



ACTIVE TRANSPORTATION PLAN

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ACKNOWLEDGEMENTS

The Municipality of Callander's Active Transportation Plan Committee would like to express their appreciation to the all partners and supporters that contributed to the development of this Plan, as well as the many other stakeholders and members of the public who through their input, contributed to its development.



1.0 INTRODUCTION

What is Active Transportation?

“Active Transportation refers to all human-powered forms of transportation, in particular, walking and cycling. It includes the use of mobility aids such as wheel chairs, and can also encompass other active transport variations such as in-line skating, skateboarding, cross-country skiing, and even kayaking. Active Transportation describes a form of travel that can include travel from home to work, trips to school, shops, meeting friends, family, and running errands, or a recreational activity such as walking, cycling, or hiking”.

Transport Canada (2011). Active Transportation in Canada.

The Municipality of Callander is a picturesque community located on the south eastern shore of Lake Nipissing. Strategically located on Highway 11, the community offers ready access to both Northern and Southern Ontario. Residents of Callander reside within the settlement area and in the rural areas, along the Lake Nipissing shoreline (Municipality of Callander, 2008). The community provides a range of amenities and recreational resources for people of all age groups and abilities, including the Callander Downtown Waterfront Area, the Trans Canada Trail, Cranberry Trails and access to the Kate Pace Way. The lake is the focal point for the community offering year round activities such as ice fishing, snowmobiling, swimming, and boating.

Callander is a growing municipality that draws individuals, and in recent years, families, from urbanized communities such as North Bay who are seeking an attractive rural lifestyle, moderate taxes, and a sense of community. Since 2006, Callander has experienced a modest population growth of 18.9% (615 individuals), from 3,249 persons to 3,864 persons by the 2011 census (Statistics Canada, 2012). With this growth the need to better connect residents to local amenities has been brought to the forefront. Young children are walking to school, visitors are biking to the waterfront parks, and residents are seeking to take part in local events and festivals, each presenting the necessity for improved access and connections within and around Callander with an emphasis on safe methods of active transportation.



In 2013, the Municipality of Callander, in partnership with the Discovery Routes Trails Organization and the North Bay Parry Sound District Health Unit, retained Dillon Consulting Limited to develop an Active Transportation Plan (the AT Plan). Whether it is for leisure, utilitarian travel, or tourism purposes, the AT Plan

will provide the Municipality with a framework and a set of recommendations for improvements and supports that will enable residents, visitors and cycling enthusiasts the ability to travel within and around Callander.

The AT Plan brings together a range of interests and priorities in an integrated and balanced strategy. The AT Plan has three objectives:

1. To undertake a needs assessment around the development of additional AT facilities and supports in the Municipality of Callander. This is undertaken through a review of existing transportation facilities and structures in Callander, as well as through consultation with the Municipality, project partners, and the public.
2. To develop a prioritized list of recommendations for AT facilities and supports. Recommendations will focus on identifying achievable, impactful, and cost-effective solutions that are cognizant of the Municipality's existing resources and assets.
3. To include a plan that will create a more accessible and safe environment for people of all ages and abilities, with special attention being paid to the youth of the community. This will include complementary implementation considerations around education, promotion, marketing, and programs.

2.0 WHY IS ACTIVE TRANSPORTATION IMPORTANT?

Municipalities across Canada are well aware of the benefits that AT has for their community, and are working hard to encourage it through policy development, regulatory changes, planning and development, and transportation planning and design. The physical fabric of our communities – the location and combination of buildings, parks, schools, and roads that make up the places where we all live, work and play – influence decisions and behaviours that affect our ability to travel, daily physical activity level, and health and well-being. How much physical activity we do, where we shop, how we interact with one another – all of these are influenced by the characteristics of our environment and our ability to access services and amenities. According to the Canadian Heart and Stroke Foundation, current research indicates that (Transport Canada, 2011):

- 60% of Canadian adults and 26% of Canadian children and youth are considered overweight or obese.
- 1 in 3 obese children will be diabetic.
- Risk of obesity goes up 6% for every hour spent in a car each day, while the risk of obesity goes down by almost 5% for every kilometre walked per day.
- 91% of Canadian children and youth and 51% of Canadian adults are not getting the recommended levels of daily physical activity.
- Low physical activity rates result in an estimated \$5.3 billion per year in direct and indirect health care costs.

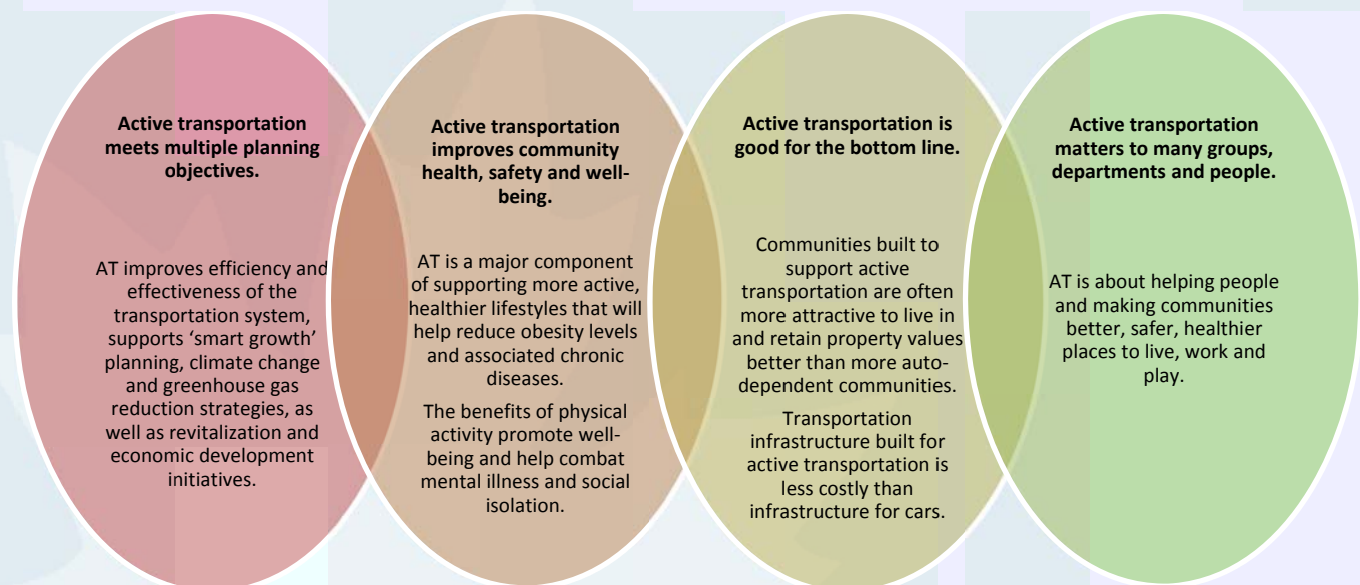
Physical Inactivity in the North Bay Parry Sound Region

The Municipality of Callander is located within the North Bay Parry Sound District Health Unit's (NBPSDHU) coverage. In 2009, the NBPSDHU completed a Population and Health Profile report that outlines selected population and health indicators for the area served by the NBPSDHU. Among other important indicators, this report showed that approximately half of the population in the geography covered by the Health Unit, aged 12 years and over, was categorized as being inactive. In addition, in 2007, more than half of the adult population of the NBPSDHU area was categorized as either being overweight or obese based on self-reported measures of height and weight in the Canadian Community Health Survey. A Community Picture report was developed in 2011 by the NBPSDHU. The report identified local challenges including diabetes, obesity, physical inactivity, and lack of physical activity options, partly attributed to affordability and accessibility of sports and other facilities and services.

Source: North Bay Parry Sound District Health Unit (2011). [Community Picture](#)

AT has a multitude of benefits for municipalities of all sizes, both urban and rural, as illustrated in **Figure 1** and **Figure 2**.

Figure 1: AT Benefits

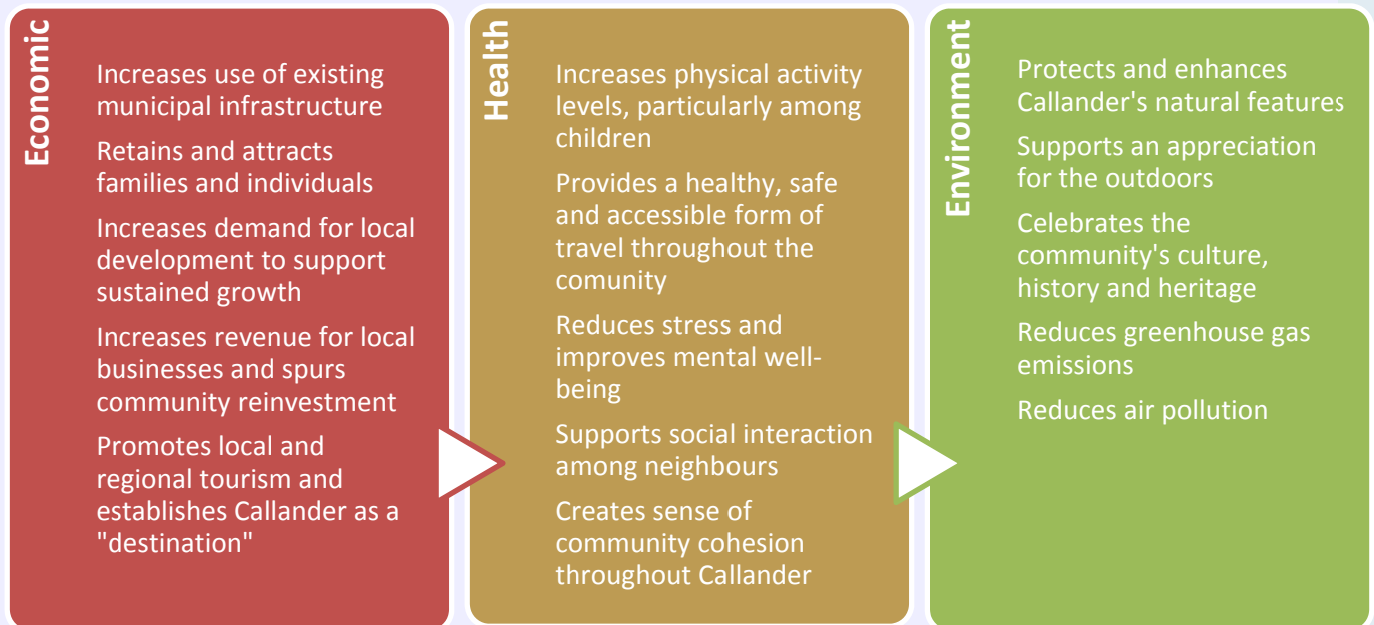


Source: Transport Canada (2011). Active Transportation in Canada.

In Callander, where commuters travel to North Bay to work, AT provides residents with an easy, affordable, and efficient form of recreation and travel to access neighbourhood amenities, shops, and parks in their own community. As Callander will continue to experience moderate development in coming years, it will become

increasingly important to provide a range of mobility options that will allow people to travel, recreate, and access the range of assets that Callander has to offer.

Figure 2: The Benefits of Active Transportation for Callander



2.1 ALIGNMENT TO OTHER MUNICIPAL PLANS

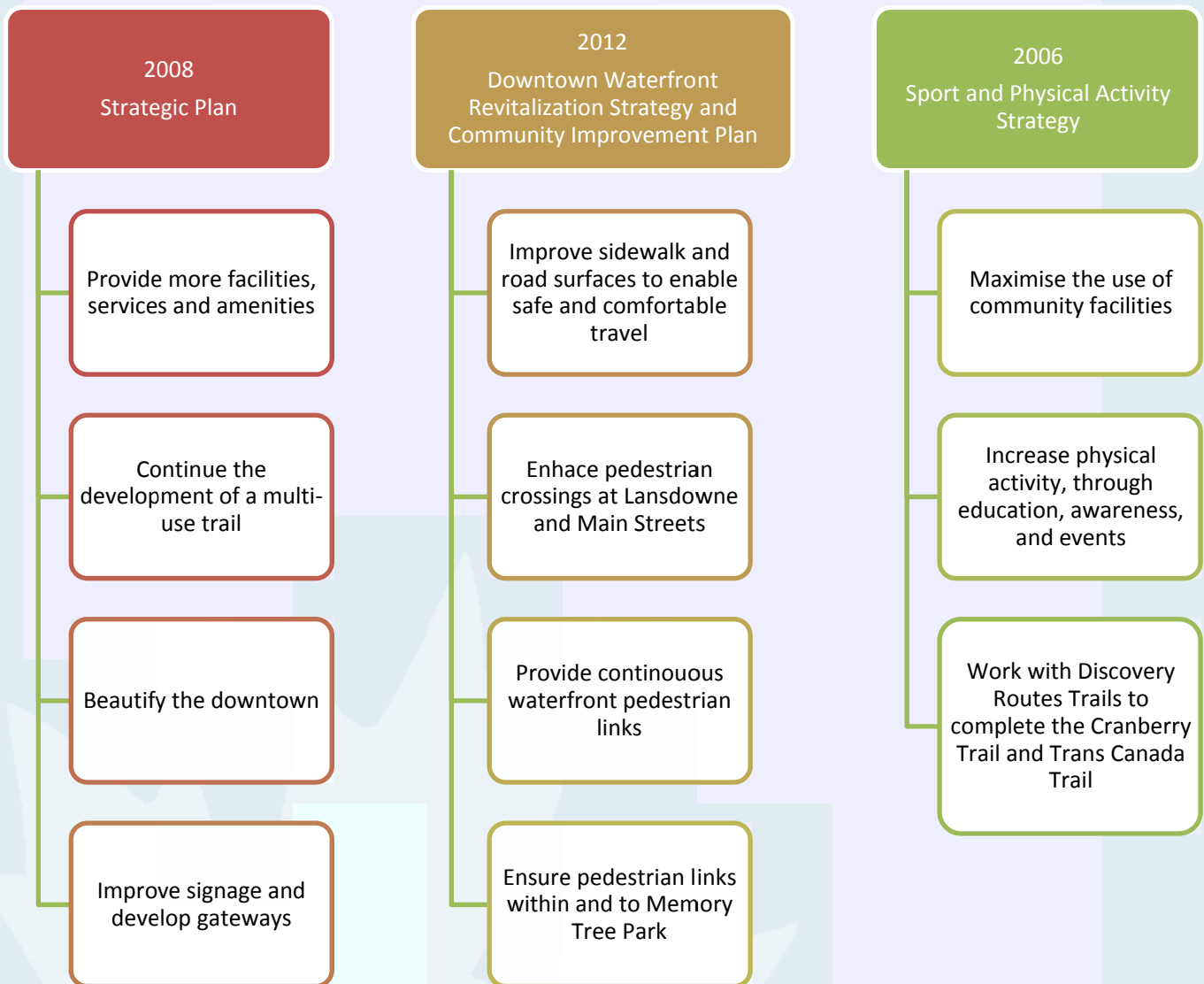
"Nurturing Callander's Small Town Pride and Spirit...One Step at a Time"

"We will nurture the small town community pride and spirit and preserve the quality of life while developing the community in a manner that will make the most efficient use of existing infrastructure and resources".

2008 Municipal Strategic Plan

The AT Plan provides a strong alignment with other municipal plans, including the 2008 Strategic Plan, the 2012 Callander Downtown Waterfront Revitalization Strategy and Community Improvement Plan, and the 2006 Sport and Physical Activity Strategy. These plans contain a number of recommendations that can provide further impetus in supporting the AT Plan, which are outlined in **Figure 3**.

Figure 3: Priority Actions in Municipal Plans Aligning with the AT Plan



3.0 ACTIVE TRANSPORTATION IN CALLANDER

3.1 EXISTING ACTIVE TRANSPORTATION FACILITIES AND STRUCTURES

The historical development in the Municipality has comprised of permanent residential development within the Callander Settlement Area, permanent and seasonal shoreline development, and rural residential development (Municipality of Callander, 2011). Callander's existing road network provides a structure to support an AT network within Callander's Settlement Area, between the Settlement Area and the Rural Area, and between Callander and surrounding municipalities such as North Bay. The road network in Callander has evolved without a typical hierarchy of streets. In Callander, there are two Provincial Highways. Callander Bay Road/Highway 94 runs north-south from Highway 654 in the south, adjacent to an interchange with Highway 11, to Lansdowne Street where the highway turns and heads east towards The Community of Corbeil. Callander Bay Road continues north and connects to Pinewood Park Drive at the Callander/North Bay boundary. Highway 654 runs from Highway 11 in the east to Highway 534 in Nipissing Village to the west. These roadways through the Municipality are commonly used to carry higher traffic volumes for commuters traveling to North Bay and other surrounding communities.

The Callander Settlement Area is generally located in the northeast corner of the municipality, Osprey Crescent and Terrace Road. This area consists of compact low density residential housing and provides the majority of the Municipal amenities, including two elementary schools, a grocery store, bank, golf course, Municipal Offices and other commercial conveniences. In the Rural Area located south and west of Callander Bay Road, low density development runs along Highway 654 as well as other rural roadways. Many of the residents of the Municipality travel to and from North Bay for work, leisure, sport, commercial and educational purposes.



Within Callander's Settlement Area, the downtown is compact and located generally within 600 metres of Main Street. Main Street functions similar to a collector type roadway, collecting traffic from the adjacent neighborhoods. The core of the Settlement Area attracts commercial, recreational and elementary schools trips. The automobile is the primary choice of travel for residents of the community, however walking and cycling trips for utilitarian or recreational purposes is also very common. During the winter months, snowmobiles are also commonly found traveling within the community and parked outside of various commercial establishments.

There are a variety of assets currently supporting AT in Callander, for both utilitarian and recreational travel. Assets include:

- Sidewalks along Main Street and residential areas in the Settlement core;
- Paved shoulders within recently developed areas such as Osprey Links Subdivision, and on Pleasantview Place and Woodlands Drive to the east of Veteran's Ridge;
- The Trans Canada Trail including the Kate Pace Way;
- Cranberry Trail; and,
- Informal Bicycle Routes (Corbeil Circle and Powassan Circle Routes).

The Callander Settlement Area provides good transportation alternatives to the automobile however there are a number of key infrastructure links that would support increased AT. The Rural Areas are served by local rural roadways and Provincial Highways as well as a small section of the Trans Canada Trail. The Rural Area generally does not have specific facilities that would support AT.

Pedestrian Facilities

There is a 3.3 km network of sidewalks in Callander, located along portions of Main Street, Landsdowne Street, Bay Street, High Street and Catherine Street. On Main Street, the concrete sidewalk commences in the south of Nipissing Street in the south and extends to approximately 110 m north of Swale Street in the north. Within the Callander Settlement Area, sidewalks and pedestrian connections are located on Lansdowne Street from First Street to Callander Bay Drive; on Bay Street from Main Street to MT Davidson Public School; on Catherine Street between High Street and King Street; Catherine Street West between Main Street and First Street; and, High Street from St. Alphonsus Church to a point approximately 65m south of Landsdowne Street (mid-block to Bay Street). There are specific vehicular routes that have steep gradients and no sidewalks, including King Street. There are two pedestrian linkages in Callander, one located at Veteran's Ridge, which connects Pleasantview Place to Main Street, and one which connects Shannondale Street and Golf Course Road to Mill Street. The Veterans Ridge pedestrian linkage consists of permeable pavers to help guide pedestrians and cyclists along the steep gradient. There is a mid-block crossing located on Main Street where it intersects with Veteran's Ridge. Though there are pavement markings at this pedestrian crossing, there are no other design enhancements or traffic signage to draw the attention of motorists of the potential for pedestrians to be crossing at this location.



The cross-walks on the south and west legs of the Landsdowne Street and Main Street intersection have been upgraded to paving stone surface. This treatment highlights the cross-walk area while improving the aesthetics of the intersection. There are no other pedestrian enhancements in the Callander Settlement Area, such as pedestrian signals, raised crosswalks, or coloured pavement markings. Within the Rural Area, pedestrians travel primarily along shoulders of rural roads or the provincial highway.

Bicycle Facilities

Bicycle facilities are typically designed as one of the following:

- A shared roadway facility (either marked or unmarked);
- Dedicated on-street bicycle lanes (1.2 – 1.8m wide shoulders);
- A segregated bicycle lane (designed to be separated from the motorway by space or curb); or,
- A multi-use pathway.

Terrace Road was resurfaced in the fall of 2012 to include paved shoulder areas on both sides of the roadway, with the intention of including this additional asphalt width as a future bicycle lane. The paved shoulders along Terrace Road have not been designated for a specific use. There are no designated on-street bicycle facilities within the Municipality. There are no bicycle parking destinations or facilities in Callander.

Outside of the Callander Settlement Area, Discovery Routes Trail Association has identified the Powassan Circle Route which is an unsigned cycling tour/route that travels through the Municipality of Callander. Within the Municipality, the route runs along Cranberry Road, Fairway Drive, Callander Bay Road and Highway 654 and draws cyclists from the local area.

The Kate Pace Way, the Cranberry Trail and the Trans Canada Trail provide off-road bicycle facilities.

