

# AN ACTIVE TRANSPORTATION PLAN FOR THE VILLAGE OF HALIBURTON

Produced for:  
The Communities in Action Committee  
&  
The Municipality of Dysart et al

June 2009

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**ADDENDUM July, 2014**  
*Public Space Workshop*



## **AN ACTIVE TRANSPORTATION PLAN FOR HALIBURTON VILLAGE – ADDENDUM, June 2014**

### **ACKNOWLEDGEMENTS**

- Sue Shikaze – Haliburton Kawartha Pine Ridge District Health Unit
- Kate Hall – Communities in Action (CIA)

### **NEW PARTNERS**

- Canadian Association of Retired Persons (CARP)
- Haliburton Real Easy Ryders Cycling Club
- Haliburton Highlands Chamber of Commerce
- Haliburton County Tourism
- Dysart Recreation Coordinator

## **1.0 Introduction**

### **Purpose of the 2014 Addendum**

The Active Transportation Plan Addendum for Haliburton Village is intended as an up-to-date resource for municipal staff and political representatives to assist in identifying, prioritizing and budgeting for missing components of a comprehensive active transportation network.

The addendum contains only additions or updates to information in the original AT plan. It incorporates new evidence and information that has been generated locally, provincially and internationally since the original plan was written. This Addendum is not intended to be stand-alone document. It is to be used in conjunction with the original AT plan for Haliburton in 2009. The addendum is structured using the original section titles **in bold black font**. The additions or updates are identified in *blue* font and categorized under the original section titles.

The Section 8.0 Recommendations:

- Include more detail and some original text (where the item continues to be a recommendation)
- Do not include the recommendations from the original AT plan if they were completed (or the recommendation is marked as “DONE”)

The following local documents were reviewed:

1. Haliburton AT Plan, available online at <http://www.haliburtoncooperative.on.ca/CIA/our-projects>
2. Dysart Official Plan
3. *Seven Years Later: Evaluation of Active Transportation in Haliburton County*, (Kate Hall and Sue Shikaze, 2014) which includes a detailed inventory of new policy, infrastructure and programs, as well as survey, observation and key informant data
4. *Active Transportation in Haliburton Village - A report from the community*, (Kate Hall, Green Communities Canada, 2014) available online at <http://www.haliburtoncooperative.on.ca/CIA/our-projects>
5. *Dysart Municipal Cultural Plan, 2012*
6. *Glebe Park Plan*

## **2.0 THE CASE FOR ACTIVE TRANSPORTATION**

New reports and evidence continue to build support for planning safe active transportation, as well as highlighting the multiple benefits of creating walking and cycling-friendly communities.

### **2.2 Safety**

#### *Ontario Chief Coroner's Pedestrian Death Review*

The report highlights the issue of motorist speed as a major contributing factor in pedestrian deaths. The speed at which a car is travelling influences both the risk of a collision and the consequences due to the relationship between speed and stopping distance. The higher the speed of a vehicle, the shorter the time a driver has to stop and avoid a crash, including hitting a pedestrian. Pedestrians have a 90% chance of surviving a collision with a car at speeds of 30 km/h or lower, but less than a 50% chance of surviving impacts at a speed of 45 km/h and higher.

<http://www.mcscs.jus.gov.on.ca/stellent/groups/public/@mcscs/@www/@com/documents/webasset/ec161058.pdf>

#### *Ontario Chief Coroner's Cycling Death Review*

This report reviewed all accidental cycling deaths in Ontario from January 1<sup>st</sup>, 2006 to December 31<sup>st</sup>, 2010. The report cites cyclists as among the most vulnerable road users and states that all cyclist fatalities are preventable. It calls for a range of policy changes including measures to create more safe, separated cycling infrastructure, such as, "Adoption of a 'complete streets' approach – focused on the safety of all road users - to guide the redevelopment of existing communities and the design of new communities throughout Ontario."

