville stakeholders. The most important themes included: connectivity, accessibility, affordability, health, signage and cultural change. The recommendations that resulted from these themes have been formed using data gathered from Huntsville's web-based active transportation survey, which provided insight into residents concerns and hopes for Huntsville's active transportation network.

This strategy expands the recommendations to include the financial considerations and the phasing of each project. The recommendations have all been phased as 100-day, near-, mid- and long-range projects and financed as low-, medium- or high-cost projects,. This will allow the town to better realize the vision of RPAT and help to prioritize the implementation of these strategies.



# 1.0

Introduction<sup>+</sup>



# 1.0 Introduction

The Town of Huntsville, located within the District of Muskoka, covers 700 square kilometres and has a population of approximately 20,000 (Statistics Canada, 2012). Huntsville is located on the northern edge of Central Ontario and is in close proximity to Algonquin Park (Figure 1.1), the oldest and one of the most popular provincial parks in Canada. (The Friends of Algonquin Park, 2012).

The Town of Huntsville was founded in 1869 as an agricultural centre and is currently the largest municipality within the District of Muskoka (Huntsville Muskoka, 2010). The town is commonly considered an all season vacation destination, as it is a prime location for recreational activity. Huntsville has become a tourism hub with numerous destinations such as Deerhurst Resort, Hidden Valley Ski Resort and the Trans Canada Trail (Huntsville Adventures, 2012).

The Town of Huntsville is composed of several small communities such as Allensville, Hidden Valley, Port Sydney, Vernon Shores, and Williamsport. These and many other communities all fall within the municipal boundaries of Huntsville.

Huntsville is part of a two-tiered government structure in which it is one of six lower-tier municipalities. These lower-tier municipalities include: the Towns of Huntsville, Bracebridge, and Gravenhurst as well as the Township of Georgian Bay and Lake of Bays (Figure 1.2). The District Municipality of Muskoka forms the upper tier. In 1971, Muskoka was formed through provincial legislation in a government system that closely resembles that of other regional municipalities in Ontario.

The District Municipality of Muskoka is a well-known vacation area located north of Toronto. It has been considered a vacation and tourist hotspot for over 100 years and is known for its beautiful natural setting including its many lakes and shorelines. Prestigious resorts, historical shops and visitor attractions establish a unique combination of natural beauty, heritage landscape and growing communities (The District Municipality of Muskoka, 2007).

Figure 1.1: Context, Town of Huntsville



Source: Muskoka Trails Council

Figure 1.2: Context, District of Muskoka



Source: District of Muskoka

The Town of Huntsville faces several challenges in planning for active transportation due to its large geographical size, hilly topography, dispersed population and winter climate. These challenges represent significant planning problems that must be addressed with unique solutions in order to develop a successful active transportation strategy.

Currently, there is no active transportation strategy in place that is specific to the Town of Huntsville. Conversely, in 2010 the District of Muskoka enacted the Muskoka Active Transportation Strategy (The District of Muskoka Planning and Economic Development Department, 2010). Being a lower-tier municipality, any active transportation strategy for the Town of Huntsville must conform to the strategy established by the upper-tier municipality.

Figure 1.3: Active Transportation Options



Source: Google Images

Ryerson Planners for Active Transportation (RPAT), on behalf of the Town of Huntsville Unity Plan Transportation and Land-Use Planning Working Group (hereafter referred to as the Working Group), is embarking on a strategic planning exercise to improve active transportation by establishing a comprehensive strategy for the Town of Huntsville.

The Working Group is one of six working groups involved in the preparation of the Unity Plan. This working group has the following goal:

The community will support, encourage and promote safe active transportation, such as walking and cycling, by ensuring that infrastructure to support these activities is convenient and accessible to all. Concurrently, Huntsville will act to lower dependency on automobiles and reduce their negative impacts.

The Town of Huntsville Active Transportation Strategy is the first step in achieving this goal as well as the first step in implementing long-term sustainability. This active transportation strategy presents an incremental approach to achieving the outlined goals. This strategy recognizes the ultimate vision for a healthy, active and sustainable community and provides realistic tools and achievable modifications that will bring the Town of Huntsville closer to their goals and provide motivation for continued improvements to active transportation. Additionally, through community consultation it was determined that active transportation users significantly decline

during the winter months. Therefore as a first step in the improvement of active transportation, this strategy focuses on recommendations that may be applied in the spring, summer and fall months. As active transportation usage builds and the demand for year-round facilities grow, this strategy should be amended to include recommendations to overcome the winter climate challenges to active transportation.

## 1.1 Community Profile

The Town of Huntsville consists of approximately 20,000 residents (Statistics Canada, 2012) and is a popular tourist destination with attractions such as Algonquin Provincial Park, Deerhurst Resort, heritage sites and recreational trails. To guide the Huntsville Active Transportation Strategy, it is important to understand whom the strategy is designed for in order that the recommendations provided reflect the community's needs. The following statistics relate to active transportation and provide a general understanding of the Town of Huntsville and its residents.

### 1.1.1 Residential Characteristics

The Town of Huntsville has a median age of 46.1 years, which is 5.3 years older than the median age of Ontario, 40.4 years. Figure 1.4 is a current snapshot of Huntsville's age profile. This statistic suggests that Huntsville has an aging population; therefore, active transportation infrastructure should be designed to accommodate their specific needs (Statistics Canada, 2011).

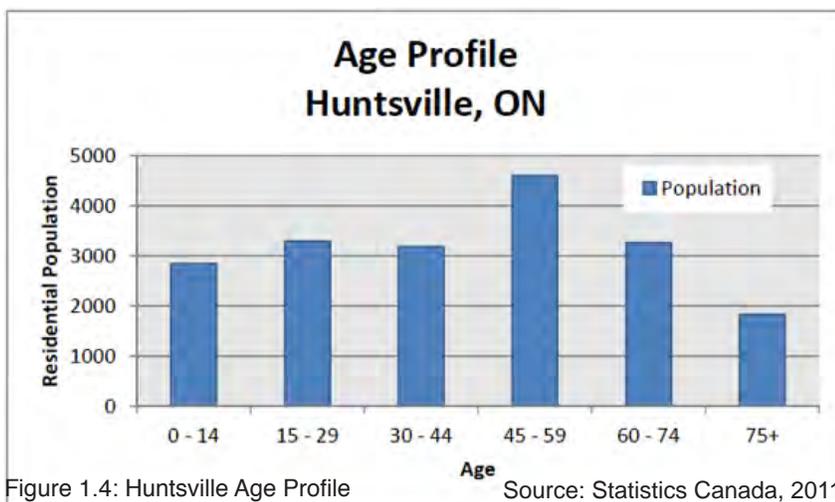


Figure 1.4: Huntsville Age Profile Source: Statistics Canada, 2011

## 1.1.2 Housing Characteristics

Single private dwellings account for 97% of the total housing supply in the Town of Huntsville. This presents a challenge for the provision of active transportation due to large geographic area that sprawling single household developments entail (Statistics Canada, 2006).

## 1.1.3 Huntsville Modes of Transportation

Statistics Canada provides 2012 estimates for the Town of Huntsville's preferred modes of transportation for journeys to work. Figure 1.5 indicates the modal share estimated.

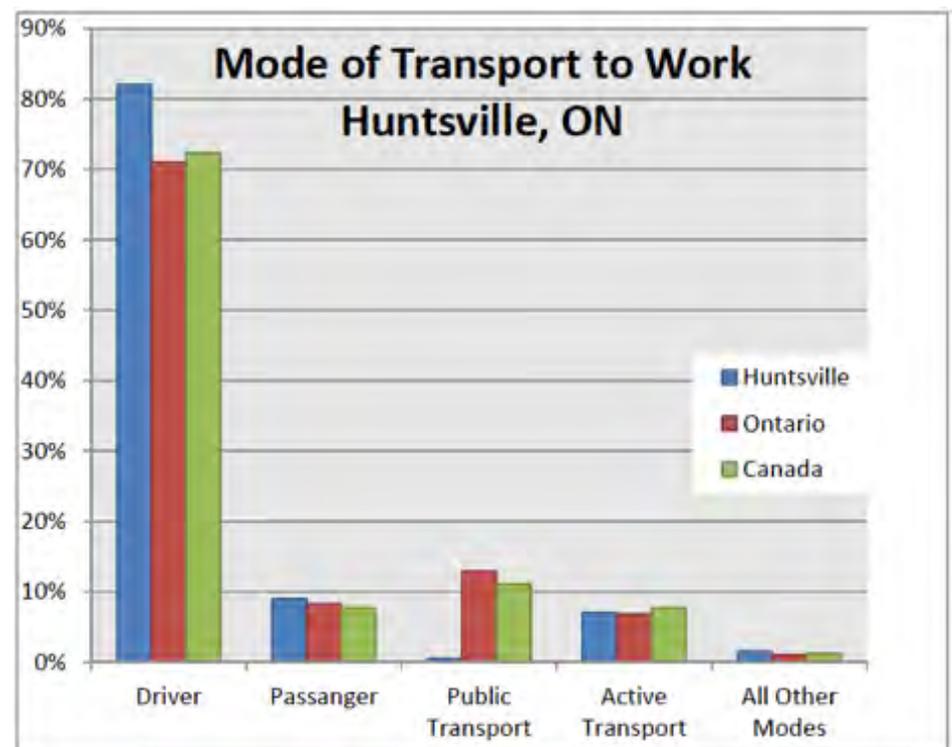


Figure 1.5: Mode of Transport

Source: Statistics Canada, 2012

It is estimated that only 6% of residents walk to work, while over 90% rely on the automobile as either a passenger or driver. Other forms of transportation to work, including cycling, is estimated at less than 1% of the Huntsville population. The significant percentage of reliance on the automobile to trips to work reinforces the need for a more complete and accessible active transportation network (Statistics Canada, 2012).

## 1.2 Active Transportation Defined

Active transportation has strong economic, health, safety, social and environmental benefits which are outlined in the Town of Huntsville’s Unity Plan. The Unity Plan identifies the development of an active transportation strategy as one of the key goals towards the development of a sustainable future. The Unity Plan (2010) defines active transportation as:

*Any form of human-powered transportation such as walking, jogging, running, cycling, in-line skating, skateboarding, non-mechanized wheelchairs, snowshoeing and skiing.*



Figure 1.5: Active Transportation Option

Source: Google Images

Additional forms of active transportation, such as kayaking and canoeing, will be considered for this definition to avoid exclusion. It is also important to recognize that active transportation involves both recreation and purposeful travel.

This strategy make reference to several terms associated with active transportation. Definitions of such terminology can be found in Appendix A.

## 1.3 Benefits of Active Transportation

There are several compelling arguments to justify a municipality taking the time and money to develop and implement an active transportation strategy. Recent research shows how communities that support active transportation can improve the physical and mental health of its citizens. When the health of a community is

improved there are subsequent cost savings in the healthcare sector and lost productivity due to illness in the workforce. Other studies have shown how people who use active transportation are better for their local economies than people who drive. There are also the clear environmental benefits that arise from people reducing their reliance on fossil fuels.

The case for active transportation is also a social rights issue. The current average cost of owning a motor vehicle is approximately \$8,946 annually for US residents, a figure that is likely higher for Canadian drivers – a cost that is out of reach for many lower income households (AAA, 2012). Therefore, it is every municipality's responsibility to ensure that people who cannot afford to own a car are able to safely and efficiently use active transportation to access key services, such as employment and medical facilities (Transport Canada, 2010). The Town of Huntsville is on the right track by beginning the planning process to develop an active transportation strategy, which, if implemented effectively, will result in a healthier and more equitable community.

### **1.3.1 Economic**

There is a range of economic benefits that can be linked to active transportation. Some of the benefits can be directly attributable and others indirectly. Money stays in the local economy when less money is spent on gasoline and healthcare costs are reduced when people are healthier. The following is a list of some of the economic benefits associated with active transportation.

#### *Local Economic Development*

There are significant economic benefits associated with implementing an active transportation strategy, including: local economic development; reduced burden on transportation infrastructure; increased community health benefits; and a reduction in healthcare costs. Studies in Toronto, New York City and Portland, Oregon have shown how cyclists and pedestrians shop more often and spend more than automotive users at local independent businesses (East Village Shoppers Study, 2012; Clifton, Morrissey & Ritter, 2012; Sztabinski, 2009). This is likely due to the fact large big box centres are less accessible to cyclists and pedestrians and therefore

they are more likely to spend money at centrally- located local businesses. Furthermore, cyclists and pedestrians support local economic development by helping keep money in the community. The majority of money spent on vehicles, fuel and insurance tends to go outside the community. As a result, when a person is spending less on vehicles, they have more to spend in their community.

### *Increased Productivity*

Improving active transportation has the potential to increase economic productivity. When workers are healthy they are more productive in the workplace and take less sick days (Lowe, 2003). Furthermore, active transportation improves productivity by increasing accessibility to jobs for disadvantaged workers. Successful active transportation networks make jobs that are inaccessible by public transit accessible for workers that may not be able to afford a car, increasing the size of the labour pool (Litman, 2012).

### *Reduced Infrastructure Costs*

Economic benefits are also achieved since the cost of building an active transportation network is significantly less compared to developing infrastructure for automobiles. While it costs approximately \$150,000 per kilometre to extend a road for bike lanes, it costs \$1.3 million per kilometre to add two lanes to an urban arterial road (Canada Active Transportation Guide, 2011).

Development of active transportation infrastructure has also been shown to create more local jobs than road construction. Construction of active transportation infrastructure tends to be more labour intensive and relies less on machinery than construction of roads. As a result, more jobs are created for every dollar spent on trails and sidewalks than for roads (Garrett-Peltier, 2011).

## **1.3.2 Health**

Modern-day society has developed a sedentary lifestyle as our dependence on the automobile has increased. A sedentary lifestyle

*Being active for at least 150 minutes per week can help reduce the risk of:*

- Premature death
- High blood pressure
- Certain types of cancer
- Osteoporosis and obesity
- Stroke
- Heart disease
- Type 2 diabetes
- Overweight

*And can lead to improved:*

- Fitness
- Mental Health (morale and self-esteem)
- Strength

*Source: Canadian Physical Activity Guidelines*

*Being overweight or obese increases the risk of acquiring several health conditions including:*

- High blood pressure
- Heart disease
- Breast cancer in women
- Osteoarthritis
- Type 2 diabetes
- Respiratory complications
- Prostate cancer in men

*These adverse health effects cost the Ontario government \$3.4 billion in 2009 for related health care costs.*

*These illnesses and costs are Preventable!*

*Sources: Ogunbode, et al., (2011), Katzmarzyk, (2011), and Heart and Stroke Foundation*

has been shown to increase risks of acquiring several serious health conditions due to increased chances of being overweight or obese.

Providing infrastructure to encourage active transportation increases opportunities for citizens to include physical activity in their daily life. Walking and cycling requires moderate to vigorous physical activity, and if people are walking and cycling everyday they are more likely to live longer, healthier and more productive lives (Public Health, 2012). The Canadian Physical Activity Guidelines recommend that adults aged 18-64 engage in 150 minutes of moderate to vigorous physical activity a week in order to achieve the health benefits associated with physical activity. That equates to a fifteen-minute commute, each way, to school or work daily (CSEP, 2012).

## *Reducing Weight*

In 2009, inactivity cost the Ontario health care system approximately \$3.4 billion in treating illnesses related to being overweight, obese or inactive (Katzmarzyk, 2011). Having proper active transportation infrastructure and educational programs can reduce health issues associated with a sedentary lifestyle. These health risks are serious and include: high blood pressure, type 2 diabetes, heart disease, respiratory complications, breast cancer in women, prostate cancer in men, and osteoarthritis. Moderate exercise, typical of that experienced when actively commuting, can reduce chances of heart disease by up to 50% (Simcoe Muskoka District Health Unit, 2010). Type 2 diabetes can also be prevented or delayed through increased physical activity. A study found that people who were at risk for type 2 diabetes were able to reduce their risk of getting the type 2 diabetes by 58% through 30 minutes of physical activity a day (Canadian Diabetes Association, 2009).

## *Improving Mental Health*

The Canadian Physical Activity Guidelines recommend physical activity to improve mental health (CSEP, 2012) as physical exercise has been shown to reduce symptoms of depression (Mead, et al. 2009). Improving the mental health of the community also has economic benefits. A study found that in 1998, the total economic burden of mental illness was \$14.4 billion on the Canadian economy

(Stephens & Joubert, 2001). This cost includes the direct cost on the health care system as well as the indirect cost on labour productivity. Given that improving active transportation infrastructure improves physical activity rates in a community there is a strong chance that mental health benefits will be achieved as well.

### *Social Inclusion*

Supporting active transportation, particularly cycling, can contribute to social inclusion (Garrard, Rissel, & Bauman, 2012). Cycling and walking provide an affordable option for personal mobility for those who cannot access a motor vehicle for whatever barrier. When public transportation is not an option, active transportation needs to be considered as the cost of owning a vehicle constrains lower income individuals and families from employment opportunities (Faiz, 2011). Car ownership can consume up to a third of the household income when a low-income family is required to own a vehicle (Litman, 2010). The quality of life of these families can be greatly improved by creating a community that allows these families to use active transportation, as the cost savings will allow them to focus their money on other things.

### **1.3.3 Environmental**

Active transportation reduces the reliance on automobiles, which contribute a significant amount of greenhouse gases into the atmosphere. It is estimated that one third of the average family's contribution to greenhouse gases comes from transportation. In terms of energy use, the bicycle is the most efficient form of transportation and can help to reduce total greenhouse gases in the atmosphere. A bicycle can get up to 423 km to the equivalent energy in a litre of gasoline (Canada Active Transportation Guide, 2011).

### *Reducing Short Distance Car Trips*

The greatest potential to reduce greenhouse gases and toxic gases caused by vehicles is to encourage people to cycle rather than drive

for distances less than 1.6 km. Estimates show that in an 11 km trip, 90% of the total emissions are emitted in the first 1.6 km as the vehicle is less efficient when the engine is cold (Canada Active Transportation Guide, 2011).

## 1.4 Vision Statement

The vision for the Huntsville Active Transportation Strategy was influenced by an information session and site visit with the client and key stakeholders in Huntsville. It is also a reflection of information gathered during a symposium on active transportation held by the Ontario Professional Planners Institute. Several significant themes arose during both events that are addressed and incorporated in the vision for the active transportation strategy. Some of the themes include: connectivity; accessibility; affordability; health; signage; and cultural change. These themes were incorporated into a vision statement using the overarching subjects of connectivity, accessibility, and education. RPAT's vision for a Huntsville Active Transportation Strategy is:

To recommend a strategy that will enhance and promote a complete active transportation network that encompasses connectivity, accessibility and education.

## 1.5 Guiding Principles

The following guiding principles will help to achieve the vision and guide the development of the Huntsville Active Transportation Strategy:

### *Create a Connected Multi-Modal Network*

- Creating an active transportation network that provides convenient connections amongst various modes of transportation (i.e. cycling, public transportation, walking) and is connected to significant nodes and points of interest (i.e. to school, to work and to shop)

### *Mitigate Accessibility Issues*

- Developing an active transportation system that is accessible to all ages and abilities. Trails, sidewalks, bicycle lanes and pathways are accessible to all when they are developed to accommodate children, seniors and disabled individuals

### *Educate the Community and Promote Active Transportation*

- Educating the community about the options for active transportation and the related benefits. The aim is to make active transportation a part of the local culture

## **1.6 Project Scope**

The Town of Huntsville covers a large geographical area. This active transportation strategy was prepared over a three month period from early September to early December. Due to time limitations it was not possible to analyze and provide recommendations for the entire municipality. Therefore the primary focus of this strategy is within the Huntsville Urban Settlement Area as defined in the Town of Huntsville Official Plan (See Appendix B). Additional recommendations are made outside the urban settlement boundary to improve connectivity in the area around Deerhurst Resort, which is east of the urban settlement area on Canal Road south of Highway 60, and on future development areas to the north-east of the urban settlement area at Golf Course road and Earls Road.

Future studies can be carried out to make recommendations to improve active transportation connectivity from the urban settlement boundary to other areas such as Port Sydney to the south-west, Hidden Valley to the north-east and other points of interest.



# 2.0

Existing Active<sup>+</sup>  
Transportation  
Network

Figure 2.1: Trans Canada Trail



Source: Muskoka Trails Council

Figure 2.2: Huntsville Urban Route



Source: Muskoka Trails Council

Source: Muskoka Trails Council

Figure 2.3: Huntsville Mural Walk



Source: Muskoka Trails Council

Source: Muskoka Trails Council

Figure 2.4: Lion's Lookout Trail



## 2.0 Existing Active Transportation Network

### 2.1 On-Street Network

The following on-road trails use existing infrastructure to create urban pathways throughout the Town of Huntsville:

#### 2.1.1 Trans Canada Trail Huntsville Section

The Trans Canada Trail Huntsville Section (Figure 2.1) is a 3 kilometre trail with its main access point at KWH Pipes. The trail winds through downtown Huntsville's streets, finishing near Highway 60, east of King William Street (Muskoka Trails Council, 2010).

#### 2.1.2 Huntsville Urban Route and Huntsville Murals Walk

The Huntsville Urban Route (Figure 2.2) and Murals Walk (Figure 2.3) are urban trails that are 4.1 kilometres and 2 kilometres long respectively. Both trails utilize Huntsville's existing street network and are intended for pedestrians looking to explore the Town of Huntsville (Muskoka Trails Council, 2010).

#### 2.1.3 Lions Lookout Trail

The Lions Lookout Trail (Figure 2.4) can be accessed from the intersection at Forbes Hill Drive and Camp Kitchen Road. The trail parallels Camp Kitchen Road along the Muskoka River, and then features a climb to the top of the lookout, which has a panoramic view of Huntsville and the surrounding area (Muskoka Trails Council, 2010).

## 2.2 Off-Street Network

These trails are dedicated pedestrian and cycling routes that were created to be separate from the on-street active transportation network.

### 2.2.1 Fairy Vista Trail

Fairy Vista Trail (Figure 2.5) is a 3.4 kilometre paved all-season trail that runs parallel to Highway 60 through forests, wetlands and abandoned farm fields. The two main entry points are located at the corner of Fairyview Drive and Highway 60, and the Water Pollution Control Plant east of Huntsville on Highway 60. The trail is intended for a variety of different multi-season active transportation activities such as walking, hiking, cycling, running, cross-country skiing and snowshoeing (Muskoka Trails Council, 2010).

Figure 2.5: Fairy Vista Trail



Source: Muskoka Trails Council

### 2.2.2 Hunter's Bay Trail

Hunter's Bay Trail (Figure 2.6) is a 3.8 kilometre trail that is part of the 52 kilometres of Trans Canada Trail that runs through Huntsville. Hunters Bay Trail is a walking, running and cycling trail that runs along the Muskoka River and Hunters Bay from KWH Pipe, through Avery Beach Park and towards Highway 11. The main access points for this trail are at: Avery Beach off of Yonge Street North; KWH Pipes off of Centre Street; and Orchard Park on East Airport Road. Part of the trail is comprised of floating docks and is an ideal location for swimming and boating in the summer. The trail is also includes rest-stops where users can pause and enjoy the scenery of both Huntsville and the bay (Muskoka Trails Council, 2010).

Figure 2.6: Hunter's Bay Trail



Source: Muskoka Trails Council

### 2.2.3 Yonge Street Trail

Yonge Street Trail (Figure 2.7) is a 1.5 kilometre trail, only accessible from the south end of Yonge Street. The trail follows a clear, easily-navigable pathway, however it is an uneven, rocky surface only recommended for mountain bikes and walkers (Muskoka Trails Council, 2010).

Figure 2.7: Yonge Street Trail



Source: Muskoka Trails Council

## **2.3 Other Modes of Active Transportation**

### **2.3.1 Water Based Active Transportation Networks**

The Town of Huntsville is home to three major lakes; Mary Lake, Fairy Lake, and Lake Vernon, connected by the Muskoka River and Hunters Bay. Huntsville currently has publicly accessible docks along the Muskoka River just below Main Street that provides connectivity to the heart of downtown. These public docks make downtown Huntsville accessible for individuals using canoes, kayaks and other forms of active water transportation. Huntsville's natural surroundings provide ample opportunities to improve water based active transportation usage in the community. The docks provide a key entry point to the downtown core and the greater Huntsville area with its central location and accessibility to pedestrians, cyclists and vehicles.

## **2.4 Challenges to Active Transportation in Huntsville**

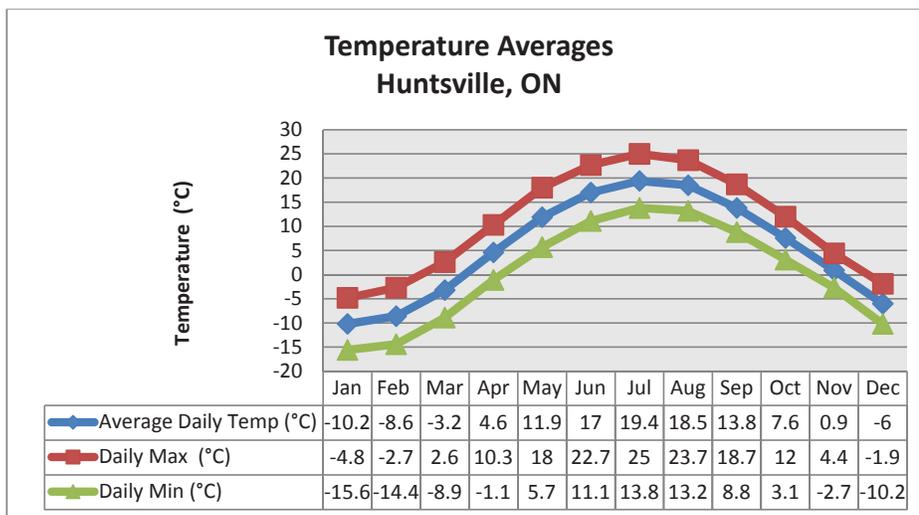
### **2.4.1 Topography**

There are several challenges to acknowledge in developing an active transportation network in the Town of Huntsville. Although the Town of Huntsville has a small urban area of approximately 14 square kilometres, the entire municipality encompasses an area of approximately 700 square kilometres (Statistics Canada, 2012). In addition to its vast size, the topography of the municipality is fairly hilly. This poses a challenge for active transportation as cycling uphill can be difficult and deter individuals from choosing this mode of transportation. Also, providing active transportation infrastructure is costly due to the low population densities in the Town of Huntsville. Implementing strong active transportation policies for new subdivisions to reallocate such costs will likely see resistance from the development community.

## 2.4.2 Climate

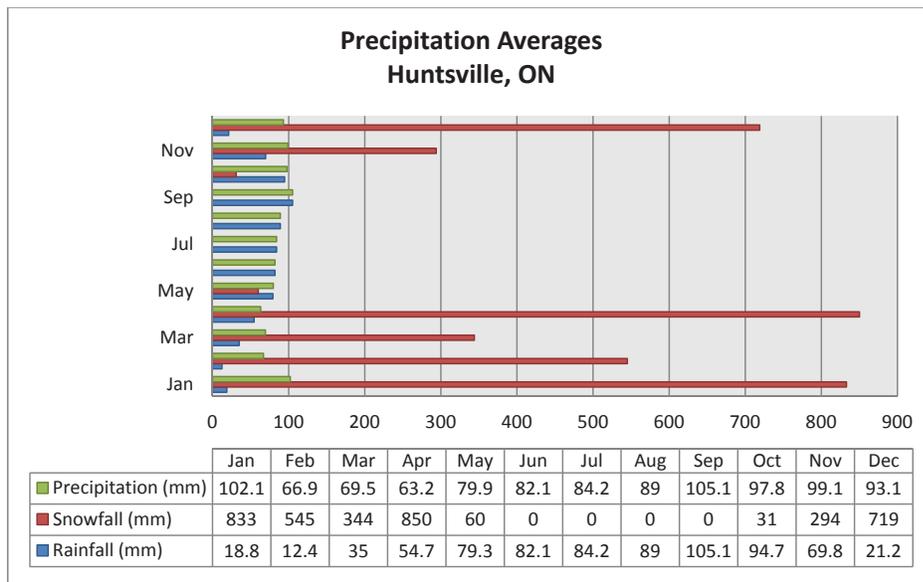
The Town of Huntsville’s winter climate poses a challenge for active transportation. The average temperature drops to below zero from December until March and there can be snowfall as early as October and as late as April (Environment Canada, 2012). Figure 2.8 details average temperatures for the year 2011 in Huntsville. Figure 2.9 details average precipitation for the 2011 in Huntsville. The main issue highlighted by this data is the large amount of snowfall in the winter season. This results in an active transportation network that sees limited annual usage. The decrease in usage of active transportation infrastructure during the long winter period increases the difficulty of securing active transportation funding. Creative ways need to be explored on encouraging active transportation use during the winter.

Figure 2.8: Huntsville Average Temperature



Source: Environment Canada, 2012

Figure 2.9: Precipitation Averages



Source: Environment Canada, 2012

### 2.4.3 Car-Oriented Development and Mentality

Figure 2.10: Biking in Copenhagen, Denmark



Source: Google Images

The Town of Huntsville is largely a rural community that has developed a car-dependent culture. Cycling and walking are seen as forms of recreation rather than transportation. Breaking the relationship to the car can be one of the largest challenges in developing active transportation infrastructure. Cultural movements typically take time, however cities like Copenhagen (Figure 2.10), Denmark and Portland, Oregon have shown how the car-mindset can be broken. For instance, Copenhagen increased their amount of designated bike lanes to over 390 kilometres, securing it as the ‘best city for cyclists’ and the ‘World’s most liveable city’ in 2011 (Union Cycliste International, 2012).

In order for this paradigm shift to take place within the Town of Huntsville, appropriate infrastructure improvements and educational programs are required to change mentalities and assumptions that have been anchored through a century with the car.

In addition, the strong car culture in Huntsville increases the dangers of active transportation and further discourages users. Based on the National Pedestrian Crash Report released in the United States

in 2008, 688,000 pedestrians were injured over the last decade (NHTSA, 2008). This number is equivalent to a pedestrian being struck by a vehicle every 7 minutes. It is assumed that these numbers would be very similar for cyclist injuries in vehicle crashes. With such dangers involved in using active transportation, Ontarians are forced to pick their poison, less exercise and poor health, or walking on roads where 95 pedestrians were killed in 2010. The Office of the Chief Coroner for Ontario released the Pedestrian Death Review in 2010 suggesting the following;

*“Ontarians want to walk and cycle and they want to be safe doing it. A road safety paradigm shift is necessary. High quality engineered design, universal accessibility and a dedication to safety where pedestrians are of paramount importance will together decrease pedestrian deaths.” (The Office of The Chief Coroner for Ontario, 2010)*

Moreover, The Office of the Chief Coroner for Ontario released the Cycling Death Review the same year. This review noted that of the 129 collisions reviewed, ones where contributing factors were solely on the cyclist and ones where the factors were solely on the vehicle drivers were approximately even. This means that education and safety awareness is required for both cyclist and drivers (The Office of The Chief Coroner for Ontario, 2010). In Section (# [Accessibility Section]) this report sets out several solutions for both pedestrian and bicycle safety.

#### **2.4.4 Funding**

Seeking funds to develop active transportation infrastructure is one of the major challenges to building and promoting active transportation. Funding is difficult to secure under the current fiscal environment where municipal budgets are tight and active transportation users make up a small portion of the population. Furthermore, the small representation of active transportation users makes it difficult to lobby for active transportation improvements. However, what is not measured is the potential active transportation users who await improved infrastructure to make their commutes safe, accessible and efficient.