Paved Shoulders

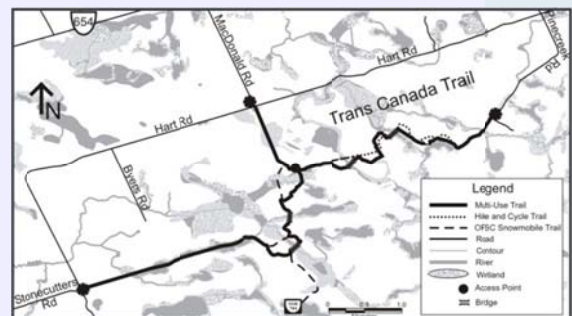
A single paved shoulder exists along the majority of Main Street and is utilized as a parking lane. The more recently developed streets of Fairway Drive, Osprey Crescent, Mill Street, Kilby Lane, Marine Drive, and Golf Course Road in the Osprey residential area include a paved shoulder on one side of the roadway. Within the Osprey residential area, the paved shoulder terminates at Main Street. A paved shoulder is also located on recently developed Woodlands Drive and Pleasantview Place.



The paved shoulders in these residential areas are approximately 2.0m in width. The paved shoulders are not designated for a specific use and are unsigned. The shoulder area is utilized by pedestrians, cyclists and by parked vehicles. The paved shoulder implemented in the recently developed areas is of substandard width for a parking lane, and appears similar in width to a sidewalk or bicycle lane. The undesignated area is often parked with vehicles, thereby removing space which could be dedicated as a pedestrian facility. The residents of Osprey residential area have indicated a concern regarding the lack of sidewalks, speeding and parking in the area that they feel should be designated as a No Parking area.

The Trans Canada Trail (TCT)

The Trans Canada Trail (TCT) is a multi-use trail that runs through a significant portion of the Municipality of Callander. Within Callander, the portion of developed TCT is 9.8 km in length; the trailhead is located at the southern end of Pinecreek Road. The TCT runs west through a variety of terrain, ending at Stonecutters Road. Other access points are located at MacDonald Road/Hart Road and Stonecutter's Road/Hart Road. The TCT supports multiple activities, including hiking, cycling, cross country skiing, snowmobiling and ATVing. Secondary hiking trails are located around wet areas along the trail.



Source: Discovery Routes.ca

The TCT Conceptual Sections as indicated by Discovery Routes Trails Organization originates at the Kate Pace Way, turns toward Callander Bay Drive, then south on Main Street to the Shannondale Trail. From the Shannondale Trail, the TCT Conceptual Section turns at Swale Street back toward Main Street, then turns south on Main Street to Terrace Road. Terrace Road is considered an Operating Section of the TCT. The TCT Conceptual Section then turns onto Highway 654 and heads west to Pinecreek Road, where it turns south to meet up with the Operating Section indicated in the map above.

The Kate Pace Way

The Kate Pace Way is a 12 km multi-use pathway used for walking, jogging, cycling and in-line skating and is located within the City of North Bay. The pathway is intended for shared use and runs through municipal parks, roadways, and residential areas. Within Callander, the Kate Pace Way begins/ends at Cranberry Road at the north end of Osprey Links Golf Course. The Kate Pace Way is often used by cyclists travelling from North Bay. However, Cranberry Road at the end of Kate Pace Way is currently a turnaround point for



those cycling towards Callander from North Bay as Cranberry Road is unpaved. The Kate Pace Way is connected to the Cranberry Trail, located 1 km west at the end of Cranberry Road. Directional way finding signage for the Kate Pace Way is located at the corner of Fairway Drive and Cranberry Road however the sign is small in size and can easily be missed by motorists. .

The Cranberry Trail

The Cranberry Trail is a 2.7 km trail that begins at the end of Cranberry Road and stretches west to Callander Bay. The trail branches about half-way through and leads to a lookout platform overlooking the Cranberry Marsh. Gravel surface presents a challenge for some cyclists.

Abandoned Rail Line

The Municipality of Callander was once served by three rail lines that lead to the Town. The lines included the CPR to Ottawa, CNR to Montreal, and the Grand Trunk Railway to Toronto. These lines were built in the early 1900's and were later abandon. A former rail corridor runs generally parallel and generally within 130 m east of Main Street in the Settlement Area. The rail line runs from Callander Bay Drive in the north and intersects Highway 11 at Mountain Road in the south. A portion of this abandon rail line has been converted to a trail running from Swale Street north, known as the Shannondale Trail.



3.2 CONSULTATION FINDINGS

Community consultation was an important component to develop the AT Plan. Consultation was undertaken through a Survey and a Workshop. Paper surveys were available at the municipal office, the library, and community centres for residents to complete. Promotional bookmarks advertising the Survey and Workshop were distributed to students and parents at local schools. The purpose of the consultation was to seek input regarding:

- travel behaviours among residents and visitors supporting AT as a form of travel and as a recreational activity;
- use of community assets such as trails, sidewalks, and parks, supporting AT and physical activity;
- locations of “hot spots” in the community where improvements or conditions can be improved to support AT;
- physical barriers or other impediments that make it difficult for people to use AT; and
- recommendations regarding infrastructure and program related improvements that would encourage people to drive less; and willingness to use and/or support AT in the future.



3.2.1 Current Use of Active Transportation

Nearly 130 people participated in the consultation activities, which included 91 survey respondents and 28 workshop participants. Workshop participants included representation by municipal staff, council, public health, local business and members of the public. The workshop was an important instrument in creating interest around AT and building momentum for the Plan and its outcomes.

Consultation revealed a number of AT users in Callander: residents who live within the Settlement Area and the rural areas that walk, cycle or hike as a form of recreation; residents who live within the Settlement Area who use AT for local trips and errands within the neighbourhood; and avid cyclists from neighbouring municipalities. AT destinations currently include shops on Main Street, parks within the downtown, the waterfront, and schools. Trails and community centres were not commonly identified destinations, but were often identified as a starting point to support walking or cycling.

Survey Says!

- 24% of survey respondents use Active Transportation daily in Callander
- 53% of survey respondents use Active Transportation a few times per week in Callander.

Key findings from the survey are provided as follows (see Appendix A for detailed survey findings):

- 96% of survey respondents own a vehicle in Callander. Among them, 30% own three or more vehicles.
- 26% of survey respondents are interested in reducing the number of vehicles in their household if they could walk or cycle to get around Callander.
- 57% of survey respondents use their vehicle as a daily form of travel within Callander, while an additional 30% drive a few times a week (within Callander).
- 91% of survey respondents travel outside of Callander. Among them, 14% travel by bike.
- 70% of survey respondents use AT as a form of travel for health reasons while 42% walk or cycle as a form of social activity.
- 95% of survey respondents walk or cycle as a recreational activity, among them only 14% perform this activity daily throughout the year.
- 52% of survey respondents would use AT to travel between 2km and 10 km (likely cycling trips) while only 14% would travel up to 1 km (likely pedestrian trips).
- 55% of survey respondents would use AT for utilitarian reasons while 80% would use AT for recreation.

3.2.2 Barriers to Active Transportation

Predominant barriers to using AT are largely physical in nature. Among survey respondents who currently do not use AT, commonly cited reasons include:

- Not enough sidewalks or no dedicated sidewalks or trails (25%)
- Inadequate shoulders (19%)
- Poor weather conditions (16%)
- No dedicated cycling facilities (12%)
- Unsafe crossing and walking/cycling environment (11%)

Feedback by workshop participants also confirmed these sentiments. Among residents who reside in Callander's Settlement Area, there was a willingness to use AT. With Callander's compact development within the Settlement Area, many community features fall within a 1 km radius, making it an easy walk between destinations. Lack of sidewalks or inadequate shoulders between the residential areas and Main Street present challenges for people that walk or cycle. This is further constrained by parked cars, causing difficulties, especially among the older population, to maneuver around parked vehicles. Respondents who have an interest in cycling would bike if there are bike racks available for the safe storage of their bikes.

Efforts were also undertaken to understand the behaviours of children and youth in Callander. Among 91 survey respondents, only 14% have children attending an elementary school in Callander and 6% attending a high school outside of Callander. Only three respondents identified that their children walk to and from school. An additional four respondents indicated that their children have attempted to walk to and from school, and would encourage doing so if improvements in infrastructure are undertaken to support a safe walking environment. Lack of sidewalks was cited as a concern among parents with children attending St. Theresa Elementary School and MT Davidson Public School.

Among residents who live in the rural area, there was also some interest in AT, however, there were safety concerns regarding their ability to walk or cycle for utilitarian travel. Walking or hiking was commonly cited as an activity performed on or around personal properties, or on the TCT. Among rural residents who use the TCT, there was a preference among users to drive and park at trailhead entrances. Residents who reside on Highway 654 feel unsafe to cycle without adequate paved shoulder or a bicycle path.

Social barriers are related to the physical barriers that residents and visitors experience when confronting AT, such as a limited awareness of safe and convenient walking routes and destinations. Among respondents, there is a strong awareness of the benefits that AT has for their health and well-being. Knowledge and awareness may be more so required for motorists and the needs and considerations of pedestrians and cyclists.

3.2.3 Community “Hot Spots”

Survey respondents and workshop participants were asked to identify specific “hotspots” in the community where facility improvements or supports could be provided to support AT.

Highway 654 Bike Lanes and/or Recreational Pathway

- Highway 654 is a cycling route identified by the Ministry of Transportation Ontario’s Comprehensive Data Inventory of Cycling Routes in Ontario.
- Highway 654 is currently used as a transportation corridor by cyclists, pedestrians, ATVs and snowmobiles. This presents an unsafe situation for motorized and non-motorized users.
- Safety among cyclists and pedestrians is a concern among residents who reside on Highway 654, for rural area residents, and visitors who currently use Highway 654 to access trails or use it as a route to travel into Callander. Portions of the roadway consist of broken or loose gravel. Cyclists often take the risk of riding in on-coming traffic to avoid hazardous sections.
- Improvements to Highway 654 can include the development of bike lanes, paved shoulders or recreational pathways. This would also encourage cycling and walking among rural residents and support physical activity and healthy living.
- Improvements to Highway 654 have a multitude of benefits for the community including; provide safe and accessible travel for residents without a vehicle; increase use of the South Shore Community Centre; and, strengthen community connections between the Settlement Area and the rural area. Interest was also expressed by rural area residents for a comprehensive network that would enable them to travel into the downtown, the waterfront, on to Kate Pace Way and into North Bay.

Paved shoulder, bike lanes, or separate recreational pathway would provide for the safety of users.



Multi-use Pathway connection to Kate Pace Way

- The Kate Pace Way is used by commuters, residents and local and regional cyclists who travel between North Bay and Callander.
- The end of Kate Pace Way presents mobility challenges for cyclists and in-line skaters who have to negotiate the gravel and unpaved section of Cranberry Road. Cranberry Road is commonly a turnaround point for visitors coming in from North Bay. In addition, there is no way finding signage for visitors to direct them to other points of interest in Callander.
- There is strong interest among residents and visitors to connect the Kate Pace Way to the Cranberry Trail via a paved trail, and extend the connection to the waterfront and downtown.
- Improvements to connect Kate Pace Way could include paving Cranberry Road, extending the multi-use path, and introducing way finding signage to local destinations.
- Improvements have multiple benefits for Callander. It can encourage recreation, support economic development, and strengthen a safe and accessible commuter route between Callander and North Bay.

Paved road, trail extension, and signage would provide safe and accessible travel between North Bay and Callander.



Pedestrian and cycling infrastructure on Main, King, and Swale Streets

- Main, King and Swale Streets received considerable attention among pedestrians and cyclists.
- There was strong interest for a dedicated bike lane along Main Street, to provide a connection between the rural area, downtown Callander, the waterfront, the Osprey Links residential area and the Kate Pace Way. Concerns were raised regarding the presence of on-street parking and the associated challenges and safety concerns for cyclists. The provision of bike racks, seating, and way finding signage at key destinations also complement road improvements.
- Concerns were raised regarding the lack of sidewalks on Swale and King Streets, to provide a safe walking and crossing environment. On King Street, the steep incline presents safety concerns for pedestrians and cyclists due to the speed at which cars are travelling.
- Concern was also raised regarding the need for a sidewalk or safe pedestrian environment for Swale Street to provide access for residents to the community centre.
- Improvements can include safe pedestrian crossings at the intersections of Main Street and Lansdowne Street as well as and Main Street and Swale Street.

Removing on-street parking on Main Street and introducing a bicycle lane would bring residents and visitors to Callander's business community, contributing to economic development.



Photo of Callander Square parking lot located at Main Street and Lansdowne Street.

- Improvements on these streets would create an environment that would encourage the use of AT, for both utilitarian and recreational purposes. Strong connection between residential neighbourhoods and Main Street would also support local economic development by attracting residents near the downtown and those who reside in Osprey Links.

Connections from Osprey Links Development to St. Theresa Elementary School

- The Osprey Links subdivision is a recently developed residential subdivision that has attracted many families with young children. There are no sidewalks along residential streets in Osprey Links and walking and cycling is commonly undertaken along the paved shoulders by people of all ages.
- Walking and cycling is presently a challenge for neighbourhood residents, as parking on residential streets are creating challenges.
- Parents residing in Osprey Links expressed interest in having their children walk to St. Theresa Elementary School. Four respondents in the survey indicated that their children have attempted to walk to and from school, and would encourage doing so if improvements in infrastructure are undertaken to support a safe walking environment.
- Improvements to create safe and connected pedestrian routes can include developing sidewalks along residential roadways, creating a separate path system, or enhancing the current infrastructure through pavement marking, signage and pedestrian crossings.
- Providing a connection between Osprey Links, not only to the school, but also to Kate Pace Way, the waterfront, and downtown, is essential in creating a strong connection and community cohesion among all residents.



Photo of St. Theresa Elementary School

Incomplete Trails and Pedestrian Facilities

- The TCT represents the largest incomplete trail running through the Municipality. Cranberry Road at the end of the Kate Pace Way is a gravel roadway which discourages many cyclists, rollerbladers, skateboarders and those walking with strollers from continuing their trip into the Callander Settlement Area from North Bay. The TCT is planned to run along Main Street once adequate facilities are provided. Highway 654 from Callander Bay Road to Pinecreek Road is an important section of the trail, primarily due to the high speed of traffic along the Highway and the need to provide safe facilities for the trail

users. Pinecreek Road will complete the link to the existing sections of the TCT.

- St. Theresa Catholic Elementary School is located at the north end of Main Street. There are no pedestrian linkages to connect it to the community.
- The sidewalk along the east side of High Street between Landsdowne Street and Bay Street is discontinuous, requiring approximately 45m of construction to complete the linkage.

4.0 RECOMMENDATIONS

4.1 A VISION FOR CALLANDER

The AT Plan has the opportunity to integrate priorities around active living, community connectivity, social cohesion, and economic vitality. Support is strong among community residents, evident in the high turnout at the community workshop, as well as the response rate (82%) among survey respondents who feel that the Municipality should make improvements in community infrastructure, roads, and land uses to enable people to use AT. The AT Plan serves as a tool to inform Council's future decisions in establishing Callander as a destination community and sustaining Callander's potential of becoming a desirable, healthy and active community. During the development of the AT Plan, guiding principles emerged, from the recommendations of previously completed plans, and from interests and needs expressed by community members. The following guiding principles will assist in identifying actions to support AT in Callander.

1. **Create a culture of health and active living.** This can be achieved through collaborative actions between the Municipality, its project partners, including the North Bay Parry Sound District Health Unit and Discovery Routes, and local residents, businesses, and community groups.
2. **Make it easy for people to use AT in favour of their private automobiles.** The AT Plan is not intended to restrict the use of motor vehicles, but rather, to create a safe and accessible travel environment for people of all ages and abilities, whether they are cyclists, pedestrians, hikers, wheelchair users, or in-line skaters.
3. **Create a strong sense of community.** This can be achieved by strengthening connections within Callander's Settlement Area and between the Settlement Area to the rural areas. The Plan complements and builds on the Callander Downtown Revitalization Strategy through connecting residential neighbourhoods to the waterfront, shops, schools, community centres, parks, and trails.
4. **Develop Callander as a regional recreation destination.** This can be achieved by identifying a regional cycling network that connects Callander to neighbouring communities.



4.2 PRIORITY RECOMMENDATIONS

A successful AT Plan for Callander is one that encourages and supports the residents to become more active and physically fit, thus improving the health and wellbeing of the community. A successful AT Plan also seeks to reduce the reliance on automobile usage, specifically for short utilitarian trips, such as trips to the corner store, school or community centre, which can easily be done by walking or cycling. A successful AT Plan for

the Municipality of Callander is also a plan that can be implemented over time while minimizing the impact on municipal tax rates and maximizing economic development.

Recommendations around infrastructure improvements were developed in consultation with community members. Guidance was also provided by project partners and staff to identify a plan that moves forward with actions that will: achieve clear results; minimize capital and operating costs; and, maximize community use and benefits. Beyond these considerations, it is also important to identify improvements that have multiple benefits in meeting Callander's long term economic, social, and environmental goals. **Figure 4** illustrates the evaluation criteria to generate a successful AT Plan.

Figure 4: Evaluation Criteria

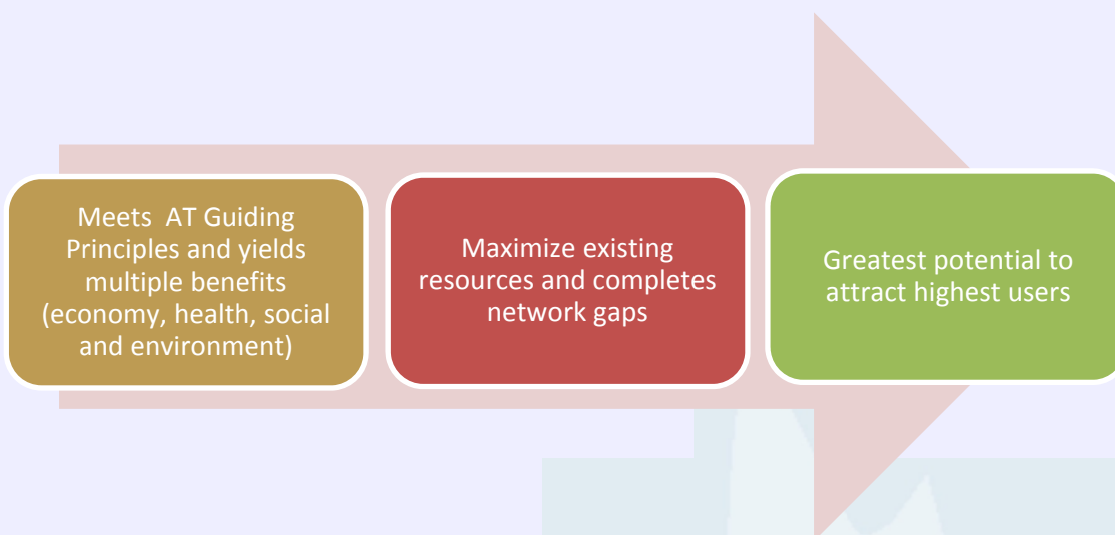






Table 1 outlines the near term recommendations of the AT Plan, identifies the anticipated benefit of the recommendation, sets a high level construction cost level, and discusses the operational and maintenance requirements of the recommendation. **Table 2** outlines other considerations that may be initiated over the longer term. **Figures 5** and **6** illustrate the existing and proposed AT infrastructure. Preliminary costs are provided in **Table 3**:



Table 1: Near Term Recommendations



Recommendation	Benefit, Opportunities, Requirements and Issues
Rural Area Improvements	
<p>Highway 654 - Lobby MTO for a paved on-road dedicated bicycle facility or Multi-Use Pathway from Highway 11 to the Municipal Boundary west of Tillicum Bay Road</p>	<p><i>Benefits</i></p> <p>Supports Callander as a regional recreation destination.</p> <p>Enhances social outcomes among rural residents, increasing mobility options.</p> <p>Supports healthy living among rural area residents.</p> <p>Supports the Powassan Circle Route</p> <p>Improves safety for pedestrians and cyclists.</p> <p>Off road trail maintenance is the responsibility of the municipality.</p> <p><i>Issues</i></p> <p>The Municipality is currently advocating with the MTO and the Provincial Government to include bicycle lanes on Highway 654 during an upcoming reconstruction project.</p> <p>As an alternative to on-road dedicated bicycle facilities, a multi-use pathway within the right-of way would provide improved connections within the Municipality.</p>
	<p><i>Paved on-road dedicated cycling lanes promote active transportation opportunities and support healthy lifestyles.</i></p> <p><i>Terrace Road, Municipality of Callander</i></p>