[http://www.mcscs.jus.gov.on.ca/english/deathinvestigations/office\\_coroner/publications/andreports/cyclingdeathreview/di\\_cycling\\_death\\_review.html](http://www.mcscs.jus.gov.on.ca/english/deathinvestigations/office_coroner/publications/andreports/cyclingdeathreview/di_cycling_death_review.html)

### **2.3 The Economy**

Regarding the economic benefits of building walkable, bikeable communities for municipalities, the findings most relevant to the economies of smaller rural communities include:

- savings on municipal infrastructure when building compact developments,
- savings to individuals when car dependence is decreased (e.g., going from 2 cars to one can save a family approximately \$8,000 / year according to the Canadian Automobile Association)
- the boost that retail and employment centers receive when walkability is improved
- the municipal costs of providing and maintaining free parking
- The negative impact that high volume/speed roadways have on property values and taxes
- The impact that improved walking and cycling networks have on "livability and quality of life" and ultimately a community's ability to attract and retain populations

*The Economic Value of Walkability*, Litman 2011 [www.vtppi.org/walkability.pdf](http://www.vtppi.org/walkability.pdf)

“Walkability may be particularly important in communities with a tourism-based economy because the more time that people spend walking on downtown streets, the more money they are likely to spend in local shops. A walk-friendly community can also be a valuable asset in municipal strategies to attract and retain new residents and businesses. Tolley, R. (2011). *Good for Business: The Benefits of Making Streets More Walking and Cycling Friendly.*”  
[http://www.heartfoundation.org.au/SiteCollectionDocuments/GoodforBusinessFINAL\\_Nov.pdf](http://www.heartfoundation.org.au/SiteCollectionDocuments/GoodforBusinessFINAL_Nov.pdf)

Compact development saves municipal resources. Neighborhoods designed to preserve open space through compact development can help reduce construction and maintenance costs, and yet command higher prices. *Active Living Research Fact Sheets*  
<http://activelivingresearch.org/economic-benefits-open-space-recreation-facilities-and-walkable-community-design>

Cycling tourism is a growing industry. For municipalities that seek to include cycling tourism in their strategy, the economic spin-offs are considerable as outlined in research compiled by Ontario’s Transportation Options:

- In 2010, 2 million Canadian/Ontario visitors participated in cycling activities in Ontario, spent around \$391 million, an increase of 25% and 18% respectively from 2009.
- 438,000 cycle tourists from Canada cycled in the following four areas in 2010: Toronto (223K); Ottawa (110K); Niagara (84K); Windsor (21K).
- The spending of these Canadian cycle tourists contributed \$104 million to economy in 2010. For example, the economic Impact of cycle tourists in Niagara:
  - \$148 is the average amount spent by cyclists staying one or more nights on combined food and beverages, attractions and retail purchases, (excludes accommodations)
  - 52% of all cyclists stayed one or more nights: 69% one night; 19% two nights; and 12% 3 or more nights.
  - Accommodations choices included 43% staying in a range of hotels or motels, 29% staying at Bed & Breakfasts
  - 85% of cyclists surveyed came from Ontario

[http://www.transportationoptions.org/uploads/8/7/2/0/8720033/economic\\_impact\\_of\\_cycle\\_tourism\\_in\\_ontario\\_2012.pdf](http://www.transportationoptions.org/uploads/8/7/2/0/8720033/economic_impact_of_cycle_tourism_in_ontario_2012.pdf)

Small AT investments will encourage tourists and residents to cycle more. From the Healthy Living Niagara Fact Sheet series *Economic Value: Active Transportation and Tourism* (2013)

- One-quarter of cycling tourists and residents surveyed in Niagara reported that they would be encouraged to cycle more often if there was better signage and more bike lanes on roads
- Developing infrastructure which supports active transportation is relatively inexpensive. In Canada, to construct 1 km of on-street bike lanes (i.e. restriping) costs an average of \$20,000 to install whereas a km of road costs an average of \$1.3 million
- The cost of building a parking space for a bicycle is about 5% of the cost of building a parking space for a car

### **3.0 SUPPORT FOR ACTIVE TRANSPORTATION (AT) PLANNING IN HALIBURTON VILLAGE**

#### **3.1 Local Support**

Recently completed plans related to AT include:

- Haliburton County Cycling Master Plan
- Haliburton Active Transportation Plan (June 2009)
- Haliburton Built Form Guidelines

New partners for CIA

- Canadian Assoc. of Retired Persons (CARP) local chapter, Haliburton Real Easy Ryders Cycling Club, Chamber of Commerce, County Tourism

#### **3.1.1 Municipality of Dysart et al**

##### **Official Plan**

The Official Plan has been updated to include AT. Refer to *Appendix 7 Planning Policies in Support of AT*.