Funding challenges may be the result of a lack of education about

the cost savings that are directly related to increases in active transportation participation. For instance, in 2009 there was a cost of \$3.4 billion to the healthcare system from issues associated with inactivity (Katzmarzyk, 2011). When active transportation participation rates increase in a particular region, health care savings can be redirected toward further active transportation development.

There are currently two external sources of funding that can be secured to develop the Town of Huntsville's active transportation infrastructure. The District of Muskoka currently has an Active Transportation Reserve Fund that can be applied to projects that develop the regional connectivity of the active transportation network. The Heart and Stroke Foundation also has grants for municipalities that can be used toward educating the population about the health benefits of active transportation use. The challenges surrounding these potential funding opportunities is related to establishing a comprehensive active transportation strategy that commands attention from potential funding resources.

# 3.0

Informing Our<sup>+</sup>  
Recommendations



## 3.0 Informing Our Recommendations

» The recommendations provided in this strategy reflect high-priority items where active transportation improvements are needed. Priorities for active transportation recommendations were established through stakeholder consultation, field research and community surveys, which are outlined in Appendix C.

A web-based survey, conducted by the Town of Huntsville, gathered residents' opinions on the current active transportation network which established priorities for making recommendations. The results of this survey were used to frame the Huntsville Active Transportation Strategy as a whole. The survey results, reflecting community wants and needs, also provides confirmation of the need to improve active transportation connectivity, accessibility and education. The survey also provides valuable feedback about how safe active transportation users feel in town, where residents currently use active transportation, what areas of Huntsville's active transportation network are satisfactory or unsatisfactory and how often residents walk or cycle to a particular destination. The detailed survey results are summarized in Appendix C.

This survey is the most answered survey in Huntsville's history, with 292 respondents. It was open for responses from September 18th to October 31st 2012 and was hosted online on the Town of Huntsville website or respondents could request a hard copy of the survey. In the first week of the survey, there were 107 responses, which were exclusively solicited through the online mediums. Respondents were solicited in various ways, including online, in print, over the radio and in person. Further information on the survey and how it was distributed and administered can be found in Appendix C.

Conclusions that can be drawn from this survey, for the purpose of informing active transportation recommendations within this strategy, include:

- Minimal active transportation in the winter, especially cycling, therefore initial strategy does not address winter climate

issues

- Walking is more common than cycling, initial focus could be on sidewalk and curbside improvements
- Respondents were generally unsatisfied with the lack of bike lanes in town, therefore council could prioritize the construction of bike lanes
- The largest group of respondents were between the ages of 41 and 60, so future active transportation developments should be geared towards accessibility and an aging population

Based on the population of Huntsville, 292 respondents are sufficient for a 6% margin of error, which makes this web-based survey statistically significant. Therefore, 292 respondents means that we are 94.15% confident that the sample size and the responses given reflect the entire population of Huntsville.

The recommendations outlined in this strategy also reflect the best practices for active transportation as established by widely accepted policies and concepts as well as the successful implementation of active transportation improvements in areas comparable to the Town of Huntsville. The best practices which inform all recommendations are outlined in Appendix D.

Finally, the identification of major nodes or neighbourhood assets within the Town of Huntsville also influenced the recommendations for active transportation improvements outlined in this strategy. These nodes, where people gather to work, learn and socialize are identified in Appendix E.

# 4.0

Active  
+ Transportation  
Recommendations



## 4.0 Active Transportation Recommendations

The following proposed active transportation improvements takes into consideration previous discussions surrounding existing networks, challenges, and the priorities established, in order to make sound strategic recommendations that will make up the Huntsville Active Transportation Strategy. Assessment of municipal demographics, transportation behaviours, and cultural norms, as well as examination of existing infrastructure and policy framework, was the first step in building recommendations for active transportation in Huntsville.

The next step in this process was to relate the background research to feasible and sustainable priorities using public consultation, field research and a review of best practices. From this relationship came specific recommendations involving infrastructure, policy, and other non-infrastructure initiatives. Additionally, the Huntsville web-based active transportation survey and workshops attended by RPAT members helped to inform recommendations in this strategy. The web-based survey frames all recommendations in this report, and provides an intimate understanding of resident’s concerns and needs for active transportation in Huntsville.

In order to maintain a feasible and realistic strategy, some recommendations have been identified based on phasing timelines. For the purpose of this strategy the following table of project phasing types will refer to the corresponding details:

Table 4.0: Project Time Frame

SYMBOL	PROJECT TYPE	DESCRIPTION
<b>100</b>	<b>100 day</b>	Low-cost, high-impact, and are led by the municipality to garner community support
	<b>Near-range</b>	Small scale, can be completed within 0-3 years, and require little capital expenditure
	<b>Mid-range</b>	Lesser in scope and can be completed within 3-5 years of adopting the active transportation strategy
	<b>Long-range</b>	Larger scale and/or relate to long-term policy direction

Costs to complete the recommendations outlined in this active transportation strategy have been determined to help municipalities prioritize construction or improvements of their active transportation network. These costs have been developed using comparable municipality's active transportation budgets and provincial guidelines. For the purpose of this strategy, funding of recommendations have been categorized into low-, medium- or high-cost projects:

Table 4.1: Project Cost Breakdown

SYMBOL	PROJECT COST	DESCRIPTION
	<b>Low-cost</b>	Low-cost projects have a capital cost of less than \$10,000
	<b>Medium-cost</b>	Medium-cost projects have a capital cost between \$10,000 and \$100,000
	<b>High-cost</b>	High-cost projects have a capital cost greater than \$100,000

The recommendations for connectivity, accessibility, education, pilot projects and future development areas outlined in this strategy have been synthesized in Appendix F. This synthesis also places all recommendations in rank order and indicates both the associated phasing and projected costs.

## 4.1 Connectivity

Creating a connected multi-modal network is a guiding principle of this active transportation strategy. Huntsville's web-based active transportation survey showed that only 4% of respondents were satisfied with the current connectivity of the network and 48% were not satisfied. The following recommendations intend to establish a network that provides convenient connections for people to use active transportation to travel between significant points of interest. The connectivity recommendations also work to improve the general movement of residents into and out of Huntsville's urban area by utilizing existing, new and enhanced active transportation infrastructure.

All of these recommendations follow the best planning practices but some may require additional consultation such as, but not limited to parking studies and traffic engineering. These additional

consultations would serve the purpose of better implementing the following recommendations, and can provide additional resources to supplement this strategy. This section includes recommendations that call for the removal of centre turn lanes and on street parking facilities through different areas of Huntsville. The town should undertake these parking studies, traffic studies, or both in order to ensure that they can be implemented without significantly disrupting current transportation practices.

The recommendations to improve the connectivity of the active transportation network in the Town of Huntsville are reflected in Appendix G and described as follows:

#### **4.1.1 East-West Cross-town Connectivity**

Providing a sequential, connected, and linked multi-modal active transportation system from the west of Huntsville to the east through the downtown core is essential in enhancing connectivity. The general principles for improving active transportation connectivity in Huntsville is as follows:

- Where centre turn lanes exist, they will be removed in order to accommodate bike lanes on either side of the road
- Where on-street parking exists, it will be removed in order to accommodate bike lanes on either sides of the road
- Where there is insufficient space for incorporating bike lanes, sharrows will be used instead

The removal of parking lanes and centre turning lanes is only recommended where further consultation through parking studies and traffic engineering deems it both feasible and sustainable. The current recommendations have provisions for the removal of approximately 130 car parking spaces along Main Street West.



#### ***Recommendation #1: Aspdin Road and overpass***

The Aspdin Road overpass, at Highway 11, presents a major physical barrier to active transportation and connectivity. There is currently a two lane road with one lane of traffic in each direction. In addition to the two lanes of traffic, the overpass has a sidewalk on its north side that has no connection or continuity in either direction

after the overpass. There are also two small shoulders on either side of the traffic lanes. Painting a bike lane is unfeasible due to the width limitations of the overpass and the high cost of expansion. The Ontario Ministry of Transportation (MTO) has set up specific guidelines and recommendations for tackling overpass obstacles, and to create a feasible solution.

The progress report on the Update of MTO's Bikeway Planning and Design Guidelines (Ibrahim, A. & Dowell, J., 2012) suggests reasonable alternatives and options for bike accommodation over highway overpasses and interchanges. Aspdin Road will become a multi-modal roadway in which automobiles and bicycles are required to share the same traffic lanes. Automobiles are required to give cyclists 1.5 metres clearance, however where this is not possible they will proceed in single file behind the cyclists.

To improve safety for cyclists, the current speed limit of 50 km/h should be reduced to 40 km/h. The current speed limit makes it dangerous for cyclist due to approaching cars with a poor line of sight towards the overpass. In addition, pavement markings and signage will inform motorists of the new speed limits, potential cyclists and the need to share the road. To improve the connectivity of the Aspdin Road overpass, the following recommendations have been made:

- Pavement markings: Sharrows in both directions (Figure 4.1)
- Bicycle route green signs at both ends of the overpass
- Share the road yellow signs at both ends of the overpass to warn drivers of bikes using the roadway
- Signs instructing drivers to yield for bikes at on and off-ramps to Highway 11 (Figure 4.2)

Figure 4.1: Aspdin Road overpass, Recommended Sharrows



Source: Dyan Wray

Figure 4.2: Aspdin Road overpass, Recommended Sinage



Source: Google Images



 **Recommendation #2: Main Street West**

Main Street West from the Aspdin Road overpass to Ferguson Road is currently a two lane road with a centre turning lane. To accommodate cyclists, the centre lane will be removed and traffic lanes will be redistributed to allow for the inclusion of dedicated bicycle lanes in both directions (Figure 4.3)

Figure 4.3: Main Street West (west of Ferguson Rd.), Recommended Bike Lanes



Source: Dyan Wray

The portion of Main Street West immediately east of Ferguson Road will have sharrows painted on both lanes of traffic since it is not wide enough for the creation of dedicated bike lanes (Figure 4.4).

Figure 4.4: Main Street West (east of Ferguson Rd.), Recommended Sharrows



Source: Dyan Wray

West, should be removed. Similar to the removal of a centre turn lane, this on-street parking will be reallocated for the creation of dedicated bicycle lanes in both directions.

Currently, there is an elevated sidewalk and raised shoulder along the south side of Main Street West, west of Lorne Street. Since cycling on the existing raised shoulder is not feasible, and there is no centre turn lane or on-street parking to remove, the incorporation of active transportation users will occur through the use of sharrows. In the long-term, it is recommended that the existing raised shoulder be levelled to the roadway in order to provide additional space for the inclusion of dedicated bicycle lanes.



### ***Recommendation #3: Hunter's Bay Trail***

The Hunter's Bay Trail is an existing and integral part of the active transportation network. In addition to its recreational uses, this trail is a viable option for those travelling into Huntsville's urban area from the west end. The Hunter's Bay Trail is a good alternative for active transportation users who wish to remain separated from motorized traffic as it runs parallel to Main Street West. As such, the following recommendations help make Hunter's Bay Trail a purposeful route into Huntsville's urban corridor:

- "Pedestrian and Cyclist Route to Downtown via Hunter's Bay Trail" sign at:
  - (1) Yonge Street and Main Street West; and
  - (2) Kitchen Road North and Main Street West
- Sign indicating "Connection to Main Street West" on Hunter's Bay Trail at Yonge Street North
- Trail information sign at the parking lot/entrance to Hunter's Bay Trail (terminus of Yonge Street North)
- Signage "To the Orchard Park entrance of Hunter's Bay Trail" at:
  - Main Street West and Ferguson Road;
  - Ferguson Road and Kitchen Road; and
  - East Airport Road and Ferguson Road
- Signage for "Pedestrian and Cyclist Route to Downtown via Hunter's Bay Trail" at Kitchen Road North and Main Street West
- Improved trail network information map at the KWH Pipe

- parking lot
- Signage for “KWH Pipe entrance to Hunter’s Bay Trail” at Centre Street North and Main Street
- Creation of pedestrian crossover on Centre Street North at KWH Pipe
- Sharrows on Centre Street North from KWH Pipe to Main Street (Figure 4.4)



**Recommendation #4: Main Street East to Highway 60 and King William**

The Main Street corridor from Centre Street to Highway 60 requires significant active transportation improvements in order to enhance the overall connectivity through the town’s urban area. The recommended improvements along Main Street East (and later King William Street) are as follows:

- Centre Street to Brunel Road - sharrows and “Share the Road” signs
- Brunel Road to Scott Street - removal of centre turn lane to allow for dedicated on-street bicycle lanes (Figure 4.5)
- sharrows used on bridge where limited road width
- Scott Street to Highway 60 - sharrows and “Share the Road” signs

Figure 4.5: Main Street (Brunel Rd. – Scott St.), Recommended Bicycle Lanes



Source: Dyan Wray



**Recommendation #5: Muskoka Road 3 to Earls Road (Long-range)**

The east-west crosstown connection continues with active transportation improvements north along Muskoka Road 3 to Earls Road. Currently, Muskoka Road 3 has wide, paved shoulders, therefore RPAT recommends designating these paved shoulders as bike lanes. Where shoulders are not paved, RPAT recommends resurfacing the shoulders to create designated bike lanes (Figure 4.6).

Figure 4.6: Muskoka Road 3, Recommended Paved Shoulders



Source: Dyan Wray

### 4.1.2 Fairy Vista Trail



**Recommendation #1: Connectivity to Fairy Vista Trail from King William Street and Highway 60**

The Fairy Vista Trail presents an opportunity to improve connectivity and integration of the overall active transportation network. In order to improve wayfinding and better present opportunities to use the Fairy Vista Trail, signage is recommended at the following locations:

- King William Street and Highway 60
- Highway 60 and the path connecting to Fairyview Drive
- Fairyview Drive and Highview Drive
- Fairview Drive and Glenwood Drive
- Grandview Drive and Fairy Vista Trail

The addition of signage will provide active transportation users, approaching the Fairy Vista Trail from the King William Street and Highway 60 intersection, with a clear route to this trail. Additionally, this signage will better establish the access point to the Fairy Vista Trail at Fairyview Drive. Further connectivity between the Fairy Vista Trail to Deerhurst Resort is examined in the Section 4.4.1.

### 4.1.3 Hanes Road, West Road, Centre Street North and Ravenscliff Overpass

#### **Recommendation #1: Hanes Road Between Centre Street North and Highway 11**

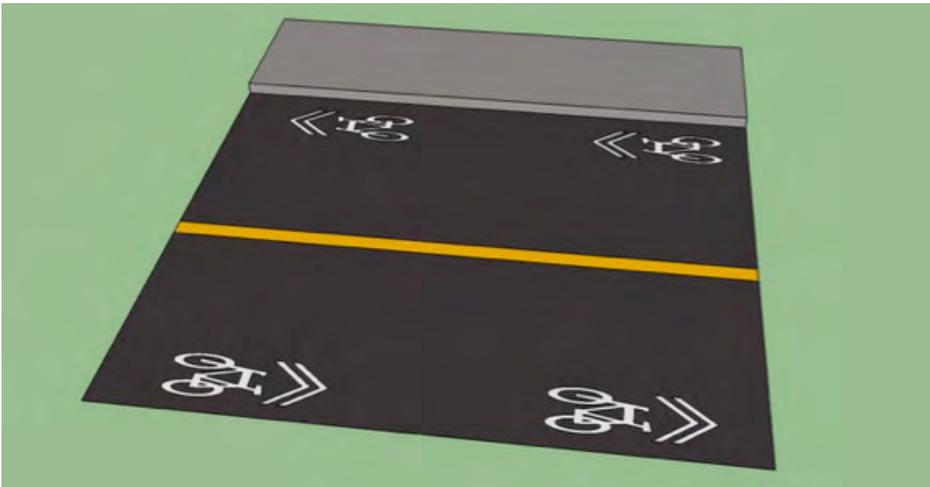
Hanes Road, from Centre Street North, joins West Road and Highway 11 at the Ravenscliff Road overpass. Hanes Road is a two lane road with one lane of traffic in each direction. Both sides of the road have large separated shoulders with clear signs for no parking. RPAT recommends adding bicycle symbols to these shoulders to turn them into designated active transportation lanes. This would help improve the area's overall connectivity - meeting up with Centre Street North's off-road path and Howland Drive's active transportation pathway around Commerce Park. Dedicating these shoulders for active transportation would also provide a connection to the Ravenscliff Road and West Road overpass.

#### **Recommendation #2: Ravenscliff Road Overpass**

The Ravenscliff Road overpass over Highway 11 is similar in design to the Aspdin Road overpass. The road and its overpass is currently a two lane road with one lane of traffic in each direction. In addition to the two lanes of traffic, the overpass has a sidewalk on its south side that is not continued after the bridge. The overpass also has a small shoulder on its north side (Figure 4.7). Painting a bike lane is

unfeasible due to the width limitations of the overpass and the high cost of expansion. The Ontario Ministry of Transportation (MTO) has set up specific guidelines and recommendations for tackling overpass obstacles, and to create a feasible solution.

Figure 4.7: Ravenscliff Road & West Road Overpass, Recommended Sharrows



Source: Dyan Wray

The progress report on the Update of MTO's Bikeway Planning and Design Guidelines (Ibrahim, A. & Dowell, J., 2012) suggests reasonable alternatives and options for bike accommodation over highway overpasses and interchanges. Ravenscliff Road will become a multi-modal roadway in which automobiles and bicycles are required to share the same traffic lanes. Automobiles are required to give cyclists 1.5 metres clearSource: Dyan Wraynce, however where this is not possible they will proceed in single file behind the cyclists.

To improve safety for cyclists, the current speed limit of 50 km/h should be reduced to 40 km/h. The current speed limit makes it dangerous for cyclist due to approaching cars with a poor line of sight towards the overpass. In addition, pavement markings and signage will inform motorists of the new speed limits, potential cyclists and the need to share the road. Improved signage on the overpass will include:

- Bicycle route green signs at both ends of the overpass
- Share the road yellow signs at both ends of the overpass to warn drivers of bikes using the roadway
- Signs instructing drivers to yield for bikes at all four ramps to Highway 11 (Figure 4.8)

Figure 4.8: Ravenscliff Rd./West Rd. Overpass, Recommended Signage



Source: Google Images

**\$ 🕒 🕒 Recommendation #3: West Road East of Highway 11 to Centre Street North**

West Road east of the Highway 11 to Centre Street North, is currently a three lane road with two lanes of traffic and a centre turn lane. The centre turn lane will be removed and reallocated to designated bike lanes on either side of the street (Figure 4.9). On the bridge, east of Gullins Road and west of Silver Street, where there is no centre turn lane, sharrows will be used instead of bike lanes.

Figure 4.9: West Road (east of Hanes Rd.), Recommended Bike Lanes



Source: Dyan Wray

**\$100** *Recommendation #4: Centre Street North from West Road to KWH Pipe (100 Day)*

Sharrows are recommended for Centre Street North from West Road to KWH Pipe. Sidewalks and paved shoulders currently exist for walkers, and sharrows would help to make Centre Street a complete street for drivers, cyclists and pedestrians. Signage will be constructed to remind drivers to share the road with cyclists, helping to improve the safety of the street. Centre Street North from KWH Pipe South to Main Street has already been recommended for sharrows in the East-West Cross-Town Connectivity section.

**4.1.4 Brunel Road Connectivity to Main Street East**

**\$100** *Recommendation #1 : Brunel Road (Figure 4.10)*

Figure 4.10: Brunel Road, Recommended Paved Shoulders



Source: Dyan Wray

Brunel Road is currently a two lane road with one lane of traffic in each direction. Future development is anticipated southwest of Town Line Road and Yonge Street. Brunel Road directly connects to Town Line Road and therefore is an opportunity to

include future residents in the active transportation network. Also, Brunel Road is an opportunity to connect future residents to the downtown urban area using active transportation. Brunel Road has wide shoulders running from Town Line Road to near Main Street East that can be turned into bicycle lanes. This will separate bicycle and vehicular traffic thus increasing connectivity to Main Street East and the downtown core.

## **4.2 Accessibility**

In this strategy, accessibility refers to both issues for individuals with disabilities relating to active transportation, as well as the usability of the network for everyone. Both of these matters are an essential component for encouraging a modal shift from automobile dependency to active transportation that is accessible to all. Since accessibility and usability coincide with one another, the issues and recommendations for both are addressed in this section.

Huntsville's residents tend to rely on the automobile to access the majority of amenities in town, making it the predominant transportation choice. The key to altering an automobile oriented culture is to make active transportation opportunities accessible and reliable for all. There are a number of challenges and barriers that need to be addressed before active transportation becomes convenient for everyone such as:

- Lack of active transportation necessities/infrastructure
- Weak development policies regarding active transportation
- Lack of community programs and organizations

In addition, there exists a set of separate obstacles for those with disability issues; missing sidewalks and poor curb ramps. Such obstacles also need to be addressed to achieve a truly accessible active transportation network. Section 5.0 will outline the costs associated with each recommendation made towards improving accessibility to the active transportation network.

### **4.2.1 Sidewalks and Pedestrian Realm**

Walking is the most widely used form of active transportation in

Huntsville, and is also the easiest to promote. Many people in town rely on walking to access medical services, purchase life essentials, commute to their place of employment or education, and to travel to amenities and entertainment. Infrastructure needed for walking includes; sidewalks, paved shoulders, and numerous trails or pathways. This infrastructure is often inaccessible for people with disabilities because of inconsistent maintenance and sometimes dangerous conditions. Missing and uneven sidewalks discourage individuals from walking, skateboarding or using a wheelchair to complete the simplest of errands.

Huntsville has a growing aging population, who are starting to rely on walking as their primary means of transportation and exercise. Their age limits other forms of transportation available to them such as driving and cycling. Seniors need complete networks of maintained sidewalks and paths to stay active and make necessary commutes of short distances. Maintained sidewalks and paths should refer to even surfaces of suitable width, and a safe distance from lanes of traffic. It also involves clearing of weather related obstacles, particularly sanding and salting in the winter. The number of individuals living with disabilities is also on the rise. Currently, 1 in 7 Ontarians are affected by a disability with the number expected to rise to 1 in 5 by 2036 (Ministry of Municipal Affairs and Housing, 2011). The condition of Huntsville’s pedestrian realm severely limits mobility and freedom of individuals with physical disabilities, making walking or any mode of active transportation difficult.

The sidewalks are also retrofitted with curb ramps that are poorly placed, maintained and designed. Curb ramps allow for access between sidewalks and roadways for individuals using wheelchairs, strollers, mobility assistance tools or individuals with mobility impairments (Pedestrian and Bicycle Information Center, 2012). Figure 4.11 is an example of a curb ramp located in Huntsville’s pedestrian realm.

The curb ramp slopes directly into a storm-water drainage ditch posing a safety concern for pedestrians. These sidewalks can become inaccessible when leaves and other debris build up and block drainage causing water to collect. These curb ramps are unappealing to anyone walking within town and hinder accessibility, particularly for seniors or those with disability issues.

Figure 4.11: Poorly maintained curb ramp, Huntsville



Source: Milan Mraovic

Parts of Huntsville's existing pedestrian realm make active transportation inaccessible and unappealing to a large portion of the population. Improving sidewalk connectivity, adding curb ramps and de-cluttering sidewalks are steps the town can take towards improving the public realm.



### ***Recommendation #1: Sidewalk Improvements***

Sidewalks and pedestrian paths are the most utilized active transportation infrastructure in the Town of Huntsville, and should be regarded as high priority. The most appropriate actions towards improving pedestrian infrastructure are through repairs and maintenance of existing sidewalks. This involves fixing cracks, removing obstacles and shaving down sidewalks that have shifted with freezing and thawing. Sidewalks that are narrow, uneven and potential safety hazards should be replaced. Increasing the town's sidewalk maintenance budget could be a near-range project that would have large, positive effects on Huntsville's public realm. The Town of Huntsville allocated \$7,000 for sidewalk maintenance in its 2012 budget (Town of Huntsville, 2012). This budget is sufficient in making sidewalks accessible to able bodied individuals, but does little in improving accessibility for individuals with disabilities. The installation of curb ramps and sidewalks are seen as long-range projects because they require extensive funding and increased capital costs. The installation of new sidewalks should be organized by incorporating Huntsville's Sidewalk Inspection and Spot Repair Program, allowing residents the opportunity to request new sidewalks in a certain area. Improved construction and maintenance of sidewalks would increase connectivity in the pedestrian realm, encouraging more people to walk for both recreational and purposeful uses.

**100**

### ***Recommendation #2: Decluttering the Pedestrian Realm***

The smallest of obstacles can inhibit the mobility of elderly individuals as well as those with disability issues. Store sandwich board signs create safety concerns for individuals navigating sidewalks in wheelchairs as well as individuals with visual impairments, or who are unsteady on their feet. Requiring businesses to remove

sandwich boards in favour of alternative advertising techniques would declutter the pedestrian realm and reduce tripping hazards. Decluttering the pedestrian realm is a simple, yet effective 100 day project that can be achieved in cooperation with Huntsville’s Accessibility Advisory Committee.

 **Recommendation #3: Curb Ramp Improvements**

Curb ramps provide the connection between sidewalks and streets, making it easier for individuals experiencing mobility issues to access sidewalks and roadways. Improving this pedestrian experience would require improving curb ramps in the Town of Huntsville. Curb ramp installation should take place at all intersections and pedestrian crossing locations. These curb ramps should be designed to incorporate low-angle slopes allowing for easy access, as well as proper concrete hatching or alternatives materials for grip in poor weather conditions. The installation and retrofitting costs of curb ramps range from \$800-\$1500 (Pedestrian and Bicycle Information Center, 2012). Figure 4.12 is a curb ramp located in the Town of Huntsville at the intersection of Main Street and Brunel Road. This curb ramp is an appropriate example of how future curb ramps in the area should be built.

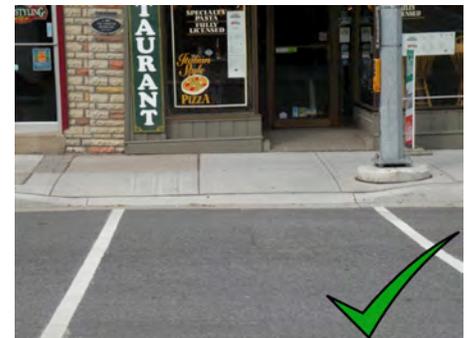
Pedestrian crossings in priority areas such as the downtown Huntsville and retail locations should be the first locations retrofitted with improved curb ramps. Making walking, the most basic form of active transportation, accessible to all individuals through infrastructure improvements aids in the shift away from a car-dominated culture. Improving sidewalk connectivity through sidewalk expansions, repairs, maintenance, curb ramp installation and de-cluttering are just a few steps towards improving pedestrian usability and accessibility

### 4.2.2 Bike Racks and Other Cycling Necessities

*Issues*

The Town of Huntsville struggles with making cycling necessities accessible and convenient. The absence of bicycle related necessities have the potential to discourage individuals from cycling. Bike racks and bike storage areas are important end-of-trip facilities that allow residents to safely secure and store their

Figure 4.12: Example of a good curb ramp in Huntsville



Source: Debbie Kirwin, 2012

bicycles. Cyclists require such facilities to ensure that their bikes are safe; otherwise individuals will hesitate to cycle. Cyclists would also like want to protect their bikes from weather elements but the Town of Huntsville does not offer any such facilities. Exposing bicycles to harsh weather conditions has the potential to deteriorate the condition of the bike. The Town of Huntsville also lacks a bike share program and other initiatives for users, businesses, and employers which would increase the feasibility and rationality of using active transportation.

Figure 4.13: Bicycle rack in front of Huntsville Town hall



Source: Stefanie Valente

100

### **Recommendation #1: Bike Rack and Cycling Necessities**

Increasing the presence of bikes racks and other cycling necessities is a simple approach to promote cycling in Huntsville. Implementing bike racks and other cycling necessities would be a 100-day project. Providing bike racks and parking at points of interest would offer people a place to secure their bicycles while encouraging them to use active transportation.



### **Recommendation #2: Public-Private Partnership**

This can be accomplished through incentive programs and public-private partnerships. Partnering up with an advertising company by offering advertising space on bike racks would help pay for such infrastructure. The public-private partnerships would be undertaken as a mid-range project. This would allow Huntsville the opportunity to find a suitable private partner to provide bike racks and parking.



### **Recommendation #3: Huntsville BIA Involvement**

Huntsville can use incentives to encourage local businesses and the downtown Huntsville BIA to provide bike parking, accessible storefronts, and other facilities such as showers to accommodate employees using active transportation. This can be encouraged by offering businesses and new developments tax breaks for providing such facilities, and can be initiated as a near-range project. In addition, planning and feasibility analysis for a bike share program would be a great start towards eventual implementation. A bike

Figure 4.14: Public-private partnership, bicycle rack with advertising



Source: Transport Canada, 2010

share program would allow cycling to receive greater exposure in the town by making it accessible to more individuals. A bike share program would best be implemented through a long-range program, allowing the municipality to find an appropriate partnership to provide the service.

### 4.2.3 Active Transportation Friendly Residential Developments

#### *Issues*

Recent residential developments in Huntsville lack accessible active transportation opportunities. These developments and subdivisions are built solely around the automobile, providing no active transportation opportunities. Bike lanes, bike locks and pedestrian pathways are not considered essential components of residential development because the private sector is not obligated to provide such active transportation infrastructure. This results in developments that provide only the minimum forms of active transportation such as sidewalks. The same problem arises in commercial developments throughout the Town of Huntsville which are also important locations to provide alternative transportation opportunities as they can benefit both employees and patrons. Similar to residential developments, commercial and retail developments do not incorporate end-of-trip facilities such as showers, changing rooms, and bike parking for their employees or customers, all of which would improve accessibility.



#### ***Recommendation #1: Policy Strengthening***

The lack of active transportation friendly developments in Huntsville is a result of weak policies. However, this issue can be mediated through the use of strengthened policy and increased development requirements. Requiring developers to incorporate active transportation opportunities into the initial stages of the development approval process will force developers to consider active transportation when proposing potential developments and subdivisions. To achieve active transportation-friendly developments, all recommendations outlined in this strategy that strengthen policies by requiring developers to provide active transportation facilities should be implemented.

#### 4.2.4 Community Based Programs and Organizations

##### *Issues*

Cities around the world which are known for their cycling culture, have multiple community programs and organizations working together to encourage this form of active transportation. Huntsville currently lacks such initiatives and struggles to promote active transportation within its town. Community based organizations and programs can spread awareness about active transportation issues. The absence of active transportation programs and organizations severely limits the usability of active transportation. These initiatives can improve individual usability to active transportation through awareness, education, and skills training.

**100**

##### ***Recommendation #1: Bike Repair Workshop***

Community based programs and local organizations can work together to improve access, and active transportation usability within the town of Huntsville. The town could benefit from community-based educational programs as they are critical for creating awareness. These educational programs are explained in further detail in Section 4.3. Introducing an educational program inside schools would encourage active transportation habits at an early age. Community programs that offer skill training such as bike repair workshops would create employment opportunities for residents while also increasing access to cycling and other modes of active transportation. Huntsville hosts the Huntsville Farmers Market and the River Mill Markets. These markets present a good opportunity for introducing a bike repair workshop and inviting residents to ride and service their bikes. This program could easily be implemented as a 100-day project and administered through a volunteer program. The program will be funded through small service fees collected from cyclists using the program to service their bikes.

**100**

##### ***Recommendation #2: Social Media: A Google Mapping Approach***

The Town of Collingwood is using a community based approach to help develop a map of infrastructure in their active transportation draft plan. They are working with a group of citizens to map active

transportation infrastructure throughout the town in an attempt to improve access, inform the community, and increase engagement (Town of Collingwood, 2012). The Town of Huntsville can incorporate a similar approach, but could go a step further by allowing full community involvement. It is important to get members of the community involved in planning active transportation infrastructure.