Recommendation	Benefit, Opportunities, Requirements and Issues
<p>Promote regional cycling route between Callander, East Ferris, North Bay, and Nipissing Village.</p>	<p><i>Benefits</i></p> <ul style="list-style-type: none"> Supports local commercial and tourism industries. Establishes collaboration and partnership with tourist operators along the lake. Develops Callander as a regional ecotourism and recreation destination. Destinations can include downtown Callander, Community Centre, the waterfront, Kate Pace Way, Cranberry Trail, Trans Canada Trail, and various commercial establishments and eateries. <p><i>Requirements</i></p> <ul style="list-style-type: none"> Municipality to work with outfitters and tour operators to initiate collaboration and maintain ongoing partnership. Marketing materials required for brochures, radio, and online advertisements. Roadside signage and pavement markings. Tourism Oriented Destination Signage (TODS) signage on Highway 11.
<div data-bbox="269 1108 1292 1499" data-label="Image">  </div> <div data-bbox="303 1514 1282 1585" data-label="Caption"> <p><i>On-road cycling network across Ontario connects municipalities and key points of interest. Photo Source: Ontario Trails Council</i></p> </div>	



Recommendation	Benefit, Opportunities, Requirements and Issues			
Connectivity				
<p>Develop pedestrian connections from St. Theresa Elementary School to community.</p> <p>Opportunities Include:</p> <ol style="list-style-type: none"> 1. School to Fairway Drive connection over servicing easement 2. School to future development between Main Street & Fairway Drive 3. Connections on Main Street 	<p><i>Benefits</i></p> <p><i>Benefits</i></p> <p>Provides a safe route to school.</p> <p>Facilitates the opportunity for students to be physically active.</p> <p>Reduces vehicle drop-off and pickup activity at the school, thereby increasing safety within the vicinity of the school.</p> <p><i>Requirements</i></p> <p>Municipality may require pedestrian connection within future development agreements, no cost to the Municipality.</p> <p>Provide sidewalk connection from 960 Main Street to school.</p> <p><i>Issues</i></p> <p>Increased maintenance and winter clearing operations.</p>			
 <p><i>Location: Powe, Ohio</i></p> <p><i>Textured sidewalk pavers</i></p> <p><i>Photo source: www.pedbikeimages.org/Eric Lowry</i></p>		 <p><i>Paved shoulder can provide inexpensive pedestrian connection.</i></p> <p><i>Photo source: www.pedbikeimages.org/Dan Burden</i></p>		

Recommendation	Benefit, Opportunities, Requirements and Issues
<p>Develop pedestrian facilities on King Street and Swale Street , complete missing link on High Street</p>	<p><i>Benefits</i></p> <p>Increases convenience, comfort and safety to pedestrians.</p> <p>Facilitates improved connection to the downtown.</p> <p>Reduces vehicle traffic to MT Davidson Public School and St. Theresa Elementary School.</p> <p>Increases mobility options and reduces dependence on the automobile.</p> <p><i>Issues</i></p> <p>Increased maintenance and winter clearing operations.</p>
	<p><i>Pedestrian connections between residential areas and schools provide safe routes for active transportation and help reduce vehicle trips during peak hours.</i></p> <p>Photo Source: Bicycle Germany (left) Tuscan Velo (right)</p> 
<p>Support pedestrian safety on streets with paved shoulders (Osprey Links, Pleasantview Place, Woodlands Drive)</p>	<p><i>Benefits</i></p> <p>Provide pedestrians with dedicated space, increasing pedestrian safety.</p> <p>Minimal implementation costs.</p> <p><i>Issues</i></p> <p>Provide pedestrian pavement markings and No Parking signage.</p>
<p>Extend paved surface from the end of Kate Pace Way to Fairway Drive.</p> <p>Opportunities Include:</p> <ol style="list-style-type: none"> 1. Extend Multi-Use Pathway 2. Pave section of Cranberry Road 	<p><i>Benefits</i></p> <p>Serves three purposes to support recreation, economic development, and improves commuter route between North Bay and Callander.</p> <p>Develops Callander as a regional recreation destination.</p> <p>Facilitates improved connection to the downtown.</p>

Recommendation	Benefit, Opportunities, Requirements and Issues
	<p><i>Issues</i></p> <p>Property constraints may affect ability to implement a multi-use pathway.</p> <p>Consists of paving 450m of existing gravel roadway</p> <p>A multi-use pathway over the sewer force main may improve future access for maintenance purposes.</p> <p>Any new facility will require maintenance.</p>
	<p><i>Additional multi-use pathways support recreational and economic development opportunities, which will help establish Callander as a regional recreation destination.</i></p> 
<p>Develop dedicated cycling lane on Main Street.</p> <p>Opportunities Include:</p> <ol style="list-style-type: none"> 1. Implement dedicated cycling lanes on both sides of Main Street 2. Introduce a bi-directional cycling lane on one side of the roadway. 	<p><i>Benefits</i></p> <p>Aligns with the Downtown Waterfront CIP in creating the downtown waterfront as a destination.</p> <p>Provide continuous connection along the waterfront, extending to Memory Tree Park</p> <p>Provision of dedicated bicycle lanes increases the comfort level of cyclists and will attract more cycling trips.</p> <p>Can be identified as a TCT Roadway Trail</p> <p><i>Issues</i></p> <p>Identify and construct off-street parking as required.</p> <p>Requires additional pavement markings and signage.</p> <p>Need to provide for off-street parking facilities to compensate for lost on-street parking spaces, new off-street at grade parking lot facilities typically cost up to \$5,000 per parking space.</p>

Recommendation		Benefit, Opportunities, Requirements and Issues	
		<p><i>Bi-directional cycling lane in Montreal.</i></p> <p><i>Photo Source: Google Streetview</i></p>	
<p><i>Separated multi-use pathway along the waterfront in Seattle</i></p> <p><i>Photo Source: www.pedbikeimages.org/Dan Burden</i></p>			
Placemaking			
<p>Main Street and Landsdowne Street Service Centre Improvements</p> <p>Improve intersection operation in accordance with Downtown Waterfront Plan, including:</p> <ul style="list-style-type: none">• Complete Main intersection enhancements		<p><i>Benefits</i></p> <p>This recommendation is in alignment with the Community Improvement Plan.</p> <p>Provides a place for pedestrians and cyclists to meet.</p> <p>Conceptual Design completed. Detailed design identified in Capital Budget. Capital costs remain to be determined.</p> <p><i>Issues</i></p> <p>On-going maintenance</p>	

Recommendation	Benefit, Opportunities, Requirements and Issues
<ul style="list-style-type: none"> • Develop small parkette and sitting area on north-east corner • Remove on-street parking • Provide wayfinding and signage 	
	 <p><i>Connectivity between trail systems and public gathering spaces promotes active transportation opportunities within the community.</i></p> <p><i>Photos Source: Pedbikeimages.org</i></p>
<p>Place dedicated bicycle parking racks in specific locations.</p> <p><i>Locations to include:</i></p> <ul style="list-style-type: none"> • Main Street and Landsdowne Street intersection. • Schools • Parks & Beaches • Government dock • Community centres • Municipal hall • Post office • Memory Tree Park 	<p>Benefits</p> <p>Encourages cycling for people of all ages</p> <p>Makes it easy for people to reduce their dependency on the private automobile.</p> <p>Bike racks provide safe storage of bicycles.</p> <p>Encourages commercial activity.</p> <p>Promotes Placemaking</p> <p>Opportunities</p> <p>Work with schools and the community to design artistic bike racks and/or rings.</p> <p>Seek sponsorship from commercial businesses to advertise businesses or sponsor bicycle racks.</p> <p>Issues</p>

Recommendation	Benefit, Opportunities, Requirements and Issues		
	<p>To support implementation, this action is to be incorporated as part of the Downtown Community Improvement Plan.</p> <p>Supporting task is required to reinstate the downtown Business Improvement Area.</p>		
	<p><i>Left: The provision of secure and well-designed storage for bicycles in appropriate locations encourages cycling.</i></p> <p><i>Photo Source: City of Thunder Bay, Bike Rack Design Competition</i></p>		<p><i>Right: Bike Rodeo Event in Phoenix Arizona</i></p> <p><i>Photo credit: www.pedbikeimages.org/Mike Cynecki</i></p>
Collaboration			
<p>Work with the school board to review a need for a crossing guard for students to walk to MT Davidson Public School and St. Theresa Elementary School.</p>	<p><i>Benefits</i></p> <p>Improves safety for students and encourage children and youth to walk to school.</p> <p><i>Requirements</i></p> <p>To determine the need for a crossing guard, it is recommended that a warrant analysis be conducted which considers the number of students crossing the roadway and the number and size of the gaps in traffic traveling on the roadway.</p> <p>The School Crossing Guard Guide can be purchased from the Ontario Traffic Conference for a small fee.</p> <p><i>Issues</i></p> <p>Annual cost per crossing guard is typically less than \$15,000 annually.</p>		

4.3 OTHER CONSIDERATIONS

Table 2: Other Considerations

Recommendation	Benefit, Opportunities, Requirements and Issues	Benefit
Rural Area Improvements		
Extend new trail from the South Shore Community Centre to the Trans Canada Trail	<p><i>Benefits</i></p> <p>This option has a long term benefit of establishing the South Shore Community Centre as a hub for trail users and cyclists.</p> <p>Develops Callander as a regional recreation destination.</p> <p><i>Requirements</i></p> <p>Other associated actions are required around liability, and the development of trail classifications.</p>	
Complete trail development (from Water Tower at High Street to Nipissing Road), then along the rail bed to Mountain Road.	<p><i>Benefits</i></p> <p>Enables neighbourhood residents to walk circuit, creating opportunity to engage in physical activity.</p> <p>Makes use of existing rail corridor.</p> <p><i>Opportunities</i></p> <p>May be designated as a TCT Greenway Trail / Nature Trail</p> <p>Seek partnership opportunities with volunteers to support donations.</p> <p>Trillium Grant for funding.</p> <p>Municipality to coordinate fundraising and volunteerism drive.</p> <p>Volunteers to help with fundraising opportunities.</p>	
Develop a recreational fitness trail originating at Yarlasky Park (Callander Community Centre) in the north, bound by Callander Bay Road to the east, King Street to the West, and Nicholas Street to the south.	<p><i>Benefits</i></p> <p>Enables neighbourhood residents to walk circuit, creating opportunity to engage in physical activity.</p> <p><i>Opportunities</i></p> <p>Seek partnership opportunities with volunteers to support donations.</p> <p>Trillium Grant for funding.</p> <p>Municipality to coordinate fundraising and volunteerism drive.</p> <p>Volunteers to help with fundraising opportunities.</p>	

4.4 PRELIMINARY COST ESTIMATES

Table 3 identifies preliminary costs for the various infrastructure components of the AT Plan. It is noted however that these costs are preliminary and will need to be refined during functional and detailed design. Ultimately, costs will include geotechnical, utility and natural feature impacts, relocation, mitigation, etc., which may not be fully accounted for within Table 3. It should also be noted that costs can be significantly impacted by the size of the let contract.

Table 3: Preliminary Costs for Active Transportation Network Improvements

Item	Estimated Length/ Quantity	Network Segment Preliminary Cost Estimate
Provide paved connection from Kate Pace Way to Fairway Drive		
a) Pave Cranberry Road; or,	500m	\$150,000
b) Provide Multi-Use Trail	500m	\$87,500
Provide cycling facility along Hwy 654		
a) On-Road Cycling Facility; or,	10,535m	\$3,687,250
b) Multi-Use Trail	10,535m	\$1,846,625
Provide dedicated on-street Bicycle Lanes including pavement markings and signage.		
a) Main Street*	3,234m	\$16,170
b) Terrace Road	1,542m	\$7,710
Provide Bicycle Route Signage and Pavement Markings along all on Road Bicycle Routes (not including Powassan Circle Tour Route)		
a) Kate Pace Way, Fairway Drive, Osprey Crescent, Kilby Lane, Golf Course Road	2,700m	\$13,500
b) Pinecreek Road, Hwy 654 to TCT	3,250m	\$16,250
c) Pinecreek Road N., Hwy 654 to Pinecreek Crescent	75m	\$375
d) Lighthouse Road, Hwy 654 to Bayview Road	430m	\$2,150
e) Tillicum Bay Road, Hwy 654 to Birchgrove Dr.	2,035m	\$10,175
Provide Pedestrian Linkages to St. Theresa Catholic Elementary School		
a) Osprey Links Development	570m	\$42,750
b) Sidewalk on Main Street	450m	\$33,750
Provide Pedestrian linkages:		
a) Swale Street: Main Street to Community Centre	450m	\$33,750
b) King Street: Swale Street to Landsdowne Street	920m	\$41,400
c) High Street: Bay Street to 45m north	45m	\$3,375
Construct Granular Trails		
a) Osprey Crescent to Cranberry Trail	1,150m	\$51,750
b) Callander Community Centre Fitness Trail	1,400m	\$63,000
c) Water Tower to Mountain Road Trail	850m	\$38,250
d) South Shore Community Centre to Hart Road	2,075m	\$93,375
Provide bicycle parking/racks	9 ea	\$5,500

* Note: Price does not include any geometric modifications or replacement of parking spaces

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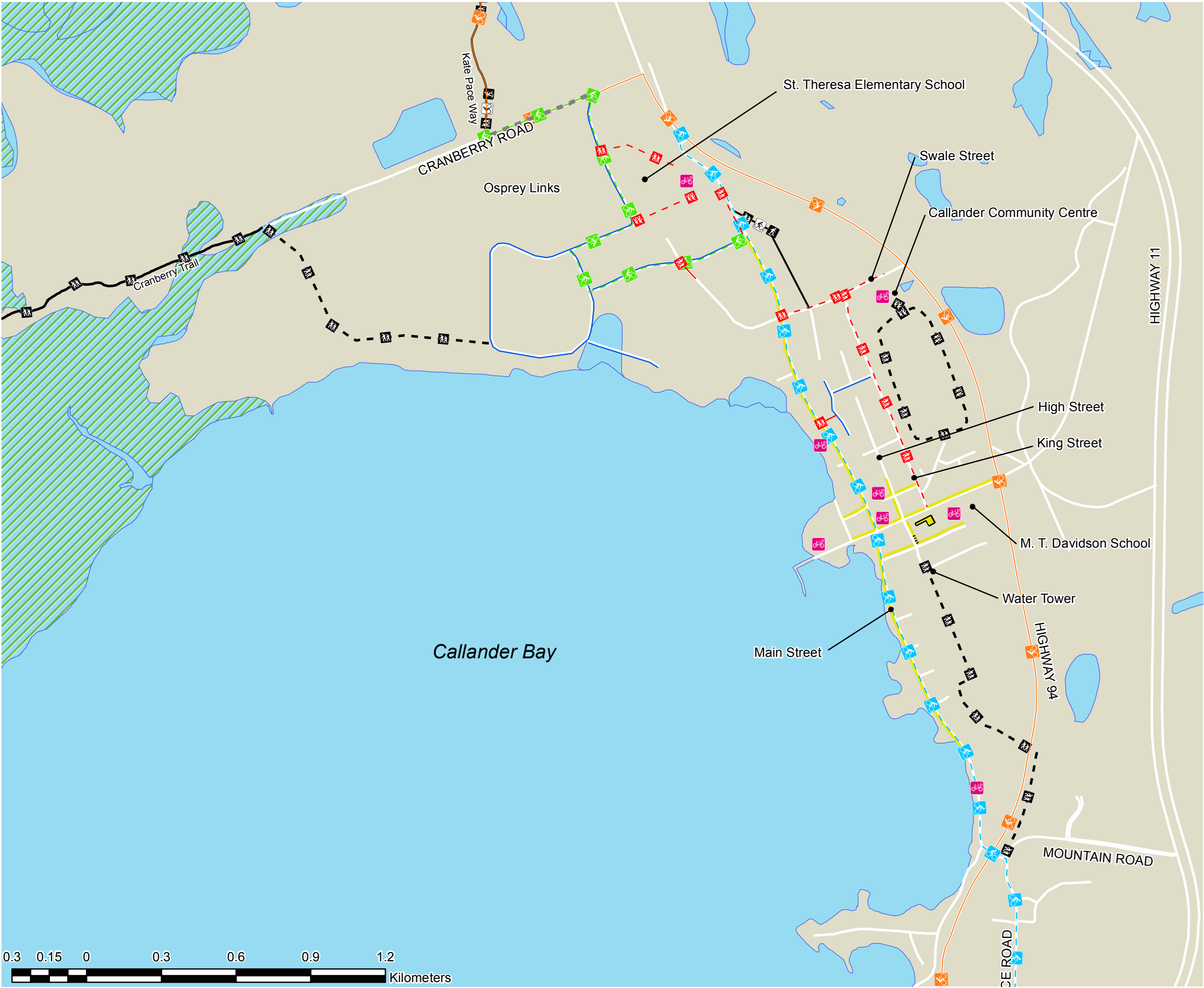



















FIGURE 5:
IN-TOWN INFRASTRUCTURE RECOMMENDATIONS

LEGEND	
Road Surfacing	Paved Shoulder
 Proposed	 Existing
Pedestrian Linkage	Trail
 Proposed	 Proposed
 Existing	 Existing
Bike Parking	Multi-use Paved Pathway
 Proposed	 Existing
Bike Lane	 Proposed
 Proposed	Road Network
Bike Route	
 Proposed	Wetlands
Powassan Circle Tour Route	
	Water
Sidewalk	
 Existing	
 Proposed	

MAP DRAWING INFORMATION:
- DATA RETRIEVED FROM GEOGRAPHYNETWORK.CA
ON MONDAY, FEBRUARY 11, 2013
- DATA OBTAINED FROM DISCOVERY ROUTES ORGANIZATION
ON MONDAY, FEBRUARY 11, 2013
- DATA OBTAINED FROM CGIS
ON THURSDAY, FEBRUARY 21, 2013

MAP CREATED BY: ES
MAP CHECKED BY: LDG
MAP PROJECTION: NAD 1983 UTM Zone 17N



Scale: 1:15,000
1 cm = 150 meters
1 in = 1,250 feet

FILE LOCATION: \\DILLON.CA\\DILLON_DFS\\OTTAWA
\\OTTAWA CAD\\CAD\\137252\\Dillon Callander Urban.mxd

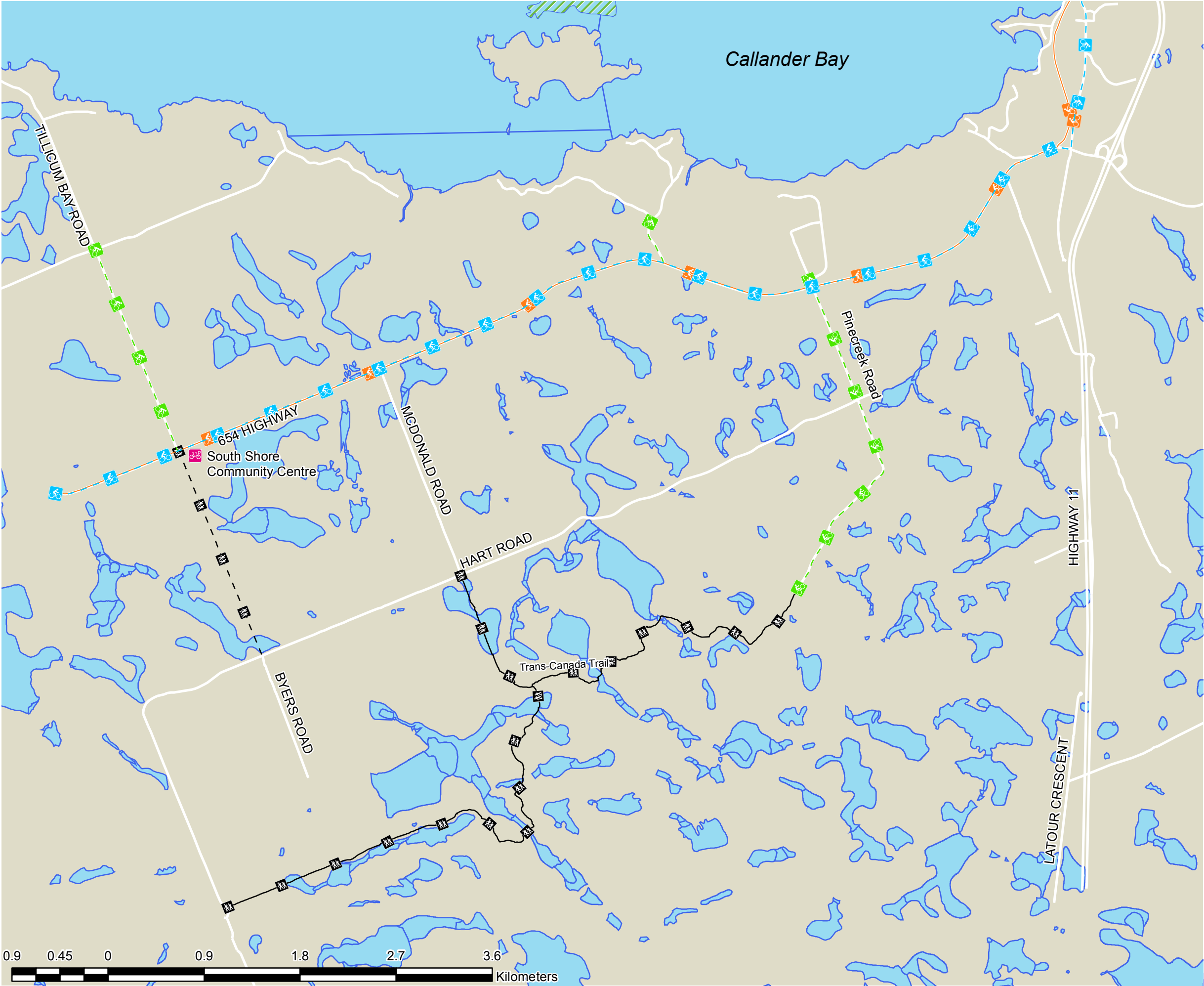

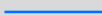











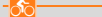
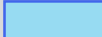
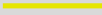



FIGURE 6:
OUT-OF-TOWN
INFRASTRUCTURE RECOMMENDATIONS

LEGEND

Road Surfacing	Paved Shoulder
 Proposed	 Existing
Pedestrian Linkage	Trail
 Proposed	 Proposed
 Existing	 Existing
Bike Parking	Multi-use Paved Pathway
 Proposed	 Existing
Bike Lane	 Proposed
 Proposed	Road Network
Bike Route	
 Proposed	Wetlands
Powassan Circle Tour Route	
	Water
Sidewalk	
 Existing	
 Proposed	

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MAP CREATED BY: ES
MAP CHECKED BY: LDG
MAP PROJECTION: NAD 1983 UTM Zone 17N

FILE LOCATION: \\DILLON.CA\\DILLON_DFS\\OTTAWA
\\OTTAWA CAD\\CAD\\137252\\Dillon Callander Rural.mxd



Scale: 1:35,000
1 cm = 350 meters
1 in = 2,917 feet

4.5 IMPLEMENTATION STRATEGY

The AT Plan requires a set of complementary actions to support the recommendations identified in Tables 1 and 2. These complementary actions are grounded in policy development, design, promotion, and education.