##### *Dysart Municipal Cultural Plan, 2012*

This plan, its vision and principles align with objectives for promoting and investing in active transportation. One of the required pillars of the plan is *sustainability*.

The locally generated *Vision Statement* includes *support for a healthy, sustainable and vibrant community for all*. The *Guiding Principles* include *planning for sustainability and quality of place* including a *vibrant downtown with activities that are accessible to all parts of the community and throughout all phases of life*.

Walkable, bikable communities contribute to *quality of place*. *Accessibility* relates to supportive infrastructure and building design as well as having options for transportation.

The Plan includes 4 goals, each with recommendations and actions. Three goal areas contain recommendations that link to AT planning.

##### Goal 1: Municipal Leadership

Recommendation #7: Calls for the preparation of a parks and recreation plan

Recommendation 9E: calls for stronger and more consistent signage to help promote cultural resources and to assist in finding these resources and activities.

##### Goal 3: Culture and Economic Development

Recommendation 17: Develop an Economic Development Strategy which can include considerations for walkable/bikeable communities

Recommendation 20a: Profile Local Success Stories –This could include the work/activities of the CIA in partnership with the municipality to promote and improve the village for AT (as outlined in the Seven Years Later report - summarized below).

Goal 4: Heritage and Identity

Recommendation #26: Re-launch heritage walking tours.

*Seven Years Later: Evaluating Impact on Active Transportation in Haliburton County*

The report findings indicate that levels and awareness of active transportation have increased. With respect to actions of the municipality, findings indicate that:

1. The CIA added to the capacity of municipalities around AT planning, particularly in the early stages through engagement activities and promotion and later through the OP review process, and promotion.
2. Investments by municipalities in infrastructure to support AT such as sidewalks, trails, and paved shoulders are an effective means of getting more people walking and cycling. Lack of infrastructure to support safe and convenient active transportation is a barrier to choosing this over travel by automobile.
3. AT Plans for each village were effective resources for municipal planning. Having these documents embedded in official plan policy will help to ensure that the municipalities continue to use them in the planning process.

Specific infrastructure changes and outcomes are documented in Section 5.1 below.

*Five Year Plan for Glebe Park 2010-2015 (October 2009)*

Glebe Park is a 60 hectare municipal park located within the Village of Haliburton. It includes the Haliburton Sculpture Forest, hiking, snowshoeing, mountain biking trails, tobogganing and cross-country ski trails. A section of snowmobile trail skirts the edge of the park. It is nearby, at 2.5 Km from the village and is a walkable or bikeable destination for residents via the Head Lake Trail (HLT).

The plan provides planning information for the future development of Glebe Park. It acknowledges the Haliburton AT Plan as a supportive document for planning.

Relevant recommendations:

- That a park signage plan be developed and implemented – the Glebe Park committee has obtained funding and this is underway.
- That the park be further developed to accommodate mountain biking and winter walking, and more hiking and snowshoeing. – these are underway also, adding to the ‘attractions’ for people to go to the park.
- There is no group with responsibility for the HLT. There are a series of recommendations for the HLT in the AT Plan.
- That Gateways to the park be redesigned, landscaped and signed...all gateways should be pedestrian and cyclist friendly – this has been done.
- That lighting to and within Glebe Park be reviewed and a lighting plan developed and implemented.
- Provide more public washroom facilities (currently only available at the college and museum when these are open). A porta-potty is rented by the municipality during the winter.