One approach that has accomplished this uses Google mapping, a free and public system that is used by residents to provide information about routes they most commonly take when using active transportation. This approach encourages residents to map their travel routes using Google Maps, sending that information directly to the town. A Google mapping program can be implemented as a 100-day project but would be an ongoing program, requiring few resources to maintain operations. The funding for such a mapping program would be provided by the Town of Huntsville. Also, such a program coincides with the education recommendation for online effective communication with residents regarding important active transportation information (Section 4.3). This recommendation deals with effective communication and outlines the use of social media to spread awareness and information. The information can be used to increase active transportation usability on routes that are heavily trafficked by users.

The community engagement created by both cycling route mapping and active transportation infrastructure mapping will help spread awareness and information about active transportation opportunities in the Town of Huntsville. At the same time this approach will provide valuable information that can be used to plan future active transportation infrastructure.

## 4.3 Education

Active transportation education can influence individual travel behaviour and can increase the number of active transportation users in a community. Issues surrounding active transportation education in the Town of Huntsville include: lack of awareness; lack of local trail knowledge; lack of education in schools; and lack of promotional events. The promotion of active transportation is recommended through the use of several Community-Based Social Marketing

(CBSM) tools. CBSM involves applying behavioural psychology to environmental programs such as active transportation, to help influence an individual's attitude and behaviours. CBSM is a key component in solving issues of active transportation education in Huntsville. The terminology used in the following recommendations for education are defined in Appendix A.

#### *Awareness*

There is a lack of awareness surrounding active transportation in the Town of Huntsville. The town is an appropriate size for residents to be cycling, walking, canoeing or kayaking to reach their destinations, yet few residents are aware of what is easily within reach. Knowledge of existing and proposed active transportation infrastructure is necessary if residents are to use human-powered forms of transportation and increase their overall quality of life.

### **100** ***Recommendation #1: Research & Small Questions***

CBSM research involves performing three tasks: a literature review, surveys, and focus groups, all of which should be designed specifically for the target audience - in this case a small, rural, lower-tier municipality which is Huntsville. A literature review was conducted by RPAT on the benefits of active transportation to justify the need for this strategy. Additionally, RPAT conducted a literature review of the best practices for active transportation, which helped to inform the recommendations within this strategy. A web-based active transportation survey was conducted by the Town of Huntsville, which posed small questions to establish a basic understanding of community wants and needs. Building from this, a survey was then completed by RPAT which posed lengthier questions to supplement the initial survey findings. In order to improve the education of residents on active transportation and to help resolve the issue of awareness the following is recommended:

- Create Focus Groups to explore issues raised by community members, getting their feelings, opinions and perspectives on existing active transportation and improvements.
- Create Focus Groups to brand Huntsville Active Transportation Strategy and its implementation methods, such as signage and trail maps. This will create a more cohesive network that

is easily promotable and recognizable to the public.

### *Local Trail Knowledge*

Navigating trails in Huntsville is difficult due to a lack of effective signage. As a result, local trail knowledge is limited. This was confirmed by the supplementary active transportation survey conducted by RPAT, in which some residents surveyed did not know the name of the Fairy Vista Trail nor the Hunter's Bay Trail. It is challenging for beginners or visitors to take advantage of the existing active transportation opportunities due to lack of or poor quality trail signage and identification services. An example of this is the signage currently at the Hunter's Bay Trail entrance near KWH Pipes, which is too small and therefore unnoticeable (Figure 4.15).

Figure 4.15: Inadequate signage for the Hunters Bay Trail



Source: Paul Tobia



### ***Recommendation #2: Prompts & Obviousness***

The following prompts, which are hints and constant reminders at highly visible locations, are recommended to help educate the general public about active transportation:

- Larger, clearer signage and identification services at entrances to all trails;
- Signage along Main Street and Centre Street to direct active transportation users toward the existing trail and pathway network in town; and
- Online asset mapping program (interactive map of all trail location, beginnings and ends).

### *Active Transportation Education in Schools*

The education of active transportation in schools is important as it is found that routines and beliefs are more easily instilled in children at a young age which they will continue to follow as they grow up. Therefore, it is important that the younger generations understand the importance of active transportation and the opportunities to use it in the town. An example of implementing active transportation education in schools is the creation of programs to enhance commitment strategies and shift cultural norms.



### **Recommendation #3: Commitment Strategies & Norms**

Recommendations include using commitment strategies and shifting cultural norms through public events, meetings and programming geared towards children and youth such as:

- Re-apply for an advocacy grant to create primary & secondary school programs in conjunction with The Heart and Stroke Foundation's Spark Advocacy Grants (expired 2006-2011);
- Kidical Mass Program: an organized program that is intended to get kids and families excited about riding bikes for transportation (Kidical Mass, 2010).
  - Parents bring their kids and bikes to a predetermined meeting place,
  - The group then rides from the park to a destination that ends in a fun activity for kids such as an ice cream shop,
  - It is important to incorporate roadways in the route to normalize sharing the road with automobiles,
- Before/after school programs taught by volunteers and faculty can instruct and educate children how, where and when to cycle properly.

#### *Promotional Events*

Promotional events that celebrate walking and cycling are effective tools influencing travel behaviour. They can raise awareness and encourage more people to use active transportation. Promotional events can also be used to inform residents about new or improved active transportation facilities as well as offer other important information such as safe cycling and sharing the road.



### **Recommendation #4: Effective Communication**

In order to promote the use of active transportation through effective communication with residents, the follow are recommended:

- Active Transportation information should be provided in print, online or in person. For example, CAN-BIKE courses administered by the Canadian Cycling Association (CCA) can teach new cyclists how to ride safely in traffic.

- A dynamic website involving social media, discussion board and a portal that encourages conversation and inquiries about all aspects of Huntsville’s active transportation network (link on town’s website).
- Signs within the local church bulletin and a large sign along Main and Centre Street promoting active transportation education.

Improved signage including route maps, identification services and cycling safety information

### *Conclusion*

The overall objective of educating residents on all aspects of active transportation is to create a cultural shift away from reliance on the automobile. This strategy recommends that improving active transportation education be achieved through the use of CBSM tools. These tools involve the use of focus groups to improve awareness, signage to develop local trail knowledge, primary and secondary school programs to educate the younger generation, and communicating information online, in print or in person to better promote the use of active transportation. Overall, education can create a positive impact on the general public. The use of CBSM-based programs can help shift cultural norms towards a greater use of active transportation (Transport Canada, 2010). Additionally, these programs can have a domino effect in which participants spread the word to others, resulting in a greater payback on the initial program investment (Transport Canada, 2010).

## **4.4 Pilot Projects**

The following are active transportation recommendations for five site-specific priority projects within the Town of Huntsville. Each project looks to improve upon different aspects of active transportation in the Town of Huntsville, and will provide the basis for future policy recommendations. The goal of these pilot projects are to provide feasible and practical short-term solutions to address accessibility and connectivity issues in the Town of Huntsville. It is imperative to note that these pilot projects are not discussed in order of importance:

- The first pilot project aims to improve accessibility at the King William and Highway 60 intersection through the enhancement of existing infrastructure.
- The site of the old Empire Hotel provides the Town of Huntsville with an opportunity to set a precedent of including active transportation strategies in all new developments in the downtown core.
- The Minerva-High Street pilot project aims to address the issue of placemaking in Huntsville by modifying existing infrastructure to promote the use of active transportation.
- The Tim Hortons commercial plaza is a vehicle-centric neighbourhood asset for Huntsville. This pilot project focuses on retrofitting the existing infrastructure to introduce a bicycle and pedestrian friendly atmosphere.
- The final pilot project provides recommendations on how to improve connectivity between the Fairy Vista Trail and Deerhurst Resort.



#### 4.4.1 King William/Highway 60

##### *Context*

King William Street and Highway 60 is located close to the heart of Huntsville's urban core. This intersection experiences high volumes of daily vehicular and pedestrian traffic. It acts as an important intersection for the Town of Huntsville due to its proximity to notable facilities in the community such as:

- Huntsville Place Mall
- Huntsville District Memorial Hospital
- Algonquin Family Health Team Facility
- Appleton Denture Clinic
- Huntsville Hospital Foundation
- Massage Works
- Muskoka Medical Centre Pharmacy
- The Blood Clinic
- Community Care Services
- A popular Tim Horton's location
- And several other elderly care and health care facilities

These nodes make this frequently used space an important area for not only shoppers, but also senior residents and individuals with disabilities. This intersection is also an important employment

hub in Huntsville. The Huntsville Memorial Hospital is one of the town’s major employers, providing jobs to local residents. This intersection is used by a majority of the employees on a daily basis and the current state of the area poses major challenges for active transportation users (Figure 4.16).

Figure 4.16: King William & Highway 60 - Existing



Source: Google Images

Due to the proximity to the hospital and the retirement community, any future changes to the intersection should give consideration to the improvement of accessibility. The area poses many issues for active transportation commuters and those with accessibility needs, as the existing infrastructure is primarily designed for vehicular usage. The intersection experiences high volumes of traffic as it connects a four lane arterial road and a four-lane provincial highway. Both King William Street and Highway 60 have narrow pedestrian walkways that do not provide sufficient mobility for those with accessibility needs. The lack of separation between pedestrians and cyclists, and vehicular traffic along Highway 60 is also a major hazard for active transportation users. Along with safety concerns, the current intersection lacks an accessible infrastructure network that connects the hospital and senior cares facilities with other parts of the Huntsville urban area. Issues with crosswalk safety and pedestrian visibility need to be addressed when dealing with this pilot area.

Section 7 of the Huntsville Official Plan identifies Highway 60 as a Corridor Policy Area. Section 7.2.8 states, “the development and interconnection of recreational trails through the corridor and linking Hidden Valley and the Huntsville Urban Area is actively promoted”

(Town of Huntsville, 2006, pg 69). The Fairy Vista Trail entrance on Fairyview Drive will be a key access point for the corridor connection between downtown Huntsville and the Hidden Valley community. The Town of Huntsville has also designated this area as apart of it's Central Business District, meaning finances allocated for improvement initiatives can be directed to this intersection.

#### *Pilot Project*

This pilot project aims to retrofit the existing infrastructure at the intersection of King William Street and Highway 60 to implement a safer pedestrian and cyclist friendly commuting environment. Improvements to the current infrastructure will take place through a process that involves modifying the existing crosswalks, signage, and sidewalks in the area. The project is also intended to improve accessibility of the area for the elderly and disabled commuters that use the intersection.

#### *Recommendations*

The following recommendations offer several 100 day, near-, mid-, and long-range initiatives that can be implemented to retrofit the existing infrastructure at the intersection of King William Street and Highway 60. These active transportation strategies would help make the intersection safer and more accessible to pedestrians and bicyclists and help influence more active transportation usage in the area. Refer to Section 5.0 for the total costs of funding these recommendations.

### **100** *Recommendation #1: Streetscape Beautification*

Beautification of the sidewalks and pedestrian realm when entering the intersection will help increase connectivity to the downtown core along Main Streets and King William Street. The addition of greenery, park benches, and landscaping will make the area more pedestrian friendly and influence the use of active transportation among residents. Similar streetscape designs to what currently exists at Main Street will mark the intersection as an inviting “entrance way” into the downtown core.

## 100 **Recommendation #2: Defining Pedestrian Paths**

Painting and defining all pedestrian walk zones at crosswalks will make them more visible to drivers. It will also highlight that the area is safe for pedestrians to use and create more separation between active transportation commuters and vehicular traffic (Figure 4.17).

Figure 4.17: King William & Highway 60, Recommended Pavement Markings



Source: Dylan Wray

## 100 **Recommendation #3: Connecting Pedestrian Islands to Sidewalks**

There are pedestrian islands on all corners of the intersection. Pedestrian crosswalks should be painted in the channelized right turn lanes to connect the pedestrian islands to the sidewalk. These crosswalks will provide pedestrians with a safe place to cross while informing drivers that pedestrians may be present (Figure 4.18).

Figure 4.18: King William & Highway 60, Recommended Pavement Markings



Source: Dylan Wray



## **Recommendation #4: Hospital Zone Signage**

Implementing hospital zone signage when entering the King William Street and Highway 60 intersection can influence vehicles to be more cautious and aware of pedestrians and bicyclists. Due to the proximity to the hospital and retirement facilities, drivers should take greater care when crossing the intersection as it is frequently used by the elderly and the disabled.

Figure 4.19: Example of Hospital Zone Signage



## **Recommendation #5: Yield Signs**

Implementing yield to pedestrians signs on right turning lanes along Highway 60 and King William Street will draw the attention of drivers. The signs will influence traffic to be more aware of pedestrians and bicyclists when entering the channelized right hand turns.



Source: Jenny, A. (2012).



### **Recommendation #6: Crosswalk Alterations**

Signalized crosswalks at this intersection can be altered to become safer for pedestrians. Crossing times can be increased so that the elderly and individuals with disabilities have more time to get across the street. The addition of signalized countdowns on pedestrian signal lights can also provide a safer walking environment.

Figure 4.20: King William & Highway 60, Recommended Pedestrian Crossing



Source: Dylan Wray



### **Recommendation #7: Pedestrian Crossings on all Sides of the Street**

Allowing pedestrians to cross on all sides of the street would improve the connectivity between sidewalks at this intersection. The addition of a signalized pedestrian crosswalk across King William Street, South of Highway 60, will make the intersection more convenient for active transportation commuters. (Figure 4.20).



### **Recommendation #8: Reduce Speed on King William Street**

Reducing the speed limit along King William Street from 50 km/hr to 40 km/hr would make the road safer for active transportation commuters crossing the intersection. The lowered speed would help enhance the connectivity to the Main Street shopping area, and provide the potential for future usage as a shared bike and vehicle roadway.



## **4.4.2 Empire Hotel**

### *Context*

The site of the old Empire Hotel is a key piece of vacant property located on the southeast corner of Centre Street and Main Street. The land has been vacant since the fire, and the subsequent destruction of the hotel. The town has identified the Empire Hotel site as a priority in their Downtown Community Improvement Plan. Currently, there is an Interim Control Bylaw on the property while the town conducts a study to determine land use planning policies and zoning by-law provisions for the site (Town of Huntsville, 2010). The lot is currently zoned as “C2”, commercial, but permitting

mixed use, and falls in the town’s Central Business District (Town of Huntsville, 2010).

It is still to be determined how the site will be developed however, the Town of Huntsville has identified the Empire Hotel site as an opportunity to improve the area. The site currently detracts from the downtown experience, and is not in keeping with the character of the area. As a result, it has been listed as a short-term site for immediate to short-term development opportunities. (Town of Huntsville, 2010).

Previously, the Empire Hotel provided affordable housing units for some of Huntsville’s lower-income residents. The site may not be used for this purpose in the future, however, active transportation provides an affordable way for lower-income individuals to get around town, and would be an interesting component of a potential new affordable housing development.

The Huntsville Official Plan sets out guidelines for the development of new commercial and industrial areas. Even though the study on the Empire Hotel site is still being conducted, policies from the Official Plan will guide recommendations about the future of the site. According to the Official Plan, new commercial developments will include, “barrier-free access for pedestrians, cyclists and persons with disabilities” (Town of Huntsville, 2006, pg. 34). Furthermore, pedestrian friendly streetscapes are encouraged, while the layout of parking lots will avoid being large, asphalt dominated spaces with little pedestrian access (Town of Huntsville, 2006). The following pilot project hopes to incorporate the guidelines from Huntsville’s Official Plan and the ideas from the Downtown Community Improvement Plan to create a new development in the downtown core focused on active transportation.

*Pilot Project*

The Empire Hotel pilot project provides an opportunity for a new development that will incorporate active transportation in the urban core. While RPAT cannot determine the type of development that will eventually be built on the site, we hope to provide suggestions that will inspire the incorporation of active transportation in the design of the new site (Figure 4.22).

Figure 4.22: Former Empire Hotel Site - Existing



Source: Jordie Bacon

Figure 4.23: Possible Wheelchair Ramp



Source: Google Images

Figure 4.24: Example of Indoor Bike Storage



Source: Google Images

Figure 4.25: Example Bike Racks



Source: Google Images

### *Recommendations*

A set of recommendations and initiatives have been developed to be included in the Empire Hotel site's new development. Since the type of development has not been decided upon, many of the recommendations could be included in any type of residential or commercial development. These recommendations can also be used by the Town of Huntsville to retrofit existing government owned buildings, as a representation of how these strategies can be effectively implemented. The municipal government must act as a leader in implementing the Town's Active Transportation Strategy and be an example for developers and property owners to follow.

#### *Wheelchair Ramps and Easy-to-Read Signage*

As a clean slate, the former Empire Hotel property should be developed into a "barrier-free" built form that is accessible to everyone. Proper signage that is easy-to-read for individuals with disabilities, as well as wheelchair ramps and automatic doors would create an accessible building (Figure 4.23 ). These initiatives will follow the requirements of the Ontario Building Code Act.

#### *Showers*

Providing a public shower in the new development could make bicycling to and from the future building more practical for active transportation commuters. It could influence more people to bike to the building, knowing that they can shower after a long commute.

#### *Indoor Storage for Bicycles*

The incorporation of an indoor bike storage area provides for the safe storage of bicycles that protects bicycles from theft and the elements. This addition to the future development could influence more year-round bicycle commuting in the Town of Huntsville (Figure 4.24).

#### **100** *Bike Racks*

The installation of bike racks will influence more active transportation usage from individuals that will eventually live, work, or shop in the future building (Figure 4.25).



#### *An Accessible Intersection and Pedestrian Crossover*

Providing an accessible intersection with a pedestrian crossover will help improve accessibility to the former Empire Hotel site. The implementation of this strategy will make the site and surrounding

area more pedestrian friendly and help improve connectivity for active transportation users.

### *Wide Sidewalks*

The construction of wide sidewalks based on the Complete Streets concept would improve the pedestrians comfort and safety. The implementation of wide sidewalks is a good way to improve overall accessibility and allow more space for users of assisted transport devices. The creation of sidewalks that are accessible for all ages and abilities would lead to creating a safe environment for every pedestrian.

### *Communal bikes or bicycle rental programs*

Bicycle usage is an efficient and affordable transportation option that should be made available to everyone. Due to the Empire Hotel site's former inclusion of affordable housing units, RPAT believes a low-cost or free bicycle rental program would be a great way to promote active transportation usage in the community. These types of programs would create an affordable option to the expensive alternative of motor vehicle ownership.

## **1.4.3 Minerva - High Street Active Transportation Corridor**

### *Context*

The Minerva Street - High Street corridor is a 600 metre stretch of street located in downtown Huntsville south of and parallel to Main Street. It is bordered by Lorne Street South in the west and River Street to the east. The Minerva and High Street corridor is predominantly used by automobiles due to the large quantity of parking available for the shops and restaurants along Main Street. Through the introduction of specific infrastructure and changes to the street, Minerva and High Street will become an active transportation corridor for pedestrians and cyclists, connecting the downtown shopping area to residential neighbourhoods.

In 2010, the Town of Huntsville created the Downtown Community Improvement Plan that outlines recommendations to improve various key aspects of the downtown core. This plan lays out four recommendations to the structure of the Minerva- High Street corridor that have yet to be implemented. The four recommendations are:

- Require all new buildings to provide a minimum 2.0 metre front yard setback to increase the landscaped areas and further distinguish the streetscape.
- Realign the roadway to the south to enable the north side to accommodate perpendicular parking and a promenade condition comprised of a broad sidewalk and double row of street trees.
- Mitigate the visual impact of the perpendicular parking area using special pavers to distinguish the area from the asphalt travel lanes, punctuated by landscaped 'breaks' that are spaced four parking stalls apart.
- Examine the feasibility of placing the overhead wires underground to accommodate intensification. (Town of Huntsville, 2010, pg.28)

These recommendations will be used as the basis for the design guidelines that will direct the Minerva - High Street corridor and future streets to embrace and improve active transportation in the downtown core.

Minerva and High Street act as "Cultural Streets" in Huntsville. The corridor is described in the Downtown Community Improvement Plan as a street that connects a number of key public destinations and that are "supported by a distinctive streetscape that includes unique paving, lighting and signage within a campus-like treed and landscaped setting" (Town of Huntsville, 2010, pg. 19). The town's recognition of these streets as 'Cultural Streets', highlights the importance of the role that the Minerva - High Street corridor should play in improving active transportation in Huntsville.

#### *Pilot Project*

This pilot project will retrofit the existing infrastructure by modifying the current roads, pathways, sidewalks, and parking arrangements in a way that suits the current demands and needs of the changing community. The Minerva-High Street corridor will be converted from an auto-centric corridor into a safe pedestrian and cyclist friendly environment. This will be accomplished through encouraging the use of existing recommendations set out in the Downtown Community Improvement Plan and creating additional strategies to promote the use of active transportation. The project will improve connectivity within the Town of Huntsville's downtown core by creating a convenient route for active transportation users.

### *Design Guidelines*

A number of guidelines have been developed and adapted from the 2010 Downtown Community Improvement Plan along with the Complete Streets concept in order to guide the implementation of active transportation into the Minerva-High Street project.

#### *Setbacks*

All new buildings along Minerva - High Street must provide a minimum 2.0 metre front yard setback, which will increase landscaped areas and streetscape aesthetics.

#### *Footpaths*

All footpaths must be a minimum of 1.5 metres wide to ensure adequate space for commuters traveling in opposite directions and the use of assisted transport devices (e.g. wheelchairs).

#### *Crosswalks*

Crosswalks with a minimum width of 1.5 metres are required at all intersections. All crosswalks must have clear and visible signage along with road markings.

#### *Nature Strips*

The Minerva–High Street corridor must have a 2.0 metre wide nature strip on both sides to separate the street from the footpaths. This ensures safety and increases the overall amenity of the streetscape.

#### *Vegetation*

Trees need to be planted no more than 8.0 metres apart, with a minimum of 1.5 metres between the trunk and the nearest curb.

#### *Streetscape Components*

All streetscape improvements will integrate lighting, furnishings, newspaper boxes, trash bins, signage and bicycle storage facilities where required.

### *Bicycle Lanes*

The introduction of bicycle lanes along Minerva-High Street will ensure an increase in active transportation and increase connectivity in the downtown core of Huntsville. Bicycle lanes are required on both sides of the street with a minimum width of 2.0 metres to ensure safety and comfort.

### *On-Street Parking*

All on-street parking will be in the parallel orientation to ensure greater utilization of space. The parking spaces will be a minimum of 3 meters in width to ensure adequate space to open doors. In addition, special pavers will be used to separate street parking from the road and create an increase in diversity to the streetscape.

### *Street Layout*

The street will remain at 6.0 metres in width as it allows for adequate space for operation.

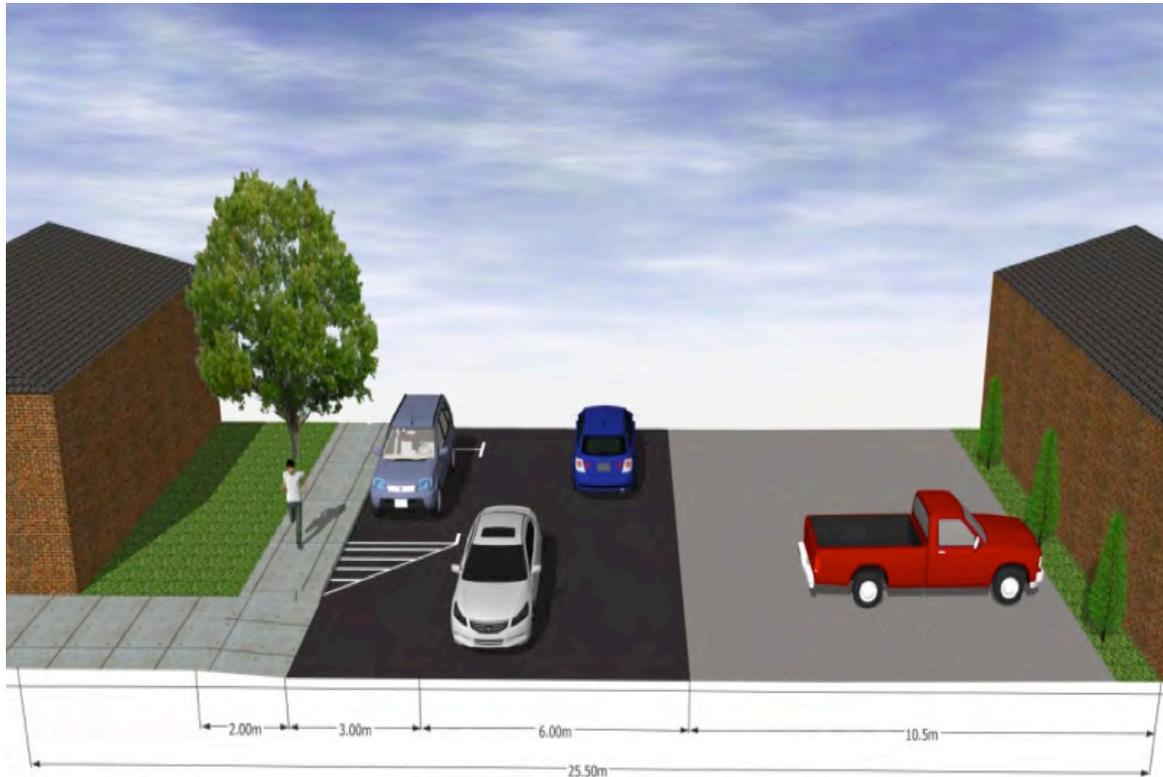
### *Street Cross Sections*

The following street cross sections compare Minerva Street, as it currently exists against a possible street design that could be developed using the aforementioned design guidelines.

#### *Existing Cross Section (Figure 4.26)*

The existing street layout differs significantly along the street with changes in setbacks, road width, parking lot orientation and the general streetscape with only various components adhering to the Downtown Community Improvement Plan. The following image illustrates an existing section of the Minerva – High Street corridor.

Figure 4.26: Minerva – High St., Existing



Source: Dylan Wray

### *Proposed Cross Section*

In order for the Minerva - High Street corridor to successfully embrace active transportation, a number of significant improvements have to be made in accordance with the design guidelines mentioned above. These guidelines should successfully promote greater usage of active transportation methods. The proposed street layout introduces bike lanes, wide footpaths, on street parallel parking, the addition of nature strips and adequate building setbacks to increase the overall amenity of the streetscape. This layout will be more pedestrian friendly than the existing layout and will encourage the use of active transportation (Figure 4.27).

Figure 4.27: Minerva – High St., Recommended



Source: Dylan Wray

### *Recommendations*

The following list provides recommended 100 day, short-, mid-, and long-range projects to improve active transportation along the Minerva - High Street corridor. The financial breakdown of these recommendations can be found in the finance section of this strategy, Section 5.0.

### **100** *Low Mountable Temporary Roundabouts*

The implementation of a low mountable mini circle (a painting with a planter in the middle, in summer/spring/fall, or a snow roundabout in the winter) acts as a temporary roundabout. The roundabout is intended to improve bicycle safety at intersections as the roundabout requires the motor vehicle to reduce their speed at intersections. If this project is successful, then a long-term project would be to implement a permanent roundabout. The aim of this project is to slow down traffic and to keep drivers aware of the fact that they are

driving through a pedestrian oriented street (Figure 4.28).



### *Bicycle Lanes*

Bike lanes will be introduced as a short term project as they are a relatively low cost and time friendly solution. In addition, this will start setting the trend of active transportation through the downtown core (See Figure 4.27).



### *Parking Orientation*

Removing all perpendicular parking along the street and converting them into parallel parking, will free up space for other projects, such as the implementation of bike lanes. It will also help limit the amount of drivers in the downtown core as there will be less parking available to them (See Figure 4.27).



### *Sidewalks*

The implementation of sidewalks and nature strips between the road and the sidewalk will result in an increase of pedestrian activity, safety and streetscape aesthetics (See Figure 4.27).



### *Future Buildings and Setbacks*

Due to the street being largely developed, the construction of new buildings will not occur on a regular basis. However, when new buildings are developed, they will be required to have front yard setbacks that adhere to the design guidelines in the Community Improvement Plan (See Figure 4.27).



## **4.4.4 Existing Plaza**

### *Context*

Through various field visits we noticed that many issues exist in connecting important nodes within the Town of Huntsville. One of these nodes is the commercial plaza located at the intersection of Main Street East and Church Street. The Tim Hortons in this plaza serves a large number of customers on a daily basis and acts as an important meeting place for residents in Huntsville. However, the plaza does not act as a safe social gathering space for the

Figure 4.2.8: Minerva – High St., Recommended Low Mountable Temporary Roundabout



Source: Dylan Wray

Figure 4.29: Existing Plaza, Main Street East & Church Street



Source: Google Earth

customers. Currently, the plaza has two entrances/exits for vehicle use but no designated entrance for pedestrians. Therefore, due to the busy nature of the businesses, this area provides an unsafe and dangerous area for pedestrians within the plaza (Figure 4.29).

Across from the Tim Horton's plaza is another commercial plaza at the corner of John street and Main Street. There is currently a disconnect between these two plazas, due to the fact that there is no existing crosswalk connecting the north and south sides of Main Street. This creates a safety issue as pedestrians are forced to illegally cross vehicular traffic. It is vital that the routes between these nodes are safe and accessible for all users to ensure greater connectivity throughout the town. This pilot project aims to improve connectivity for pedestrians and cyclists to a popular local destination.

#### *Pilot Project*

This pilot project will provide Huntsville with an example of how to retrofit and modify existing plazas within the town and will focus on improving the connectivity of these plazas to the rest of the downtown core. It is further intended to provide strategies that will promote the use of active transportation to commercial plazas as well as improve the safety of pedestrians and cyclists around these important nodes.

#### *Recommendations*

The following active transportation strategies are designed to strengthen the plaza's connection to other nodes and its surroundings. A suggested time frame is identified for each recommendation; 100 day, near-, mid- and long- range projects. Refer to Section 5.0 for the financial breakdown of each recommendation.

### **100** *One entrance and exit*

Currently there are two vehicular access points to the plaza that act as entrances and exits, making it difficult for pedestrians and cyclists to cross safely. It is proposed that the access point to the west of the plaza acts as an entrance for vehicles while the second access point will be exit only. The one way entrances and exits to the plaza will limited congestion in the parking lot and make it a safer environment for pedestrians and cyclists (Figure 4.30).

Figure 4.30: Plaza, Main St. E. & Church St., Recommendations



Source: Dylan Wray



### *Yield sign*

The addition of a yield to pedestrian sign when exiting the commercial plaza will make drivers more aware of their surroundings and make it safer for pedestrians to cross (Figure 4.31).

## 100

### *Pedestrian crossing*

To help improve pedestrian awareness, the town should paint pedestrian crossings over the access points to the plaza. The implementation of pedestrian crossings will create a space where pedestrians feel safe to cross. It will also warn drivers that pedestrians could be crossing, causing them slow down (Figure 4.32).



Source: Google Images



Figure 4.32: Plaza, Main St. E. & Church St., Recommendations

## 100 *Bike parking*

To further promote the use of active transportation within the plaza, Huntsville should implement bike parking. This can be done by eliminating one of the current vehicle parking spaces and transforming it into bike parking by adding bike racks (Figure 4.33). It will encourage the use of active transportation within the town as bike parking provides the residents with a safe place to leave their bike while shopping.