4.5.1 AT Executive Committee

Following the completion of this AT Plan, an AT Executive Committee should be formed, which consists of existing representatives from the Municipality, the Discovery Routes Trails Association, and the North Bay Parry Sound District Health Unit. Additional representation should be sought from municipal Council, the community at large, and local business. The development of such a committee is important in maintaining interest in AT and to ensure that plan implementation is carried out. The formation of the AT Executive Committee should be undertaken immediately, and following the adoption of this AT Plan. The following outlines the potential responsibilities of the AT Executive Committee:

- Establishing partnerships with local organizations, such as the school board, local outfitters and tourism operators, local businesses, the police, and the cycling community;
- Establish annual AT targets based on the aforementioned recommendations in this Plan;
- Develop community information brief highlighting: the purpose of the AT Plan, the benefits of AT, the results of the AT survey and the recommendations emerging from the AT Plan;
- Provide input to annual municipal capital budgets;
- Develops indicators to measure annual progress, which may include changes in the number of people who use AT and infrastructure improvements completed;
- Monitors the success of facilities and programs and makes necessary adjustments and improvements; and,
- Develop and maintain advocacy with decision makers at the municipal and provincial level to ensure the long-term implementation of the AT Plan.

4.5.2 Policies to Implement AT Plan

Establishing policies in the Municipality of Callander's Official Plan is important in establishing a framework to improve the existing land use environment and establish expectations and development standards that is conducive to walking and cycling. The Municipality of Callander Official Plan Consolidated Version, dated August 25, 2011 includes policies promoting cycling and walking, compact urban form and mixed-use development. Though directions are present to support pedestrian connectivity to the park and open space system in the community, there is an absence of policies related to AT for utilitarian form of travel. Amendments in the Official Plan should be undertaken within one year of the adoption of the AT Plan. Official Plan Policy Amendments will yield the following benefits that will support the implementation of this AT Plan:

- Formal recognition of the benefits of AT in creating a healthy and complete community;
- Provides a framework for new developments to provide pedestrian and cycling infrastructure, which may also result in the development of other local land use planning regulatory tools, including subdivision standards by-law, and subdivision draft plan approval conditions;
- Supports street connectivity and formally establishes AT routes and networks throughout Callander;

- Informs the development of sidewalk construction priorities based on demand and service destination;
- Informs a subsequent review of municipal by-laws which may include, but not limited to, parking, winter maintenance for pedestrian facilities, and development charges; and,
- Supports and encourages active and safe routes to elementary schools.

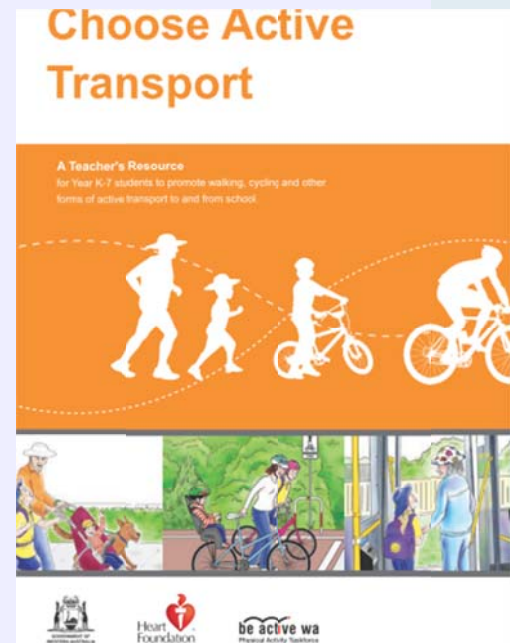
4.5.3 Education

Educating the community about AT and the benefits that it brings is important and should be undertaken upfront, even before infrastructure improvements are undertaken. Existing social norms can be a barrier to AT and may ultimately affect usage of AT infrastructure. Whether sidewalks, pedestrian crossings, or trails are developed, they may not be well used if the community is slow to respond to improvements. Barriers may include lack of familiarity with the rules of the road, perceptions about safety, and lack of knowledge about safe travel routes. Education can include formal and informal programs.

Education is also important for motorists as well, and will create an awareness of the responsibilities towards pedestrians and cyclists. In Callander, feedback provided through the community consultation program suggests that residents are already aware of the benefits of AT. Educational interests among the community focuses more so on understanding safe and accessible routes to walk and cycle, learning about key destinations and assets in Callander, and driver-pedestrian safety and responsibilities among motorists.

Recommendations to support education and outreach that are specific to Callander include:

- Developing online and hardcopy information brochures about pedestrian and cycling initiatives in Callander;
- Develop an online resource and fact sheets about the benefits of AT, where they can walk to get to local destinations, and addressing concerns regarding walking, cycling, and road safety;
- Work with the school boards and provide information to students about safe walking and cycling routes to school;
- Increase driver awareness through signage;



Government of Western Australia

Source: <http://www.beactive.wa.gov.au>



Signage can creatively educate pedestrians, motorists and cyclists to share the road responsibly.

Photo Source:

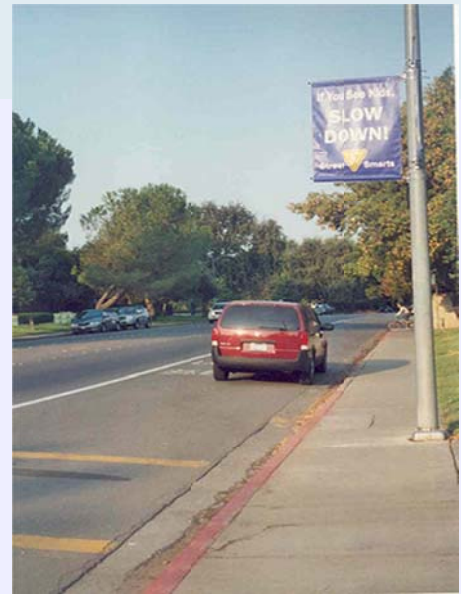
www.pedbikeimages.org/Carl_Sundstrom

- Host “Cycling 101” courses and other recreational programs and trail workshops through the Municipality’s recreation department ; and,
- Developing way-finding signs to local destinations and key points of interests in Callander.

4.5.4 Promotion

Promotion is important during and after AT infrastructure improvements are undertaken. The following recommendations should be undertaken within 1 year of adopting the AT Plan and shall be monitored on an annual basis. Recommendations include:

- Enlist assistance from “neighbourhood ambassadors”, from Osprey Links Development and other residential neighbourhoods in Callander’s Settlement Area to promote AT within their neighbourhoods;
- Reinstate the Business Improvement Association and gain support from local businesses to provide in-kind support, facilitate design competitions to install bike racks, or purchase advertisements;
- Promote AT at local charitable events, causes, and fundraising opportunities with identified deliverable targets. Encourage local municipal charity runs related to cycling, hiking, and trail events. Proceeds from the charity can provide funding to AT infrastructure and programs. Also develop fundraising programs through local schools to facilitate walking school bus programs, infrastructure to support safe and active routes to school, and other community improvements;
- Develop AT community based social marketing pilot program; and,
- Develop walking clubs throughout Callander.



Location: Davis, California

Photo Source:

www.pedbikemages.org / Laura Sandt



Photo Source: Active Transportation



Wayfinding can be used to point visitors and residents to key destinations

Photo Source: www.pedbikemages.org/Julia Dana

4.5.5 Funding and Project Prioritization

There are a number of potential funding sources available to assist Callander in developing an implementation plan. It is recommended that the Municipality seek funding to assist in developing an AT Project Implementation Plan which will be based on capital funding available from the Municipality, senior levels of Government, project partners and stakeholders and other sources of funding as identified below. With a greater understanding of the amount of funding available, an immediate, five year, ten year, and ten year plus AT Implementation Program can be developed with associated cost sharing and funding sources identified to guide the Municipality going forward.

AT Funding Sources

There is a range of funding sources available for municipalities interested in developing AT infrastructure and programs. Below is a 'snap-shot' of potential funding sources for the Municipality of Callander:

- Building Canada Plan and GST rebate for municipalities related to this funding program
- Federal Gas Tax Fund
- The Federation of Canadian Municipalities Green Municipal Fund
- Canada Strategic Infrastructure Fund
- ecoTransportation Strategy and ecoMobility Program
- Transport Canada Moving on Sustainable Transportation (MOST) Program
- Ontario Transportation Demand Management Municipal Grant Program (Share the Road signage)
- Ontario's Gas Tax Program
- The Healthy Communities Fund
- Ontario Trillium Foundation
- Bicycle Trade Association of Canada (grants for advocacy initiatives)
- Ontario Ministry of the Environment Community Go Green Fund
- Local business donations
- Local charitable events and causes
- Shell Environmental Fund
- Municipal Development Charges
- Developers' contribution through Section 37/42 of the Planning Act (Community Benefits and Parkland Dedication)

Additional details regarding funding sources are provided in Appendix B.

5.0 CONCLUSION

AT has tremendous potential to create a healthy and active community, to reinvigorate the community, to connect the social fabric of the community, and to contribute to the local economy. The recommendations that are proposed in this report reflect incremental improvements in the existing infrastructure that provides maximum benefits to all users. For AT to be successful in Callander, it is important to maintain the momentum and energy that this plan has ignited within the community. Implementation must start with education and awareness building, small scale infrastructure improvements, and promotion. There is a range of funding sources that are available to Callander to support the recommendations within this report. Acting upon this plan means that it is important to incorporate the many assets that exist in Callander, including the local volunteer base, businesses, and organizations. This will pave the way forward to realizing Callander's goals of becoming a strong, healthy, and accessible community.

APPENDIX A.1

Active Transportation Survey

Municipality of Callander Active Transportation Survey

Active Transportation describes a human powered form of travel such as walking, hiking, cycling, in-line skating, wheeling, skate boarding, or any combination of the above. The Municipality of Callander is developing an Active Transportation Plan to encourage safe and accessible travel in and around Callander. This Plan will result in recommendations that will help you travel safely between schools, parks, and neighbourhoods by using active forms of travel. Your voice is important and will be used to inform the development of the Active Transportation Plan and shape the future of the Municipality of Callander. The survey will take 5-10 minutes to complete. We will also be holding a workshop on Thursday, February 7th from 6:00pm to 8:00pm at the Callander Community Centre located at 1984 Swale Street. We invite you to attend the workshop and join us in a discussion about how active transportation can provide a safe and accessible form of travel. Please reserve your spot for the workshop by emailing Sari Liem at sliem@dillon.ca or by calling Kara Rotondo at 705-752-2608 ext. 23. Childcare will be available on site if needed. Please call Kara to make arrangements.

1. Do you currently own or lease a motor vehicle (car, truck, SUV, motorcycle, etc.)?

- ☐ Yes
- ☐ No
- ☐ Don't know

2. How many motor vehicles are owned or leased in your household?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ More than 3

3. Would you reduce the number of motor vehicles that your household owns or leases if you could walk or cycle to get around Callander?

- ☐ Yes
- ☐ No

4. If you do not own or lease a motor vehicle, do you currently have regular access to a motor vehicle (car, truck, SUV, motorcycle, etc.)?

- ☐ Yes
- ☐ No
- ☐ Don't know
- ☐ Not Applicable

5. How often do you use the following modes of transportation as a form of travel to and from destinations within the municipality?

	Daily	Few times per week	Few times per month	Few times per year	Never
Personal motor vehicle (car, SUV, truck, motorcycle, etc.)					
Electric bike					
Taxi					
Combination taxi/City of North Bay Bus					
Cycling					
Walking/Jogging/Hiking					
Carpooling					
Skateboarding / In-line Skating					
Wheelchair					
ATV/Snowmobile					

6. How often do you use the following modes of transportation as a form of travel to and from destinations outside of the municipality (i.e. North Bay)?

	Daily	Few times per week	Few times per month	Few times per year	Never
Personal motor vehicle (car, SUV, truck, motorcycle, etc.)					
Electric bike					
Taxi					
Combination taxi/City of North Bay Bus					
Cycling					
Walking/Jogging/Hiking					
Carpooling					
Skateboarding / In-line Skating					
Wheelchair					
ATV/Snowmobile					

7. If you use active transportation as a form of travel to a specific destination, how far is your length of travel (one way)?

- ☐ Less than 600 m
☐ Between 600 m to 1 km
☐ Between 1 km to 2 km

- ☐ Between 2 km and 5 km
☐ Between 5 km and 10 km
☐ More than 10 km
☐ I do not use active transportation as a form of travel

8. If you use active transportation as a form of travel to a specific destination, what is your reason (check all that apply)?

- | | |
|---|--|
| <input type="checkbox"/> I do not have access to a car (my choice to use active transportation is out of necessity) | <input type="checkbox"/> It is fun and a form of social activity |
| <input type="checkbox"/> I do not have a driver's license | <input type="checkbox"/> I want to reduce my impact on the environment |
| <input type="checkbox"/> It is a healthy activity and keeps me active | <input type="checkbox"/> I want to reduce my travel costs |
| | <input type="checkbox"/> Not Applicable - I do not use active transportation |

9. Do you use active transportation (i.e. walk, hike, in-line skate, jog or cycle) as a recreational activity?

- ☐ Yes (indicate how often you use active transportation)
- a. Daily (seasonal months)
 - b. Daily throughout the year
 - c. Few times per week (seasonal months)
 - d. Few times per week (throughout the year)
 - e. Few times per month (seasonal)
 - f. Few times per year (seasonal)
- ☐ No

10. Would you use active transportation (i.e. walk, hike, in-line skate, jog or cycle) as a form of travel to get around Callander?

- ☐ Yes (Check all that apply)
- ☐ For utilitarian purpose (form of travel to get to a specific destination)
 - ☐ For recreational purposes
- ☐ No (If not, why? Check all that apply)
- ☐ Health or age barriers
 - ☐ Destinations too far
 - ☐ Not enough sidewalks
 - ☐ Disconnected sidewalks and trails
 - ☐ Inadequate shoulders
 - ☐ No pedestrian crossings
 - ☐ Physical challenges and difficult terrain
 - ☐ Unsafe crossing and walking/cycling environment
 - ☐ Concerns regarding crime and/or security
 - ☐ Poor weather conditions, including winter weather
 - ☐ Travel time
 - ☐ Wildlife concerns
 - ☐ Practicality
 - ☐ No dedicated cycling facilities

Provide additional comments regarding barriers that make it difficult for you to use active transportation as a form of travel.

11. Should the municipality make improvements in community infrastructure, roads, and land uses to enable people to use active transportation?

☐ Yes, please explain.

☐ No, please explain.

12. Are there specific “hotspots” in the community where improvements or conditions can be improved to support active transportation?

13. Should the municipality provide more opportunities for people to participate in outdoor recreation activities, such as walking, hiking, skating, and skiing?

☐ Yes

☐ No

14. Are you a current resident of Callander?

☐ Yes

☐ No, proceed to question 16.

15. If you are a current resident of Callander, would you be willing to accept an increase in municipal taxes in order for the municipality to provide such infrastructure and services?

☐ Yes

☐ <1%

☐ 1-2%

☐ 2-4%

☐ 4%+

☐ No

16. Are there infrastructure improvements that would encourage you to drive less and use active transportation more often?

17. What programs or incentives would encourage you to drive less and use active transportation more often?

18. What opportunities would you like to see to help people live active and healthy lives?

19. Are there specific destinations in Callander that you would like to be able to walk or cycle to (i.e. downtown, waterfront, shops, parks)?

20. Do you have children attending an elementary school in Callander?

☐ Yes

☐ No, proceed to Question 30.

21. Do you have teens attending high school outside of Callander?

☐ Yes

☐ No, proceed to Question 30.

22. How do your children usually get to school?

☐ Pick up and drop off by parent/adult (including carpool)

☐ Bus

☐ Drive him/herself (high school students)

☐ Walk

☐ Cycle

☐ Skateboard/In-line skate

23. What is the reason for choosing this mode of transportation to get to school (check all that apply)?

☐ Quick and timely

☐ Safety

☐ Practicality

☐ Affordability

☐ Weather

☐ Other

24. How do your children usually get home from school?

☐ Pick up and drop off by parent/adult (including carpool)

☐ Bus

☐ Drive him/herself (high school students)

☐ Walk

☐ Cycle

☐ Skateboard/In-line skate

25. What is the reason for choosing this mode of transportation to get home from school (check all that apply)?

- | | |
|---|--|
| <input type="checkbox"/> Quick and timely | <input type="checkbox"/> Affordability |
| <input type="checkbox"/> Safety | <input type="checkbox"/> Weather |
| <input type="checkbox"/> Practicality | <input type="checkbox"/> Other |
-
-

26. Have your children attempted to walk or cycle to/from school since September?

- | | |
|------------------------------|-----------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|------------------------------|-----------------------------|

27. Would you encourage your children to walk or cycle to school?

- | | |
|------------------------------|---|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No, if not, why? |
|------------------------------|---|
-
-

28. What improvements in infrastructure (i.e. sidewalks, cycling lanes, trails) or programs would support your decision to allow your child to walk or cycle to/from school?

29. Would you support opportunities and programs that will encourage the idea of walking or cycling to school?

- | | |
|------------------------------|-----------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|------------------------------|-----------------------------|

30. What is your gender?

- | | |
|-------------------------------|---------------------------------|
| <input type="checkbox"/> Male | <input type="checkbox"/> Female |
|-------------------------------|---------------------------------|

31. How old are you?

- | | |
|--------------------------------|--------------------------------|
| <input type="checkbox"/> 12-19 | <input type="checkbox"/> 50-64 |
| <input type="checkbox"/> 20-34 | <input type="checkbox"/> 65-74 |
| <input type="checkbox"/> 35-49 | <input type="checkbox"/> 75+ |

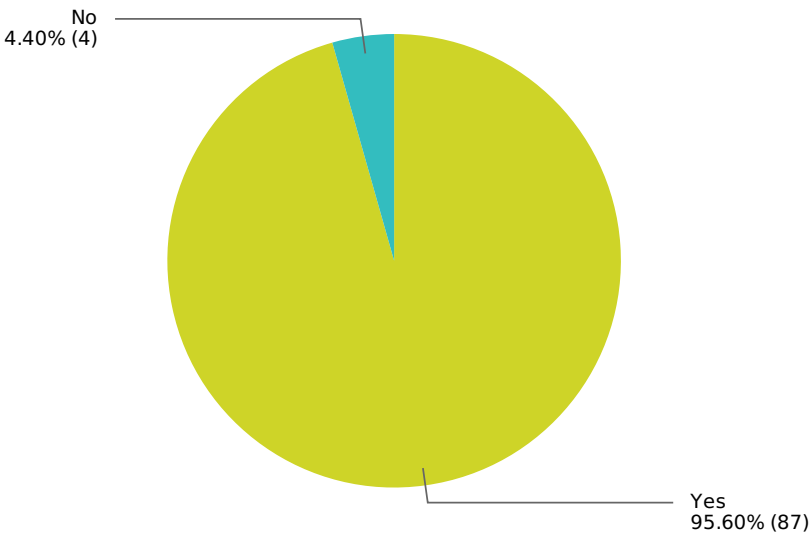


APPENDIX A.2

Survey Findings

Q1 Do you currently own or lease a motor vehicle (car, truck, SUV, motorcycle, etc.)?