### **3.2 Provincial Legislation & Policy**

#### *2014 Provincial Policy Statement*

The Ontario Ministry of Municipal Affairs and Housing has released the *2014 Provincial Policy Statement* which calls for supports for active transportation, the preservation of linear corridors and promotion of healthy communities and sustainable planning <http://www.mah.gov.on.ca/Page215.aspx>.

The Toronto Centre for Active Transportation cites the following examples regarding increased support for AT:

- the term “active transportation,” replaces “alternative transportation modes”
- the “use of active transportation and transit before other modes of travel” is prioritized (Part IV)
- land use patterns within settlement areas shall be based on densities and a mix of land uses which ... support active transportation (1.1.3.2)
- streets should “foster social interaction and facilitate active transportation and community connectivity” (1.5.1)

- and most significant, the use of the word “shall” regarding the inclusion of active transportation in land use planning (1.1.3.2)  
[http://tcat.ca/sites/all/files/IdentifyingOvercomingBarriers\\_Final\\_7July2014.pdf](http://tcat.ca/sites/all/files/IdentifyingOvercomingBarriers_Final_7July2014.pdf)

### *#CycleON*

The Ontario Ministry of Transportation released *#CycleON: Ontario’s Cycling Strategy* in 2013 to set out directions for improving supports for cycling on Ontario roads and trails. Five strategic directions include community design, raising awareness, improving road safety, tourism and improved infrastructure  
<http://www.mto.gov.on.ca/english/pubs/cycling/>

### *The Ontario Trails Strategy*

It is currently under review and is available at: <http://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTIwMDU4&statusId=MTc5NjQy&language=en>

## **3.3 Professional Associations**

### **3.3.1 The Ontario Provincial Planners Institute**

#### *OPPI Call to Action*

The Ontario Professional Planners Institute (OPPI) released a *Call to Action* describing the need for more supports for active transportation. It is available at:  
<http://ontarioplanners.ca/PDF/Healthy-Communities/2014/Healthy-Communities-2014-Moving-Forward-on-Active.aspx>

## **4.0 EMERGING TRENDS**

Across Ontario, municipal interest in AT continues to grow. Evidence of this trend is outlined below.

Municipalities continue to submit annual applications for the recently developed Walk and Bike Friendly Communities designations.

- Link for “Walk Friendly Communities” Application is: <http://walkfriendly.ca>
- Link for “Bicycle Friendly Communities” Application is:  
<http://www.sharetheroad.ca/bicycle-friendly-communities-p138264>

Interest in cycling continues to grow. Recent polling of Ontarians indicates:

- 32% of Ontarians ride their bike at least monthly
- A majority (54%) want to ride their bike more often
- 68% said that having bicycle lanes/trails to places they want to go would encourage them to cycle more often

- 67% said more/better cycling infrastructure . . .such a as protected bicycle lanes and paved shoulders would encourage them to cycle more often

Source: Share the Road Cycling Coalition

<http://www.sharetheroad.ca/files/STR2014Pollingsummary.pdf>

In Haliburton County the Real Easy Ryders Cycling Club, a local group of avid cyclists, has seen their membership grow from 30 in 1998, 130 in 2013.

*Seven Years Later: Evaluating Impact on Active Transportation in Haliburton County*

- The report concludes that collective efforts to improve AT in Minden and Haliburton have had measurable impacts. The impacts can be seen in increased number of people walking and cycling and in policy changes which have resulted in new construction to support AT (sidewalks, trails, etc.).

The work of CIA and partner organizations continues to be recognized by small rural communities through numerous requests for presentations and receipt of awards. For example, during the study period for the Seven Years Later report, the CIA was contacted by nine regions or municipalities for information about the CIA projects and the CIA made 18 presentations at conferences, workshops and webinars across Ontario including the U.S. and Nova Scotia (*Seven Years Later* report,pg. 27)

The *Walk Bike and be Active* maps are very popular. CIA is doing a third print of the Haliburton Walk, Bike and Be Active map, with financial support from the health unit, the municipality and the Business Improvement Association.