Figure 4.33: Plaza, Main St. E. & Church St., Recommended Bike Parking



Source: Dylanv Wray

Figure 4.34: Plaza, Main St. E. & Church St., Recommended Pedestrian Path



Source: Dylan Wray



## *Extended pedestrian path*

A pedestrian pathway on the west side of the plaza should be built. This can be done by extending the current sidewalk along Main Street to the sidewalk outside of Pizza Nova and continuing it to Tim Hortons. To ensure that delivery trucks will still have access to the restaurant, the curb will be slanted so they can drive over the pathway when needed. This pathway will encourage pedestrian and cyclist usage in the plaza as it provides a safe place for them to enter while connecting the plaza to the rest of Huntsville (Figure 4.34).



### *Pedestrian crossover on Main Street*

To improve the plazas connectivity, a pedestrian crossover should be constructed at the Main Street East and Church Street intersection. This crosswalk will not require the implementation of street lights but rather a signalized pedestrian crosswalk (Figure 4.35).

Implementing a signalized pedestrian crossing will limit costs and slow driving speeds as drivers will need to be attentive. This crosswalk will improve connections between the plazas and the rest of Huntsville while creating a safe place for pedestrians to cross a major street.

### *Pathway Classification - 1B*

The current unofficial man-made path connecting the commercial plaza to Church Street behind the municipal utilities should be classified as a 1B pathway (Figure 4.36).

Once classified the path must be kept to the 1B path standards set by the town, making it more visible to the public and thus increasing in usage.

Figure 4.35: Plaza, Main St. E. & Church St., Recommended Crosswalk



Source: Google Images

Figure 4.4.36: Plaza, Main St. E. & Church St., Existing man-made path



Source: Jordie Bacon

Figure 4.37: End of the Fairy Vista Trail



Source: Jordie Bacon



## 4.4.5 Deerhurst/ Fairy Vista Link

### *Context*

The Deerhurst Resort is located to the east of Huntsville’s downtown core overlooking Peninsula Lake. It is one of Huntsville’s major tourist attractions as it accommodates up to 1,000 people in over 400 rooms and suites. In addition, Deerhurst Resort is the largest employer in Huntsville, employing upwards of 650 people in high season (Chris Lund, 2012).

Due to a large employment base commuting to the resort and tourists residing within the resort, it is vital that the connection from Huntsville to Deerhurst is accessible by all forms of transportation. Currently, there is a disconnected link that inhibits people from using active transportation to reach the Deerhurst Resort. The Fairy Vista trail linking downtown Huntsville to the outer eastern boundary has the potential to link to Canal Road - the Deerhurst Resort entrance. However, the trail abruptly stops at the top of a steep cliff face (Figure 4.37).

This poses connectivity issues as it means people using the trail have to find alternative routes or methods to access the Deerhurst resort. Therefore, it is important that this pilot project resolves the issues surrounding the disconnection of the Fairy Vista trail to Deerhurst Resort for active transportation to be considered a realistic option in reaching the resort.

#### *Pilot Project*

This pilot project provides initiatives that will increase connectivity and accessibility from downtown Huntsville to the Deerhurst Resort while improving the active transportation network of Fairy Vista trail. Through the implementation of new infrastructure, and retrofitting the existing trail network, the project aims to promote the use of active transportation and increase connectivity between the urban core and Deerhurst Resort.

#### *Recommendations*

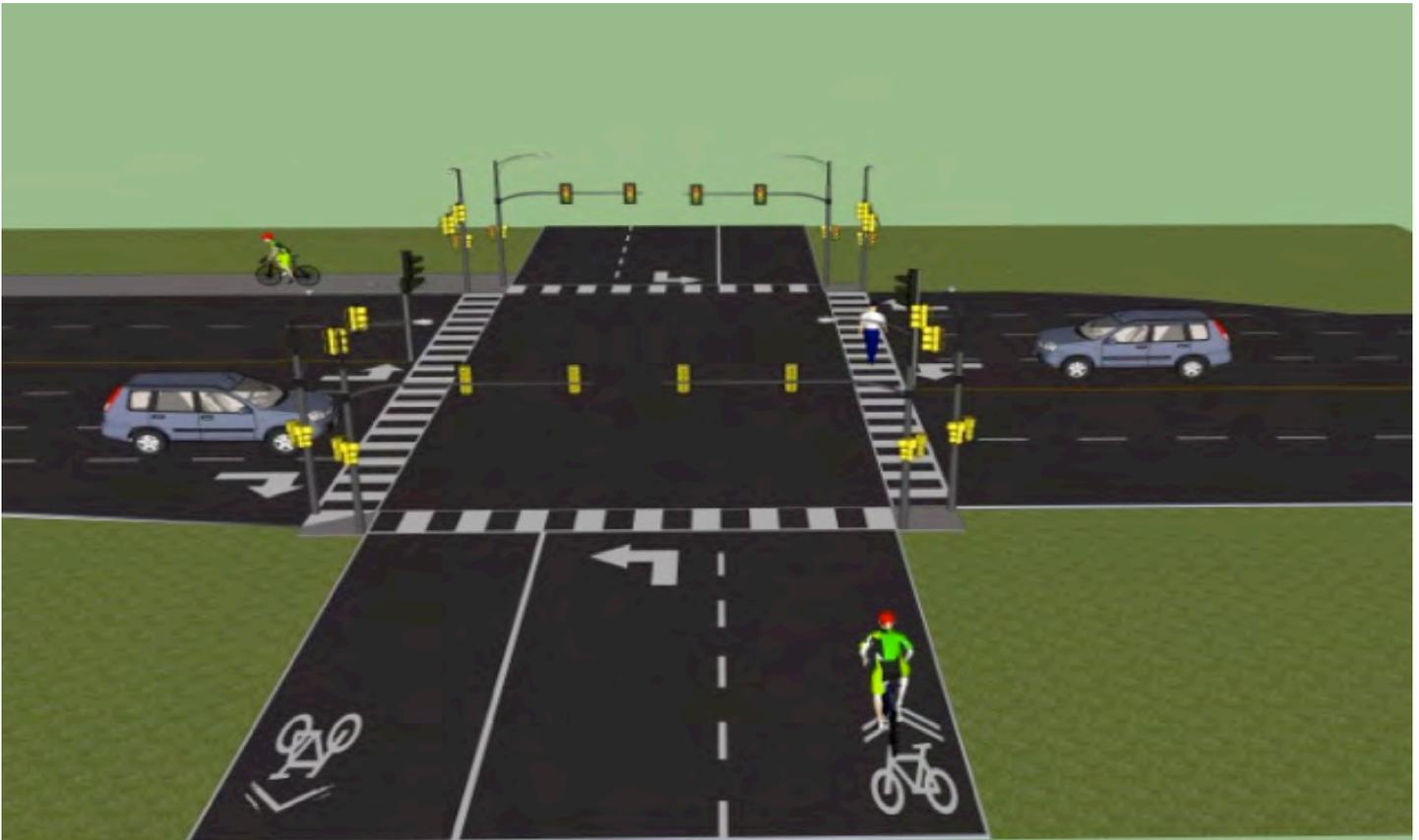
The following active transportation strategies will help improve the connectivity between Deerhurst and the rest of Huntsville. The recommendations will be implemented through 100 day, near-, mid-, and long-range projects. Section 5.0 of this strategy outlines the breakdown of finance for the below recommendations. The Fairy Vista trail is part of the Park to Park trail, therefore the town can apply for the Parks to Parks trail grant to help cover the costs of these recommendations.



#### *Grandview Drive and Fairy Vista*

There is a slight gap where the Fairy Vista trail intersects with Grandview Drive. At this intersection it is unclear where the trail continues, therefore there is a need for signs to improve wayfinding. Signs indicating the way to Deerhurst and to the continuation of Fairy Vista should be implemented at this intersection. An increase in signage will make maneuvering the trail easier, increasing the trails usage. To promote the use of active transportation in the area sharrows will be implemented along Grandview Drive to Highway 60 (Figure 4.38).

Figure 4.38: Grandview Drive (From Fairy Vista to Highway 60), Recommended Sharrows



Source: Dylan Wray



#### *Grandview Drive and Highway 60*

To help increase pedestrian safety at the Grandview Drive and Highway 60 intersection, the town should paint pedestrian crosswalks to make pedestrians more visible to drivers. Increasing the pedestrian crosswalk visibility will slow driving speeds as drivers become more attentive. Signs saying “to Deerhurst” on all sides of the intersection need to be implemented as it will promote and improve connectivity to the resort.



#### *Highway 60 pathway*

To help connect the intersection of Grandview Drive and Highway 60 to the entrance of Deerhurst, a non-motorized pathway should be constructed along the south side of Highway 60. The town should construction an off road path (Figure 4.39) when funding permits. Public-private partnerships should be considered with Deerhurst Resort to assist in funding this off road path.

Figure 4.39: Highway 60 connection to Deerhurst, Recommended Off Road Path



Source: Dylan Wray

This pathway will provide pedestrians and cyclists with a safe way to access the Deerhurst resort. The implementation of this pathway and the previous recommendations will create a complete system that connects the Fairy Vista trail with Deerhurst thus increasing Deerhurst's connectivity to the rest of Huntsville.



#### *Fairy Vista lookout/end of trail*

The abrupt ending to the trail provides the perfect opportunity to create a lookout where people can sit down and enjoy the scenery. The topography in the area provides an opportunity to create a natural staircase from the surrounding rocks, if research proves it to be feasible. If constructed, improvements to the intersection of Highway 60 and Canal Road must be made by implementing painted crosswalks and signalized pedestrian clearance times, in seconds (Figure 4.40). These improvements to the intersection will provide pedestrians with a safe place to cross the street and will provide another connection between Deerhurst and the town of Huntsville.

Figure 4.40: Highway 60 & Canal Rd., Recommended Pedestrian Improvements



Source: Dylan Wray

## 4.5 Future Development Areas

New developments in the Town of Huntsville offer opportunities to create active transportation infrastructure within the neighbourhoods, as well as with the greater Huntsville area. The first subdivision is located north east of Earl’s Road and Golf Course Road, and the second subdivision is Huntsville Highlands, located south west of Townline Road and Yonge Street.

These new subdivisions provide a blank slate for the Town of Huntsville to incorporate active transportation strategies within all new developments. Although RPAT will not determine the site plan of new subdivisions, we hope to provide suggestions that the town can implement to have active transportation policies ingrained in all new development projects. The recommended connectivity of the new subdivision areas to the overall active transportation network are reflected in Appendix G.

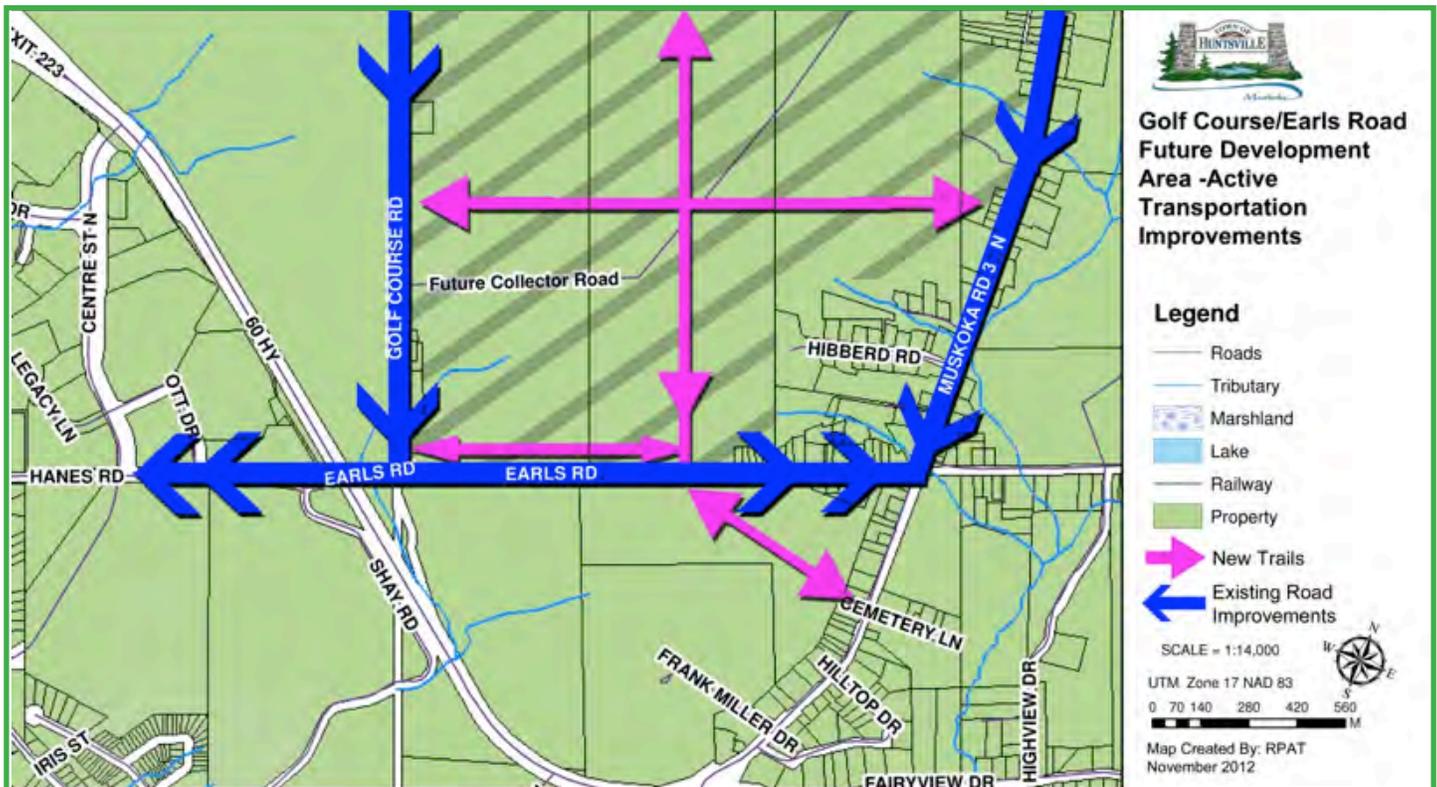
### 4.5.1 Golf Course-Earls Road Subdivision

The future subdivision development (herein referred to as the ‘Golf Course-Earls Road subdivision’), located north-east of downtown Huntsville, is highlighted in this strategy because it is important that residents have easy access to the active transportation network

proposed. This access is important because it connects residents to significant nodes within the Town of Huntsville in a healthy and sustainable way. Providing recommendations for the future development of this area is a reflection of the need to ingrain active transportation into the standards for all new development in the Town of Huntsville. Updating these standards will help improve the overall usage of the active transportation network and continue its expansion into areas beyond the downtown core.

Currently the Golf Course-Earls Road subdivision is not subject to a secondary plan, therefore all applications for development should be subject to recommendations outlined in Appendix H (and Figure 4.41) and the recommendations below.

Figure 4.41: Golf Course-Earls Rd., Recommended Active Transportation Improvements



Source: Town of Huntsville (Base Map), Vimal Lad



### **Recommendation #1: North-South Trail**

- Groomed to Volkssport Trail Rating 1B
- Provide signalized trail crossing at Earls Road (Figure 4.42)
- Trail information provided through signage Earls Road crossing

All applications for development are required to reflect the proposed North-South trail indicated in Appendix H. This trail is an important recreational and purposeful addition to the overall active-transportation network as well as providing opportunities for new residents to connect north, to the Huntsville Downs Golf Club, and south to Earls Road.

Figure 4.42: Recommended North-South Trail, Signalized Crossing at Earls Rd.



Source: Dylan Wray

## \$\$\$ Recommendation #2: East-West Trail

- Groomed to Volkssport Trail Rating 1A
- Connected to recommended North-South Trail
- Connected to Golf Course Road
- Connected to Muskoka Road 3
- Trail information provided through signage at:
  - connection to the recommended North-South Trail;
  - connection to Golf Course Road; and
  - connection to Muskoka Road 3.

All applications for development should be required to incorporate the proposed East-West Trail indicated in Appendix H. This trail is an important recreational and purposeful addition to the overall active-transportation network as well as providing opportunities for new residents to connect east, to Muskoka Road 3, and west to Golf

Course Road; both of which will be subject to active transportation improvements.



**Recommendation #3: Hydro-Corridor Trail  
(Figure 4.43)**

- Groomed to Volkssport Trail Rating 1B
- Utilizes existing Hydro-Corridor tree-cut line
- Connected to recommended Golf Course Road active transportation improvements (off-road trail)
- Connected to recommended signalized north-south trail crossing at Earls Road
- Connected to Muskoka Road 3
- Trail information provided through signage at:
  - connection to the recommended Golf Course Road active transportation improvements (off-road trail);
  - connection to recommended signalized north-south trail crossing at Earls Road; and
  - connection to Muskoka Road 3.

Figure 4.43: Recommended Hydro-Corridor Trail



Source: Dylan Wray

All applications for development should be required to reflect the proposed Hydro-Corridor Trail indicated in Appendix H. This trail improves the overall active transportation network as well as takes advantage of existing, unofficial naturalized pathway. It provides future residents with greater opportunities to connect with important arterial roads – Golf Course Road, Earls Road and Muskoka Road 3, all of which are subject to active transportation improvements.

***Recommendation #4: Existing Roadway Improvements***

Upon development in the Golf Course-Earls Road subdivision, the following active transportation improvements to existing roadways should be made:



***Muskoka Road 3 (north of Earls Road)***

- On-road cycling facilities: widened, paved shoulders (both directions)
- Signs and pavement markings: cycling route sign and bicycle symbol on paved shoulder (Figure 4.44).

Figure 4.44: Muskoka Rd. 3, Recommended Paved Shoulders



Source: Dylan Wray



*Hanes Road (east of Centre Street N. to Golf Course Road)*

- Signs and pavement markings: cycling route sign and bicycle symbol on paved shoulder
- Off-road multi-use path (add to existing off-road paths of the Huntsville Urban Route) (Figure 4.45):
  - Groomed to Volkssport Trail Rating 2A

Figure 4.45: Hanes Road, Recommended Off-Road Path



Source: Dylan Wray



*Earls Road*

- On-road cycling facilities: widened, paved shoulders (both directions)
- Signs and pavement markings: cycling route sign and bicycle symbol on paved shoulder (Figure 4.46)

Figure 4.46: Earls Rd., Recommended Paved Shoulders



Source: Dylan Wray



*Golf Course Road*

- Off-road multi-use path; adding to existing off-road paths of the Huntsville Urban Route (Figure 4.47)
  - Groomed to Volkssport Trail Rating 2A

Figure 4.47: Golf Course Rd., Recommended Off-Road Path



Source: Dylan Wray

The above noted improvements to the existing roadways surrounding and in close proximity to the Golf Course-Earls Road subdivision are important to the overall connectivity of the proposed active transportation network. These improvements provide future residents of this subdivision with greater opportunities to access the network and thus use active transportation for daily trips throughout the Town of Huntsville.

***Recommendation #5: New Subdivision Roads***

New road construction, specifically roads providing direct connections into and out of the Golf Course-Earls Road subdivision, must include the following active transportation features throughout the entire right-of-way, including both the road corridor and road edges (Figure 4.48):

- On-road cycling facilities: dedicated bicycle lanes (both directions)
- Wide, unobstructed sidewalks: 2m (minimum)
- Buffer pedestrians from travel lanes: landscaped buffer
- Frequent connections to the proposed North-South Trail, East-West trail, and Hydro-Corridor Trail

Figure 4.48: Golf Course-Earls Rd., Recommended New Subdivision Roads



Source: Dylan Wray

All applications for development should reflect the above noted recommendations in their road design. These standards are important to the active transportation network as they help to both expand the network and ensure that future residents have sufficient opportunities to use human-powered transportation on a regular basis.

#### **4.5.2 Huntsville Highlands Subdivision**

The Town of Huntsville has created a Secondary Plan for Huntsville Highlands, a proposed residential development south-west of the downtown core. Huntsville Highlands is approximately 499 acres of land designated for, "...a series of residential neighbourhoods within the Town of Huntsville which is set within a context of extensive natural and recreational open space" (Town of Huntsville, 2006, pg. 163). RPAT has created specific recommendations to be incorporated into this subdivision to implement an active transportation network, while connecting it to the larger proposed strategy. Recognizing that this future development area has begun the development approvals process, the recommendations for active transportation improvements must be implemented through alternative avenues. Opportunities to implement these recommendations may be achieved through future site plan approvals or at the time of cash-in-lieu of parkland payment. The recommendations for this future development area do not reflect these implementation challenges, rather, they reflect the same standard of best active transportation practices maintained throughout this strategy. This is in keeping with the principle that all recommendations for future development areas provided in this strategy are for the purpose of establishing a new standard for development in the Town of Huntsville that incorporates active transportation infrastructure.

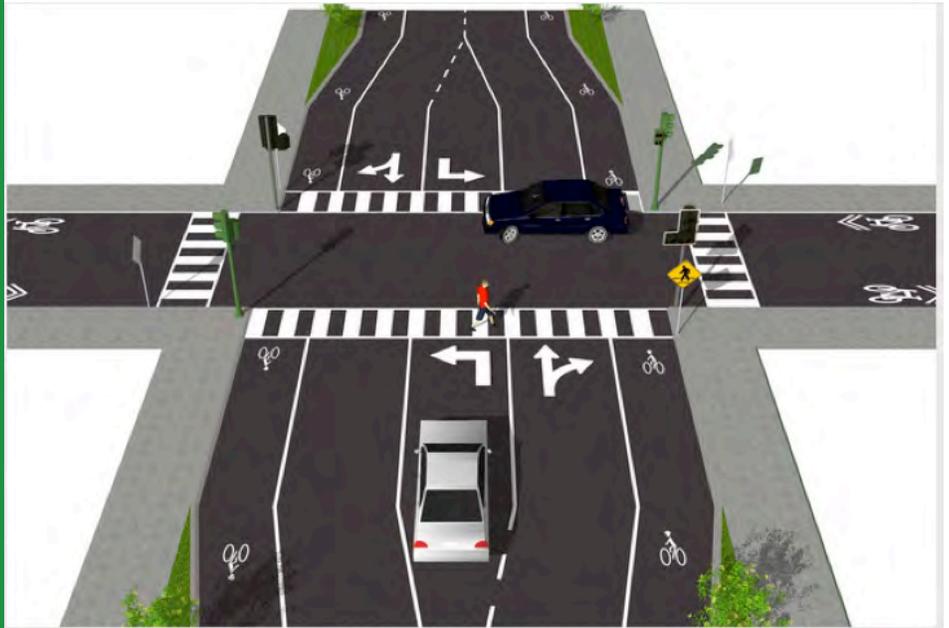
The recommendations for this future development area are represented visually in Appendix I and described below:

##### ***Recommendation #1: Extend Townline Road***

- Extend Townline Road to Cairns Road
- Add bike lanes and sidewalks
- Implement a signalized intersection, including a pedestrian crosswalk and left-turn lanes at both the existing Yonge Street and future Hollywood Drive intersections

Townline Road will be the main arterial road for residents of the Huntsville Highlands subdivision, and as a result, infrastructure needs to be put in place to reflect the anticipated higher volume of cars. Currently there is no active transportation infrastructure on the street, so these recommendations create provisions for a safe active transportation network. Figure 4.49 shows the proposed signaled intersections at Townline Road and Hollywood Drive, and Townline Road and Yonge Street.

Figure 4.49: Recommended Townline Road Extension



Source: Dylan Wray



### **Recommendation #2: Sharrows and Sidewalks**

- Add sharrows and sidewalks to Yonge Street
- Include sharrows and sidewalks in the construction of Johnstone Drive and Hollywood Drive (Figure 4.50)

Figure 4.50: Yonge St., Johnstone Dr., & Hollywood Dr., Recommended Sharrows & Sidewalks



Source: Dylan Wray

Yonge Street is not a heavily used route, however, with the construction of the subdivision it will see an increase in vehicular traffic. Currently, Huntsville residents can walk or bike down Yonge Street without worrying about cars, however, once Johnstone Drive - the main road in the Huntsville Highlands subdivision - is constructed active transportation users will need a safe way to connect to the Yonge Street Trail. Johnstone Drive and Hollywood Drive will see a majority of the through traffic in Huntsville Highlands. Placing sharrows and sidewalks on all three streets, as seen in, will allow cars, cyclists and pedestrians to safely access the subdivision.



***Recommendation #3: Improve the Yonge Street Trail***

- Groomed to Volkssport Trail Rating 2B
- Remove rocks and roots from existing Yonge Street Trail to make it more accessible for bikes, wheelchairs and strollers
- Connected to Yonge Street
- Trail information provided through signage at:
  - Townline Road and Yonge Street intersection;
  - connection to Yonge Street; and
  - connection to the proposed Huntsville Highlands Loop Trail

The Yonge Street Trail is currently groomed to the Volkssport Trail

Figure 4.51: Yonge Street Trail & Huntsville Highlands Loops Trail, Recommended Improvements



Source: Dylan Wray

Rating 2C: a significant part of the walk takes place on somewhat difficult terrain. When the Yonge Street Trail becomes the main active transportation connection for the proposed Huntsville Highlands Loop Trail, it will have to be maintained to a 2B rating to ensure it is accessible for all residents. New connections off the Yonge Street Trail will improve the current use of the trail, as seen in (Figure 4.51), as well as connectivity within the neighbourhood.

#### ***Recommendation #4: Huntsville Highlands Loop Trail***

- Groomed to Volkssport Trail Rating 2B (Figure 4.51 above)
- Connected to Yonge Street Trail
- Connected to private subdivision trails
- Trail information provided through signage at:
  - connection to private subdivision trails; and
  - connection to Yonge Street Trail
  - Townline Road and Yonge Street intersection

The Huntsville Highlands Loop Trail will be a public trail within the proposed subdivision. It will be accessible to the public through the Yonge Street Trail, and to residents of the subdivision through two private gravel trails. The Huntsville Highlands Loop Trail is the main component of the subdivision's internal active transportation network.

#### ***Recommendation #5: Private Subdivision Trails***

- Groomed to Volkssport Trail Rating 2A
  - crushed gravel surface
- Connect Golf Ridge Drive to public Huntsville Highlands Loop Trail
- Connect to Sandy Lane to public Huntsville Highlands Loop Trail
- Private property signs at entrances off of Huntsville Highlands Loop

The creation of two private trails within the subdivision will allow residents to easily access the public Huntsville Highlands Loop Trail. They will be crushed gravel, as opposed to the natural surface of the loop, to help denote the difference between public and private trails. There will also be private property signs at the entrance of

these two trails off the loop to ensure use by residents only.

***Recommendation #6: Hollywood Lane***

- Groomed to Volkssport Trail Rating 1A
  - paved surface
- Connection between Hollywood Drive loop
- Turn into active transportation only lane way
  - Includes two-way bike lanes and pedestrian pathway

The Secondary Plan for Huntsville Highlands proposes a lane way connection between the two sides of Hollywood Drive. RPAT recommends this be turned into an active transportation corridor to allow cyclists and pedestrians a safe, quick route within the subdivision. This would reduce the amount of active transportation infrastructure needed on Hollywood Drive, reducing car traffic, while increasing the safety of active transportation users. Figure 4.52 shows the proposed cross-section of Hollywood Lane as an active transportation only route.

Figure 4.52: Recommended Active Transportation Corridor, Hollywood Lane



Source: Dylan Wray

## 4.6 Policy

There is a large quantity of existing active transportation or related policy that currently applies to the Town of Huntsville. The policies which have the greatest influence on the implementation of active transportation in Huntsville are found in the Town of Huntsville Official Plan, 2006.

Based on direction given by the working group, policies within the Town of Huntsville Official Plan require strengthening to ensure that future development adheres to the active transportation improvement recommendations. This strengthening should be done in consideration of policies from both the Town of Huntsville Unity Plan and The Muskoka Active Transportation Strategy. For this phase of the Huntsville Active Transportation Strategy project, recommendations have been made on how to strengthen official plan policies based on identified weaknesses from Interim Report 1. This section also includes recommended additions to the Town's Official Plan.

The wording of the following policy recommendations have been made using specific criteria that includes;

*not to discourage residential, commercial, or industrial development in the municipality but to encourage cost sharing between municipality and private sector;*

*not to burden taxpayers with extra costs through implementation of the policies;*

*not to increase land market values through costs passed down from development;*

*to implement the vision and guiding principles of this strategy;*

*to implement the specific recommendations of this strategy;  
and*

*to conform to other municipal and provincial policy such as the Huntsville Unity Plan, the Muskoka Active Transportation Strategy, and Provincial Policy Statement;*

Existing policies are in blue boxes  
 Proposed Policies are in white boxes below  
 Changes to policies are shown in *orange*

*Existing Policy*

*Amended Policy with  
 changes in orange*

### Policy Change #1

*Section 2.4.1.1 "Economic expansion is encouraged to provide a high level of service to local residents and property owners, to provide employment opportunities, and to provide a destination for visitors. Economic development is focused on:*

*d) Stimulating and encouraging the growth of the tourist industry through a supply of accommodation facilities, amenities, tourist destinations, activities, and an attractive natural environment;*

*Section 2.4.1.1 "Economic expansion is encouraged to provide a high level of service to local residents and property owners, to provide employment opportunities, and to provide a destination for visitors. Economic development is focused on:*

*d) Stimulating and encouraging the growth of the tourist industry through a supply of accommodation facilities, amenities, recreational infrastructure, tourist destinations, activities, and an attractive natural environment;*

### Policy Change #2

*Section 2.4.8.5 "Improvements to road and pedestrian access in and through the Town will be required as growth progresses, and will be identified through the preparation of appropriate traffic studies and open space initiatives."*

*Section 2.4.8.5 "Improvements to road, pedestrian, and cycling access points in and through the Town will be required as growth progresses, and will be identified through the preparation of appropriate traffic studies, active transportation studies, and open space initiatives."*

### Policy Change #3

Section 2.4.8.6 "The Town encourages the development and expansion of non-motorized corridors (e.g. paths, trails, sidewalks, bike lanes and portages) throughout the municipality."

Section 2.4.8.6 "The Town **strongly encourages** the development and expansion of non-motorized corridors (e.g. paths, trails, sidewalks, bike lanes and portages) throughout the municipality. **Development and expansion of non-motorized corridors should meet mandatory guidelines set out in the Town's Active Transportation Strategy.**"

### Policy Change #4

Section 2.4.6.1 "The open space and recreational resources of the Town are integral components of the quality of life in Huntsville. The open space system in Huntsville will include a series of nodes and linkages. Linear corridors / trails will be developed to connect major features in the town, and will enhance the development of the Trans Canada Trail and the Park-to-Park trail system, and/or other recreational trail systems. Similarly, portages are an integral linkage in linear water based corridors and should be preserved as points of public access to waterways."

Section 2.4.6.1 "The open space and recreational resources of the Town are integral components of the quality of life in Huntsville. The open space system in Huntsville will include a series of nodes and linkages. Linear corridors / trails will be developed to connect major features in the town **including open spaces and recreational areas**, and will enhance the development of the Trans Canada Trail and the Park-to-Park trail system, and/or other recreational trail systems. **There should be consideration for linking these systems to adjacent municipalities.** Similarly, portages are an integral linkage in linear water based corridors and should be preserved as points of public access to waterways."

### Policy Change #5

Section 2.4.6.2 "Improved public access to waterways is encouraged in appropriate locations."

Section 2.4.6.2 "Improved public access to waterways **and development of facilities to launch active transit watercraft** is encouraged in appropriate locations."

### Policy Change #3

Section 2.4.8.6 "The Town encourages the development and expansion of non-motorized corridors (e.g. paths, trails, sidewalks, bike lanes and portages) throughout the municipality."

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Section 2.4.6.2 "Improved public access to waterways **and development of facilities to launch active transit watercraft** is encouraged in appropriate locations."