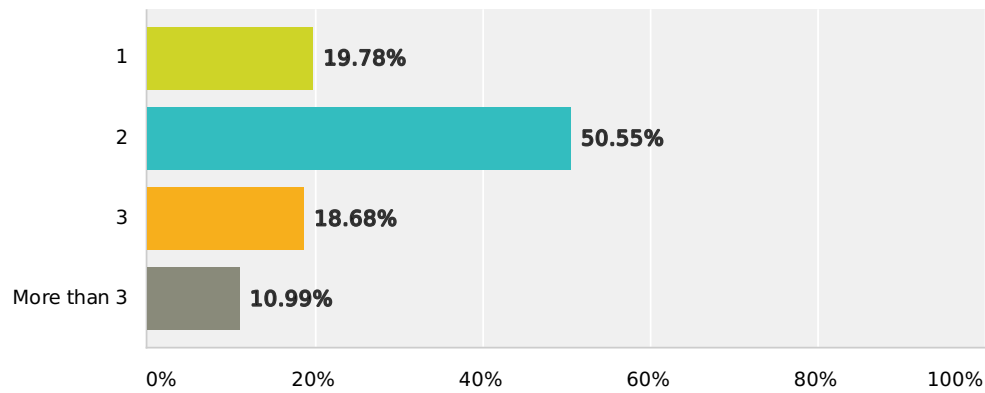
Answered: 91 Skipped: 0



Answer Choices	Responses	
Yes	95.60%	87
No	4.40%	4
Don't know	0%	0
Total	91	

Q2 How many motor vehicles are owned or leased in your household?

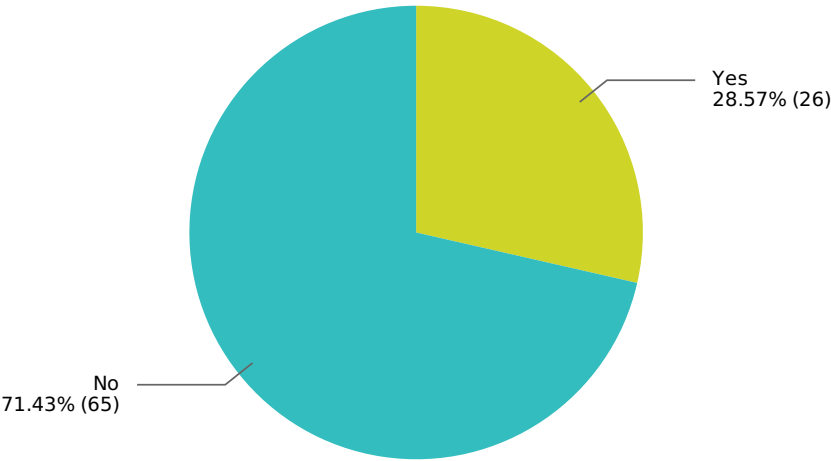
Answered: 91 Skipped: 0



Answer Choices	Responses	
1	19.78%	18
2	50.55%	46
3	18.68%	17
More than 3	10.99%	10
Total		91

Q3 Would you like to reduce the number of motor vehicles that your household owns or leases if you could walk or cycle to get around Callander?

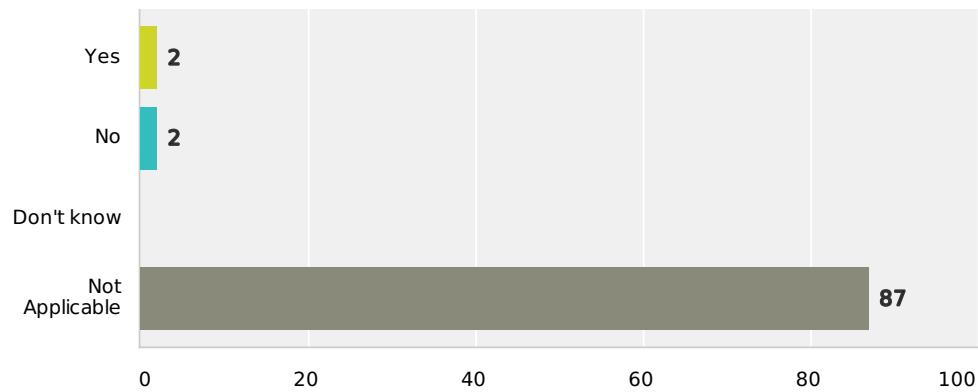
Answered: 91 Skipped: 0



Answer Choices	Responses	
Yes	28.57%	26
No	71.43%	65
Total		91

Q4 If you do not own or lease a motor vehicle, do you currently have regular access to a motor vehicle (car, truck, SUV, motorcycle, etc.)?

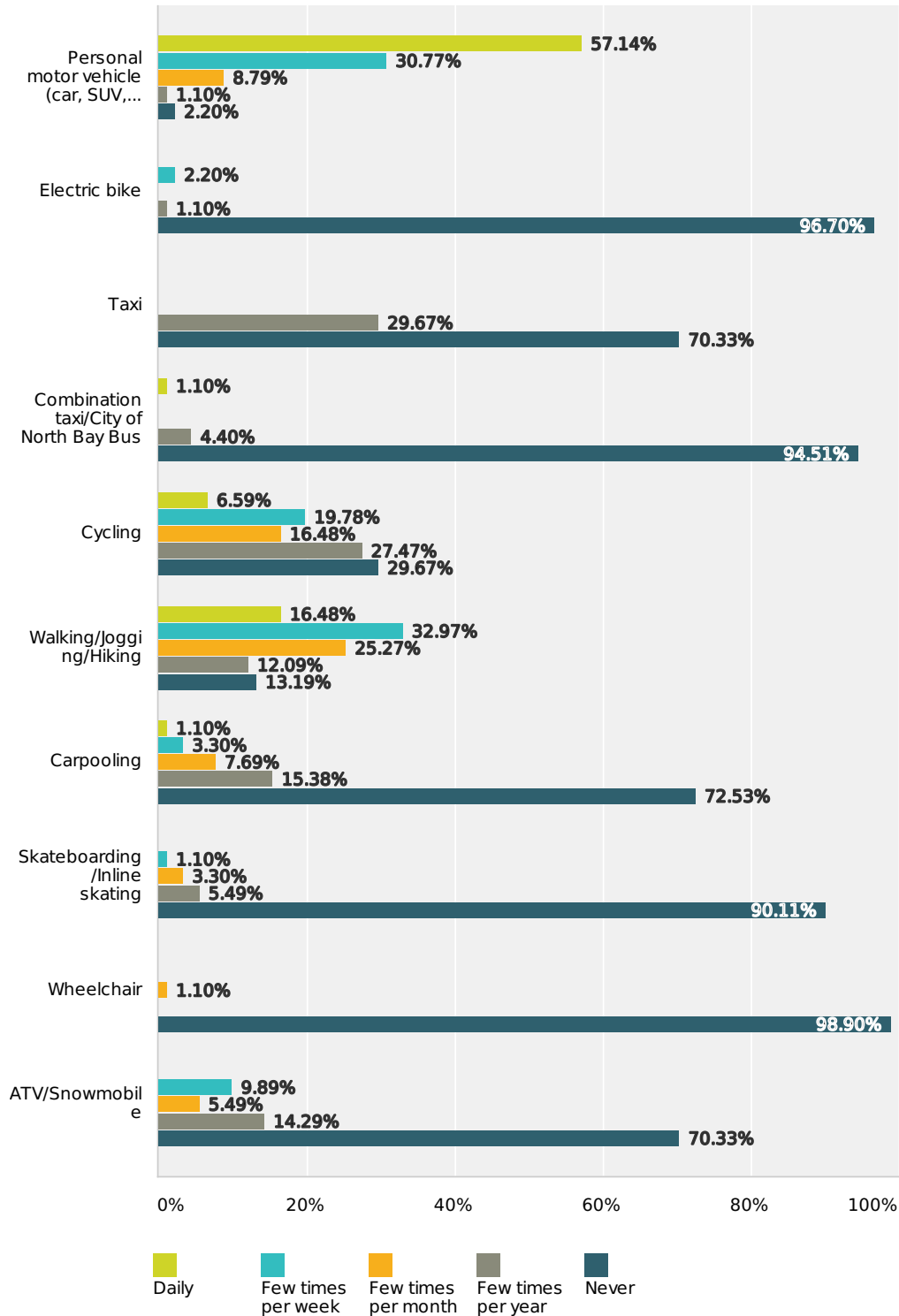
Answered: 91 Skipped: 0



Answer Choices	Responses	
Yes	2.20%	2
No	2.20%	2
Don't know	0%	0
Not Applicable	95.60%	87
Total		91

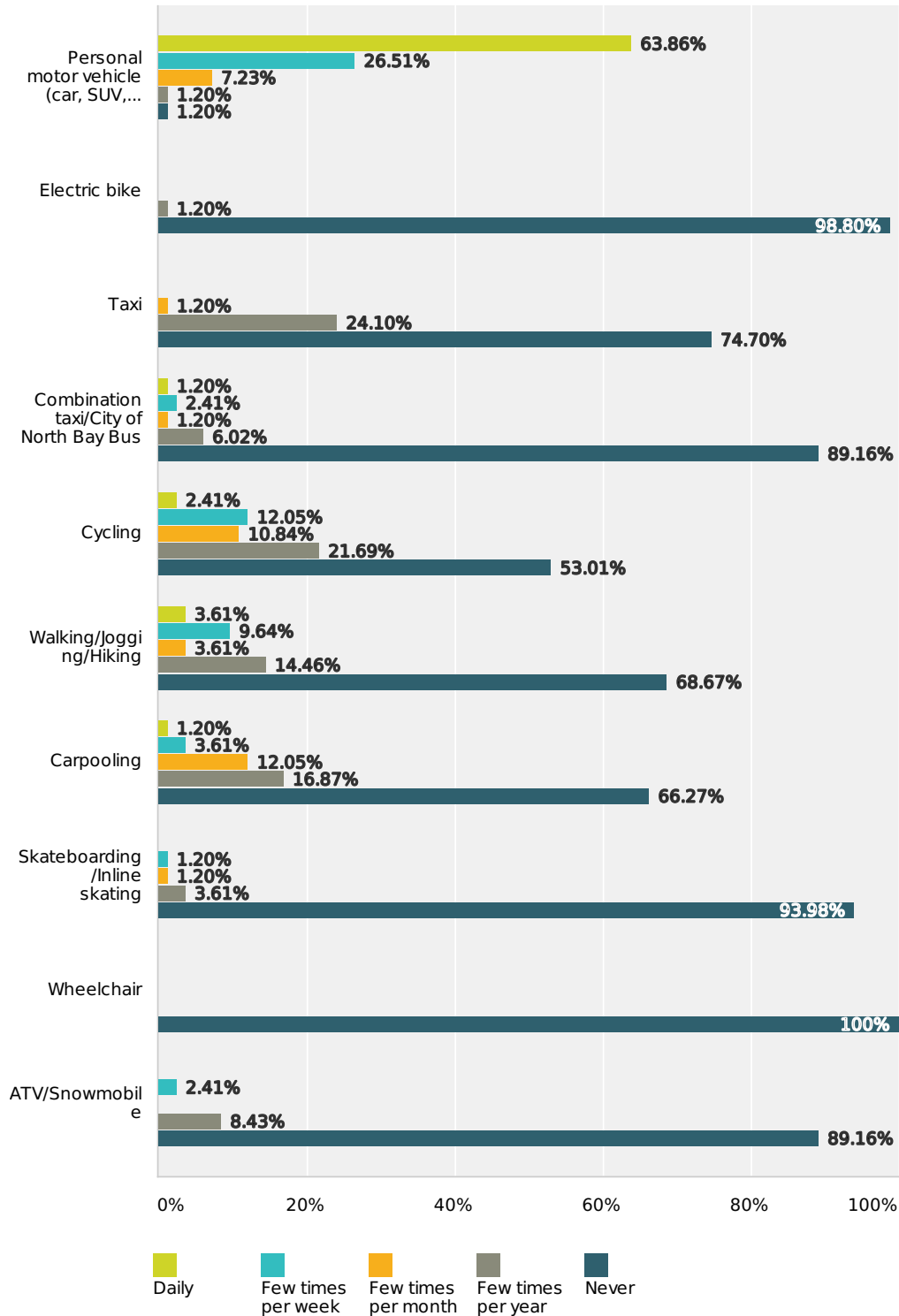
Q5 How often do you use the following modes of transportation as a form of travel to and from destinations within the municipality?

Answered: 91 Skipped: 0



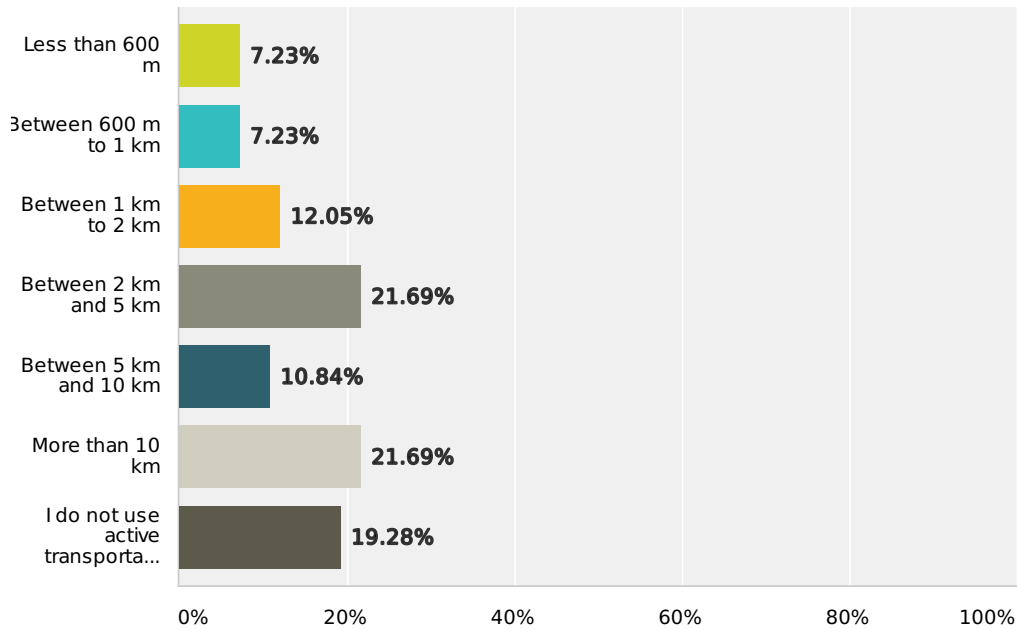
Q6 How often do you use the following modes of transportation as a form of travel to and from destinations outside of the municipality (i.e. North Bay)?

Answered: 83 Skipped: 8



Q7 If you use active transportation as a form of travel to a specific destination, how far is your length of travel (one way)?

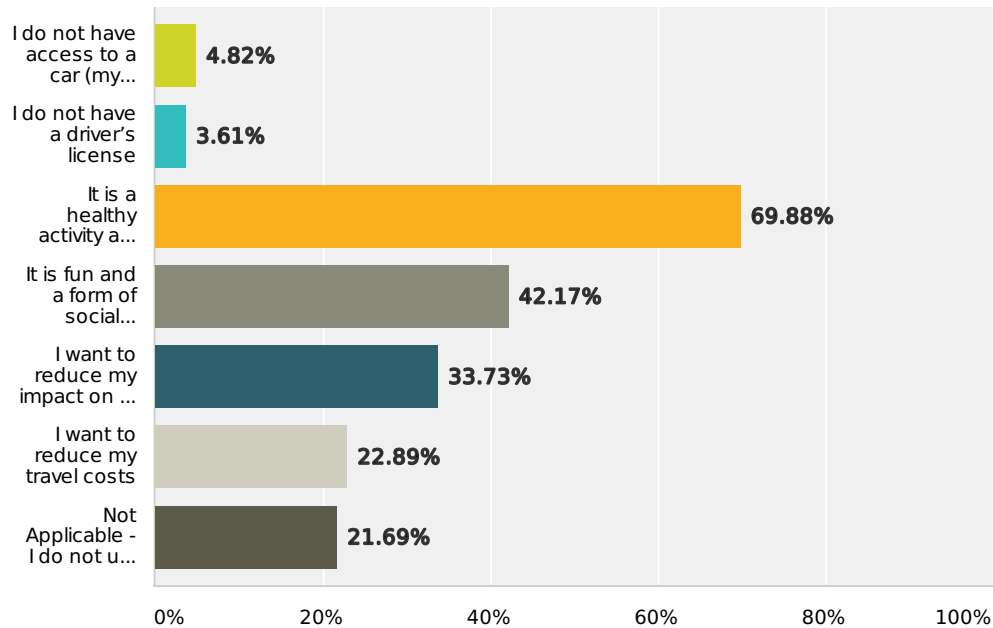
Answered: 83 Skipped: 8



Answer Choices	Responses	
Less than 600 m	7.23%	6
Between 600 m to 1 km	7.23%	6
Between 1 km to 2 km	12.05%	10
Between 2 km and 5 km	21.69%	18
Between 5 km and 10 km	10.84%	9
More than 10 km	21.69%	18
I do not use active transportation as a form of travel	19.28%	16
Total		83

Q8 If you use active transportation as a form of travel to a specific destination, what is your reason (check all that apply)?

Answered: 83 Skipped: 8

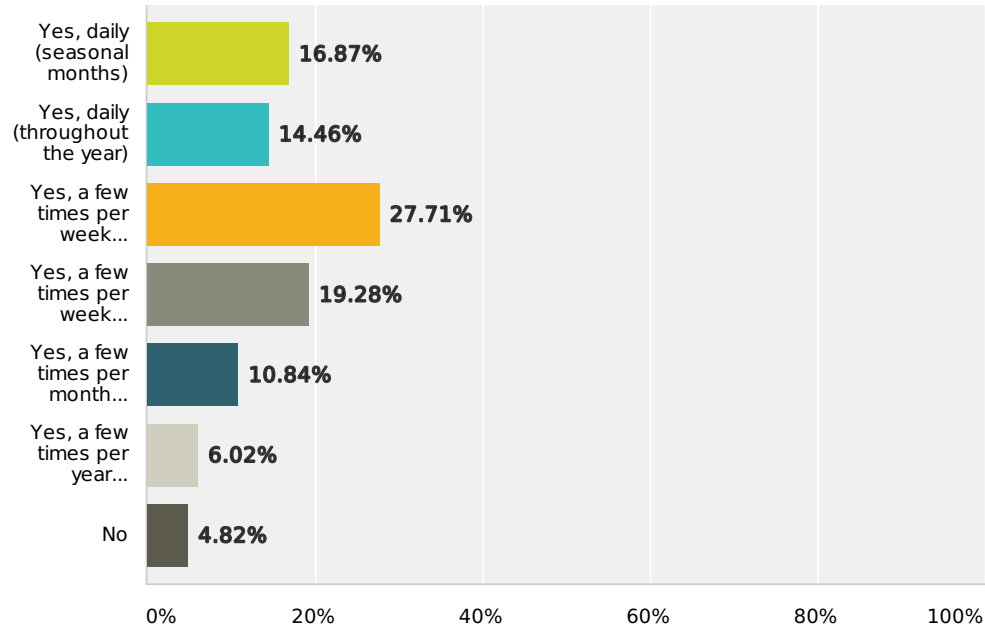


Answer Choices	Responses	
I do not have access to a car (my choice to use active transportation is out of necessity)	4.82%	4
I do not have a driver's license	3.61%	3
It is a healthy activity and keeps me active	69.88%	58
It is fun and a form of social activity	42.17%	35
I want to reduce my impact on the environment	33.73%	28
I want to reduce my travel costs	22.89%	19
Not Applicable - I do not use active transportation	21.69%	18

Total Respondents: 83

Q9 Do you use active transportation (i.e. walk, hike, in-line skate, jog or cycle) as a recreational activity?

Answered: 83 Skipped: 8



Answer Choices	Responses	
Yes, daily (seasonal months)	16.87%	14
Yes, daily (throughout the year)	14.46%	12
Yes, a few times per week (seasonal months)	27.71%	23
Yes, a few times per week (throughout the year)	19.28%	16
Yes, a few times per month (seasonal)	10.84%	9
Yes, a few times per year (seasonal)	6.02%	5
No	4.82%	4
Total	83	

Q10 Would you use active transportation (i.e. walk, hike, in-line skate, jog or cycle) as a form of travel to get around Callander (check all that apply)?

Answered: 83 Skipped: 8

Answer Choices	Responses	
Yes, for utilitarian purposes (form of travel to get to a specific destination)	55.42%	46
Yes, for recreational purposes	80.72%	67
No - Health or age barriers	2.41%	2
No - Destinations too far	12.05%	10
No - Not enough sidewalks	10.84%	9
No - Disconnected sidewalks and trails	15.66%	13
No - Inadequate shoulders	19.28%	16
No - No pedestrian crossings	3.61%	3
No - Physical challengers and difficult terrain	2.41%	2
No - Unsafe crossing and walking/cycling environment	10.84%	9
No - Concerns regarding crime and/or security	0%	0
No - Poor weather conditions, including winter weather	16.87%	14
No - Travel time	3.61%	3
No - Wildlife concerns	0%	0
No - Practicality	3.61%	3
No - No dedicated cycling facilities	12.05%	10
Total Respondents: 83		

"Although I continue to walk/cycle I would prefer safer passages throughout the urban area of town. (dedicated lane). There is a need for bicycle stands to provide safe storage when visiting local stores/restaurants."