## **5.0 COMMUNITY ENGAGEMENT & RESEARCH**

### **5.1 Key Findings**

Much of the consultations and survey work conducted before and after the original 2009 AT Plan is documented in the report *Seven Years Later: Evaluating Impact on Active Transportation in Haliburton County* (summarized in Section 3.0 above). Consultations conducted after the 2009 plan included:

- In 2010 Healthy Active Communities Report #1. Research was completed and a report distributed to community at large and municipal councils
- Community forums on creating healthy active communities with 8-80 Cities
- In 2011 the *Seven Years Later* evaluation strategy was initiated, including a community survey to measure AT behaviour and key informant interviews conducted with municipal staff and councillors to get their perspective on the role of the CIA in changes to AT policy and built environments

*Active Transportation in Haliburton Village - A report from the community, Canada Walks - Green Communities Canada (2014)*

The report outlines tasks for local business, the municipality and for community groups (CIA, Health Unit, etc.) These include:

- Traffic Calming and speed reduction primarily in Haliburton Village especially on
  - Highland Street
  - York Street
  - County Road 21 (to the Whispering Pines housing development)
- Improve pedestrian crossings at specific locations in the village
  - Improve safety (e.g., with courtesy crossings, signage or signals) at York (at Maple), Highland (at Cedar/York and at municipal docks parking lot) and County Rd. 1 (at Halbiem Cres.)
- Continue with the Head Lake Trail Master Plan and re-establish committee
- Continue with Cycling Master Plan especially on road shoulder maintenance, education, speed reduction and paved shoulders
- Allocate municipal funding for regular sidewalk upgrades
- Work with other partners (e.g., CIA, OPP, the health unit) on promotional and education initiatives (e.g., promote cycling, add bike racks)
- To support aging population, improve snow removal in the village, install more benches and install public washrooms (courtesy toilets)
- Use zoning and site plan review process to ensure pedestrian improvements
- Improve signage and way-finding

### **5.1.3. Surveys and Focus Groups**

#### Hotspots

#### AREA 1 HIGHLAND STREET AT COURTESY CROSSING

This was improved as part of streetscape Phase 2 in 2012.

#### AREA 2 YORK STREET

This area was improved as part of streetscape Phase 1 in 2011 although, as outlined in *Active Transportation in Haliburton Village* Section 1.2, there is still a need for:

- traffic calming (e.g., a yellow centre line)
- “ladder crossing” pavement markings at York and Maple
- Signage at York and Maple to protect pedestrians

#### AREA 3 BRIDGE ON COUNTY ROAD 21

This remains a priority (as outlined in original Haliburton AT Plan). Lack of funding is the main obstacle to improvements.

#### AREA 4 ROUTE TO SCHOOLS AND MEDICAL FACILITIES

The school board implemented traffic restrictions during bus drop-off / pick up times to reduce conflicts.

New hotspots were identified in community consultations: County Road 21 to Whispering Pines housing development; pedestrian crossing locations on Highland St (parking lot to Baked and Battered), York and Maple, York and Highland, Maple and Victoria St., and CR21 and Halbiem Cres.

For more details on hotspots, refer to Section 8.3.

## **6.0 HALIBURTON VILLAGE TODAY**

### **6.1 Demographic Profile**

The Municipality of Dysart et al is located within the County of Haliburton. According to the 2006 Canada Census, the County has a total permanent population of 17,026 (2011). Dysart's population is 5,966 (2011) up from 4,924 in 2001, representing a 10% increase over ten years (Statistics Canada, 2011). It is estimated that the total population in the County increases by four times during the summer months due to the influx of cottagers to the area.