#### Policy Change #6

*Section 2.4.8.7 "Accessible and affordable public transportation is recognized as an integral component of urban growth, meeting the needs of residents, tourists and businesses through:*

- a) The provision of accessible public transportation for both able bodied and physically challenged,*
- b) The provision of transit-supportive land use guidelines designed to ensure development meets the needs of those that do not have access to an automobile,*
- c) The recognition that public transportation policies support environmental, economic, smart growth, and quality of life strategies."*

*Section 2.4.8.7 "Accessible, affordable, **and connected public transportation and active** transportation is recognized as an integral component of urban growth, meeting the needs of residents, tourists and businesses through:*

- a) The provision of accessible public transportation for both able bodied and physically challenged,*
- b) The provision of transit-supportive land use guidelines designed to ensure development meets the needs of those that do not have access to an automobile,*
- c) The recognition that public transportation policies support environmental, economic, smart growth, and quality of life strategies."*
- d) The provision of strategies outlined in the Active Transportation Strategy*

#### Policy Change #7

*Section 4.2.6.1 "New major development should be located within a reasonable distance from existing or future bus stops."*

*Section 4.2.6.1 "New major development should be located within a reasonable distance from existing or future bus stops **and major non-motorized corridors.**"*

### Policy Change #8

*Section 5.2.7 (Hidden Valley Settlement Area) "An integrated, interconnected public trail and pathway system shall be developed throughout the settlement. Development proposals shall contribute to the trail system where required. The development and interconnection of recreational trails within Hidden Valley and into the Huntsville Urban Area is actively promoted."*

*Section 5.2.7 (Hidden Valley Settlement Area) "An integrated, interconnected public trail and pathway system shall be developed throughout the settlement. Development proposals shall contribute to the trail system. The development and interconnection of recreational trails within Hidden Valley and into the Huntsville Urban Area is actively promoted and shall conform to the Huntsville Active Transportation Strategy."*

### Policy Change #9

*Section 7.2.8 (Highway 60 Corridor Policy Area) "The development and interconnection of recreational trails through the corridor and linking Hidden Valley and the Huntsville Urban Area is actively promoted."*

*Section 7.2.8 (Highway 60 Corridor Policy Area) "The development and interconnection of recreational trails through the corridor and linking Hidden Valley and the Huntsville Urban Area is actively promoted. Appropriate signage for non-motorized vehicle trails and lanes is actively promoted throughout Huntsville."*

### Policy Change #10

*Section 10.2.2.2 "The Town recognizes that the road network serves pedestrian and non-motorized vehicles in addition to vehicular traffic."*

*Section 10.2.2.2 "The Town recognizes that the road network serves pedestrian and non-motorized vehicles in addition to vehicular traffic. Advances of the road network will be done in accordance with the Huntsville Active Transportation Strategy."*

### Policy Change #11

Section 10.2.2.4 "Roads shall be built according to principles of good civic design, and shall incorporate tree planting, landscaping, sidewalks, bicycle paths, medians and boulevards, where appropriate. Where roads are being reconstructed, and where feasible, paved shoulders or trails shall be provided to allow for non-motorized vehicles."

Section 10.2.2.4 "Roads shall be built according to principles of good civic design, and shall incorporate tree planting, landscaping, sidewalks, bicycle paths, medians and boulevards, where appropriate. *Accessibility concerns shall also be considered.* Where roads are being reconstructed, and where feasible, paved shoulders or trails shall be provided to allow for non-motorized vehicles."

### Policy Change #12

Section 10.2.2.5 "In the Huntsville Urban Area, the reconstruction of existing roads and the construction of new roads shall include safe, convenient and attractive pedestrian facilities such as sidewalks or trails, curb ramps and pedestrian signals where warranted. On some low volume roads, pedestrian facilities may not be needed."

Section 10.2.2.5 "In the Huntsville Urban Area, the reconstruction of existing roads and the construction of new roads shall include safe, *accessible*, convenient and attractive pedestrian facilities such as sidewalks or trails, curb ramps and pedestrian signals where warranted. On some low volume roads, pedestrian facilities may not be needed."

### Policy Change #13

Section 10.2.3.7 (Provincial Highway 11) "The Town encourages the development of recreational trail crossings at highway interchanges to provide safe and convenient access across the Provincial Highway right-of-way."

Section 10.2.3.7 (Provincial Highway 11) "The Town *strongly* encourages the development of *non-motorized corridor* crossings at highway interchanges to provide safe and convenient access across the Provincial Highway right-of-way. *Appropriate signage is required at all non-motorized corridor crossings of Provincial Highway right-of-ways.*"

#### Policy Change #14

*Section 10.2.4 (Arterial Roads) "The town will encourage the possibility of developing bicycle and walking paths and multi-use non-motorized pathways in rights-of-way adjacent to arterial roads, where appropriate."*

*Section 10.2.4 (Arterial Roads) "The town will **require the development of** bicycle and walking paths and multi-use non-motorized pathways in rights-of-way adjacent to arterial roads, where appropriate."*

#### Policy Change #15

*Section 10.2.5 (Rural or Urban Collector Roads) "The Town will encourage the possibility of developing bicycle paths and multi-use non-motorized pathways in rights-of-way adjacent to collector roads, where appropriate."*

*Section 10.2.5 (Rural or Urban Collector Roads) "The Town will **require the development of** bicycle paths and multi-use non-motorized pathways in rights-of-way adjacent to collector roads, where appropriate."*

#### Policy Change #16

*Section 10.3.1 (Road Widening's) "...The road allowance standards of any highway under the jurisdiction of the Town may be widened, as required, for such matters but not limited to, additional turning lanes, curve alignments, sidewalks, utilities and road cuts and embankment slopes, to a width of 26 metres (85 feet)."*

*Section 10.3.1 (Road Widening's) "...The road allowance standards of any highway under the jurisdiction of the Town may be widened, as required, for such matters but not limited to, additional turning lanes, curve alignments, sidewalks, **bike lanes**, utilities and road cuts and embankment slopes, to a width of 26 metres (85 feet)."*

### Policy Change # 17

*Section 10.4.2 "The following considerations will be made in relation to new development:*

*a) Subdivision plans will be designed to provide all lots to be within an acceptable walking distance to potential transit services, and include the provision of public walkways, wherever necessitated, to provide convenient access to future bus routes"*

*Section 10.4.2 "The following considerations will be made in relation to new development:*

*a) Subdivision plans will be designed to provide all lots to be within an acceptable walking distance to potential transit services, and include the provision of public walkways **and bike lanes**, wherever necessitated, to provide convenient access to future bus routes"*

### Policy Change #18

*4.2.4.1 Subdivision design will contribute to the well-being and cohesiveness of the community. To promote this, the following are used to guide subdivision layout, both within subdivisions and between subdivisions:*

*a) Walking and bicycle trails linking the development to other facilities in the community should be provided*

*4.2.4.1 Subdivision design will contribute to the well-being and cohesiveness of the community. To promote this, the following are used to guide subdivision layout, both within subdivisions and between subdivisions:*

*a) "Non-motorized corridors to the existing active transportation network and other community amenities should be provided"*

## Policy Additions

*New section – "New or expanding road infrastructure shall be designed to include safe, secure, and accessible active transportation"*

*New section – "Financial responsibilities for the provision of active transportation infrastructure is encouraged through public-private partnerships and collaborations with developers."*

*New section – "Infrastructure such as connected sidewalk networks, signalized crossing-points, and separated bicycle lanes should be included within all new development plans where appropriate"*

*New section – "New residential developments shall include a inter-connected network of sidewalks and bike friendly infrastructure within the subdivision plan"*

*New section – "Flexibility will be incorporated into active transportation strategies within new and existing developments to allow for innovation and adjustments for specific site conditions"*

RPAT's strategy proposes sharrows in cases where bicycle lanes would not fit due to street widths, parking requirements, or where the cost is too great based on the number of projected users that would benefit from a lane. However, with the implementation of this strategy, a review of all Right-of-way allowances for the following roads should be completed to examine the feasibility of future widening in the case that active transportation use increased and sharrows are no longer appropriate:

- Main street west from ferguson road to centre street where parking study shows parking cannot be removed
- Main Street East from Centre Street to Brunel Street
- Main Street East from Scott Street to Highway 60
- King William Street from the north side of Highway 60 to Frank Miller Drive
- Centre Street from West Road to Main street
- Grandview Drive North from the Ferry Vista Trail connection to Highway 60
- Yonge Street from Town Line Road West to the end of Yonge Street at Hunter's Bay



5.0

Funding<sup>+</sup>

## 5.0 Funding

Funding for recommendations within this strategy has been determined using comparable municipality's active transportation budgets and provincial guidelines. Appendix J outlines estimated project costs, as well as a summary of individual unit costs. This section also discusses grants and alternative funding sources that the Town of Huntsville could use to assist with implementing these recommendations. The proposed funding strategy for the town must also include the pre-existing budget for active transportation. Currently, the town spends \$3,000 annually on trail maintenance, as well as allocates funds towards shoulder improvements and paving, benches, signage, sidewalk maintenance, traffic line marking and gravel resurfacing (Town of Huntsville, 2012)

### *Capital Costs*

The Implementation Plan, in Appendix J , shows overall costs for each recommendation and pilot project in this report, while the Summary of Unit Costs provides estimated costs for each element of the recommendations. These unit costs can then be used to inform future active transportation developments and recommendations. The capital costs outlined in the Implementation Plan do not include design, engineering or consultant fees, nor does it include the recommended parking and transportation studies suggested in Section 4.1 of this report. These fees should be agreed upon by the town and consultants as needed.

### *Operating Costs*

Using the precedent applied in Town of Bradford West Gwillimbury's Trails Master Plan, maintenance costs for trails situated within an urban area is \$1,500 per kilometer annually. This is for trails with higher volumes of users, upwards of 500 users per day, and as such trail maintenance for Huntsville may be lower (Town of Bradford West Gwillimbury, 2010). However, using a \$1,500 fee provides a most expensive case scenario for the town, assisting with the planning and budgeting process for future years. The costs of maintaining

the trail apply to all surfaces, since routine maintenance costs for all surfaces are similar. Trail maintenance includes, but is not limited to: litter control; garbage pick-up; and maintenance of trail amenities.

### *Potential Funding Sources*

Currently, the Town of Huntsville receives \$745,578 in District Works Grants from the District of Muskoka. Of that, \$104,964 goes towards possible active transportation infrastructure: asphalt patching; shoulder graveling, grading and washouts; gravel spot repairs; and sign maintenance (Town of Huntsville, 2012). For the future, the town could recommend that this grant be directed towards active transportation infrastructure construction and maintenance. Additionally, the town received \$3,000 from the Park to Park Trail Grant for the maintenance of the Park to Park Trail, which includes Fairy Vista Trail, Highview Drive, Earls Road and Golf Course Road. This report suggests recommendations to improve the connectivity of Fairy Vista Trail, Earls Road and Golf Course Road. Therefore, the town could lobby the Park to Park council to provide a larger grant for the construction and maintenance of these improved active transportation corridors. The Park to Park Trail council also charges all motorized vehicles to use the trail. These fees all go towards maintaining the trail, and could help fund the cost of improving these connections.



# 6.0

Conclusion<sup>+</sup>

## 6.0

## Conclusion

This document is the final phase of policy for the Town of Huntsville Active Transportation strategy. The recommendations provided herein build from initial background research, established guiding principles, recognized best practices, S.W.O.T analyses of existing policy, connectivity, accessibility and education, and the active transportation priorities. The foundation of these recommendations was established by community stakeholders, and residents of Huntsville through the Huntsville Active Transportation Survey. This strategy focuses on providing viable recommendations to improve active transportation through the dynamics of; accessibility, connectivity, education, pilot projects, future development areas and policy.

The Huntsville Active Transportation Strategy focuses on the feasibility, both financing and phasing, of the recommendations established in the interim stages. The proposed 100 day projects will provide council and residents with an understanding of the importance of active transportation and will help to build support and momentum for the implementation of longer range projects. In moving towards the implementation of recommendations, this strategy must be disseminated to all residents and town Council for review. Feedback shall be accepted and appropriate revisions should be made to this strategy. Finally, for successful implementation, Council must provide their official approval thereby recognizing this strategy as the first step in meeting the need for active transportation improvements in the Town of Huntsville.



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# **APPENDICES**



## Appendix A: Definitions

**On-Street Non-motorized corridors:** This term includes any *bike lane*, *sharrow*, or *paved shoulder*. It is an area on a municipal or provincial roadway that is designated by paint and or signage to allow any bicycle, skateboard, manual and electric wheelchairs, and any other form of active transportation hereby defined by council.

**Bike Lane:** A continuous area designated by a solid painted line separating vehicles from the active transportation use within it. The bike lane is typically 1.5 metres wide from the end of the curb to the bike lane line. The bike lane is to be 2.0 metres wide when it is placed beside parked cars to allow cyclists to stay out of the door zone. The bike lane provides greater separation from cars than a sharrow.

**Sharrow:** A designated vehicle lane that allows for single file use by both vehicles and bicycles. It is designated using a painted bicycle silhouette topped by a double chevron symbol. The marking is typically painted in the right third of the lane to encourage bicyclists to ride away from dangerous obstacles such as sewer grates and parked cars. The distance also gives the bicyclist room to maneuver around obstacles. In a lane with a sharrow a motor vehicle is expected to pass the bicyclist by a distance of 1.5 metres.

**Paved Shoulder:** A 2.0 metre wide reserved area by the verge of a road that is covered in any form of pavement and separated from any lane of traffic by a solid white line. These share the same characteristics of any other road shoulder with the exception of pavement to allow safer active transportation means.

**Off-Street Non-motorized corridors:** This term includes any *trail*, or *pathway*. See definition of *Trail and Pathway* for detailed description. These can be used for bicycles, pedestrians, skateboards, manual and electric wheelchairs, and any other form of active transportation hereby defined by council.

**Trail and Pathway:** a dedicated pathway intended for various forms of active transportation such as walking or bicycling of various ground covering and designated by proper signage.

**Pedestrian Crossing Facilities:** This term includes any *pedestrian crossover* or *signalized crosswalk*. These are areas on municipal or provincial roadways for designated pedestrian crossings.

**Pedestrian Crossover:** On a portion of a municipal or provincial roadway, excluding road intersections, where pedestrian crossings are distinctly indicated by warning signs, flashing amber beacons and pavement marking (MTO, 2010).

**Signalized Crosswalk:** At signalized automobile intersections of municipal and provincial roadways. They are distinctly indicated areas for pedestrian crossing by pavement markings and crossing timers.

### **Community-Based Social Marketing (CBSM) Definitions:**

**Research:** background information composed of 3 parts: a *literature review, survey* and *focus group*. See definition of *literature review, survey* and *focus group* for detailed description.

**Literature Review:** an assessment of current knowledge and practice in the specific field

**Survey:** a quantitative research method for collecting quantitative information about items in a population

**Focus Group:** a qualitative research in which a group of people is asked about their perceptions, opinions, beliefs, and attitudes towards a project

**Small Questions:** very small and easily answered questions that create consistency and commitment in survey response

**Prompts:** a reminder or cue in the form of signage placed in obvious places

**Commitment Strategies:** requests for people to alter their behaviour in a responsible way by means of written, verbal and face-to-face interaction between the public and professionals

**Norms:** group-held beliefs about how individuals should behave in a given context.

**Effective Communication:** strategic advertising that considers credible sources, customized to a target audience by using clear language to catch individual's attention

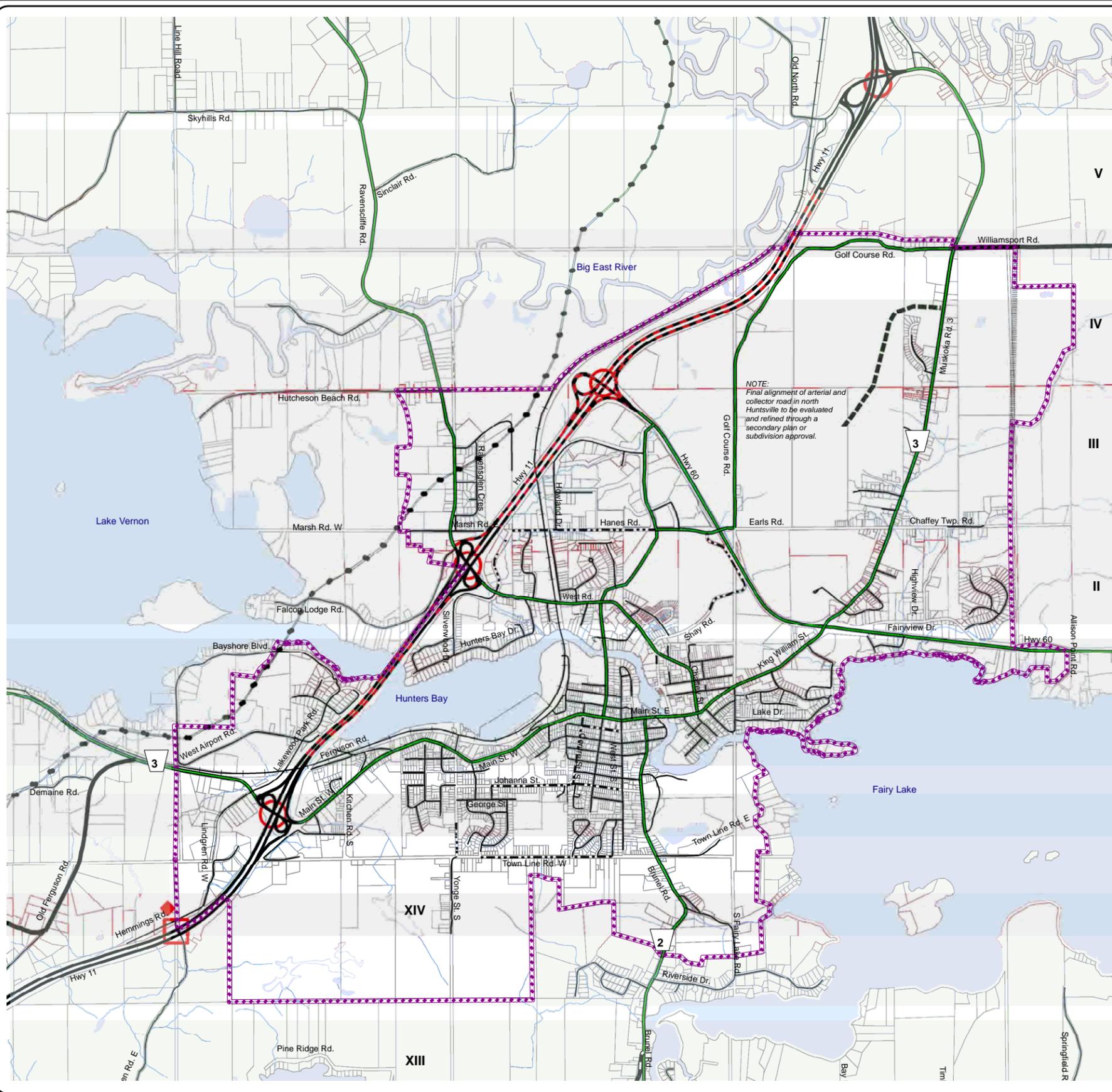
### Volkssport Trail Rating:

The following two-part rating system was designed by the Canadian Volkssport Federation (CVF) to indicate to an estimation of the difficulty of a trail. The first part uses a number to refer to the difficulty of the incline while the second part uses a letter to refer to the nature of the terrain:

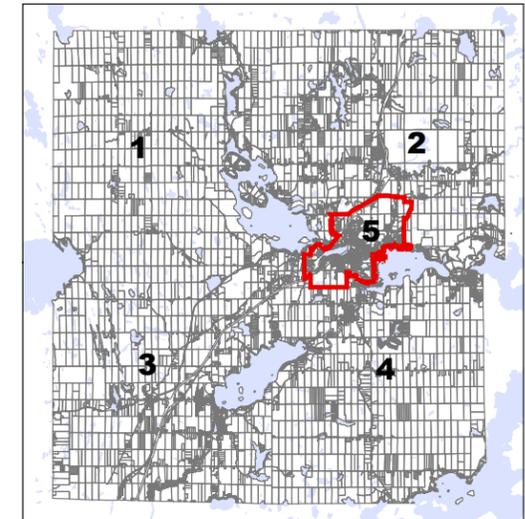
Part 1 - Incline	Part 2 - Terrain
1. very little hill or stair climbing	A. almost entirely on pavement, probably suitable for baby stroller
2. some moderate hill or stair climbing	B. a significant part of the walk takes place on well-groomed trails with very little more difficult terrain
3. some significant hill or stair climbing	C. a significant part of the walk takes place on somewhat difficult terrain (rocky/rooted path)
4. a good deal of significant hill or stair climbing	D. a significant part of the walk takes place on very difficult terrain
5. many steep hills or high altitude trails	E. the majority of the walk takes place on very difficult terrain



# Appendix B – Project Scope



## SCHEDULE C-5 TOWN OF HUNTSVILLE OFFICIAL PLAN Transportation Huntsville Urban Settlement Area



**KEY LOCATION MAP**  
September 11, 2006  
Revised: December 10, 2008

- Former Township Boundary
- Tributary
- Huntsville Urban Settlement Area Boundary
- TransCanada Pipeline
- Railway

- | Road Network     | Local Road (Municipal Maintained) |
|------------------|-----------------------------------|
| Highway 11       | Year Round Maintained             |
| Arterial         | Seasonally Maintained             |
| Rural Collector  | Private                           |
| Urban Collector  | Unopened Road Allowance           |
| Future Arterial  | Future Service                    |
| Future Collector |                                   |

### Highway 11 Improvements

- Existing Interchange
- Future Interchange
- Existing At Grade - To Be Closed
- Flyover



**NOTE:**  
For boundary interpretations, please contact the Town of Huntsville, Planning & Development Department. The map is a public resource of general information and is not a plan of survey nor is it suitable for navigation. This road network information has been generated or adapted from Ontario Road Network Database. The Ontario Road Network Database is the property of the Government of Ontario and is used under licence from the Government of Ontario.

**PLAN SCOPE**  
04May05 Rev: 06Sept11  
File #76902  
Projection: NAD 83;  
Rotation: -22 degrees  
(627,855.92, 4,999,938.95)



## **Appendix C – Stakeholder Consultation, Field Research and Surveys**

### **Stakeholder Consultation**

As an introduction to Huntsville’s existing active transportation network, RPAT participated in a full-day seminar with key stakeholders from the town. These stakeholders included our clients, members of the Unity Plan Land Use and Transportation Planning Working Group, council members, planners and active transportation enthusiasts. This seminar brought to light key themes and concerns that have been included in our vision statement, guiding principles and subsequent recommendations outlined in this strategy. Below is a list of the main priorities and consideration for an active transportation strategy that came out of this consultation:

- Funding from the District of Muskoka
  - Connect Huntsville with the greater Muskoka region
- Accessibility
- Signage
- Health Aspects - What are the statistics
- Trans Canada Trail
- Financing - Not just new construction, consider maintenance
- 100 day projects - Look to Collingwood AT Strategy for examples
- Establish Near-, mid- and long-range projects
- Changing the culture
- Connecting neighbourhoods in the future
  - Subdivisions: Golf Course Road, Huntsville Highlands
- King William and Highway 60
- Deerhurst from Fairy Vista Trail
- Empire Hotel property
- Affordability - Biking/walking might be the only way someone can afford to get around

### **Field Research**

Field research in the Town of Huntsville was conducted in order to experience active transportation first hand and to better understand the priorities for this strategy. RPAT members walked and cycled Huntsville’s roads and trails noting various issues with the connectivity between nodes, the accessibility of infrastructure and wayfinding issues. Field research also provided the opportunity to experience the relationship between motorized vehicle users, pedestrians and cyclists while assessing potential recommendations to improve the overall safety of active transportation users. The

following are some accounts of the most significant experiences had while conducting field research:

### Hunters Bay Trail

When cycling the Hunters Bay Trail beginning at the KWH Pipe entrance, signage was very small and almost unnoticeable, therefore initial access to the trail was limited. This winding path consists of multiple elevation changes and an inconsistent terrain: compacted gravel; natural surface; and paved asphalt, which also poses issues to accessibility. The trail had two key elements that would attract people and increase use: a new wooden public docks (Figure 15) and the floating dock - a popular swimming spot for children in the summer (Figure 16). Upon cycling the entire length of the trail we found that it ended abruptly and thus severely lacked connectivity.

Figure 1: Hunter's Bay Trail, Public Dock



Source: Paul Tobia

Figure 2: Hunter's Bay Trail, Floating Dock



Source: Paul Tobia

### King William & Highway 60

King William & Highway 60 is a significant intersection in the Town of Huntsville, however it is not bicycle or pedestrian-friendly. Cyclists must either choose to ride on the raised sidewalk, which conflicts with pedestrians, or on the paved shoulder next to cars driving at 70 kilometres/hour or more. Since there is very little room to share the road with automobiles, cyclists would be endangering themselves. Along King William, towards the hospital, there are "Share The Road" signs however the road lacks space for cyclists and cars to feasibly co-exist. Currently, this is an extremely dangerous location for active transportation users and for the elderly trying to reach the hospital, hospice or various retirement communities around the intersection.

### Fairy Vista Trail

The Fairy Vista Trail runs 3.5km from the intersection of Highway 60 and Muskoka Road 3 North to an area across from Deerhurst Resort, off of Highway 60. Currently, the trail has a poor connection to the urban core of Huntsville with the only entrance being off of Highway 60. There is an unofficial entrance to this trail near the Highway 60-Muskoka Road 3 North intersection, however this is in fact the terminus of Fairy Vista Drive, and although it has low automobile traffic, it is not a prescribed active transportation route. In addition to the poor connection from the west end of the trail to Huntsville's urban core, there is also no direct access to Deerhurst Resort. Instead, the trail simply stops at the edge of a cliff adjacent to the main vehicle entrance for the resort. Feasible solutions for this connection gap are recommended in this strategy.

### Web-Based Survey

In September and October, 2012 the Town of Huntsville conducted a web-based survey on Active Transportation. The purpose of the survey was to gather residents' opinions on Huntsville's current active transportation network, as well as its gaps and what they would like to see in the future.

The methods of distribution and administration for this active transportation survey are as follows:

- The survey was open for responses from September 18th to October 31, 2012.
- The survey was hosted online on the Town of Huntsville website
- Respondents could also request a hard copy of the survey
- Respondents were solicited in various ways:
  - Advertised on the 1-5 images of the main website for the duration of the survey
  - As a news item 5 times throughout the survey (main page of website with automatic feed to Town Facebook page)
  - News items were subsequently picked up by Hunter's Bay Radio who advertised the survey on their Twitter feed
  - On the electronic screens at the Canada Summit Centre for the duration of the survey
  - In the Town announcements section of the Forester for 5 consecutive weeks in October
  - In a radio interview with the Moose 105.5FM during the first week of October. Interview was played as part of 1 weekday morning news cycle (on the hour and half hour from 6-9am)

- Through the electronic networks of the Director of Planning & Sustainability and the Sustainability Coordinator
- Through 6 hours spent soliciting responses at the Huntsville Place Mall on Friday, October 5, 2012 (with the help of 5 Unity Plan volunteers and 2 staff, 40 responses collected)
- The Sustainability Coordinator spend a total of 5 evening hours on 2 different occasions (October 10th and 25th) at the Canada Summit Centre asking residents (adults & children) to complete the survey
- Handed out to most families who participated in the October 5th P.D. Day Camp at the Canada Summit Centre
- Left on the notice table with a display sign at the Active Living Centre for adult programs participants for the month of October
- Left at the counter at Motivations with a display sign for the month of October, employees solicited responses
- Left at the front desk of the Canada Summit Centre with a display sign, employees solicited responses
- Through 2 Rotary Club members
- In the Forester newspaper as an article on October 3, 2012

*Rebecca Francis, 2012*

The survey provided valuable feedback about how safe active transportation users feel in town, areas where residents currently use active transportation, what areas of Huntsville’s active transportation network are satisfactory and unsatisfactory, and how often residents walk or cycle to a particular destination. The data gathered from the survey has informed the recommendations in the Huntsville Active Transportation Strategy. Results of the Active Transportation Survey are summarized as follows:

Table 1: Age Cohorts of Survey Respondents

Age	Number of Respondents
Less than 10	4
11-16	19
17-21	5
22-30	24
31-40	42

41-50	71
51-60	60
61-70	32
71+	20
Unknown	2

Table 2: Respondents Satisfaction with Different Areas of Huntsville's Existing Active Transportation Network

Areas	Satisfied	Not Satisfied	Neutral
Sidewalks	104	82	75
Bike Routes	20	129	100
Bike Lanes	9	174	66
Trails	98	57	96
Bike Parking	23	112	106
Signage	37	82	124
Bus Stops	42	36	159
Benches	119	29	99
Connectivity to Surrounding Neighbourhoods	10	118	117
Transit System	32	57	167

Table 3: How Often Respondents Walk to a Particular Destination

	Spring, Summer, Fall	Winter	All Year
Daily	36	N/A	49
A few times a week	40	23	39
About once a week	17	18	10
A few times a month	23	14	14
Hardly ever	4	27	19
Never	N/A	15	23

Table 4: How Often Respondents Bike to a Particular Destination

	Spring, Summer, Fall	Winter	All Year
<b>Daily</b>	18	N/A	4
<b>A few times a week</b>	26	1	3
<b>About once a week</b>	21	1	1
<b>A few times a month</b>	30	N/A	2
<b>Hardly ever</b>	43	15	19
<b>Never</b>	N/A	92	101

Table 5: Top Active Transportation Areas

Areas	Number of Respondents
Main St./King William	126
Hunter's Bay Trail	112
Fairy Vista Trail	70
Brunel Road	69
Centre Street	62

West Road	35
Highway 60	34
Downtown Core	32
Ravenscliffe Road	26
Muskoka Road 3	19
Lion's Lookout	15
Yonge Street Trail	12
Aspdin Road	11

Conclusions that can be drawn from the above survey results, for the purpose of informing active transportation recommendations within this strategy, include:

- Minimal active transportation in the winter, especially cycling, therefore initial strategy does not address winter climate issues
- Walking is more common than cycling, initial focus could be on sidewalk and curbside improvements
- Respondents were generally unsatisfied with the lack of bike lanes in town, therefore council could prioritize the construction of bike lanes
- The largest group of respondents were between the ages of 41 and 60, so future active transportation developments should be geared towards accessibility and an aging population

### **Supplementary Active Transportation Survey**

In November 2012, RPAT conducted a survey of Huntsville residents in the downtown core and the Huntsville Place Mall. The purpose of this survey was to supplement the initial web-based survey conducted in September and October 2012 by the Town of Huntsville and to provide further information regarding travel patterns and modal share. An additional 15 residents were surveyed. They were asked for their postal code, purpose of visit to Huntsville, their current active transportation use and the reasons behind their usage or lack thereof. The respondents were surveyed in the Main Street urban corridor and the Huntsville Place Mall. The results of this survey are summarized as follows:

Postal Code	Purpose of Visit	Would you use AT?	Why/Why Not?
<b>MAIN STREET URBAN CORRIDOR</b>			
P1H 2B8	Work	No	n/a
P1H 2J3	Work	No	Main Street bridge dangerous and icy in winter for elderly. Perfect for walking-safe-good sidewalks
P1H 2N5	Work at bike shop	Yes - Not in winter	n/a
W. Browns Rd.	Work	No	Distance - too far (infrastructure improvements would entice)
P0A 1H0	Work	Yes - in summer	Winter too dangerous. Does not take Fairy Vista Trail because he has road bike, trail not as smooth as road
P1H 1W9	Shopping/riverside park	Yes	Slower speed limit would help. Sidewalks uneven. Centre Street/Main
P1H 2J3	Work & Shop	Yes in summer sometimes	Takes Brunel w/ no shoulder and no bike lane. Kids can't bike now, too unsafe-can bike when in highschool
P1H 2L6	Shop	Yes, walking b/c truck broke, biked recreationally	Town does great but has too many young kids. Didn't know name of trails
P1H 1X4	Work & Shop	Yes	Very close, no issues. Walks the trails doesn't know the names
P1H1B6	Shopping, Recreation on trails to walk and bike	No	Distance is too far to walk. If biked, would feel safe on Hwy 60 sidewalk only
<b>HUNTSVILLE PLACE MALL</b>			
P1H 1T5	Shop	Use to walk to high school. Biked a lot at 15-16 years. Walked to high school w/o sidewalks	n/a
P0A1R0	Shop	no	lives about 15 minutes away
P1H - 17km	Shop	Bikes recreation. uses a skidoo trail for walking by house. drives downtown and walks around	lives too far to bike
P1H1S7 - 7 min	Shop	no	lives up a hill. doesn't use trails
P1H2L6	Work & Shop	drives to edge of urban core and walks 15 minutes into work in downtown. Has walked into urban core from home, 25min walk. Will walk if not stroller, weather good, needs exercise. stroller for kids makes it difficult at many stores	uses recreation trails. need wider sidewalks, ending sidewalks forces to switch sides. walk crosswalk are at times too short. bike lanes would allow young daughter to bike to school later

Postal codes were collected to determine the distance respondents travelled to reach their destination, and if active transportation could be used or improved along their route. They also provide RPAT with where residents are travelling from, helping to improve connectivity between these locations and Huntsville's key nodes.