"Cranberry Lane is very difficult to negotiate by bike sometimes because it is gravel. It would be great to have it paved to connect Kate Pace Way with Fairway Drive, enabling easy access to downtown Callander from North Bay."

Disability. Pity the detailed questioning in THIS survey wasn't available when 'the Callander bus service trial' was being discussed and a vehicle with NO disability access was used for the trial.....with NO link to the North Bay bus service. Glad to see the existence of those with disabilities acknowledged. Thanks!

Disabled

Dogs that are left loose in yards. Have had experiences where I have tried to walk by a house not knowing their dog was loose and it coming out and charging me. If dogs are aggressive they should be tied up.

I am a student living in North Bay and working in Callander. Without public transportation, it is very difficult to find a way to get into town. When I babysit or shop around however, I choose to walk. I have heard from many Callander residents who do not own a vehicle that they find it very inconvenient to have no bus come into town. A shuttle service to the Clarion could be very beneficial, especially for those who suffer from chronic illnesses and cannot get a vehicle.

I don't live in Callander

I would bike a lot more around Callander if there were bike racks in various places in the town center.

I would like Callander to have better walking and biking options for my family.

I would love if there were bicycles available to rent rather than having to purchase one outright for me to use; it might also increase the odds of people who would like to experience cycling but don't have the income to support purchasing a bike if they are unsure of whether they would enjoy it or not....

I'd do bike as do my children, for the reasons noted however - 654 is dangerous and inadequate shoulder and I will not let them bike to school because of it

Improved street lighting needed in high use areas.

More bike friendly lanes would be great!

Road to Cranberry marsh/Kate Pace Way trail would be wonderful if paved

Should be NO PARKING on one side of street for walkers

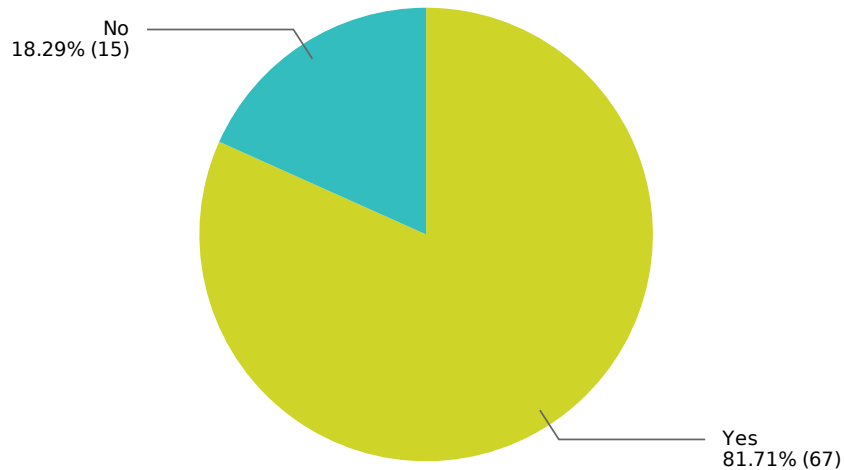
Wasi Road (Hwy 654 West) does not have a bike lane, so when I use it to get to Callander, I am quite nervous, so often load my bike on my car and drive to Mountain drive to start my rides. If there was a bike lane, I could comfortably start from my house on the bike.

We are in need of sidewalks to make walking to school safe for my children at St. Theresa School on Main Street.

We live right on highway 654 so it is too dangerous, especially with children, to bike along 654 without a bike path or paved shoulder. I indicated "yes" for first 2 responses because I "would" definitely use active transportation if we had bike paths/paved shoulders on hwy.

Q11 Should the municipality make improvements in community infrastructure, roads, and land uses to enable people to use active transportation?

Answered: 82 Skipped: 9



Answer Choices	Responses	
Yes	81.71%	67
No	18.29%	15
Total		82

Bus service to North Bay

Bus to & from North Bay

Designated trail that is well lit

I believe the concentration should be on improving existing roads and sidewalks.

I believe urban Callander is OK now.

I think other things are more important i.e., water/lagoon

It is a good way to help "encourage" people to go green re transportation rather than 1 person 1 vehicle.

It is up to the individual to make use of what is available.

Maintaining what we have is fine

More cycling lanes and sidewalks.

More marked bike lanes in the center of town

Municipality and MTO - as part of our system is on provincial highway. In town usable linkages between existing trails, schools and RESIDENTIAL DEVELOPMENT would be of value

Pave Cranberry Road to the bike path. Develop hiking trails

Paved bike paths connecting Callander to Kate Paceway. - Sidewalks on King St. - Proper (safe) crossing at Main & Lansdowne.

Paving shoulders for cycling

Safer connection between south shore and town.

Sidewalks to St. Theresa School on Main Street. As well as crossing guards. Sidewalks would also be beneficial on Swale Street leading to the community center.

Sidewalks on King & Lansdowne

Somewhere to keep a bike, and lock it up so that I can use downtown facilities & businesses. If a new facility is built in town, it should have a bike stand where bikes can be left safely.

The Bike lane on Main St. is great. More of these would be very beneficial.

Too expensive

Try & connect passage ways.

Wider roads. Hwy 654 is a death trap for cyclists. Feels like drivers are TRYING to hit me. Hwy 94 is really great!

Q12 Are there specific “hotspots” in the community where improvements or conditions can be improved to support active transportation?

Answered: 39 Skipped: 52

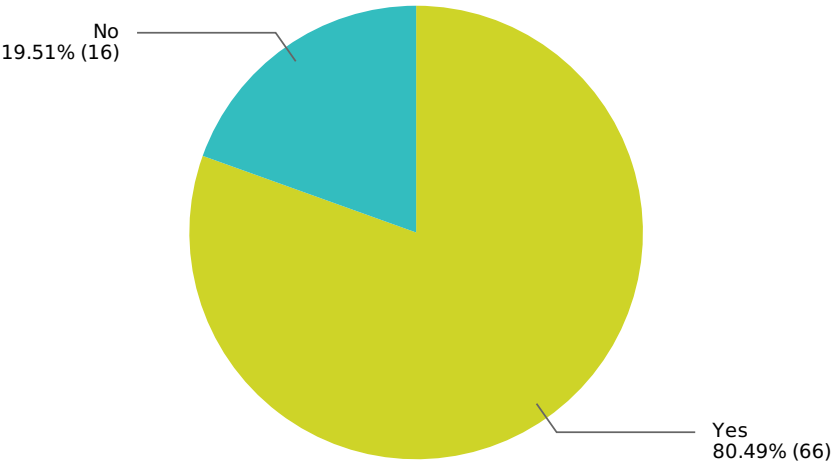
#	Responses	Date
1	the gravel section that connects the bike path to Callander	2/5/2013 7:10 PM
2	Road paved to meet the Kate Pace Way	2/5/2013 6:15 PM
3	Cranberry Lane needs to be paved. Widening of the road leading up the hill past the lookout, with dedicated cycle lane Paved shoulders along Hwy 654	2/5/2013 6:08 PM
4	Pave from the end of the kate pace to Fairway drive	2/5/2013 4:29 PM
5	Hwy 654. See above. Also, paving Cranberry rd. to the Kate Pace Way would be great.	2/5/2013 12:25 PM
6	Paved shoulders on Hwy. 654 to encourage cyclists from rural parts - provided by MTO.	2/5/2013 11:51 AM
7	Safe cycle shoulder on highway 654.	2/5/2013 11:48 AM
8	- Sidewalks on Lansdowne are terrible. - Lack of Sidewalks - Main Intersection - No Lights, Crosswalk, Crossing Guard	2/4/2013 1:13 PM
9	Puddles of water on sidewalks along Lanesdowne. No sidewalks on King.	2/4/2013 1:01 PM
10	Sidewalks on King Street; 2 hills make it very unsafe for children walking to- and from- school	2/4/2013 12:53 PM
11	Landsdowne Avenue, Main Street to the highway should have bike lanes and side walks to the dock.	2/4/2013 12:42 PM
12	Main St. & Landsdowne King St Paved access linking Kate Paceway	2/4/2013 12:36 PM
13	throughout the village and downtown core	2/4/2013 10:09 AM
14	most or all side street except main st	2/4/2013 8:44 AM
15	downtown corridor	2/4/2013 7:27 AM
16	Hwy 654 All Trail connections (municipal, provincial, federal) Waterfront	2/4/2013 7:25 AM
17	Along Main Street; should be a specific lane for bicycles	2/3/2013 12:56 PM
18	Osprey subdivision. Connection to North Bay.	1/31/2013 6:26 PM
19	Main Street should have dedicated cycle/active transportation lanes BOTH directions to link with Kate Pace Way through Osprey.	1/31/2013 5:47 AM
20	Improved cross walk from Main Street to community centre and skate park.	1/30/2013 5:05 PM
21	Wasi road-would be a great road but traffic is quite fast...perhaps a dedicated bike trail similar to kate paceway just off the road way?	1/30/2013 12:10 PM
22	downtown	1/30/2013 11:08 AM
23	ABSOLUTELY. There needs to be a bike path or paved shoulder along Highway 654 from South Shore Community Centre to Wasi Corners. South Shore is not being used as it should because there is no way to safely arrive there by foot or bike. Also, highway 94 needs a bike path/paved shoulder from Wasi Corners to Osprey--linking safely to the Kate Paceway so cyclist can use active transportation to get to North Bay.	1/30/2013 7:11 AM
24	Mainstreet going to the school	1/29/2013 3:24 PM
25	Cranberry Drive could be paved which would connect Callander to the Kate Paceway via in-line skating also	1/29/2013 11:59 AM
26	Sidewalk on Swale Street - access to community centre	1/29/2013 4:05 AM
27	Main Street, Pinewood Drive, Swale St and King St	1/28/2013 7:03 PM
28	Highway 654 West & Highway 94 (bike routes would enable active transportation and reduce vehicle usage)	1/28/2013 6:49 PM
29	Hwy. 654	1/28/2013 3:30 PM
30	Main St & Lansdowne - congested. Entrances north/south/east are dangerous due to vehicles travelling fast and turning onto town streets. Promote walking/cycling activities.	1/28/2013 2:06 PM
31	HWY 654, Kate paceway linkages to schools and downtown callander Hwy 654 into callander	1/28/2013 1:20 PM
32	Osprey Links Subdivision now has MANY Children	1/28/2013 11:05 AM
33	Mountain Road, more walking trails	1/27/2013 10:31 AM

Municipality of Callander Active Transportation Survey

#	Responses	Date
34	Cranberry Road is an obvious one, needs to be paved - no connect to Kate Pace Way for rollerbladers and no signage to indicate how to continue transportation to Cranberry Trail or into Callender	1/26/2013 3:33 PM
35	Main town core - bike lanes and bike racks.	1/25/2013 7:44 AM
36	Laneway along Wasi road	1/24/2013 6:11 PM
37	Paving Cranberry road up to the bike path entrance would be very beneficial. I use this daily (Seasonal) on a bike. Also a paved shoulder on Wasi road.	1/24/2013 2:19 PM
38	Gov. Dock area,	1/23/2013 12:29 PM
39	Wasi Road	1/23/2013 10:22 AM

Q13 Should the municipality provide more opportunities for people to participate in outdoor recreation activities, such as walking, hiking, skating, and skiing?

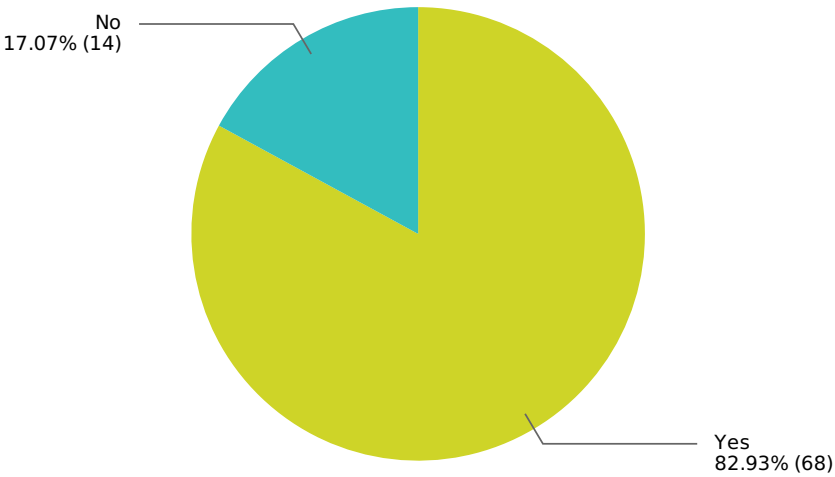
Answered: 82 Skipped: 9



Answer Choices	Responses	
Yes	80.49%	66
No	19.51%	16
Total		82

Q14 Are you a current resident of Callander?

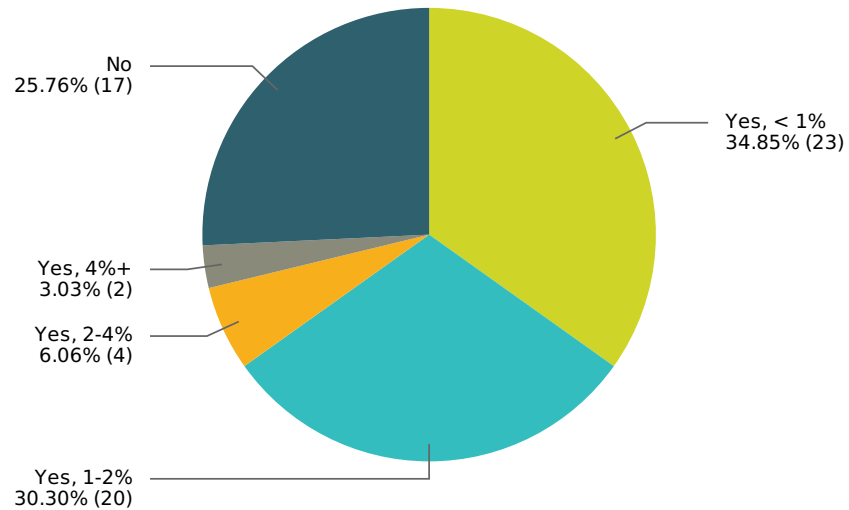
Answered: 82 Skipped: 9



Answer Choices	Responses	
Yes	82.93%	68
No	17.07%	14
Total		82

Q15 Would you be willing to accept an increase in municipal taxes in order for the municipality to provide such infrastructure and services?

Answered: 66 Skipped: 25



Answer Choices	Responses	
Yes, < 1%	34.85%	23
Yes, 1-2%	30.30%	20
Yes, 2-4%	6.06%	4
Yes, 4%+	3.03%	2
No	25.76%	17
Total		66

Q16 Are there infrastructure improvements that would encourage you to drive less and use active transportation more often?

Answered: 37 Skipped: 54

#	Responses	Date
1	Dedicated bike lanes	2/5/2013 6:10 PM
2	Safety is the #1 reason I use my car instead of my bike. Some routes are just not worth the risk on a bike.	2/5/2013 12:28 PM
3	Mainly paved boulevards	2/5/2013 12:21 PM
4	No, I live in rural Callander. I walk & hike on my own property, and on rural roads & TransCanada Trail. Occasionally I drive to Cranberry Trail & hike to the Lake. In summer, I sometimes walk around urban Callander.	2/5/2013 11:53 AM
5	No	2/5/2013 11:49 AM
6	No	2/5/2013 5:20 AM
7	Yes	2/4/2013 1:20 PM
8	Bus to North Bay	2/4/2013 1:18 PM
9	Walking trail through Callander.	2/4/2013 12:43 PM
10	n/a rural resident	2/4/2013 7:28 AM
11	Dedicated Bike Paths and Trails Improvements/Connections	2/4/2013 7:26 AM
12	Better connection to North Bay.	1/31/2013 6:28 PM
13	Pave the section of unpaved roadway linking Osprey to Kate Pace Way.	1/31/2013 5:53 AM
14	Dedicated trails	1/30/2013 5:06 PM
15	safety-bike lanes or sidewalks available that aren't on the main roads....	1/30/2013 12:14 PM
16	No	1/30/2013 11:18 AM
17	bus service to North Bay	1/30/2013 11:12 AM
18	Absolutely--paved shoulder/bike path along highway 654 from South Shore community centre to wasi corners, as well as along highway 94 from wasi corners to osprey--linking safely to kate paceway.	1/30/2013 7:17 AM
19	no	1/29/2013 5:03 PM
20	cycling lanes	1/29/2013 3:27 PM
21	Walking/bike trail to Wasi Corner	1/29/2013 4:08 AM
22	Having well lit trails/sidewalks. Designated bike lanes on the highway	1/28/2013 7:04 PM
23	Yes - bike routes on Highways 654 West and 94	1/28/2013 6:52 PM
24	Bike paths	1/28/2013 3:30 PM
25	Consider parking areas rather than street parking. Difficult to maneuver around parked vehicles whether walking/cycling.	1/28/2013 2:11 PM
26	improvements hwy 654 and trail linkages from 654 into Callander downtown and on to Kate Paceway	1/28/2013 1:29 PM
27	No, live outside of village	1/28/2013 12:29 PM
28	More walking trails.	1/28/2013 11:06 AM
29	Transportation to northbay, like a bus system, carpooling	1/27/2013 10:32 AM
30	Pave Cranberry Road to Bike Path	1/26/2013 3:38 PM
31	I am very satisfied with things the way they are, and I have no suggestions.	1/25/2013 10:18 AM
32	Bike lanes and bike racks.	1/25/2013 7:46 AM
33	Laneway along Wasi Road	1/24/2013 6:14 PM
34	No. I do it anyway. Better infrastructure would make it safer	1/24/2013 2:20 PM
35	Paved shoulders on highway 654.	1/23/2013 3:48 PM

Municipality of Callander Active Transportation Survey

#	Responses	Date
36	Dedicated bike paths.	1/23/2013 2:16 PM
37	We live in the country so it is really difficult to use active transportation for more than recreation or fitness.	1/23/2013 10:24 AM

Q17 What programs or incentives would encourage you to drive less and use active transportation more often?

Answered: 33 Skipped: 58

#	Responses	Date
1	See above.	2/5/2013 12:28 PM
2	Paved boulevards	2/5/2013 12:21 PM
3	I am already active. There are no programs or incentives that would change my habits.	2/5/2013 11:53 AM
4	None	2/5/2013 11:49 AM
5	None that I can think of.	2/5/2013 5:20 AM
6	Not really.	2/4/2013 1:20 PM
7	Bicycle paths Good sidewalks	2/4/2013 1:18 PM
8	Bus to North Bay	2/4/2013 1:14 PM
9	Better bus service to North Bay	2/4/2013 1:02 PM
10	Better sidewalks	2/4/2013 12:56 PM
11	Fix up the roads	2/4/2013 12:43 PM
12	Plowing a portion of KatePace way in the winter	2/4/2013 8:06 AM
13	n/a rural resident	2/4/2013 7:28 AM
14	More places to lock my bike up.	2/3/2013 12:57 PM
15	Walking groups, bike club.	1/31/2013 6:28 PM
16	Price of gas!	1/31/2013 5:53 AM
17	Group programs, cost efficient ones (\$10 for a zumba or fitness class once per week is very costly...maybe a discount for the more classes you register for would entice people to sign up for longer periods of time, increase physical activity and engagement in local activities?)	1/30/2013 12:14 PM
18	I'm within walking distance of everywhere I want to go to	1/30/2013 11:18 AM
19	walking trail through downtown	1/30/2013 11:12 AM
20	bike paths and paved shoulders. I don't need incentives to be active--just the opportunity to do it safely.	1/30/2013 7:17 AM
21	not sure what you are asking here?	1/29/2013 3:27 PM
22	Access to safe active transportation routes	1/28/2013 6:52 PM
23	Prohibit in-line skating/skate boarding on streets.	1/28/2013 2:11 PM
24	facilities for bikes in town, better linkages no specific programs - unless you get a tax deduction or points X/Y for utilizing active transportation rather than a car -	1/28/2013 1:29 PM
25	Relocation of residence	1/28/2013 12:29 PM
26	Walking groups, Sidewalks	1/28/2013 11:06 AM
27	more trails	1/27/2013 10:32 AM
28	A walking program?	1/26/2013 3:38 PM
29	Don't need incentives as much as facilitation.	1/25/2013 7:46 AM
30	Laneway along Wasi Road so it felt safer.	1/24/2013 6:14 PM
31	I already use active trans as much as possible	1/24/2013 2:20 PM
32	Better monitor of traffic speed on pinecreek road.	1/23/2013 3:48 PM
33	These programs would only be feasible if we moved closer to the town.	1/23/2013 10:24 AM

Q18 What opportunities would you like to see to help people live active and healthy lives?