### **6.2 Existing Assets**

#### **6.2.2 Social Assets**

- Head Lake Trail Committee (dissolved in 2011)
- Haliburton Highlands Cycling Coalition (inactive, CIA now conducts cycling advocacy)
- Health for Life (Does not exist anymore)
- New partners in the CIA: Canadian Association of Retired Persons (CARP) chapter, Haliburton Real Easy Ryders Cycling Club, Haliburton Highlands Chamber of Commerce, County Tourism

### **6.3 Current Projects**

The following projects to support A.T. have now been completed:

- York Street and Highland Street have been fully retrofitted (e.g., sidewalks, trees, lighting and furniture) to support AT
- York St. has new destinations (the 4 C's and Food Bank, Library)
- The Head Lake Trail has been improved and it now extends to Patient News
- Several bike racks, including one made by a local iron artist have been installed throughout Haliburton Village. These include: post and ring racks downtown as part of the streetscape, and multi-bike racks at Haliburton Hospital, the health centre, Stuart Baker Elementary School, Fleming College, the library and Head Lake Park
- Several benches have been installed in and around the village
- Numerous Share the Road signs installed, and share the road messages promoted annually
- Courtesy crossings were installed on Highland Street and on York Street
- Paved shoulders were added along County Road 21 out to the Tim Horton's

The following projects are underway

- CIA is doing a third print of the Haliburton Walk, Bike and Be Active map, with financial support from health unit, municipality, BIA - it has become a very popular resource

- Dysart now has a Recreation Coordinator until March 2015 to provide walking groups/programs, equipment lending and a cycling festival in June
- CIA is working with students in the Fleming College Geomatics program to develop an online map of the Head Lake Trail. The Glebe Park Committee is working on a signage plan for the park and Head Lake Trail.
- Aging Well Haliburton County Committee is currently working on a pilot portable ramp project with downtown businesses

For more detail regarding recommendations for the future, see the charts in Section 8.0.

## **7.0 HALIBURTON VILLAGE TOMORROW**

Several projects identified in the original A.T. plan have now been completed. For a list refer to Section 6.3 "Current Projects" (above).

More recent public consultations conducted in 2013 identify a series of priorities as outlined in Section 5.1 (above).

## **8.0 RECOMMENDATIONS AND IMPLEMENTATION STRATEGIES**

In this section, recommendations that are complete are indicated with 'DONE'. Any strategies that are have not been completed have been left in, and new strategies have been added in blue.

## 8.1 Creating a Culture for a Healthy Active Community

Recommendations	Implementation Strategies	Partners
Review the AT Plan annually during budget deliberations to include implementation strategies into staff work plans, departmental budgets and external funding applications	<ul style="list-style-type: none"> <li>Refer to Official Plan</li> <li>Review and update zoning by-law to ensure it is consistent with Official Plan policies</li> </ul>	Politicians, Municipal Staff <b>CIA</b>
Routine accommodation for AT in planning	<ul style="list-style-type: none"> <li>Establish a transportation hierarchy for transportation planning in the village</li> </ul>	Politicians, Roads and Planning Staff
Sponsor events that encourage the public to use AT.	<ul style="list-style-type: none"> <li>Continue to host and build on annual Cycling Festival that was organized by Recreation Coordinator in 2014</li> <li>Consider hosting and/or participating in annual Commuter Challenge (previously organized by health unit)</li> <li>BIA hosts events</li> <li>Identify other organizations to initiate events (possibly recreation coordinator)</li> </ul>	BIA, the Arts Council, Rails End Gallery, Fleming College, CIA, Cycling Coalition Recreation Coordinator Police Aging Well Committee

## 8.2 Policies and Planning

Recommendations	Implementation Strategies	Who
Review Land Use Planning & Transportation Policies  Update all policies related to road reconstruction, resurfacing and	<p>DONE, Official Plan now includes Active Transportation wording (see appendix 7)</p> <p>Active Communities Charter and the AT Plan are now addressed in Official Plan policy</p> <ul style="list-style-type: none"> <li>Develop a “Complete Streets” approach to outline a strategy that will ensure all road users, including the most vulnerable</li> </ul>	