Conclusions that can be drawn from the above survey results, for the purpose of informing active transportation recommendations within this strategy, include:

- The majority of people surveyed listed their reason for visiting Huntsville as either employment in the local downtown core or for shopping. Several were also visiting for recreational purposes.
- The survey found that there was a mix of active transportation users. Of those that replied yes to current active transportation usage, three respondents replied that they only used active transportation during the summer season. Overall, 9 respondents replied yes to current usage and 6 replied no.
- When respondents were asked why they used active transportation, several respondents stated that they used the network for recreational purposes.
- There were several reasons and comments provided for the lack of active transportation used.
  - The physical distance between places in Huntsville was cited as a reason for not using active transportation.
  - Safety was also a recurring theme particularly during the winter. Icy roads that posed a danger particularly to the elderly as well as the general safety of children within the Town of Huntsville was cited.
- One respondent didn't know the name of the trails he/she used.
- Improvements from the respondents for better active transportation included:
  - wider sidewalks
  - longer walk signal times
  - more bike lanes
  - slower speed limits
  - even sidewalks
  - paved trails
  - better conditioning of walkable areas during the winter season



## Appendix D - Best Practices

In order to make recommendations for active transportation improvements, a benchmark must be established. This benchmark is the result of an extensive review of best practices, which have been implemented at various levels including provincial policies, municipal active transportation strategies and site-specific examples. This best practice review has considered widely accepted policies as well as the successful implementation of active transportation in areas comparable to the Town of Huntsville. The following best practice review includes an examination of several active transportation strategies and programs, however those discussed below represents the best practices with the most relevance to the Town of Huntsville and the active transportation challenges they are faced with. This best practice review is further supplemented by the knowledge acquired in attending various workshops; the result of which are also outlined below.

### Communities in Motion

The Federation of Canadian Municipalities' (FCM) Green Municipal Fund (GMF) program released the *Communities in Motion* resource, which explains that active transportation is vital to sustainable and healthy communities. It provides several instructions to help communities *promote* active transportation options, *eliminate barriers* [physical and social] to active transportation, and *follow a new path* where active transportation is a greater part of everyday life (FCM, 2008).



Figure 1: Green Municipal Finance (Source: <http://fcm.ca/home/programs/green-municipal-fund.htm>)

The GMF program, which is financed by the Government of Canada, is significant to the Town of Huntsville as the town was a recipient of a GMF grant in 2009. The grant was awarded to the Town of Huntsville for the purpose of developing a sustainability plan to guide the future development of Huntsville. The result of this grant is the *Unity Plan: Huntsville's Guide to a Sustainable Future* (2010). Building from the progress made towards a sustainable future, the preparation of an active transportation strategy for the Town of Huntsville is the next phase. In fact, the first instruction provided in the *Communities in Motion* (2008) resource to help municipalities achieve improved active transportation is:

1. *Create an active transportation strategy:*

A feasible, affordable strategy with a firm schedule and clear responsibilities is a great catalyst for action.

The Huntsville Active Transportation Strategy is the appropriate next step and would follow the best practices as outlined by the FCM. Other significant instructions include:

2. *Strengthen land use plans and policies:*

Supportive land use planning is critical to making active transportation practical.

3. *Raise the bar for new development:*

Municipalities that are truly committed to active transportation require new developments to be supportive.

4. *Build streets for everyone:*

Streets should be safe and efficient for all travelers and should give first priority to those who are slower and more vulnerable.

5. *Offer off-road options:*

Some pedestrians and cyclists stick to city streets to reduce travel time and distance while others prefer less stressful off-road routes that let them connect with nature.

6. *Maximize your market:*

Making active transportation a desirable choice through promotional events, providing maps to help cyclists and pedestrians find attractive routes, and utilizing advertising and media coverage to build a positive image for active transportation.

7. *Focus on safety:*

Make changes to signs, signals, streets and trails. Teach drivers to share the road with cyclists and provide training to cyclists to ensure they possess the skills and confidence they need to ride in traffic.

8. *Extend your reach with partnerships:*

Municipalities shouldn't try to do it all by themselves - partners can offer much-needed energy, knowledge and skills.

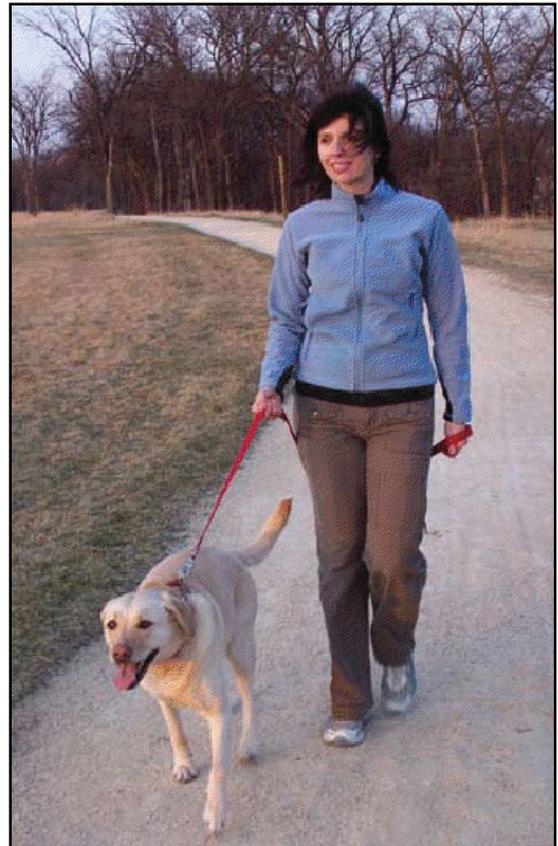


Figure 2: Off-Road option in Winnipeg (Source: <http://www.sustainablecommunities.fcm.ca>)

## **Complete Streets for Canada**

The Toronto Centre for Active Transportation (TCAT) recently launched *Complete Streets for Canada*, which is a *policy and design hub for building safe and inviting streets for all* (TCAT, 2012). This hub of information presents several examples of best practices in active transportation. Most importantly, creating *Complete Streets* is an effective way of presenting active transportation opportunities that are attractive to all uses and are fully ingrained in day-to-day travel options. TCAT (2012) explains that:

*Complete Streets are designed for all ages, abilities, and modes of travel. On Complete Streets, safe and comfortable access for pedestrians, bicycles, transit users and the mobility-impaired is not an afterthought, but an integral planning feature.*

The concept of *Complete Streets* is absolutely critical in the preparation of an active transportation strategy for the Town of Huntsville. Redefining how to use the street is an integral factor in achieving the guiding principle of active transportation education. Through education, a new norm for the Town of Huntsville's residents, which incorporates this concept of *Complete Streets*, may be established and may help open up opportunities for active transportation on streets that previously would have been thought of as solely for the use of vehicles.

The *Complete Streets for Canada* information hub refers to the following resource as guidelines for the application of active transportation policies at the design level, which RPAT looks to in establishing a benchmark for good active transportation:

### Complete Streets by Design: Toronto streets redesigned for all ages and abilities

*Complete Streets by Design* is the result of a creative design exercise meant to provide possibilities for re-imagining and improving both urban and suburban streets in Toronto. This document shows the appropriate application of established design principles in a manner, which moves the concept of safe and comfortable streets for all road users from an abstract goal to an imaginable reality (TCAT, 2012). This document is not simply a Toronto-centred design strategy. In fact, it presents several best practices that are applicable to many types of municipalities, including rural municipalities like the Town of Huntsville. This document presents the redesign of several streets, which have been classified by characteristics such as road width, typical usage, and traffic volume. Each street redesign was evaluated individually and the tools selected (listed below) as best practices for active transportation were applied only to those

streets with characteristics similar to streets in the Town of Huntsville. Therefore, the practical application of the *Complete Streets* concept results in the following tools that can be utilized in the improvement of active transportation within the Town of Huntsville:

1. *Reallocate narrow turn lanes that run the length of the street to bike lanes.*  
This shift allows cyclists to move along safely on roadways while providing minimal impact on motor vehicle traffic flow.

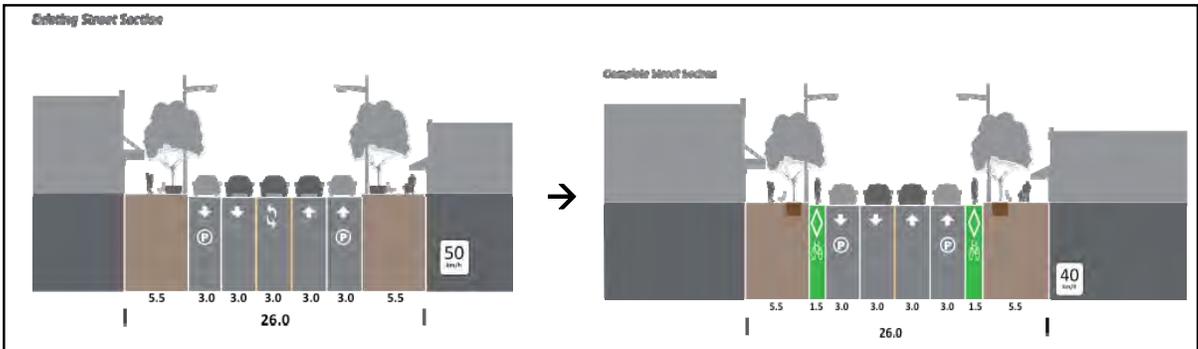


Figure 3: Reallocating turn lanes (Source: TCAT, 2012)

2. *Expanded sidewalk for pedestrians, dedicated space for cyclists, and a flexible design that doubles as event [public] space.*

The coloured/textured surface, rolled curbs, and removable bollards create the sense of a continuous urban plaza. Trees in sidewalk grates and continuous trenches are proposed to add green space, shade, and pedestrian comfort.

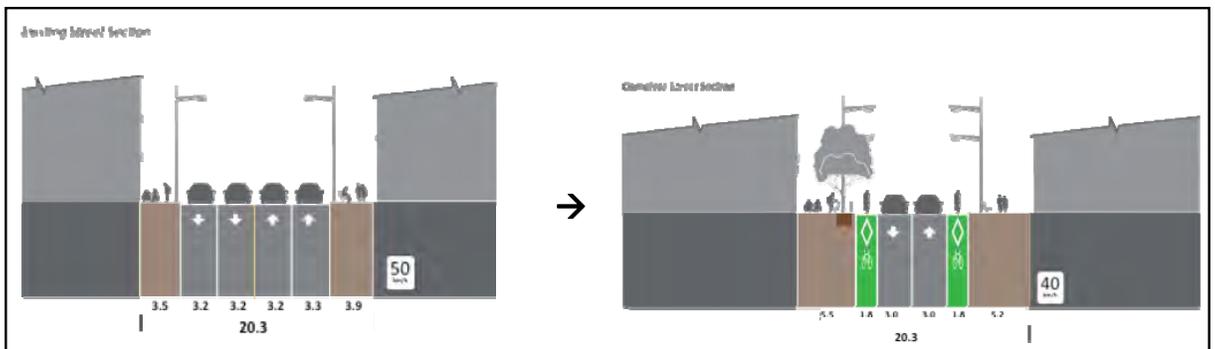


Figure 4: Urban Plaza (Source: TCAT, 2012)

3. *Create a living street, where there is no physical separation of the road space, relying on human interaction to negotiate usage.*  
Walking, biking, and play coexist with parked and driving cars. Where front yards extend into the sidewalk with plantings and benches.

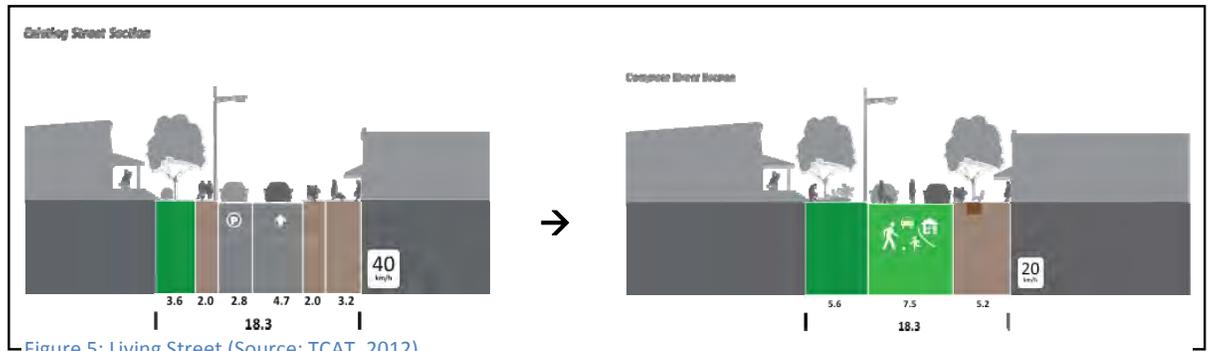


Figure 5: Living Street (Source: TCAT, 2012)

## **Town of Collingwood Active Transportation Plan - Draft (ATP)**

The Town of Collingwood has begun the process of improving the quality of its active transportation infrastructure and programming with the recently released Active Transportation Plan - Draft (ATP). This plan defines policies and projects, which upon implementation, will result in an active transportation system that is safe, easy, desirable, and convenient (Town of Collingwood, 2012). The Town of Huntsville and the Town of Collingwood share many similarities thus making the Collingwood ATP a good candidate for establishing best practices for active transportation in Huntsville. The Collingwood ATP was considered because both Collingwood and Huntsville are lower-tier municipalities that are geographically large and have generally low population densities. Also, both communities are tourist destinations for those seeking recreational activities. Characteristics such as these have a significant impact on what an active transportation strategy should include and how it should be implemented.

The best practice review of the Collingwood ATP is guided by certain priorities set by the client and key stakeholders during the Huntsville active transportation workshop on September 13th 2012. During this workshop the importance of creating shovel ready projects for improving active transportation was stressed. The Huntsville Active Transportation Strategy will provide the foundation that various projects can grow from and take effect in the town. The workshop revealed that a significant concern in preparing an active transportation strategy is implementation and timing of projects. Therefore, the Collingwood ATP was examined for its best practices in implementation strategies. Notable implementation methods include:

1. *Create long-range projects, which are typically larger scale and/or relate to long-term policy direction;*
2. *Create mid-range projects, which are typically lesser in scope and can be completed within 3-5 years of adopting the active transportation strategy;*

3. *Create near-range projects which are small scale, can be completed within 0-3 years, and require little capital expenditure; and*
4. *Create 100-day projects that are low-cost, high-impact, and are led by the municipality to garner community support.*

### **Copenhagen, Denmark**

In preparing an active transportation strategy, it is beneficial to examine various success stories in active transportation both for inspiration and to understand how success was achieved. Copenhagen, Denmark is one example of an active transportation success story, especially in terms of their cycling infrastructure and overall cycling culture. One of the challenges to improving active transportation in Huntsville is the climate constraint, specifically the winter weather restrictions. Copenhagen, with a similar climate to Huntsville, is proof that weather restrictions may be overcome and that active transportation is not simply conducive to warm climates. In fact, despite their winter weather challenges, in 2007 the Union Cycliste Internationale (UCI) labeled Copenhagen the first official Bike City. This label is awarded to internationally renowned cities involved in cycling as an environmentally friendly leisure sport and a means of transportation (UCI, 2007).

What is most significant and representative of a successful active transportation culture is that almost everyone in Copenhagen cycles. Statistics show that 84% of residents have access to a bicycle, 68% cycle at least once a week and as many as 50% of residents who work or study in Copenhagen cycle to their workplace or educational institution (City of Copenhagen, 2010).

Since 1990 cycling in Denmark has fallen by 30%, however the numbers for Copenhagen have risen consistently. In fact, since 1998 the number of kilometers cycled has risen by approximately 30% (City of Copenhagen, 2011). Also since that time, the bicycle's modal share for trips to work or educational institutions has risen to over a third, therefore in Copenhagen, the bicycle is the most popular form of commuting, however this could not have been achieved if it was not for a steady and comprehensive effort (City of Copenhagen, 2011). Most recently this effort is represented by the *City of Copenhagen's Bicycle Strategy, 2011-2025: Good, Better, Best*. This strategy replaces the municipality's former bicycle strategy for the period of 2002-2012. Copenhagen has an overall goal of increasing the modal share of bicycles and making the city more bicycle friendly (City of Copenhagen, 2011). Being one of the world leaders in cycling policy, programs and infrastructure, Copenhagen's bicycle strategies represent best practices for active transportation. These strategies include:

1. *Provide cargo bike parking:* Cargo bikes are especially used for transporting children and shopping and they are often an alternative to having a car.
2. *Create a bike share system*
3. *Increase the amount of bicycle lanes*
4. *Provide good bicycle parking opportunities*
5. *Create effective and impressive short cuts:* Routes over water or railways can improve travel times.
6. *Reduce missing links:* Eliminate unnecessary stops in direct routes to improve connectivity and travel time.
7. *Maintain good cycle tracks all year round:* Snow clearance must be a priority to ensure cyclists can ride comfortably and safely.
8. *Establish green and blue connections:* Routes along the water and through green areas, separated from car traffic, offer an increased sense of security and enjoyment of nature. They are also an alternative to the busy street where bicycles compete for space with other transport modes.

### **District of Saanich, British Columbia**

A Canadian success story for the implementation and use of active transportation at a community level is the District of Saanich in British Columbia. Transport Canada's *Urban Transportation Showcase Program* highlights this community for the investments they have made towards improving the quality of their active transportation infrastructure and programming. The District of Saanich is an example of how over time and with consistent effort, it is possible to increase the percentage of those who engage in active transportation on a regular basis.

The journey toward improving active transportation began in 1991 when Saanich created the first Bicycle Advisory Committee for that region and the following year that committee approved plans for a commuter bikeway network. This is significant because at the time there were no roads with bike lanes or regional trails in Saanich and the surrounding region (Transport Canada, 2010). More recently, in 2004 the FCM awarded the District of Saanich funds through the Green Municipal Funds program to convert several kilometers of an abandoned rail corridor into trails and to improve overall trail connections (Transport Canada, 2010). As a result of these initiatives, the District of Saanich has increased bicycle travel to and from work by 7% in a period of 5 years, from 1999 to 2000 (Transport Canada, 2010). While this increase may not seem significant, it does demonstrate that small changes occurring incrementally and over an extended period of time can produce positive results for active transportation.

The following strategies for developing a successful active transportation program are the result of some lessons learned in the community of Saanich:

1. *Develop an integrated network over time:*  
Improvements can be coordinated and linked to the overall transportation system, rather than being developed in isolated, resulting in unconnected parts.
2. *Designated single purpose bike lanes are more attractive to cyclists:*  
Bike lanes that form part of a connected network induce higher levels of cycling, while wider curb lanes appear to have less effect on the level of cycling.
3. *Properly designed multi-purpose bicycle/pedestrian trails attract higher usage:*  
Properly constructed trails (surfaced, minimum 3-metre, preferably 4-metre wide) that offer destination access induce increases in walking and cycling.

### **Workshops - OPPI Symposium**

In September 2012 the Ontario Professional Planners Institute (OPPI) held their annual symposium with the theme of, 'Healthy Communities and Active Transportation'. The event featured several keynote speakers who all addressed why human-powered transportation is necessary, and how to make healthy, effective active transportation supportive communities.

Public health was a major focus of the symposium, specifically how Ontario's public health care system has been impacted by car oriented development over the past 75-plus years. Since the car began to dominate the transportation market, obesity rates have been increasing. The economic cost of this development on our healthcare system is:

- \$4.8 billion on obesity in Ontario;
- \$4.9 billion on diabetes in Ontario;
- \$22 billion for heart disease in Canada; and
- \$18 billion on motor vehicle accidents in Ontario

All of these costs trickle down to taxpayers and prevent money from being spent on other much-needed areas. If transportation was human powered, choice driven and destination oriented it would reduce the costs on society, while improving the health of Ontario's communities.

To ensure this integrated active transportation network, planners must design their communities with safety in mind. Residents are going to be less likely to participate in human-powered transportation if they feel unsafe. In addition, residents will avoid destinations if getting there will endanger their health, safety or well-being. Planners have a range of policies available to them, such as the Provincial Policy Statement and the Growth Plan, to support their efforts in developing safe active transportation networks in their communities.

Common challenges in developing an integrated active transportation network are: distance; safety; weather; physical barriers; capital; resources; convenience; and mindset. The ultimate challenge, however, is to break the mindset preventing people from using active transportation. This is the primary challenge for a planner in promoting active transportation, and can only happen if there is a cultural shift in the community's mentality.

Andrea Feller, Associate Medical Officer of Health for Niagara Region, suggested that culture change could be promoted through the construction of complete streets. For every 5% improvement in active transportation infrastructure, there will be a 32% increase in people walking and cycling. This is because the built environment has a direct impact on people's mental health.

Ryan Whitney, from the Toronto Centre for Complete Streets, supported Andrea's argument for complete streets by noting that studies have shown that removing car lanes does not always reduce that street's capacity to handle cars. St. George Street in Toronto, for example, still maintains the same amount of car volume that it did prior to being redesigned as a complete street for cars, cyclists and pedestrians.

Karren Hammond, from the University of Waterloo, recommended designing complete networks to achieve a high percentage of use. She also discussed how active transportation infrastructure needs to be visible - when people can see something, they are more aware and more likely to use it.

Joel Olson, of Alta Planning + Design, recommended that an important part of building active transportation is to find a political champion, preferably someone on municipal council. A local politician that is well educated on the benefits of human-powered transportation can do a lot to get future active transportation projects approved.

## Workshops: Complete Streets

On November 6th, 2012, members of RPAT attended a half-day workshop on the concept of Complete Streets and its application at the local level. The workshop was sponsored by the Simcoe-Muskoka District Health Unit and the Town of Bracebridge Public Works Department. The workshop featured Dan Burden, an internationally recognized expert in active transportation and complete streets design. The purpose of the workshop was to challenge, inspire and train attendees to revitalize their communities and solve active transportation challenges using examples from success stories across North America.

Dan Burden is the executive director and co-founder of the *Walkable and Livable Communities Institute*, whose mission it is to inspire, teach, connect and support communities in their efforts to improve health and well-being through better built environments (Walkable and Livable Communities Institute, 2012). The Huntsville Active Transportation Strategy is working towards this goal. Therefore, broadening our understanding of complete streets was both useful and influential in formulating the recommendations for an improved active transportation in Huntsville.

The concept of complete streets was initially reviewed by RPAT in the consideration of best practices for active transportation, outlined in Interim Report 1. This workshop delved deeper into the meaning of complete streets and introduced new methods of implementation. For instance, complete street design includes several factors such as walkability, bicycle and pedestrian programs, street corridor and intersection design, traffic flow and calming, road diets and other planning elements that affect roadway environments. The following are some of the key themes and strategies identified during the workshop that have influenced the recommendations for the Huntsville Active Transportation Strategy:

- Number one rule of walkability and cycling is you have to have destinations
- If you plan cities for cars and traffic, you will get cars and traffic. If you build cities for people and places, you will get people and places
- Sometimes you don't need a new sidewalk (where its not possible) – you just need good streets (with low speed and good visibility) because sidewalks are mitigation for bad street design
- Reduce automobile speeds with fewer lanes, terminated vistas, and designated bike lanes
- Implementation tools: take out centre line, low-mountable roundabout, painted bike symbols, mid-block crossing

## **Workshops - Community-Based Social Marketing (CBSM)**

Members of RPAT attended a workshop for Community-Based Social Marketing (CBSM), held by Ken Donnelly of LURA Consulting. CBSM is a practical approach to removing structural barriers that prevent people from changing their behaviours, that stresses direct contact among community members. CBSM was developed by Dr. Doug McKenzie-Mohr, an environmental psychologist, as a way to foster sustainable behaviours (Transport Canada, 2010).

Dr. McKenzie-Mohr explains that when individual community members use resources wisely the community as a whole moves towards true sustainability (Transport Canada, 2010).

CBSM involves five main steps:

- 1) Identify the desired behaviour change
- 2) Identify barriers
- 3) Design the program
- 4) Pilot the program with a small segment of a community
- 5) Evaluate and improve the program on an ongoing basis as it is being implemented

Dr. McKenzie-Mohr created an implementation toolkit for CBSM that includes:

### Research

In order to push behavioural changes for sustainability in a community, research must be done to determine the barriers that hold people back doing the “right thing”.

Research is made up of three sub-tools of CBSM. The first being a literature review or an assessment of current knowledge and practice in the specific field. The second sub-tool of research is the survey which helps to gain knowledge of public preferences.

Surveys must be tailored to the population and need for cultural shift in the community at hand. The third sub-tool is focus groups, essentially a group of people provided with questions on a specific topic or issue with the goal of forming ways to improve it.

### Small Questions

Small questions allow for big questions to be palatable. Asking someone to do something small such as switching one light-bulb for a more efficient one, is easier than converting the light-bulbs of an entire house at once. This gives the ability to slowly ramp up the request in the future, people then feel the need to coincide with their previous actions.

### Prompts/Obviousness

Prompts are simple effective reminders to follow sustainable initiatives. For example, placing signs in front of parking at take-out restaurants that remind people not to leave their vehicle idling. Usually a prompt is well-placed signage. Such signage must be obvious, clear, and inform the reader where, why, when, and what to do or not do.

### Commitment Strategies

Commitment strategies are simply requests for people to alter their behaviour in a responsible way. Similar to the “small questions” tool, people want to be consistent with what they say. Obtaining a verbal (face-to-face) commitment is highly valuable as self perception kicks in and people believe that they have made a behavioural change. A written commitment is even more valuable than a verbal commitment and peer pressure often forces individuals to conform.

### Norms

Norms involve shifting behaviours toward responsible culture based decisions and away from unsustainable behaviour. Peer pressure and effective communication can help to deliver effective programs to promote everything from backyard composting to sustainable agricultural practices. This is because people often prefer to conform to what others are doing so as not to be judged or look down upon for going against cultural normalities.

### Effective Communication

Effective communication is basic advertising that considers the following effective strategies:

- Use of credible source such as well known or knowledgeable community member
- Know the target audience and customize the message to them
- Use vivid language and catch people’s attention
- Know how to reach the audience (i.e. not always newspaper ads)

In addition to the six tools listed above, the workshop explained the downside in providing incentives as encouraging the right behaviour for the wrong reasons. Once an incentive is gone, there is no guarantee that the desired behaviour will continue. However, providing indirect incentives is effective such as incentives to read communications material that promotes behavioural change.

## **Appendix E - Placemaking and Nodes**

### **Placemaking**

This active transportation strategy is a step towards a sustainable future for the Town of Huntsville as a whole. This is also a strategy for local residents who move throughout this town on a daily basis. Providing residents with a sustainable, healthy and economic way of accessing local community assets is an important goal of the strategy. The Town of Huntsville is rich with potential and opportunities to create good public spaces that promote people's health, happiness, and well-being. The success of this active transportation strategy is dependent on residents recognizing their neighbourhood assets and having the ability to access them freely through various forms of human-powered transportation.

Placemaking is the process of creating public spaces that reflect a common vision of the people who live, work and play in that space. It involves a bottom up approach to planning that involves public input into the planning, design and management of public space (Project for Public Spaces, 2012). The end goal is a public space that people will enjoy for its physical attributes and social opportunities.

Major nodes where people gather to work, learn and socialize are the first places where placemaking will have the largest impact given that people will orient themselves to these areas naturally. The goal of placemaking at nodes is to make these places more people oriented. People should be able to enjoy walking, cycling and sitting in these places.

Several important nodes have been identified in the Town of Huntsville through community and stakeholder consultation as well as field research. It is understood that many of these nodes lack a sense of place. Placemaking in these areas has the potential to increase access to active transportation by improving the walking and cycling conditions around them. Active transportation can be further improved by increasing the connectivity of active transportation routes between major nodes.

### **Nodes**

The Town of Huntsville is comprised of many nodes such as parks, recreational facilities, the waterfront, and community and social services. This wide range of neighbourhood assets helps to make the Town of Huntsville the vibrant place it is today. In recognition of these resources a Huntsville nodes map is prepared. The nodes identified are a reflection of field research and consultation with local stakeholders

representing businesses, social and community services, residents and other community organizations. The nodes identified have informed where the most important connections occur and guide this strategy's recommendations for an improved active transportation network. The purpose of identifying nodes and improving the active transportation connections to them is to bring members of this community in better contact with their neighbourhood in a sustainable, healthy and economic way.

The following nodes within the Town of Huntsville are identified on the map below and further described as:

### Summit Centre Area

The Summit Centre Area includes the Canada Summit Centre, Waterloo Summit Centre for the Environment, Huntsville High School, Active Living Centre and soccer fields. This area is a key recreational node in the community, housing both the arena and swimming pool. Connecting the Summit Centre Area to the rest of town will allow residents to cycle or walk to recreational activities, as well as provide high school students with a cost-effective way to get to school, especially since many of them are not legal driving age.

### Lions Lookout

Located south of downtown Huntsville and in close proximity to the popular Canada Summit Centre, Lions Lookout is an excellent location to take in a spectacular view of the town and surrounding area. Recent improvements to the Lions Lookout Trail, the construction of a designated parking area and the provision of a gazebo and picnic tables makes this viewpoint an important community asset.

### Muskoka Heritage Place

Muskoka Heritage Place is home to the Muskoka Museum, Muskoka Pioneer Village and the Portage Flyer Train, and is the primary historical centre in Huntsville. It includes two museums, 18 authentic pioneer buildings, an open-air train ride and 90 acres of woods, lakes and fields. Muskoka Heritage Place is a short walk from downtown Huntsville, therefore providing signage as well as safe, accessible sidewalks would help encourage both visitors and residents to access the site via active transportation.

### Huntsville Civic Centre

The Huntsville Civic Centre includes the Town Hall and the Algonquin Theatre. All municipal programs and services are provided through the Town Hall facilities, as well as council's chambers and offices. The Algonquin Theatre is the primary play-house in Huntsville, and hosts different music and theatre events throughout the year. The theatre also has drama programs and classes for youth and can be rented out for

private events. Active transportation network improvements must consider this important node.