Answered: 29 Skipped: 62

#	Responses	Date
1	More organised fun active days	2/5/2013 4:29 PM
2	Bike racks	2/5/2013 12:21 PM
3	Opportunities are already present. It is up to the individual to access these and develop their own opportunities/activities.	2/5/2013 11:53 AM
4	It is up to the individual, not the responsibility of the municipality.	2/5/2013 11:49 AM
5	There are lots of places to walk in Callander now if a person wants to walk them. If they cannot get off their butts to go outside and walk, why waste the taxpayers money to build things the people will not use.	2/5/2013 5:20 AM
6	More access (easy)	2/4/2013 1:38 PM
7		2/4/2013 1:20 PM
8	A "multi retirement" home	2/4/2013 1:18 PM
9	Improve existing sidewalks - Sidewalks placed in high traffic (pedestrian) areas	2/4/2013 1:14 PM
10		2/4/2013 1:11 PM
11		2/4/2013 1:09 PM
12		2/4/2013 1:02 PM
13	More programming, exercise classes, tennis, etc.	2/4/2013 12:56 PM
14	Fix up the dock and along the shoreline	2/4/2013 12:43 PM
15		2/4/2013 12:37 PM
16		2/4/2013 12:31 PM
17	Promotion of healthy and environmentally friendly living Outdoor recreational activities	2/4/2013 7:26 AM
18	Encourage people to do outdoor activities.	1/31/2013 6:28 PM
19	classes offered on a weekend? weeknights are challenging if someone works FT outside of callander..	1/30/2013 12:14 PM
20	More physical activity programs for teens and the elderly. Community talks on diet/nutrition/healthy living etc by qualified professionals. Cooking from scratch seminars. Community gardens made available to the public. Bike rentals in the summer for residents and tourists	1/30/2013 11:18 AM
21	designation of trails and paths	1/30/2013 11:12 AM
22	Drop-in programs for families/children. Bike paths/paved shoulders to teach children by example that being active is good for their own health and the planet's health. Playground and tennis court at south shore community centre.	1/30/2013 7:17 AM
23	We provide plenty	1/29/2013 5:03 PM
24	not sure what you are asking here? examples need to be made or worded differently	1/29/2013 3:27 PM
25	More access to safe active transportation routes	1/28/2013 6:52 PM
26	Offer programs to encourage citizens to become active & enjoy social outings. Ensure clean neighbourhoods - debris. Remove noxious weeds from sidewalks/boulevards. Maintain trails - safety.	1/28/2013 2:11 PM
27	Walking program	1/28/2013 12:29 PM
28	Activities for our long winters -	1/26/2013 3:38 PM
29	In the town of Callander it is very active friendly, and once there you can go all the way to downtown North Bay without going on many roads other than Birch's road.	1/24/2013 6:14 PM

Q19 Are there specific destinations in Callander that you would like to be able to walk or cycle to (i.e.downtown, waterfront, shops, parks)?

Answered: 37 Skipped: 54

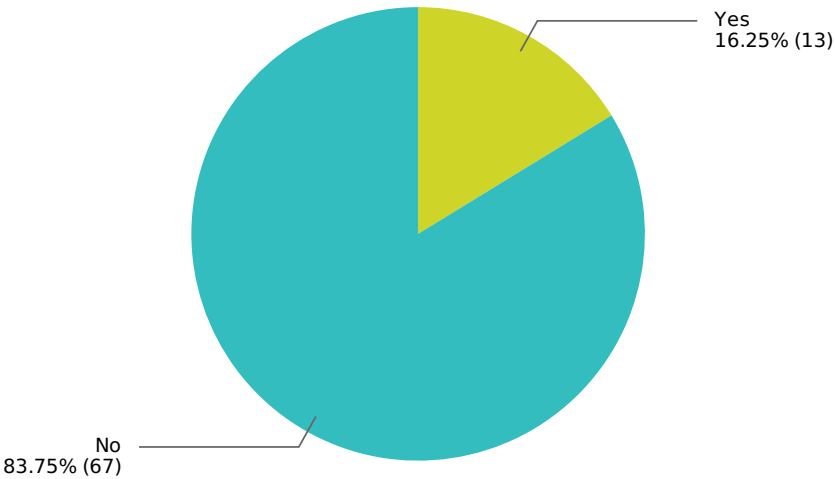
#	Responses	Date
1	Osprey Links G.C. Downtown North Bay Yacht Club	2/5/2013 6:10 PM
2	The dock	2/5/2013 12:21 PM
3	I can already walk to all of these places in urban Callander (downtown, waterfront, shops, parks).	2/5/2013 11:53 AM
4	No	2/5/2013 11:49 AM
5	I walk downtown now and the waterfront extends in front of our house so there are not specific destinations that I can think of , except for traveling the 7 miles to North Bay.	2/5/2013 5:20 AM
6	Downtown, waterfront	2/4/2013 1:20 PM
7	- Downtown - Waterfront	2/4/2013 1:18 PM
8	Downtown, Waterfront, Parks	2/4/2013 1:14 PM
9	Downtown, schools, waterfront	2/4/2013 12:56 PM
10	Lookout to have a picnic and view Callander	2/4/2013 12:43 PM
11	all above	2/4/2013 7:30 AM
12	n/a rural resident	2/4/2013 7:28 AM
13	To Work	2/4/2013 7:26 AM
14	All of the above would be good.	1/31/2013 6:28 PM
15	Extend the dedicated "Kate Pace Way" (maybe named after a Callander Olympic entrant), to other communities within our area.	1/31/2013 5:53 AM
16	Downtown	1/30/2013 5:06 PM
17	downtown, waterfront, unsure of other interesting locations that would be worth checking out as I have only resided in Callander for 2 years and am still discovering....	1/30/2013 12:14 PM
18	No	1/30/2013 11:18 AM
19	parks	1/30/2013 11:12 AM
20	Downtown/grocery store Doctor's office/post office Park Beach Osprey golf course Community centre/tennis courts	1/30/2013 7:17 AM
21	you could pave the road all the way to the cranberry trail.	1/29/2013 3:27 PM
22	Library, Centennial Park	1/29/2013 4:08 AM
23	Downtown, Centennial Park, Community Centre, MT Davidson	1/28/2013 7:04 PM
24	Yes - all of the above including beach, library, post office, doctors offices, grocery store, La Piazza and Wassi Corners store and especially link to North Bay (Kate Pace Way)	1/28/2013 6:52 PM
25	waterfront, downtown	1/28/2013 4:54 PM
26	Post Office	1/28/2013 3:30 PM
27	waterfront areas; downtown; trails.	1/28/2013 2:11 PM
28	I live n rural callander as a desination i would like to be able to bike to downtown and the wterfront and on to the Kate Pace Way and into north bay. as for walking an 'urban' connectin of trails to the schools ;parks, recreation center and tennis court and open spaces as well as connections again to crnberry trail and the kate pace way.	1/28/2013 1:29 PM
29	No	1/28/2013 12:29 PM
30	Downtown to shops and parks	1/28/2013 11:06 AM
31	waterfront area - THE DOCK! Needs Repairing!	1/28/2013 10:53 AM
32	bush area, waterfront	1/27/2013 10:32 AM

Municipality of Callander Active Transportation Survey

#	Responses	Date
33	Post office, Foodland, municipal offices, Callander Plaza, RBC area, library, museum	1/25/2013 7:46 AM
34	All are accessible quite safely once off Wasi Road.	1/24/2013 6:14 PM
35	paved road to bike path	1/24/2013 2:20 PM
36	Downtown from south shore.	1/23/2013 3:48 PM
37	All of the above	1/23/2013 2:16 PM

Q20 Do you have children attending an elementary school in Callander?

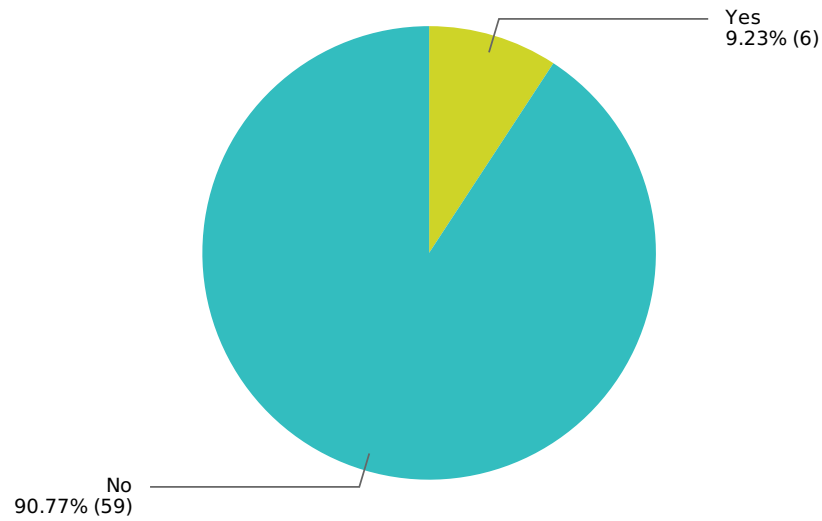
Answered: 80 Skipped: 11



Answer Choices	Responses	
Yes	16.25%	13
No	83.75%	67
Total		80

Q21 Do you have teens attending high school?

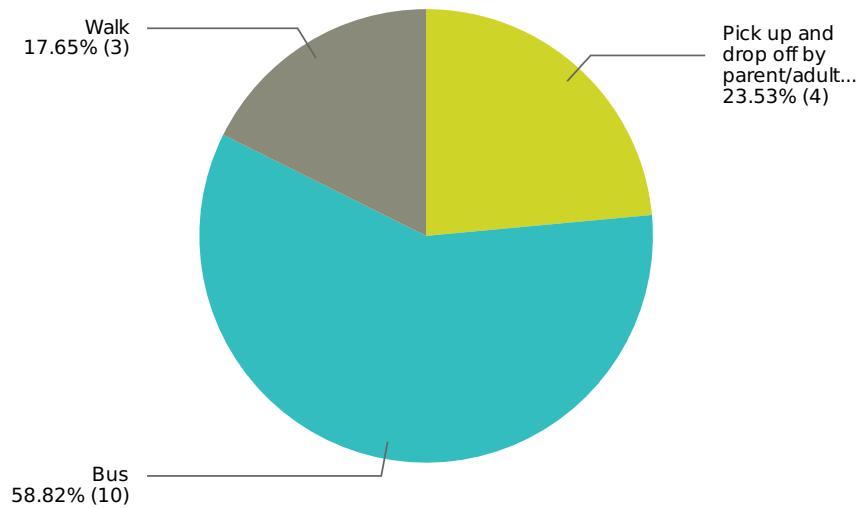
Answered: 65 Skipped: 26



Answer Choices	Responses	
Yes	9.23%	6
No	90.77%	59
Total		65

Q22 How do your children usually get to school?

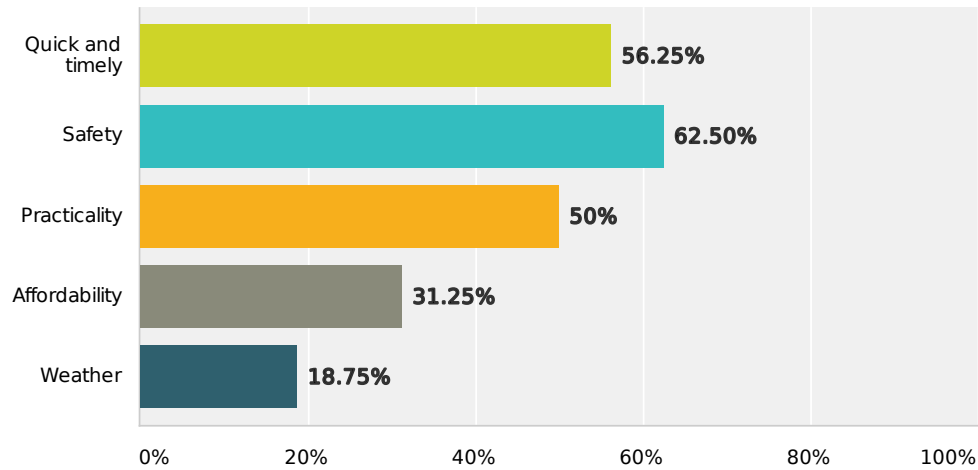
Answered: 17 Skipped: 74



Answer Choices	Responses	
Pick up and drop off by parent/adult (including carpool)	23.53%	4
Bus	58.82%	10
Drive him/herself (high school students)	0%	0
Walk	17.65%	3
Cycle	0%	0
Skateboard/In-line skate	0%	0
Total		17

Q23 What is the reason for choosing this mode of transportation to get to school (check all that apply)

Answered: 16 Skipped: 75



Answer Choices	Responses	
Quick and timely	56.25%	9
Safety	62.50%	10
Practicality	50%	8
Affordability	31.25%	5
Weather	18.75%	3
Total Respondents: 16		

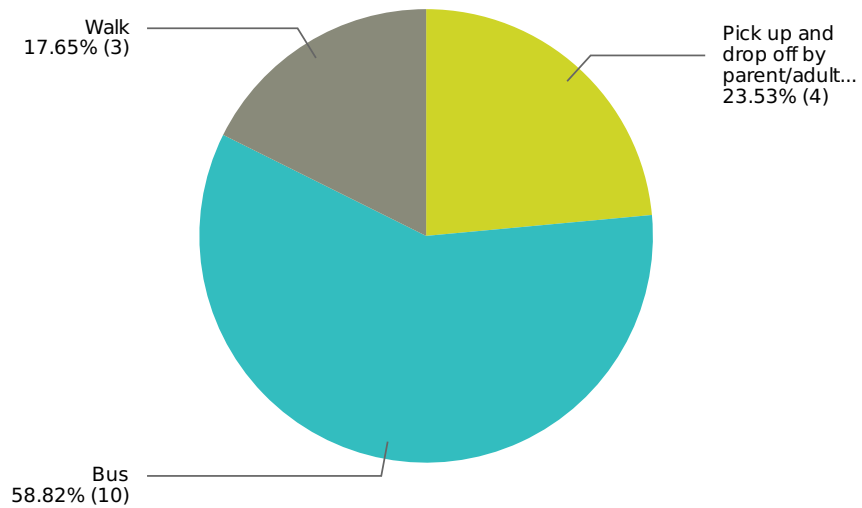
Both parent work and bus is safest as hwy 654 and into Callander are not 'safe' for kids to ride in on

Not eligible for bus.

Young children

Q24 How do your children usually get home from school?

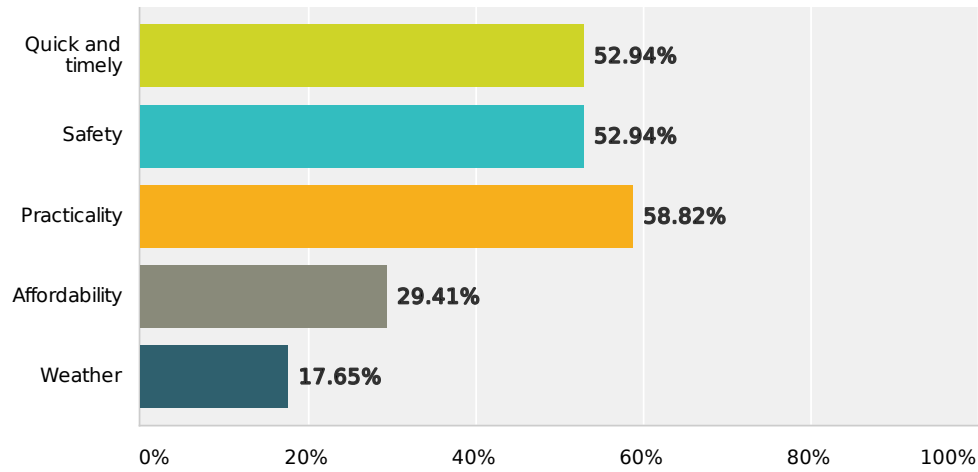
Answered: 17 Skipped: 74



Answer Choices	Responses	
Pick up and drop off by parent/adult (including carpool)	23.53%	4
Bus	58.82%	10
Drive him/herself (high school students)	0%	0
Walk	17.65%	3
Cycle	0%	0
Skateboard/In-line skate	0%	0
Total		17

Q25 What is the reason for choosing this mode of transportation to get home from school (check all that apply)

Answered: 17 Skipped: 74



Answer Choices	Responses	
Quick and timely	52.94%	9
Safety	52.94%	9
Practicality	58.82%	10
Affordability	29.41%	5
Weather	17.65%	3
Total Respondents: 17		

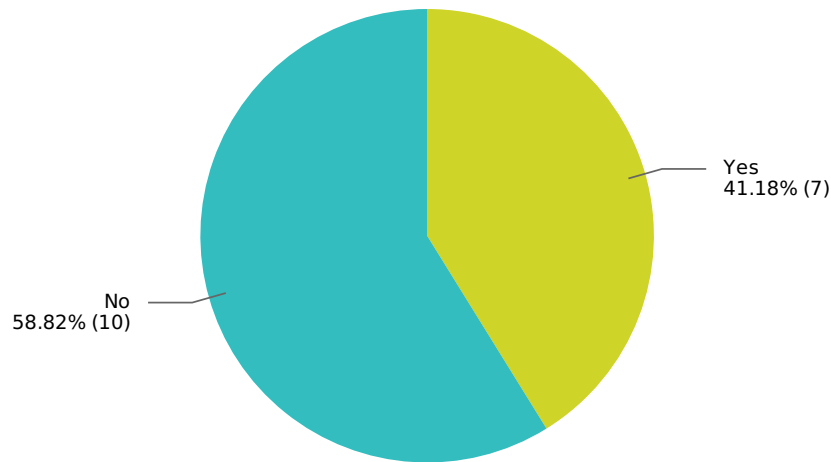
Both parent work and bus is safest as hwy 654 and into Callander are not 'safe' for kids to ride in on

Not eligible for bus.

Young children

Q26 Have your children attempted to walk or cycle to/from school since September?

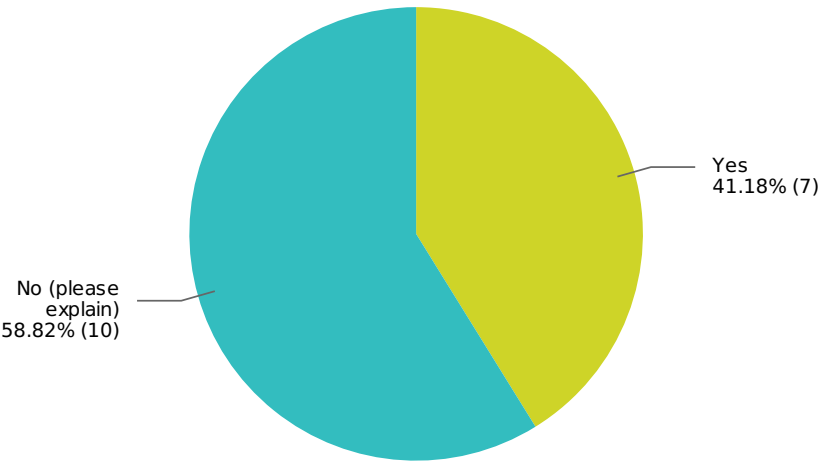
Answered: 17 Skipped: 74



Answer Choices	Responses	
Yes	41.18%	7
No	58.82%	10
Total		17

Q27 Would you encourage your children to walk or cycle to school?

Answered: 17 Skipped: 74



Answer Choices	Responses	
Yes	41.18%	7
No (please explain)	58.82%	10
Total		17

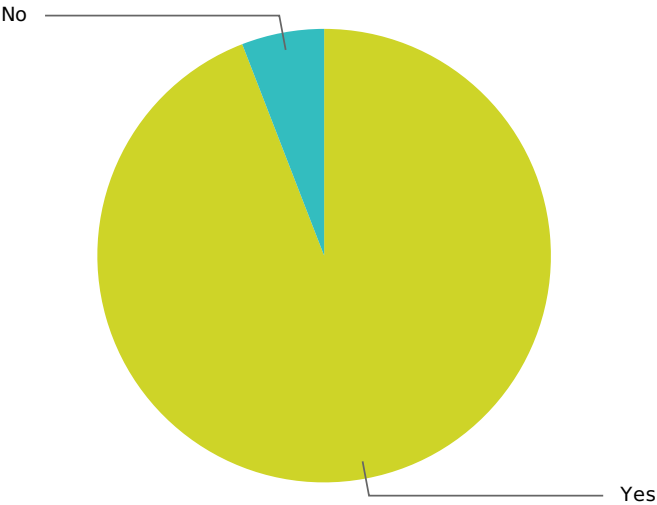
Q28 What improvements in infrastructure (i.e. sidewalks, cycling lanes, trails) or programs would support your decision to allow your child to walk or cycle to/from school?