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<p>other improvements to incorporate AT infrastructure into the planning, design and budgeting stages.</p>	<p>are accommodated on all existing and new roads <a href="#">and bridges (e.g., County Rd. 21 bridge)</a></p> <ul style="list-style-type: none"> <li>• Review the schedule for all roads improvement projects over the next 5-10 years and cross-reference with the AT plan and Cycling Master Plan</li> <li>• <a href="#">Establish a policy regarding adding cycling infrastructure when resurfacing municipal side roads that are part of the cycling networks identified in the Cycling Master Plan</a></li> </ul>	<p>General public and all stakeholders</p>
<p>Develop or update any “pre-submission guidelines for new development” to include a commitment to AT.</p>	<p><a href="#">DONE - See site plan approval</a></p> <ul style="list-style-type: none"> <li>• <a href="#">Outline requirements for bicycle parking in new developments as a pre-condition to approval</a></li> <li>• Include the Health Unit in pre-development discussions and review of site / subdivision plans regarding community design</li> </ul>	<p>Planning Staff, Politicians</p> <p>HKPR</p>
<p>Clarify Barrier Free Policies.</p>	<ul style="list-style-type: none"> <li>• Review the policy for sidewalks in new developments and standards for “barrier free” accessibility, width, curb ramps, intersections, paving materials and markings, signals and road crossings. Include a reference to barrier free policies in the OP</li> <li>• <a href="#">Include a requirement for consideration of the Accessibility for Ontarians with Disabilities Act (AODA)</a></li> </ul>	<p>- Planning Staff, Politicians, CIA, HKPR, Aging Well Committee</p>
<p><b>Planning</b> Develop a Master Plan for the Village to ensure a vital commercial centre that includes a focus on walking, cycling, accessibility, and sets short/medium/long term</p>	<ul style="list-style-type: none"> <li>• <a href="#">DONE (village details now in O.P.)</a></li> <li>• Consider economic investment and rationalize through economic development</li> <li>• Build awareness about the value of the investment</li> </ul>	<p>Municipality, County, BIA, CIA, citizens</p>

priorities.		
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<b>8.3 Community Design</b>		
<b>Recommendations</b>	<b>Implementation Strategies</b>	<b>Partners</b>
<p><b>Address “hot spots”</b></p> <p>Highlands Street at Courtesy Crossing</p>	<ul style="list-style-type: none"> <li>• <b>DONE</b>, this hotspot was addressed in the streetscape improvements. Adding build-outs and painting a ‘zebra’ crossing has improved visibility and use</li> </ul>	<p>Municipality, BIA</p>
<p><b>York Street</b> (See figure 7)</p> <p>Clarify pedestrian, roadway and parking space to make this busy culture, recreation and retail area safe and inviting.</p> <p>The crossing of York at Maple is still challenging for pedestrians. It is wide, unmarked and sloped. As a result, people often cross further into York where the street is narrower, but drivers turning onto York from Maple can’t see them due to the slope. Several possible strategies are suggested to ameliorate some of these challenges.</p> <p>The alleys between York and</p>	<ul style="list-style-type: none"> <li>• Many improvements have been completed to create and clarify pedestrian space.</li> <li>• There is a continued concern about traffic speed. Traffic calming is needed to reduce speeds. Suggested options include:                             <ul style="list-style-type: none"> <li>○ Reducing speed limit to 30 Km/hr</li> <li>○ Adding a yellow centre line</li> <li>○ Consider one access for vehicles only (from Highland St.) and make York St. entrance for pedestrians and bicycles only</li> </ul> </li> <li>• Intersections of York at Maple and York at Highland require safer and visible pedestrian crossings (ladder crossings are suggested). In particular at York and Maple:                             <ul style="list-style-type: none"> <li>○ Paint large word “SLOW” in the turning channel from Maple onto York</li> <li>○ Add “Yield to Pedestrians” signage at turning channel from Maple onto York</li> </ul> </li> <li>• Investigate feasibility of adding sharrows on County Road 21 and Maple Avenue</li> </ul>	<p>Municipality, local businesses, Rails End Gallery</p>