### Huntsville Public Library

The Huntsville Public Library, located in close proximity to the Main Street corridor, is both a place for learning and accessing social services. The library offers 46,000-plus books and other print sources, 15,000-plus multimedia items, 17 public computer workstations, wireless internet access, kids and adult programming, Rotary teen space, a children's library and a rentable meeting room. Improving access to this node via active transportation will benefit all residents in the Town of Huntsville.

### Waterfront and Riverside Park

The Town of Huntsville has gone to great lengths to improve their waterfront. The waterfront area offers boat rentals, public docks and a new Riverside Park. This node however, places a large emphasis on automobiles. There are parking spaces surrounding the park, with minimal infrastructure to promote active transportation use. The waterfront is a key part of downtown Huntsville and should be accessible for all residents regardless of car ownership.

### Avery Beach Park and Floating Dock

Avery Beach Park, located within Hunters Bay, is one of Huntsville's many outdoor spaces that provide residents and visitors an opportunity to enjoy the town's natural beauty. The portion of Hunters Bay Trail that runs through Avery Beach Park features a unique floating dock, which offers those traveling on this trail an opportunity to stop and enjoy the scenery. The floating dock is a particularly popular swimming spot amongst children in the summer. Recognizing that this node is accessible via active transportation is important, especially for children who are unable to drive to the area.

### McCulley-Robertson Sports Complex

The McCulley Robertson Sports Complex is a large recreational area just outside of Huntsville's town centre, which includes: four baseball diamonds; three soccer fields; a special events pavilion; the Huntsville Rotary Youth Skateboard Park; the Freedom Dog Park; and a Frisbee golf course. The sports complex, currently, is primarily accessible by car, yet is popular for Huntsville's youth who cannot drive. Providing active transportation infrastructure from downtown Huntsville, specifically from the public schools, to this sports complex would give youths greater opportunities to travel without reliance on an automobile.

### Commerce Park

Commerce Park is one of Huntsville's main shopping centres. It includes a Wal-Mart, Independent Grocer, Bulk Barn, East Side Marios and other big-box stores and restaurants. Currently, there is a pedestrian and cyclist friendly pathway around Commerce Park, but no safe and accessible way to get there from the downtown or outlying residential areas. Additionally, Commerce Park's parking lot is not pedestrian friendly and does not encourage any type of active transportation.

### Deerhurst/Hidden Valley

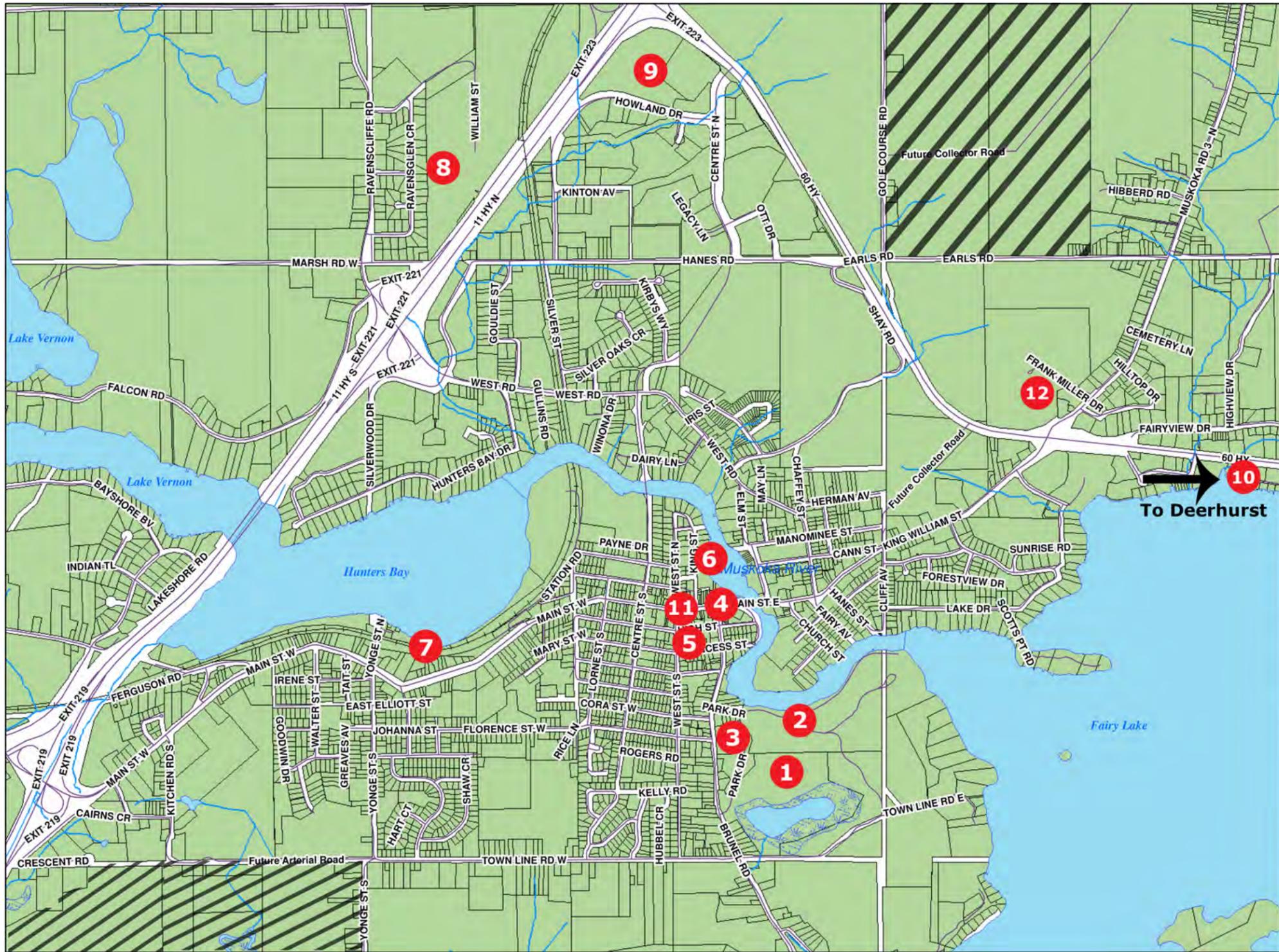
Deerhurst and Hidden Valley are two large resorts just outside of Huntsville's town centre. Deerhurst Resort is a popular family destination in the summer, that provides a host of water and land activities for visitors. Hidden Valley has a small ski hill, used by residents and visitors of Muskoka alike. Currently, the Fairy Vista Trail ends before the Deerhurst and Hidden Valley area. Active transportation network improvements must consider a way to extend the Fairy Vista Trail, thereby connecting Deerhurst and Hidden Valley with downtown Huntsville. This would allow residents of Huntsville to better use the resorts' amenities, and allow visitors to spend time in downtown Huntsville.

### Main Street Urban Corridor

Main Street is an important road in the Town of Huntsville as it provides many opportunities to access the amenities located within the urban area. The Main Street urban corridor, located between River Street and Lorne Street, is an important feature of the town because the concentration of amenities and mix of uses provides residents with ample opportunities to live, work, shop, play and enjoy the downtown.

### Hospital (and surrounding health care services)

The hospital and hospice are important nodes for Huntsville because they not only provide key services to the community, but are also one of the largest employers in the area. While individuals who are using the hospital and hospice may not want to walk or cycle there, providing active transportation routes for employees would help make it easier to get to and from work.



MAP:  
**2**

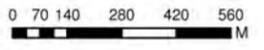
## TOWN OF HUNTSVILLE NODES MAP

### Legend

- Roads
- Tributary
- Marshland
- Lake
- Railway
- Property
- Proposed Subdivisions
- Nodes

### Nodes

- 1) Summit Centre Area
- 2) Lions Lookout
- 3) Muskoka Heritage Place
- 4) Huntsville Civic Centre
- 5) Huntsville Public Library
- 6) Waterfront & Riverside Park
- 7) Avery Beach & Floating Dock
- 8) McCulley Robertson Sports Complex
- 9) Commerce Park
- 10) Deerhurst
- 11) Main Street Urban Corridor
- 12) Hospital



SCALE = 1:14,000  
UTM Zone 17 NAD 83

This map has been created by the RPAT consulting team and the Town of Huntsville as a part of the Huntsville Active Transportation Strategy  
Created: December 2012

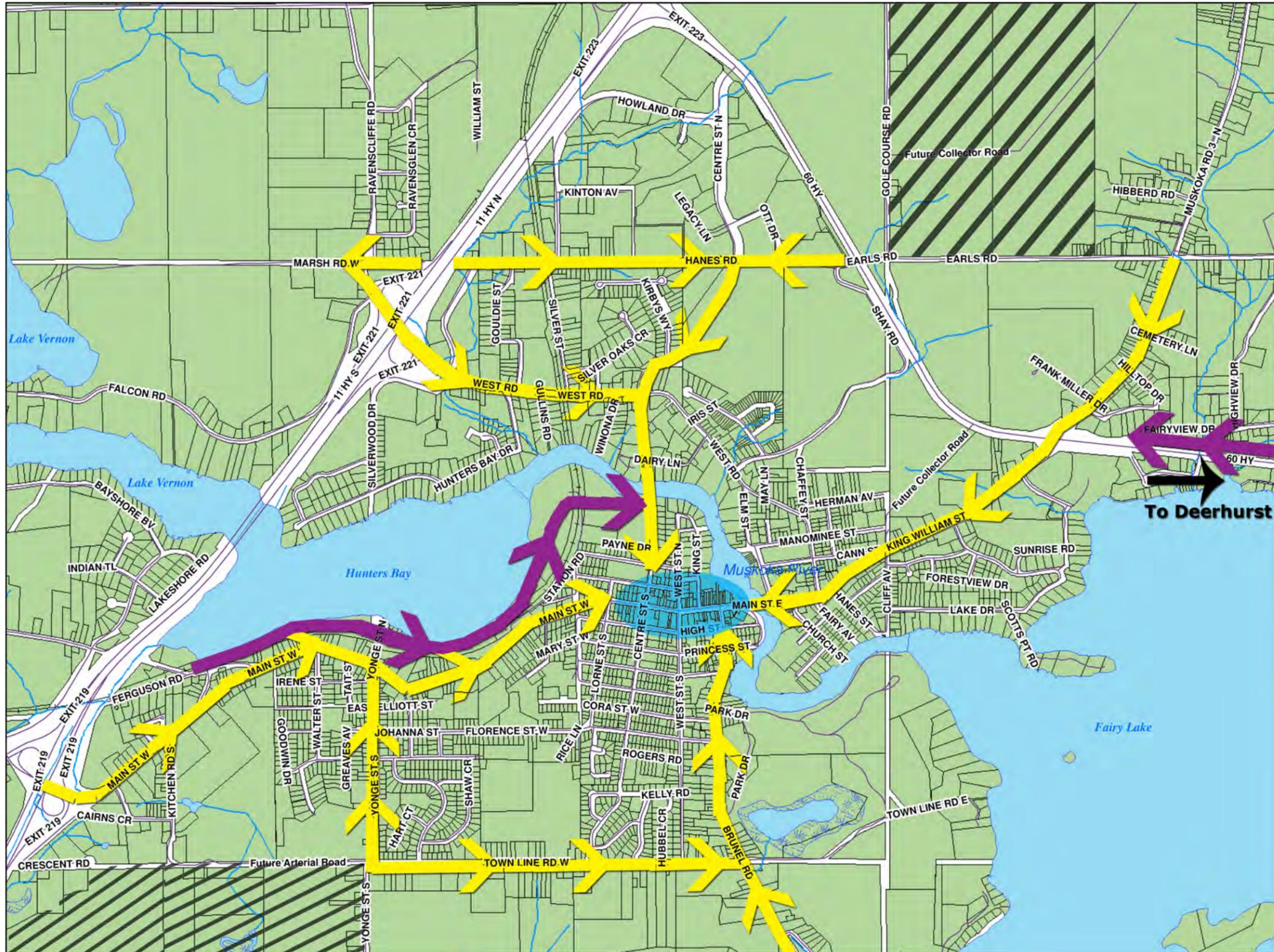


## Appendix F - Synthesis of Recommendations

	Recommendation	Timeline (Phase)	Estimated Cost
<b>Connectivity</b>			
East-West Cross-town Connectivity	Aspdin Road & Overpass	Near-range	\$3,300.00
	Hunter's Bay Trail	Near-range	\$1,820.00
	Main Street West	Long-range	5290
	Main Street East	Long-range	\$4,412.00
	Muskoka Road 3	Long-range	\$129,716.00
Fairy Vista Trail	Fairy Vista Trail Signage	Near-range	\$1,600.00
North-West Huntsville	Hanes Road	100-day	\$400.00
	Centre Street North	100-day	\$790.00
	Ravenscliff Road & W Road Overpass West Road	Near-range Mid-range	3010 \$1,110.00
Brunel Road	Brunel Road	100-day	\$250.00
<b>Education</b>			
Lack of Awareness	Research and Small Questions	100-day	N/A
Lack of Local Trail Knowledge	Prompts and Obviousness	Near-range	N/A
Lack of Education in Schools	Commitments Strategies and Norms	Near-range	N/A
Lack of Promotional Tools	Effective Communication	Near-range	N/A
<b>Accessibility</b>			
Sidewalks and Pedestrian Realm	Pedestrian Realm Decluttering	100-day	N/A
	Sidewalk Improvement	Long-range	\$250/metre
	Curb Ramp Improvements	Long-range	\$800 - \$1500
Bike Racks/Cycling Necessities	Cycling Necessities	100-day	N/A
	Huntsville BIA Involvement	Near-range	N/A
	Public-Private Partnerships	Medium-range	N/A
AT Friendly Residential Developments	Policy Strengthening	Long-range	N/A
Community Based Programs/Organizations	Bike Repair Workshop	100-day	N/A
	Social Media: A Google Mapping Approach	100-day	N/A
<b>Pilot Projects</b>			
King William/Highway 60	Streetscape Beautification	100-day	\$6,000.00
	Defining Pedestrian Paths	100-day	\$81.00
	Connecting Islands to Sidewalks	100-day	\$36.00
	Hospital Zone Signage	Near-range	\$1,000.00
	Yield Signs	Near-range	\$1,000.00
	Crosswalk Alterations	Mid-range	\$16,000.00
	Full Pedestrian Crossings	Mid-range	\$9.00
	King William Reduced Speed	Long-range	N/A
Empire Hotel	Bike Racks	100-day	800
	Accessible Intersection/Crossover	Mid-range	\$40,000.00
	Wide Sidewalks	Long-range	\$47,000.00
	Wheelchair Ramps/Signage	TBD	N/A
	Showers	TBD	N/A
	Indoor Bicycle Storage	TBD	3000
	Communal Bikes/Rental Programs	Long-range	N/A
Minerva/High Street	Low Mountable Temp. Roundabouts	100-day	\$150,105.00
	Bicycle Lanes	Near-range	\$414.00
	Parking Orientation	Mid-range	\$196.00
	Sidewalks	Long-range	\$285,000.00
	Future Buildings and Setbacks	Long-range	\$22,800.00
Existing Plaza	One Entrance and Exit	100-day	\$250.00
	Bike Parking	100-day	\$800.00
	Pedestrian Crossing	100-day	\$32.00
	Yield Signs	Near-range	250
	Extended Pedestrian Path	Near-range	\$5,000.00
	Pedestrian Crossover (Main Street)	Mid-range	\$40,000.00
Deerhurst/Fairy Vista Link	Grandview Drive/Fairy Vista	Near-range	\$1,563.00
	Grandview Drive/Highway 60	Near-range	\$1,090.00
	Highway 60 Pathway	Long-range	\$247,500.00
	Fairy Vista Lookout/Trail End	Long-range	\$4,000.00
<b>Future Development Areas</b>			
Golf Course/Earls Road Subdivision	North-South Trail	N/A	\$18,175.00
	East-West Trail	N/A	\$174,970.00
	Hydro-Corridor Trail	N/A	\$67,490.00
	Existing Roadway Improvements	N/A	\$210,786.00
	New Subdivision Roads	N/A	N/A
Huntsville Highlands Subdivision	Townline Road Extension	N/A	N/A
	Yonge Street	N/A	\$273,850.00
	Yonge Street Trail Improvements	N/A	\$7,825.00
	Huntsville Highlands Loop Trail	N/A	N/A
	Hollywood Lane	N/A	N/A



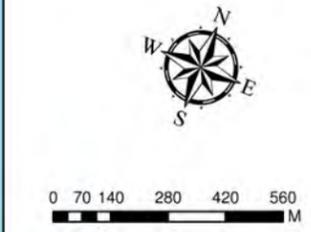
Appendix G



MAP:  
**1**

# ACTIVE TRANSPORTATION CONNECTIVITY MAP

- Legend**
- Roads
  - Tributary
  - Marshland
  - Lake
  - Railway
  - Property
  - On-Road Connectivity
  - Off-Road Connectivity
  - Proposed Subdivisions



SCALE = 1:14,000  
UTM Zone 17 NAD 83

This map has been created by the RPAT consulting team and the Town of Huntsville as a part of the Huntsville Active Transportation Strategy

December 2012

To Deerhurst



## Appendix J – Project Costs

Table 1: Summary of Unit Costs

Improvements	Description	Unit	Costs (\$)
<b>On-street Facilities</b>			
Shoulder Paving	Asphalt over existing shoulder (individual contract)	km	75,000
	Asphalt over existing shoulder (as part of road reconstruction)	km	40,000
Sidewalk Paving	Construct new paved sidewalks	l. m	250
	Construct new landscape buffer	m <sup>2</sup>	10
	Curb ramp construction	ea	800 - 1,500
Pedestrian Crossings	Materials for pedestrian crossover		40,000
	Signals for signalized crosswalk	ea	4,000
Signs and Pavement Markings	Cycling Route sign installed on existing post	ea	110
	Cycling Route sign installed on new post	ea	220
	Bicycle symbol on pavement (bike lane)	ea	25
	Bicycle symbol on pavement (sharrow)	ea	25
	Bicycle Lane line painting	m	0.30
Street Amenities	Benches	ea	1,500
	Bike Rack	ea	800
	Trash Receptacle	ea	1,000

Off-street Facilities			
Multi-Use Path	Wood chip/natural surface (minimal tree removal, includes understorey clearing and brushing)	km	15,000
	Asphalt	l. m	75
Signs and Pavement Markings	Trail Crossing Signs (Road)	ea	220
	Regulatory Signs	ea	220
	Trail Entrance Sign	ea	500
Trail Amenities	Lockable Vehicular Barrier Gate	ea	2,500
	Benches	ea	1,500
	Trash Receptacle	ea	1,000
	Bike Rack	ea	800

**Table 2: Implementation Plan**

Section	Recommendation	Cost Implication
Connectivity	1. Aspdin Road and overpass - 440 metres <ul style="list-style-type: none"> <li>• Sharrows</li> <li>• 10 signs</li> </ul>	\$3,300
	2. Main St. West (Aspdin Road overpass to Ferguson Rd.) - 865 metres <ul style="list-style-type: none"> <li>• Sharrows</li> <li>• 2 cycling route signs</li> </ul>	\$2,590
	3. Main St. West (Ferguson Rd. to Centre St.) - 1,875 metres <ul style="list-style-type: none"> <li>• Remove paint</li> </ul>	\$2,700

	<ul style="list-style-type: none"> <li>• Paint in bike lanes</li> <li>• Paint bike symbol</li> </ul>	
	<p>4. Hunter's Bay Trail</p> <ul style="list-style-type: none"> <li>• 3 trail entrance signs</li> <li>• 5 trail crossing signs</li> <li>• 1 regulatory sign</li> </ul>	\$1,820
	<p>5. Main St. East (Centre St. to Brunel Rd.) - 305 metres</p> <ul style="list-style-type: none"> <li>• Sharrows</li> <li>• 2 cycling route signs</li> </ul>	\$1,190
	<p>6. Main St. East (Brunel Rd. to Scott St.) - 1,025 metres</p> <ul style="list-style-type: none"> <li>• Remove paint</li> <li>• Paint in bike lanes</li> <li>• Paint bike symbol</li> </ul>	\$1,482
	<p>7. Main St. East (Scott St. to Highway 60) - 510 metres</p> <ul style="list-style-type: none"> <li>• Sharrows</li> <li>• 2 cycling route signs</li> </ul>	\$1,740
	<p>8. Muskoka Road 3 (Highway 60 to Earls Rd.) - 860 metres</p> <ul style="list-style-type: none"> <li>• Repave/patch shoulder</li> <li>• Paint bike lanes</li> <li>• Paint bike symbol</li> </ul>	\$129,716
	<p>9. Fairy Vista Trail</p> <ul style="list-style-type: none"> <li>• 5 trail crossing signs</li> <li>• 1 trail entrance sign</li> </ul>	\$1,600
	<p>10. Hanes Road (Centre St. North to Highway 11) - 1,496 metres</p> <ul style="list-style-type: none"> <li>• Paint bike symbols in designated shoulder</li> </ul>	\$400
	<p>11. Ravenscliff Road and West Road overpass - 500 metres</p> <ul style="list-style-type: none"> <li>• Sharrows</li> <li>• 8 regulatory signs</li> </ul>	\$3,010
	<p>12. West Road (Hanes Rd. to Centre St. North) - 759 metres</p>	\$1,110

	<ul style="list-style-type: none"> <li>● Remove paint</li> <li>● Paint in bike lanes</li> <li>● Paint bike symbol</li> </ul>	
	<p>13. Centre St. North (West Rd. to KWH Pipe) - 135 metres</p> <ul style="list-style-type: none"> <li>● Sharrows</li> <li>● 2 regulatory signs</li> </ul>	\$790
	<p>14. Brunel Road connecting to Main St. East - 1,029 metres</p> <ul style="list-style-type: none"> <li>● Paint bike symbols in the paved shoulders</li> </ul>	\$250
Accessibility	<p>1. Sidewalk and Curb Ramp Recommendations</p> <ul style="list-style-type: none"> <li>● Increase maintenance and repair budget for existing sidewalks</li> <li>● Construct new sidewalks where none exist</li> <li>● Install curb ramps in priority areas</li> </ul>	TBD
	<p>2. Cycling Necessities</p> <ul style="list-style-type: none"> <li>● Bike racks/parking</li> <li>● Sidewalk loop bike racks</li> <li>● Tax cuts for businesses offering end-of-trip facilities (ex. showers)</li> </ul>	TBD
	<p>3. Community Based Organizations and Programs</p> <ul style="list-style-type: none"> <li>● Volunteer bike repair workshops - users pay a small registration fee</li> <li>● Social media</li> <li>● Google Mapping Program</li> </ul>	TBD
Pilot Projects	<p>1. Improvement of existing commercial plaza at Church St. and Main St. East</p> <ul style="list-style-type: none"> <li>● 45 metres of paint</li> <li>● 1 regulatory sign</li> <li>● Bike rack</li> <li>● Extension of sidewalk to the plaza</li> <li>● Pedestrian crossover on Main St.</li> </ul>	\$46,340
	<p>2. Creation of a lookout at the end of Fairy Vista Trail</p>	\$4,000

	<ul style="list-style-type: none"> <li>• 2 benches</li> <li>• 1 trash receptacle</li> <li>• Natural staircase (cost TBD)</li> </ul>	
	<p>3. Cyclist and pedestrian connection from Highway 60 and King William to Deerhurst Resort</p> <ul style="list-style-type: none"> <li>• 7 trail crossing signs</li> <li>• 179 metres of painting</li> <li>• 250 metres of sidewalk</li> <li>• Signalized crosswalk</li> </ul>	\$150,958
	<p>4. Creation of an active transportation corridor along Minerva St. and High St.</p> <ul style="list-style-type: none"> <li>• Paint bike symbols</li> <li>• 1,140 metres of sidewalk</li> <li>• 1,140 metres of landscape buffer</li> <li>• Low mountable temporary roundabout</li> <li>• Remove 90 metres of paint</li> <li>• Paint 550 metres of bike lanes</li> </ul>	\$308,480
	<p>5. King William and Highway 60 intersection</p> <ul style="list-style-type: none"> <li>• 4 benches</li> <li>• Paint 140 metres of pedestrian pathways</li> <li>• 8 regulatory signs</li> <li>• 4 pedestrian crossing signals</li> </ul>	\$24,126
	<p>6. Empire Hotel future development sites</p> <ul style="list-style-type: none"> <li>• 190 metres of sidewalk widening/improvement</li> <li>• 1 bike rack</li> <li>• Signalized crosswalk</li> <li>• Wheelchair ramps</li> <li>• Showers</li> <li>• Indoor bike storage</li> <li>• Communal bikes/bike rental program</li> </ul>	\$90,800
Future Development Areas	<p>1. North-South trail (Golf Course to Earls Road) - 1,145 metres</p> <ul style="list-style-type: none"> <li>• Construction of natural trail</li> </ul>	\$18,175

	<ul style="list-style-type: none"> <li>• 2 trail entrance signs</li> </ul>	
	<p>2. East-West trail (Golf Course Rd. to Muskoka Road 3) - 1,390 metres</p> <ul style="list-style-type: none"> <li>• Construction of paved trail</li> <li>• 2 trail entrance signs</li> <li>• 1 trail crossing sign</li> </ul>	\$174,970
	<p>3. Hydro Corridor trail (Golf Course Rd. to Earls Rd. to Muskoka Road 3)</p> <ul style="list-style-type: none"> <li>• Construction/grooming of trail</li> <li>• 4 lockable vehicular barrier gates</li> <li>• 2 trail entrance signs</li> <li>• 2 trail crossing signs</li> <li>• Pedestrian crossover on Earls Rd.</li> </ul>	\$67,490
	<p>4. Muskoka Road 3 (north of Earls Rd. to future east-west subdivision road) - 870 metres</p> <ul style="list-style-type: none"> <li>• Shoulder paving/repair</li> <li>• Bike lane painting</li> <li>• 4 cycling route signs</li> <li>• Paint bike symbol</li> </ul>	\$132,102
	<p>5. Hanes Road (Centre St. to Golf Course Rd.) - 615 metres</p> <ul style="list-style-type: none"> <li>• 6 cycling route signs</li> <li>• Bike lane painting</li> <li>• Paint bike symbol</li> <li>• <i>Long-range:</i> off road multi-use path construction</li> </ul>	<p>\$1,839</p> <p>\$76,875</p>
	<p>6. Earls Road (Golf Course Rd. to Muskoka Road 3) - 1,140 metres</p> <ul style="list-style-type: none"> <li>• 4 cycling route signs</li> <li>• Bike lane painting</li> <li>• Shoulder construction/repair</li> <li>• Paint bike symbol</li> </ul>	\$172,864
	<p>7. Golf Course Rd. (Earls Rd to golf course) - 1,060 metres</p>	\$132,500

	<ul style="list-style-type: none"> <li>• Construction of off-road pathway</li> </ul>	
	<p>8. Yonge Street (Townline Rd. to Yonge St. Trail) - 545 metres</p> <ul style="list-style-type: none"> <li>• Sidewalk construction</li> <li>• Sharrows</li> </ul>	\$273,850
	<p>9. Yonge Street Trail (Yonge St. to connection to proposed Huntsville Highlands Loop trail) - 455 metres</p> <ul style="list-style-type: none"> <li>• 2 trail entrance signs</li> <li>• Construction/grooming of trail</li> </ul>	\$7,825



**Report to:**

Town of Huntsville

**From:**

Robert Voigt *MCIP, RPP*  
Senior Project Manager  
Cambium Inc

**Subject:**

Town of Huntsville Active Transportation Oriented Official Plan Policies

**Date:**

April 8, 2015

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**Overview**

This report provides the planning staff at the Town of Huntsville with recommendations for integrating active transportation oriented policies to the Town's Official Plan.

As part of this work we reviewed the Town's Official Plan to look for improvements and policy gaps that could be addressed with additional content. The intent of this Project is to recommend Official Plan policy language that supports the Municipality in its efforts to improve active transportation and there-by better influence the overall health and economic well-being of the community through:

- new (re)development
- transportation projects
- land use planning and design
- park planning and design
- development application review processes
- active transportation specific projects.

As they all relate to each other, Official Plan policies and concepts dealing with Healthy Community Design, Urban Design, and Active Transportation have all been considered in the development of the policy suggestions of this Project.

Staff will be able to take the recommendations developed from this Project and build on the other recent work and policy direction the Town has completed (specifically: the Active Transportation Plan developed



with the assistance of Ryerson University Planning students; and, the strategic near-term active transportation oriented actions plan currently being implemented). By developing clear Official Plan policies relating to active transportation the Town will have a framework from which to develop work programs, projects, updated regulations, and partnerships associated with active transportation that will support the overall livability of the community in this regard. This will also influence other areas of community life such as economic activity, community health, development, and aging in place.

This report defines many different policies that could be integrated into the Town's Official Plan. However, it is recommended that staff determine which of the recommendations (as a whole) are most appropriate for the community. This may mean that a number of the recommendations are determined to be less appropriate or fitting, when considered with all the other aspects staff need to be cognizant of in relation to the entire Official Plan. Therefore, the process to refine the final set of OP policy recommendations should be based on a process for citizen engagement, dialog, and education.

### **Project Phases**

Below is a list of the steps that were undertaken taken as part of the Project:

1. **Review of Official Plan:** Examining the OP in terms of its support and direction relating to active transportation.
2. **Public Discussion Workshop:** open public meeting head to discuss active transportation priorities and challenges. The event was intended to gather information from interested citizens through an open discussion forum and included a series of short presentations relating to the importance of active transportation in terms of community livability, well-being, and economic development. After the presentations the participants were invited to provide their insights relating to a variety of aspects connected to active transportation. These included the people, priorities, and projects that they thought would be worth considering to improve active transportation within the community.
3. **Policy Workshop:** staff/technical review team meeting with municipal staff to discuss the importance and challenges associated with active transportation within the community. This discussion was as diverse in content as the public event was. In this case the direction and concerns were equally varied, including: decision-making; complete streets; year-round use of trails; connectivity; and, safe cycling routes and walkability to support tourism.
4. **Review of Official Plan Policies:** a review of numerous other community Official Plans to determine appropriate active transportation supportive policies that could be adapted for the Town of Huntsville
5. **Development of Official Plan Policies:** crafting of suggested policies to support active transportation in the community



The results from the analysis and the discussions that were part of the Project were all taken into consideration in a balanced approach. These were then integrated into the final policy language recommendations listed in the following pages.

### **Next Steps**

Once staff has had the opportunity to review the suggested policies defined here there are a number of key steps that should be taken prior to amending the Official Plan. These are not all the details that need to be considered, but are important enough to note here for staff and Council consideration:

- Review all recommendations with key Town departments
- Provide an opportunity for Council to discuss and comment on the policy suggestions with planning staff
- Provide citizens with the necessary descriptions and explanations of how these policies would be used
- Develop a complete citizen information and engagement program associated with the revised active transportation policies for the Official Plan
- Amend, and develop the final list of specific policy changes for adoption into the Official Plan.

The following is a listing of the suggested policy language for the Official Plan that could help support active transportation improvements throughout the community. Note that these policy recommendations have not been categorized, or prioritized, in any way other than when explicitly identified in the text below.

It is expected that staff will review all these policy suggestions and determine the most appropriate course of action for including them in future updates of the Official Plan. This review should be conducted with input from the various different municipal departments, and elected officials. It is also expected that any updates to the Official Plan using these, or amended policies, will be done through the typical processes that include opportunities for public input. Of particular note on the issue of citizen participation, it was identified through this Project that key groups of people should be included in the next steps: Persons with disabilities; Youth Committees; Skate Board Users; Young Families with Children; Seasonal Residents; Developers; Representatives from Education Institutions; Businesses (particularly those associated with tourism).