Answered: 9 Skipped: 82

#	Responses	Date
1	would need a sidewalk	2/4/2013 3:19 PM
2	Sidewalks, proper and safe crossing at main intersections.	2/4/2013 12:39 PM
3	Side walks & crossing guard	2/4/2013 12:01 PM
4	Poor sidewalks and paths for safety.	1/31/2013 6:30 PM
5	Sidewalk between Golf Course Road and St. Theresa's on Main.	1/30/2013 5:09 PM
6	Sidewalks along Swale and King St. Crossing guards at corners.	1/28/2013 7:06 PM
7	HWY 654 with paved bike shoulders trail from 654 into callander	1/28/2013 1:32 PM
8	crossing guards downtown would be useful	1/24/2013 3:08 PM
9	paving cranberry road	1/24/2013 2:21 PM

Q29 Would you support opportunities and programs that will encourage the idea of walking or cycling to school?

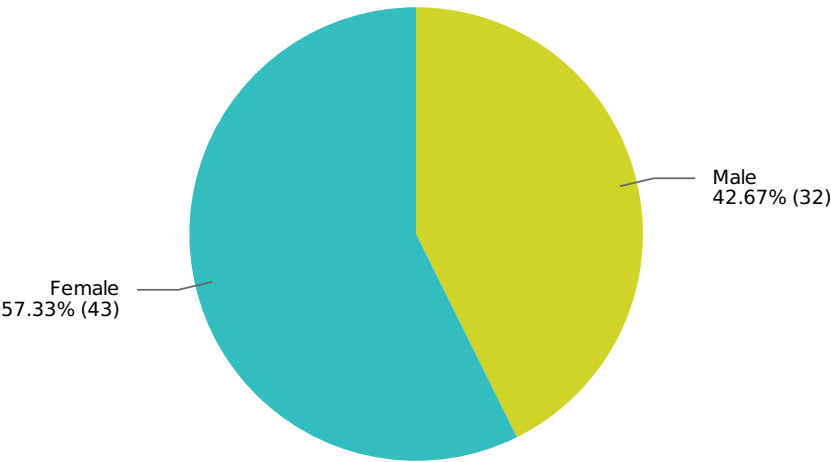
Answered: 17 Skipped: 74



Answer Choices	Responses	
Yes	94.12%	16
No	5.88%	1
Total		17

Q30 What is your gender?

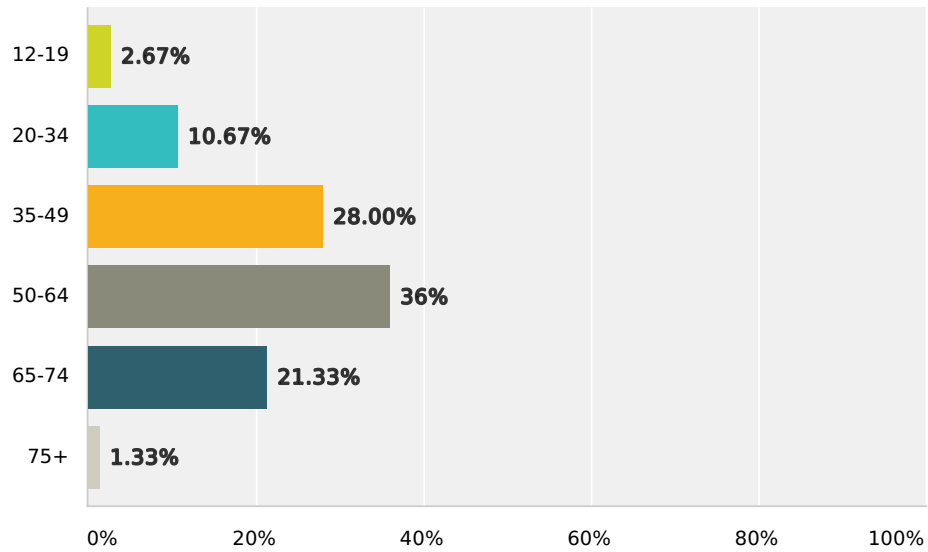
Answered: 75 Skipped: 16



Answer Choices	Responses	
Male	42.67%	32
Female	57.33%	43
Total		75

Q31 How old are you?

Answered: 75 Skipped: 16



Answer Choices	Responses	
12-19	2.67%	2
20-34	10.67%	8
35-49	28.00%	21
50-64	36%	27
65-74	21.33%	16
75+	1.33%	1
Total		75

APPENDIX B

***Examples of Active Transportation Implementation
Strategies Relevant to Rural Communities***

Examples of Active Transportation Implementation Strategies Relevant to Rural Communities

To support the development of the AT Plan, research was undertaken to identify best practices related to developing and implementing active transportation programs and strategies in rural communities. Using the 'google' search engine to enter the search terms "Active Transportation Master Plans" for review for implementation and funding strategies and the search terms "funding for active transportation plans" to further identify potential funding sources. This search found a number of resources that would be beneficial to assist the development of AT Plan for the Municipality of Callandar. Eight plans were chosen to be reviewed to identify implementation strategies and potential funding sources. **Table 1** outlines specific implementation and funding strategies.

Table 1: Summary of Implementation and Funding Strategies

Municipality/County and Type of Plan	Implementation Strategy	Funding Strategy
<p>Town of Minden</p> <p>Active Transportation Plan for Minden. The Communities in Action Committee.</p> <p>http://www.mindenhills.ca/pdfs/at_plan_minden_july08.pdf</p>	<p>Implementation</p> <ul style="list-style-type: none"> • Recommendation of an AT Committee at the County level. • Meet with BIA to identify areas for improvement. • Review and endorse criteria for ranking projects so that decisions are transparent and stakeholders understand how decisions are made. • Set targets to meet for completing measurable tasks. • Arrange an AT Plan review twice a year. • Publicize the AT Plan to highlight how citizens can get involved. • Develop partnerships with community stakeholders. 	<p>AT infrastructure is recommended to be integrated into the overall transportation budget. Allocate a percentage of the municipal transportation budget for AT (7% recommended by Canada's Go for Green organization).</p> <p>Potential funding sources identified:</p> <ul style="list-style-type: none"> • Federation of Canadian Municipalities Green Municipal Fund • Provincial Municipal Investment Initiative (revenue from the gas tax) • Upper tier regional "partnership plan" funds for transportation infrastructure • Bicycle Trade Association of Canada – provides grants for advocacy initiatives. • Transport Canada's Moving on Sustainable Transportation grants program
<p>The District of Muskoka</p> <p>Muskoka Active Transportation Strategy</p> <p>https://muskoka.civicweb.net/Documents/DocumentDisplay.aspx?ID=15</p>	<p>Implementation</p> <ul style="list-style-type: none"> • The timing of individual projects would be determined in conjunction with the Roads Needs Study and Capital Budget and Forecast. 	<ul style="list-style-type: none"> • AT infrastructure requirements are to be included in the Municipal Capital Budget and Forecast. • Muskoka successfully obtained funding (\$18,000) from the Ontario Ministry of Transportation's Transportation Demand Management Program to share in the cost of installing

Municipality/County and Type of Plan	Implementation Strategy	Funding Strategy
387	Education and Promotion <ul style="list-style-type: none"> • Signage- way-finding and <i>Share the Road</i> signage • AT promotion by economic development and tourism departments. 	‘Share the Road’ signage along all identified AT routes.
Region of Waterloo Region of Waterloo Active Transportation Plan. http://www.regionofwaterloo.ca/en/gettingAround/resources/ATMP_Draft_report.Nov.2012_reducedsz.pdf	Implementation <ul style="list-style-type: none"> • Network Action Plan: includes a <u>Capital Program Action Plan</u> to confirm that walking and cycling facilities is included in the transportation projects in the 10-year Transportation Capital Program (TCP), a <u>Gap/Infill Action Plan</u> to analysis the gaps in the network not addressed in the TCP, and the <u>Fix-it Action Plan</u> identify localized “spots’ for improvement. • Strategic Signage Action Plan: Contains guidelines for way-finding signs for the trail and cycling network, including way-finding on trails, on-street cycling facility signage, signing regional routes, regional destination signing and linkage signs. • Winter Network Action Plan: identifies a portion of the existing Walking and Cycling Network where year round maintenance should be a priority • Behavioural Shift Action Plan: Identifies actions designed to achieve long-term behaviour change, provide measurable results and encourage social norming. • Performance Monitoring Action Plan: Recommends indicators to measure progress, an expanded data collection program and reporting. 	None identified in the plan.
County of Wellington Active Transportation Plan Executive	Implementation A successful active transportation	This plan proposes a cost sharing program between the County and local municipalities to build AT

Municipality/County and Type of Plan	Implementation Strategy	Funding Strategy																								
<p>Summary, 2012</p> <p>http://www.wellington.ca/en/business/resources/FullExecutiveSummarySept4-12.pdf</p>	<p>network is one that is actively and properly used. To this end, a complete strategy to promote and facilitate walking and cycling needs to address the “Five E’s”, which include:</p> <ul style="list-style-type: none"> • Engineering: The way in which walking and cycling facilities and amenities are planned, designed, constructed and maintained; • Education: Informing and educating users of the active transportation system; • Encouragement: Promoting walking, cycling and the use of the active transportation network; • Enforcement: Ensuring that users of the active transportation network adhere to applicable rules and regulations; • Evaluation: Monitoring the success of facilities and programs and making necessary adjustments and improvements <p>Education/Promotion</p> <p>Public outreach will be an important element in the implementation of the Active Transportation Master Plan for the County of Wellington. Outreach involves:</p> <ul style="list-style-type: none"> • social marketing, • raising public awareness for pedestrian and cycling initiatives in the County and • these can be delivered through a number of initiatives such as education, encouragement and enforcement. 	<p>infrastructure.</p> <p>Chart from page 17.</p> <table border="1"> <caption>Table EX.4 Potential Cost Sharing Program for Facility Construction</caption> <thead> <tr> <th></th><th>DESCRIPTION</th><th>PROPOSED COST SHARE</th></tr> </thead> <tbody> <tr> <td>Scenario 1</td><td>On-road facility on a County Road</td><td>100% County, 0% Local Contribution</td></tr> <tr> <td>Scenario 2</td><td>Off-road facility within a County road right-of-way</td><td>100% County, 0% Local Contribution</td></tr> <tr> <td>Scenario 3</td><td>On-road facility on a Local road</td><td>50% County, 50% Local Contribution</td></tr> <tr> <td>Scenario 4</td><td>Off-road facility within a Local right-of-way</td><td>50% County, 50% Local Contribution</td></tr> <tr> <td>Scenario 5</td><td>North-South or East-West Spine Off-road facility within or outside of a road right-of-way</td><td>100% County, 0% Local Contribution</td></tr> <tr> <td>Scenario 6</td><td>North-South or East-West Spine On-road facility on a County or Local Road</td><td>100% County, 0% Local Contribution</td></tr> <tr> <td>Scenario 7</td><td>Off-road facility outside a road right-of-way (other than the North-South or East-West Spine)</td><td>0% County, 100% Local Contribution</td></tr> </tbody> </table>		DESCRIPTION	PROPOSED COST SHARE	Scenario 1	On-road facility on a County Road	100% County, 0% Local Contribution	Scenario 2	Off-road facility within a County road right-of-way	100% County, 0% Local Contribution	Scenario 3	On-road facility on a Local road	50% County, 50% Local Contribution	Scenario 4	Off-road facility within a Local right-of-way	50% County, 50% Local Contribution	Scenario 5	North-South or East-West Spine Off-road facility within or outside of a road right-of-way	100% County, 0% Local Contribution	Scenario 6	North-South or East-West Spine On-road facility on a County or Local Road	100% County, 0% Local Contribution	Scenario 7	Off-road facility outside a road right-of-way (other than the North-South or East-West Spine)	0% County, 100% Local Contribution
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<p>The Town of East Gwillimbury</p> <p>Active Transportation and Trails</p>	<p>EDUCATION</p> <ul style="list-style-type: none"> • Partner with other community 	<p>Funding is expected to come from development charges, the general tax base and the federal gas tax</p>																								

Municipality/County and Type of Plan	Implementation Strategy	Funding Strategy
<p>Master Plan, 2012</p> <p>http://www.eastgwillimbury.ca/Assets/CPI/Active+Transportation+\$!26+Trails+Master+Plan.pdf?method=1</p>	<p>stakeholders, including those at the local, provincial and federal level. This underscores the importance of cooperation and the need to share expertise and resources.</p> <ul style="list-style-type: none"> • Develop communication mechanisms that inform residents on the current state of AT, progression and completion and encourage and educate people on the value of AT for the community and for them as individuals. • Develop and/or provide access to brochures or fact sheets that address specific concerns regarding pedestrian and cyclist safety; walking or cycling to work or school; winter weather; benefits of AT; age specific information (seniors, children), and intermodal connections (e.g. between cycling and transit or walking and carpooling). • Distribute information on the Town website with a designated AT page • Distribute hard copies of materials to residents. <p>Promotion</p> <ul style="list-style-type: none"> • Develop and implement a community-based social marketing plan that focuses on encouraging people to change their behaviour. • Seek commitment for the changed behaviour from people by getting them to sign a pledge; • Develop prompts to encourage behaviour (take the elevator not the stair signs); • Develop a comprehensive approach to encourage municipal staff to engage in AT. • Develop maps that outline AT networks. <p><i>Promote Safe and Active Routes to</i></p>	<p>funds.</p> <p>Provincial and Federal Funds identified:</p> <ul style="list-style-type: none"> • Transport Canada MOST (Moving on Sustainable Transportation) and ecoMobility (TDM) grant program • Federation of Canadian Municipalities Green Municipal Fund • Future Federal and Provincial infrastructure stimulus funding programs • Ontario Ministry of the Environment Community Go Green Fund • Ontario Ministry of Transportation Demand Management Municipal Grant program • The Communities in Action Fund available through the Ministry of Health and Long Term Care- Health Promotion Branch for programming and promotional initiatives • The Canada-Ontario Infrastructure Program • Ontario Trillium Foundation • Human Resources Development Canada program that enables personnel positions to be made available to various groups and organizations. For example the Ontario Trails Council has hired two people under this program • Corporate Environmental Funds such as Shell and Mountain Equipment Co-op that tend to fund small labour-intensive projects where materials or logistical support is required • Corporate donations which may consist of money or services in-kind • Potential future funding that might emerge from the Province in rolling out the Ontario Trail's Strategy • Service Clubs such as the Lions,

Municipality/County and Type of Plan	Implementation Strategy	Funding Strategy
	<p><i>School</i></p> <p>Implementation</p> <ul style="list-style-type: none"> • Enforcement is done by the police. Cyclists are governed by the Highway Traffic Act and can be fined for not obeying the laws. • Appoint an AT Coordinator who would be the “champion” to promote AT • Develop an AT Advisory Committee that has representatives from the Town departments, interest groups and trails committees. 	<p>Rotary and Optimists</p>
<p>The Corporation of the Municipality of Port Hope</p> <p>Active Transportation and Trails Master Plan Draft Report</p> <p>http://www.porthope.ca/en/municipaldepartments/resources/Active%20Trails%20and%20Transportation%20MP%2011%2002%2001%20.pdf</p>	<p>Education and Promotion</p> <ul style="list-style-type: none"> • Contact the School Board and promote information to local School Boards and Agencies. This may be facilitated by providing maps and by-law information so that teachers can inform students about the local facilities; • Encourage schools, daycares, and parents to participate in the ‘Active and Safe Routes to School’ program which offers a wealth of information for schools and communities to create their own program; • Provide incentives for schools to use the active transportation network for races, physical education and field trips; • Provide educational and promotional information regarding active transportation on the municipal website; • Work with local stakeholder groups to develop promotional initiatives and partnerships; • Provide ‘Share the Road’ signage and other educational tips to increase driver awareness; • Raise awareness by working in partnership with Share the Road 	<p>A portion of the total funding should be generated by the Municipality. This funding could be available through Development Charges (DC) future DC updates should include provisions for active transportation and trail construction. Funding may be available through the general tax or the federal/provincial gas tax funds. There may be other sources of funds available such as</p> <ul style="list-style-type: none"> • Ontario Trillium Foundation; • Ministry of the Environment – Community Go Green Fund; • Ontario Power Generation; • Shell Environmental Fund; • Mountain Equipment Co-op; • Corporate donations; • Community groups/Service Club donation; • Private donations.

Municipality/County and Type of Plan	Implementation Strategy	Funding Strategy
	<p>Cycling Coalition to develop a comprehensive 'Share the Road' initiative;</p> <ul style="list-style-type: none"> • Liaise with the Police Department and provide information to elementary and secondary school students and the safety aspects and opportunities related to the Active Transportation and Trails Master Plan; • Coordinate local workshops on Active Transportation and Trails such as CAN-BIKE is one example of a program that offers educational courses; • Provide useful and convenient facilities that make the active transportation and trail system more enjoyable to use such as bike roots; • Promote active transportation initiatives such as 'Bike to Work Day'; • Promote the active transportation network by encouraging charity walks, runs; • Provide information to Tourism and Economic Development to include in promotional activities; • Host Active Transportation and Trails Events such as cycling and trails events; • Provide trail signs to increase local awareness of routes; • Issue active transportation and trail maps to local clubs and travel centres. Provide mapping information on the municipal website; • Prepare a promotional campaign that identifies the benefits of active transportation in cooperation with community stakeholders/partners. (page 14-17) 	
<p>County of Renfrew</p> <p>Active Transportation Strategy, 2012</p>	<p>Education and promotion</p> <ul style="list-style-type: none"> • To be integrated with existing department initiatives and co- 	<p>None identified</p>

Municipality/County and Type of Plan	Implementation Strategy	Funding Strategy
http://www.physicalactivitynetwork.ca/sites/default/files/page/files/ATS-RenfrewCounty-Apr25.pdf	<p>ordinated with community lead programs that support active and safe routes to school, active commuting, road safety and public health initiatives.</p> <ul style="list-style-type: none"> • An Active Transportation Strategy monitoring program will be identified and achieved in co-ordination with standardized health indicators, traffic, connectivity, road safety and injury prevention statistics. • Local data will be collected and integrated into an approved evaluative method. 	
<p>Town of Wasaga Beach</p> <p><i>Active Transportation Wayfinding Master Plan: A System of Signage to Support the Cycling and Pedestrian Realm</i></p> <p>http://www.wasagabeach.com/WasagaBeach/docs/Maps/Wayfinding/Wasaga%20Beach%20AT%20Wayfinding%20Master%20Plan.pdf</p>	<p>This master plan has been created specifically for the pedestrian realm and does not include the larger, or vehicular, level scale of wayfinding.</p> <p>Implementation</p> <ul style="list-style-type: none"> • Selecting a sign fabricator • Developing wayfinding prototype signs • Installing the wayfinding system. <p>Priority projects were identified and a maintenance plan created.</p>	None identified
<p>Town of Bridgewater</p>	<p>Implementation</p> <ul style="list-style-type: none"> • The Town created an interactive online map. The map informs residents about the plan's progress (i.e., proposed route, completed and proposed projects, community destinations, trails, and bike parking locations). 	None identified

Resource Information

Complete Streets for Canada (2012). Complete Streets: Funding available for infrastructure, transportation, environment and health projects with the focus on funding provided by the governments of Canada and Ontario. Retrieved from <http://completestreetsforcanada.ca/sites/default/files/documents/Complete%20Streets%20-%20Funding%20Programs.pdf>

Transport Canada. (2011). Planning active transportation in Canada: a resource and planning guide.

Transport Canada. (2012a). Amenities and programs that encourage active transportation in all seasons. Issue Paper 53. Urban Transportation Showcase Program.

Transport Canada. (2012b). The role of community-based social marketing in support active and sustainable transportation. Issues Paper 60. Urban Transportation Showcase Program.

Transport Canada. (2012c). Marketing active transportation. Issues Paper 85. Urban Transportation Showcase Program.

APPENDIX C

Examples of Sidewalk Ranking System



London
CANADA

RATING SUMMARY RECORD Warranted Sidewalk Program

Rating Date(YYYY/MM/DD)

Revised Rating Date(YYYY/MM/DD)

Location	From	To	Side	Approx. Linear Metres

Item	Factors		Rating System	Points	Rating Points
1	Daily Pedestrian Usage		Light (less than 100)	10	
			Heavy (more than 100)	20	
2	Walking Alternatives		Curb & Gutter, <2m SHLD	15	
			>2m SHLD	5	
			Sidewalk one side of collector/local	--	
3	Street Lighting		Yes	--	
			No	5	
4	Roadway Alignment	Horizontal Curvature	Yes	5	
			No	--	
		Vertical Grade	Yes	5	
			No	--	
5	a) Daily Vehicle volume		Less than 2000	5	
			2000 to 5000	10	
			More than 5000	20	
	b) Confirmed speeding problems - Measured as per policy 27(7)		Yes	5	
No			--		
6	Will connect sidewalk to existing system		Yes	15	
			No	--	
7	Would sidewalk serve school or senior's facility		Yes	15	
			No	--	
8	Close proximity to public transit		Yes	5	
			No	--	
9	Would sidewalk serve persons with disabilities		Yes	10	
			No	--	
Total					0

Requested by:	

Comments:	