## Official Plan Policy Recommendations to Support Active Transportation

### Amended Policy Language

This first section of recommendations are specific to the active transportation oriented language that staff provided. For each of these, specific edits have been suggested that are intended to improve these policies in terms of clarity and effectiveness.

#1 - Policy Language Recommendation	Official Plan Section
<p><i>“Improvements to road and pedestrian access in and through the town will be required as growth progresses, and will be identified through the preparation of appropriate <del>traffic</del> transportation studies that take into account all modes of transportation, and open-space initiatives.”</i></p>	Section 2.4.8.5 Municipal Infrastructure (Objectives)
	<b>Intent</b>
	a) Ensures that the scope of transportation studies go beyond just “traffic” and address the impacts and needs of all modes of transportation, including active modes.
#2 - Policy Language Recommendation	Official Plan Section
<p><i>“The Town <del>shall develop a community wide network of</del> <del>encourages the development and expansion of</del> non-motorized corridors (e.g. pads, trails, sidewalks, bike lanes and portages) throughout the municipality <u>that support active transportation as a viable, convenient, functional, and appealing modes of transportation for daily activity and recreation. The provision of the necessary infrastructure, easements, dedications, et cetera, for the development of this network shall be a condition of development approval.</u>”</i></p>	Section 2.4.8.6 Municipal Infrastructure (Objectives)
	<b>Intent</b>
	<p>a) Defines this as an action item by replacing “encourages” with “shall develop”.</p> <p>b) Clearly defines the different aspects of active transportation that need to be addressed to have a highly functioning system (ie. viable, convenient, functional, appealing, for daily activity and recreation)</p> <p>c) Makes the development of this network a condition of development, just as any other transportation infrastructure</p>



	for cars, such as roads and parking.
<b>#3 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<p><i>“Walking and bicycle <del>trails linking</del> linkages, and associated amenities (such as benches, bicycle parking, wayfinding signage, et cetera) to provide the necessary infrastructure for active transportation shall be provided between the development and to other facilities and the community as a whole <del>should be provided and shall also be a condition of development</del>”</i></p>	Section 4.2.4.1 Residential Design (Huntsville Urban Settlement Area)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Defines this as an action item by replacing “should” with “shall”.</li> <li>b) Defines the network and end of trip facilities and amenities needed for a functional and successful active transportation system.</li> <li>c) Makes it a condition of development</li> </ul>
<b>#4 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<p><i>(Hidden Valley Settlement Area) “An integrated, interconnected public trail and pathway system, and associated amenities (such as benches, bicycle parking, wayfinding signage, et cetera) to provide the necessary infrastructure for active transportation, shall be developed throughout the settlement, and shall be a condition of development approvals. <del>Development proposals shall contribute to the trail system when required. The development and interconnection</del> <u>Interconnected</u> of recreational trails within hidden Valley and into the Huntsville urban area shall be considered as part of this active transportation system <del>is actively promoted and shall also be a condition of development.”</del>”</i></p>	Section 5.2.7 Development Policies (Hidden Valley Settlement Area)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Defines the network and end of trip facilities and amenities needed for a functional and successful active transportation system.</li> <li>b) Ensures that the creation of the system is a condition of development approval.</li> <li>c) Identifies the trail links as part of the active transportation system, not just a recreational amenity.</li> <li>d) Makes it a condition of development.</li> </ul>



<b>#5 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<p><i>(Port Sydney Settlement Area) “An integrated, interconnected public trail and pathway system and associated amenities (such as benches, bicycle parking, wayfinding signage, et cetera) to provide the necessary infrastructure for active transportation, shall be developed throughout the settlement, and shall be a condition of development approvals. <del>Trails and walkways are encouraged throughout Port Sydney.</del> An interconnected trail system that connects to the pipeline corridor, to the lake and river shoreline and through existing ravine corridors shall be considered as part of this active transportation system <del>is encouraged and shall also be a condition of development.</del>”</i></p>	Section 6.6.2 Open Space and Institutional Uses (Port Sydney Settlement Area)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Defines the network and end of trip facilities and amenities needed for a functional and successful active transportation system.</li> <li>b) Ensures that the creation of the system is a condition of development approval.</li> <li>c) Identifies the trail links as part of the active transportation system, not just a recreational amenity.</li> <li>d) Makes it a condition of development.</li> </ul>
<b>#6 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<p><i>(Highway 60 Corridor Policy Area) “The Town shall develop <del>ment an interconnected</del> <del>ion of</del> system of recreational trails <del>through</del> along the corridor. This shall link, <del>and linking</del> Hidden Valley and the Huntsville Urban Area, and shall also be a condition of development <del>is actively promoted.</del>”</i></p>	Section 7.2.8 Development Policies (Highway 60 Corridor Policy Area)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Makes the development of the link a condition of development approval.</li> </ul>
<b>#7 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<p><i>“The Town recognizes that the road network shall be designed, developed, and maintained to serves all modes of transportation including pedestrian and non-motorized vehicles in addition to vehicular traffic.”</i></p>	Section 10.2.2.2 General Policies (Road Network)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Broadens the scope of the road network to include all modes</li> </ul>

	of transportation
<b>#8 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<p><i><u>"The Town shall <del>will endeavour to</del> provide an efficient system/network of safe streets and pathways for pedestrians and non-motorized vehicles throughout the entire community, regardless of ownership or jurisdiction in appropriate locations in the Town. The Town supports these facilities within multi-use road rights-of-way, including on Provincial or District rights-of-way."</u></i></p>	Section 10.2.2.3 General Policies (Road Network)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Defines this as an action item by replacing "encourage" with "shall".</li> <li>b) Broadens the scope to specifically include safe streets throughout the community</li> <li>c) Simplifies the policy language for clarity</li> </ul>
<b>#9 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<p><i><u>"All roads regardless of classification shall be engineered, built and maintained according to principles of complete streets, and good civic design, and shall incorporate tree planting, landscaping, sidewalks, bicycle paths, medians and boulevards, where as appropriate to the intended context of the built environment; and based on current best practices for necessary active transportation facilities design. <del>Where roads are being reconstructed, and where feasible, paved shoulders or trails shall be provided to allow for non-motorized vehicles. Complete street ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users through design. construction and maintenance of the street."</del></u></i></p>	Section 10.2.2.4 General Policies (Road Network)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Adds maintenance to the policy direction.</li> <li>b) Expands the scope to all roads without exception.</li> <li>c) Introduces the "complete streets" concept and its characteristics</li> </ul>



#10 - Policy Language Recommendation	Official Plan Section
<p><i>"In the Huntsville Urban Area, the reconstruction of existing roads and the construction of new roads shall <u>be engineered, built, and maintained according to principles of complete streets</u>, include safe, convenient and attractive pedestrian and cyclist facilities such as sidewalks or trails, curb ramps and pedestrian signals where warranted. On some low volume roads, pedestrian facilities may not be needed. <u>Complete street ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users through design, construction and maintenance of the street.</u>"</i></p>	Section 10.2.2.5 General Policies (Road Network)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Expands the scope to include the lifecycle of the roads, i.e. design, construction, and maintenance.</li> <li>b) Adds the "complete streets" concept and its characteristics</li> </ul>
#11 - Policy Language Recommendation	Official Plan Section
<p><i>(Provincial Highway 11) "The Town <del>shall encourages the development</del> <u>develop</u> of recreational trail crossings at highway interchanges <u>based on current best practices for necessary active transportation facilities design</u> to provide safe and convenient access across the Provincial Highway right-of-way."</i></p>	Section 10.2.3.7 Provincial Highway 11 (Road Network)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Defines this as an action item by replacing "encourage" with "shall".</li> <li>b) Although the jurisdiction for these crossings may be outside of the Town, the imperative is placed on the Town taking action to resolve the issue through this policy.</li> <li>c) By defining best practice, the Town is better positioned to be able to work with the appropriate engineering expert(s) to resolve the crossing conflicts.</li> </ul>

#12 - Policy Language Recommendation	Official Plan Section
<i>(Arterial Roads) "The town will encourage the possibility of developing bicycle and walking paths and multiuse non-motorized pathways in right-of-way adjacent to arterial roads, where appropriate."</i>	Section 10.2.4 Arterial Roads (Road Network)
	<b>Intent</b>
	a) Policy recommendation #9 above addresses this
#13 - Policy Language Recommendation	Official Plan Section
<i>(Rural or Urban Collector Roads) "the town will encourage the possibility of developing bicycle paths and multiuse nonmotorized pathways in rights-of-way adjacent to collector roads, where appropriate."</i>	Section 10.2.5 Rural or Urban Collector Roads (Road Network)
	<b>Intent</b>
	a) Policy recommendation #9 above addresses this
#14 - Policy Language Recommendation	Official Plan Section
<i>(Road Widening) "the road allowance standards of any highway under the jurisdiction of the Town may be widened, as required, for such matters but not limited to, additional turning lanes, curb alignments, <del>sidewalks</del> <u>active transportation infrastructure</u>, utilities and road cuts and the bank meant slopes, to the width of 26 m."</i>	Section 10.3.1 Road Widening
	<b>Intent</b>
	a) This expands the policy to include needed improves to infrastructure that supports active transportation; putting it on the same level as vehicle focused infrastructure.
#15 - Policy Language Recommendation	Official Plan Section
<i>"the following considerations will be made in relation to new development: subdivision plans will be designed to provide all lots to be within <del>an acceptable</del> <u>400m</u> walking distance to potential transit services and include the provision of public walkways, <del>wherever necessitated</del>, to provide convenient access to future bus routes</i>	Section 10.4.2 Municipal Transit
	<b>Intent</b>
	a) Defines a specific distance that can be measured (note it is common practice to identify 400m as an acceptable walking distance for this kind of purpose).  b)

#16 - Policy Language Recommendation	Official Plan Section
<p><i><del>“in order to enhance the potential for a network of linked multi-use recreational trails throughout the Town, all development applications will be reviewed and evaluated on the extent to which the creation, expansion and preservation of such a network can be accomplished as part of the development application, and whether it is appropriate to acquire such facilities as part of the parkland dedication.”</del></i></p>	Section 11.8.6 Parkland Dedication
	<b>Intent</b>
	a) This is addressed in policy recommendations #2 and #3 above.



**New and Additional Amendments to Policy Language**

The following are recommendations for Official Plan policies and edits to existing OP language that could support active transportation. These changes are intended to improve the breadth and depth of the active transportation policies for the community and also ensure clarity and effectiveness of the OP. These recommendations are made based on a review of the Official Plan and are **in addition** to the changes suggested above that were based on language that was provided by staff.

#17 - Policy Language Recommendation	Official Plan Section
<p><i>“So that all streets are designed to be safe, convenient and comfortable for every user, regardless of transportation mode, physical ability or age, the Town will develop and adopt and a “complete streets” approach to guide the engineering, development, redevelopment, and maintenance, of the community’s street and road network.”</i></p>	2.4.8 Municipal Infrastructure (Objectives)
	<b>Intent</b>
	<p>a) Both the <b>Pedestrian and Cyclist Death Reviews</b> conducted and published by the Office of the Chief Coroner for Ontario identified that the highest priority for communities should be the creation of a “complete streets’ approach to management and development of street networks.</p>
#18 - Policy Language Recommendation	Official Plan Section
<p><i>“When available, the Town shall provide opportunities for staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops.”</i></p>	2.4.1 Economic Development (Objectives)
	<b>Intent</b>
	<p>a) One of the top challenges identified by the Transportation Association of Canada (TAC) for making communities more active transportation friendly is a lack of specific skills within municipal organizations. This policy makes it a priority of the Town to build this capacity.</p> <p>b)</p>



<b>#19 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“The Town, due to its geographic location, population profile and its significant status as a four seasons tourism centre requires the provision, maintenance and improvement of a comprehensive recreational trails system and active transportation network. The need for such elements is not only to provide for local residents but to ensure regional linkages so as to maintain a competitive position in continuing to attract tourism interest and the economic returns associated with tourist visits. As such it is the policy of the Town to develop recreational trails and active transportation systems.”</i>	2.4.4 Tourism (Objectives)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Makes active transportation and trails a priority for tourism industry.</li> <li>b) Helps address need for links to neighbouring communities.</li> </ul>
<b>#20 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“The Town recognizes the value of having the highest quality of built and natural environments. In addition to a distinctive physical form, many social, economic and environmental benefits are realized by well-designed environments. As the Town grows and evolves an exemplary standard of design excellence must be promoted when the basic elements including streets, parks, public places, business uses, institutional facilities and residential neighbourhoods, are constructed. The Town shall define Community Design Standards that focus on important design features and which set out the Town’s overall approach to community design for all forms of development.”</i>	11.2 Design Guidelines (General)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Clearly defines that the Town will develop a set of design standards for all future develop.</li> <li>b) States the various benefits of a well-designed urban form.</li> </ul>
<b>#21 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“To most efficiently manage land, improve the quality of the built form, improve active transportation, reduce burdens on local business expansion and infill development, and reduce the effects of ineffective parking requirements, the zoning by-law</i>	13.7.1 Zoning By-laws (Implementation and Interpretation)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Highlights the challenges that arise from poor parking</li> </ul>



<p><i>requirements for parking will be regularly updated to current best practices. This will include an overall “park once” strategy for business areas; bicycle parking requirements; reduced vehicle parking requirements; and contemporary parking requirement calculations.”</i></p>	<p>requirements and the need to address them.</p> <p>b) Ensures that outdated parking standards are updated and do not restrict quality development and infill opportunities.</p>
<p><b>#22 - Policy Language Recommendation</b></p>	<p><b>Official Plan Section</b></p>
<p><i>“The Town is committed to making the community, particularly the downtown, an appealing destination for active transportation and cycling related tourism. Therefore, a strategy will be developed and implemented to provide the necessary amenities to make this a reality, including: public restrooms; wayfinding signage; mobile device applications; bicycle parking facilities; street furniture; information kiosks; and, rest areas.”</i></p>	<p>4.2.2 Central Business District (Huntsville Urban Settlement Area)</p> <p><b>Intent</b></p> <p>a) Ensuring that the development of public amenities that support active transportation oriented tourism is done in a structured and strategic way, as opposed to haphazardly.</p>
<p><b>#23 - Policy Language Recommendation</b></p>	<p><b>Official Plan Section</b></p>
<p><i>“To support community health and economic development; through land use designations, zoning by-law and design regulations, the Town will ensure that transportation and land uses are appropriately integrated to provide human-centred location and positioning of uses, and a built form that is conducive to active transportation.”</i></p>	<p>4.1 Basis and Principles (Huntsville Urban Settlement Area)</p> <p><b>Intent</b></p> <p>a) Statement that highlights the various tools that will be used to ensure that development and overall built environment of the community is supportive of active transportation.</p>
<p><b>#24 - Policy Language Recommendation</b></p>	<p><b>Official Plan Section</b></p>
<p><i>“Trails shall be developed in a manner that provides access to the natural environmental features of the Town without significantly adversely impacting those features. Vehicular trails through significant habitat areas or areas of significant environmental sensitivity will not be permitted, unless it can be demonstrated by the</i></p>	<p>4.9 Open Space (Huntsville Urban Settlement Area)</p> <p><b>Intent</b></p> <p>a) Clearly states that trails will be provided to natural areas while protecting them.</p>

<i>proponent via the Environmental Impact Statement process that the impact would be minimal.”</i>	
<b>#25 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“The Town will develop an implementation strategy that defines clear priorities and projects for: improving active transportation facilities; increasing mode share of active transportation; and increasing awareness and support for active transportation through education programs. This will be done as an integrated component of all other transportation projects and plans within the Town.”</i>	10.2 Road Network (Services and Utilities)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Ensures that the Town develops a strategic approach to address key goals associated with active transportation.</li> <li>b) Addresses education and culture, not just infrastructure for active transportation.</li> <li>c) Integrates this with other standard transportation planning and engineering approaches.</li> </ul>
<b>#26 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“As part of the creation of an active transportation supportive community the Town will develop a walking strategy that specifically develops policies, practices, and plans for safe and convenient conditions for all ages to support pedestrian needs including road safety, recreation, tourism and health”.</i>	10.2 Road Network (Services and Utilities)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Specifically identifies the needs of pedestrians and a strategic way of addressing them.</li> <li>b) Addresses the need for creating a community that is all-ages friendly.</li> </ul>
<b>#27 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“The Town will develop and adopt engineering design standards for roads and streets in the community that place the greatest importance and priority on: pedestrian and cyclist safety; and, speed management within the Town.”</i>	10.2 Road Network (Services and Utilities)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) The Chief Coroner of Ontario identified that the World</li> </ul>



	<p>Health Organization’s (WHO) <i>World Report on Road Traffic Injury Prevention</i> suggested that a shift in the perspective of road safety was necessary, and stated that “the vulnerability of the human body should be a limiting design parameter for the traffic system, and speed management is central.”</p> <p>This policy addresses this.</p> <p>b) Shifts the perspective of traffic engineering away from vehicle speed and toward more significant overall community benefits.</p>
<b>#28 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<p><i>“The Town shall develop a vehicle speed reduction strategy in areas where there are large populations of pedestrians utilizing the roadway including school areas, seniors’ homes, parks, community and recreation centres and hospitals.”</i></p>	<p>10.2 Road Network (Services and Utilities)</p> <p><b>Intent</b></p> <p>a) Formalizes the development of a strategic approach to speed management, as opposed to ad-hoc and haphazard approaches.</p> <p>b) Allows for best practices in engineering to be integrated into the management of the street network to improve community safety and health.</p>
<b>#29 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<p><i>“The Town shall adopt a speed reduction strategy that reduces the speed limit to 30 km/hr on residential streets, and speed limit of 40 km/hr on other streets, unless otherwise posted, or as required by the Highway Traffic Act”.</i></p>	<p>10.2 Road Network (Services and Utilities)</p> <p><b>Intent</b></p> <p>a) This is a current best practice that is being adopted in progressive communities in North America and Europe.</p> <p>b) This significantly reduces injuries and deaths from collisions</p>

	between vehicles and pedestrians.
<b>#30 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>"The Town shall define an effective Complete Streets policy framework for transportation planning and management in the community that includes: 'Pre-policy' work of establishing a compelling vision; Creating a strong core commitment to providing for all users and modes in all projects; Defining supporting best practices; and Planning next steps for community-wide implementation."</i>	10.2 Road Network (Services and Utilities)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Ensures that an operational policy is developed to integrate complete streets into the function of the Town and the organizational culture of its departments.</li> <li>b) Defines key components that need to be included to make this approach effective.</li> </ul>
<b>#31 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>"The Town will actively look for opportunities to repurpose rights-of-way to enhance connectivity for pedestrians, and bicyclists."</i>	10.3 Road Widening (Services and Utilities)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Provides the policy direction that allows for these opportunities to be acted on.</li> </ul>
<b>#32 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>"The Town is committed to supporting walking as a practical and comfortable year round mode of transportation; therefore, a coordinated strategy will be developed and implemented for maintenance and snow removal on sidewalks and walkways. This will include a variety of methods such as: sidewalk clearing by the Town; by-laws for sidewalk shoveling; upgrading of key connecting trails for all season use; and other similar initiatives."</i>	10.2 Road Network (Services and Utilities)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Ensures that a clear strategy is defined to address this challenge.</li> <li>b) Expands the options for different methods that the Town can use to provide all-season pedestrian walkway access.</li> </ul>



<b>#33 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“Engineering design standards for sidewalks and walkways will be regularly updated to current best practices in terms of width, construction, and accessibility features to better support walking as a mode of transportation.”</i>	10.2 Road Network (Services and Utilities)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Provides the policy direction to update walkway standards.</li> <li>b) Allows advances in accessibility-oriented designs to be integrated into engineering standards as they are developed.</li> </ul>
<b>#34 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“The Town will develop an active transportation plan that addresses the variety of needs associated with making active transportation modes safe, secure, comfortable, effective, and convenient. This plan shall include specific actions and goals for infrastructure design, development, and management. It shall also address education and cultural initiatives that support active transportation, as well as, dedicated budget allocation, service goals and monitoring requirements.”</i>	10.2 Road Network (Services and Utilities)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) The overarching policy that defines the commitment to develop a comprehensive active transportation plan for the community.</li> <li>b) Addresses more than just infrastructure needs.</li> </ul>
<b>#35 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“The Town shall develop design standards that, amongst other community health supportive needs, shall define requirements for bicycle and pedestrian facilities that are specifically focused on making active transportation modes efficient and desirable.”</i>	11.2 Design Guidelines (General)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Ensures that the development of design standards specifically address needs associated with active transportation.</li> <li>b) Links active transportation to healthy community design.</li> </ul>



#36 - Policy Language Recommendation	Official Plan Section
<p><i>“The establishment of an interconnected system of trails throughout the Town and into the surrounding region is an objective of this Official Plan. It is intended that separate trail networks for non-motorized activities (walking/jogging/bicycling/cross-country skiing) and motorized use be separately interconnected to provide continuous passage across the municipality and into the surrounding region.”</i></p>	11.7 Open Space, Trails and Parks (General)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Addresses the conflict between trail users.</li> <li>b) Makes the commitment to develop connections beyond the community.</li> </ul>
#37 - Policy Language Recommendation	Official Plan Section
<p><i>“The Town shall develop a strategy to acquiring property to enhance the existing system of pedestrian and multi-purpose trails serving major residential areas, public uses and providing access to the waterfront, and to coordinate regional improvements with neighbouring municipalities. “</i></p>	13.8 Municipal Land Acquisition (Implementation and Interpretation)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Clearly defines this goal as a reason to acquire land.</li> </ul>
#38 - Policy Language Recommendation	Official Plan Section
<p><i>“The Town will develop interpretative and educational trails system within environmentally sensitive areas.”</i></p>	11.7 Open Space, Trails and Parks (General)
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Adds the necessary policy direction to develop this important feature of a successful trail system.</li> </ul>
#39 - Policy Language Recommendation	Official Plan Section
<p><i>“An open space, parks, and trails master plan will be developed that specifically addresses access to all parks and the end of trip facilities needed for active transportation modes.”</i></p>	2.4.6 Open Space and Recreation
	<b>Intent</b>
	<ul style="list-style-type: none"> <li>a) Defines the connecting of parks through trails as a key goal.</li> </ul>

	<p>b) Ensures that the proper supporting facilities are provided to make active transportation to and from parks a viable option for citizens.</p>
<p><b>#40 - Policy Language Recommendation</b></p>	<p><b>Official Plan Section</b></p>
<p><i>“The Town shall develop a monitoring and reporting program to: assess the progress toward making the community more active transportation supportive; identify active transportation needs; communicate the findings to the public; and inform overall transportation oriented planning and engineering initiatives and work programs.”</i></p>	<p>13.10 Official Plan Review Process (Implementation and Interpretation)</p> <p><b>Intent</b></p> <p>a) Creates the commitment to monitor the effects of active transportation oriented work/policies.</p> <p>b) Communities that are supportive of active transportation measure success in a number of different ways, from system-wide multimodal performance measures to project-level indicators. Some community-wide measures may simply aggregate a project-level measure across many projects, such as the total number of accessible curb cuts, and others may address non-project specific issues, such as improved air quality. Below is a partial list of measures the Town may wish to specifically include in an Official Plan policy:</p> <ul style="list-style-type: none"> <li>• Linear metres of new or reconstructed sidewalks</li> <li>• km new or restriped on-street bicycle facilities</li> <li>• Number of new or reconstructed curb ramps</li> <li>• Number of new or repainted crosswalks</li> <li>• Number of new street trees/percentage of streets with</li> </ul>



	<p>tree canopy</p> <ul style="list-style-type: none"> <li>• Percentage completion of bicycle and pedestrian networks as envisioned by Town plans</li> <li>• Percentage of transit stops with shelters</li> <li>• Vehicle Miles Traveled (as opposed to Level of Service)</li> <li>• Transportation mode shift: more people walking, bicycling, and taking transit</li> <li>• Rate of children walking or bicycling to school</li> </ul>
<b>#41 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“Due to its strategic location, the Town shall develop a strategy to be prepared to actively cooperate with adjacent Municipalities in the co-ordination and promotion of trails and active transportation links and systems at a regional level and to provide appropriate resources in support of these.”</i>	13.8 Municipal Land Acquisition (Implementation and Interpretation)
	<b>Intent</b>
	<p>a) Provides the policy direction needed to keep these kinds of efforts moving forward as a priority for both staff and elected officials.</p> <p>b) Allows for the development of specific goals, and lists of potential actions that the community is prepared to take.</p>
<b>#42 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>“Transportation Demand Management (TDM) promotes a more efficient use of transportation infrastructure in order to discourage the use of personal automobiles and promote alternative forms of transportation such as transit, walking and cycling. In support of TDM, the Town shall:</i>	13.16 Traffic Impact Studies (Implementation and Interpretation)
	<b>Intent</b>
<ul style="list-style-type: none"> <li>• promote and support initiatives to support the objectives of reducing private</li> </ul>	<p>a) Provides the policy direction to redefine the goal of transportation planning and traffic engineering toward a more community building focused approach, and away from traffic</p>

<p><i>vehicle trips, reassigning trips, reducing peak period trips and increasing vehicle occupancy;</i></p> <ul style="list-style-type: none"> <li>• <i>consider the formation of a comprehensive TDM Strategy to achieve these objectives;</i></li> <li>• <i>promote alternative modes of transportation; and,</i></li> <li>• <i>include TDM in development review processes.”</i></li> </ul>	<p>speed and LOS focused approaches.</p> <p>b) Allows these considerations to be part of development reviews.</p>
<p><b>#43 - Policy Language Recommendation</b></p>	<p><b>Official Plan Section</b></p>
<p><i>“The Town shall incorporate active transportation elements into plans at all scales (from site plans to municipal-wide or region-wide plans) through the schedules in this Plan, development design standards, zoning by-law, sub-area plans, Town services and agreements to support economic development by making the communities retail areas more appealing and supporting tourism.”</i></p>	<p>2.4.1 Economic Development (Guiding Principles)</p>
	<p><b>Intent</b></p>
	<p>a) Defined the full range at which active transportation considerations need to be addressed by the Town.</p>
<p><b>#44 - Policy Language Recommendation</b></p>	<p><b>Official Plan Section</b></p>
<p><i>“In conjunction with projects relating to the design, planning, construction, reconstruction, rehabilitation, or maintenance of roads and streets, the Town recognizes that a network that supports active transportation may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. Therefore the Town intends that all sources of transportation funding be drawn on to implement this network as soon and effectively as possible.”</i></p>	<p>2.4.8 Municipal Infrastructure (Objectives)</p>
	<p><b>Intent</b></p>
	<p>a) Sets the priority on finding funding sources for active transportation projects.</p>



#45 - Policy Language Recommendation	Official Plan Section
<p><i>“Improve and maintain the Town’s communication and <u>the transportation infrastructure, with priority on the facilities that support active transportation</u>”</i></p>	2.1.8 h) (Vision)
	<b>Intent</b>
	a) Broadens the scope of transportation infrastructure to include active transportation needs.
#46 - Policy Language Recommendation	Official Plan Section
<p><i>“Huntsville will capitalize on its location along both the Trans Canada Trail and the Park-to-Park Trail <u>by developing trail and active transportation oriented links and facilities that connect to these to support tourism and recreation.</u>”</i></p>	2.4.4.2 Tourism
	<b>Intent</b>
	a) Identifies the economic benefit of these amenities and commits to investing in them through an improved trail system.
#47 - Policy Language Recommendation	Official Plan Section
<p><i>“<u>develop design standards and zoning provisions that require the creation of compact, human-scaled, and pedestrian oriented built environments for all forms of development.</u>”</i></p>	2.4.5.4 v) Culture and Heritage
	<b>Intent</b>
	a) Defines the commitment to create design standards and zoning regulations that support active transportation through the built environment
#48 - Policy Language Recommendation	Official Plan Section
<p><i>“An extensive and efficient system of municipal infrastructure is critical to maintaining the quality of life in Huntsville. These include water supply, sanitary sewage disposal, roads, <u>active transportation networks and facilities</u>, storm water, solid waste disposal and utilities.”</i></p>	2.4.8.1 Municipal Infrastructure
	<b>Intent</b>
	a) Defines active transportation infrastructure as being as important as that of vehicle oriented infrastructure and not an

	optional amenity.
<b>#49 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>"Through the provision of a connected and integrated active transportation network and end of trip facilities."</i>	2.4.8.7 d) Municipal Infrastructure
	<b>Intent</b>
	a) Adds both the active transportation network, and end of trip facilities, as a key goal
<b>#50 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>"This shall also be a priority in the design and development of all active transportation facilities within the Town, and may be a condition of approval for all forms of development."</i>	2.4.10 Universally Accessible Environment
	<b>Intent</b>
	a) Ensures that active transportation facilities fully integrate accessibility into their design and development.
	b) Allows for this to be a condition of approval for consideration when reviewing development applications.
<b>#51 - Policy Language Recommendation</b>	<b>Official Plan Section</b>
<i>"The Town of Huntsville will <del>promote</del> <u>develop standards that require</u> universally accessible designs for all forms of development in the community"</i>	4.2.1.6 General (Design Principles)
	<b>Intent</b>
	a) Makes the statement more clear in intent

#52 - Policy Language Recommendation	Official Plan Section
<p><i>"A program to create small public places at varying scales will <u>be developed to complement other measures that improve the environment for pedestrians.</u>"</i></p>	4.2.2.1 Central Business District
	<b>Intent</b>
	a) Makes the statement more clear in intent
#53 - Policy Language Recommendation	Official Plan Section
<p><i>"Pedestrian linkages will be provided to abutting lands, where appropriate, <u>and shall be a condition of development to ensure that the active transportation network is developed as an effective part of the overall transportation system.</u>"</i></p>	4.2.3.1 New Commercial and Industrial Areas
	<b>Intent</b>
	a) Ensures that the active transportation network is developed throughout the community, so that it is an effective part of the overall transportation system.
#54 - Policy Language Recommendation	Official Plan Section
<p><i>"To promote this, the following are used to guide subdivision layout, <u>and will be required as conditions of development, both within subdivisions and between subdivisions.</u>"</i></p>	4.2.4.1 Residential Design
	<b>Intent</b>
	a) Makes the suggestions into requirements to support quality design and active transportation supportive development
#55 - Policy Language Recommendation	Official Plan Section
<p><i>"An integral pedestrian walkway and open space system shall be <del>encouraged</del> <u>designed and developed</u> throughout the Central Business District."</i></p>	4.6.2.6 Central Business District
	<b>Intent</b>
	a) Makes the intent of the statement an actionable requirement that can influence development as well as the work programs of the Town

#56 - Policy Language Recommendation	Official Plan Section
<p><i>"The location of buildings, structures, driveways, parking, <u>bicycle parking</u>, and pedestrian facilities shall be designed and inter-related to meet the needs of <del>both</del> pedestrians, cyclists, and vehicular traffic."</i></p>	4.6.3.9 Shopping Centre Commercial
	<b>Intent</b>
	<p>a) Adds the needs of cyclists to properly support active transportation as a viable component of the transportation system</p>
#57 - Policy Language Recommendation	Official Plan Section
<p><i>"Public Open Space uses <u>shall</u> <del>should</del> be distributed throughout the community in such a way that all types of recreational areas are available within a reasonable distance <u>by foot and bicycle</u> of all residential neighbourhoods."</i></p>	4.9.2 Open Space
	<b>Intent</b>
	<p>a) Clarifies the intent b) The Town may want to define the distance specifically</p>