<p>Highland Sts continue to be identified as areas for improvement.</p>	<ul style="list-style-type: none"> <li>• Work with private business owners to upgrade and formalize access to pedestrian walkways (lanes) to Highland Street with curbed walkways from the York Street road edge to laneways</li> </ul>	
<p><b>Bridge on County Rd. 21 and surrounding area</b></p> <p>Upgrade bridge to safely accommodate pedestrians and cyclists.</p> <p>Enhance safety and aesthetics of area leading up to the bridge.</p>	<ul style="list-style-type: none"> <li>• At each driveway in front of the High School, identify pedestrian and vehicle intersections with curbs to control vehicular movement and bollards to signal crossings for pedestrians and bicycles</li> <li>• Design a wide grass boulevard between roadway and walkway (along Cty Rd. 21 between Gelert Rd. and the bridge) to provide comfort and security to pedestrians and allow for snow storage from road</li> <li>• Provide bicycle lane along road edge <a href="#">or add sharrows as an interim measure</a></li> <li>• When bridge improvements occur ensure that the design incorporates pedestrian &amp; cycling elements such as minimum 2 m (6'6") sidewalks on both sides <a href="#">(see policy section above)</a></li> <li>• Add decorative concrete columns with ornamental light standards to match downtown theme and enhance its current utilitarian appearance</li> <li>• Line walkway with trees for shade, define AT corridor and ornamental value along westerly approach to the</li> </ul>	<p>County, Municipality</p>

<p>Improve cycling conditions on side roads that are in the Cycling Master Plan</p>	<p>downtown</p> <ul style="list-style-type: none"> <li>• Post new signage indicating the school zone; consider implementing a “Community Safety Zone” in the school area, which would see reduced speed limits and increased fines for speeding.</li> <li>• Develop a policy regarding resurfacing of municipal side roads that are part of the cycling network identified in the <i>Haliburton County Cycling Master Plan</i></li> </ul>	
<p>Improve County Road 21 from bridge to Whispering Pines housing development to better accommodate active transportation, as there are many new destinations including grocery store and Tim Horton’s.</p> <p>Accommodate pedestrian crossings at:</p> <ul style="list-style-type: none"> <li>- Highland St to municipal parking lot at Baked and Battered.</li> <li>- CR 21 at Halbiem Cres</li> <li>- Maple/118 at Victoria St</li> </ul>	<ul style="list-style-type: none"> <li>• Apply a Complete Streets approach to the design of this section of road. The roadway is fairly wide and space could be allocated to accommodate all modes of travel.</li> <li>• Create buffered paved shoulders (refer to OTM Book 18 for design options)</li> <li>• Install digital traffic speed signs on the way in to town</li> <li>• The presence of B and B means lots of pedestrians crossing Highland from the parking lot. Traffic calming measures may help. A courtesy crossing could be considered</li> <li>• Designate CR21 from Industrial Park road to Gelert Road as a community safety zone. Consider a courtesy crossing at Halbiem Cres to cross 21.</li> <li>• Consider a courtesy crosswalk at Maple and Victoria, since there are sidewalks only on one side of Maple. Clear snow from sidewalk on bridge in the winter.</li> </ul>	

<p><b>Develop Haliburton Walking Trail</b> (See figures 9 &amp; 10 in original AT Plan)</p> <p>Establish a trail to the schools and medical centre that separates cyclists and pedestrians from motorized traffic</p> <p>Develop the boulevard between Grass Lake Road and the medical centre's parking lot to accommodate pedestrian access.</p>	<ul style="list-style-type: none"> <li>• Utilize space in front of and below Jet for trailhead, create separation between existing rail trail and provide planting and signage enhancements that improve the visibility of the area</li> <li>• Develop the trail according to the recommendations and description in the Haliburton Walking Trail Report</li> <li>• Collaborate with School Board and school administration to establish the trail</li> <li>• Provide signage, low planting and safe, identifiable road crossings across the school road and again across Grass Lake Road to the medical centre</li> <li>• <a href="#">Currently Dysart has chosen not to move forward with the development of safe walking routes to school. Continue discussions with schools in the future.</a></li> <li>• Consider pedestrian scale lights along walkway</li> <li>• Provide curb and concrete sidewalk along the medical centre side of the road</li> <li>• Grade and seed new ditch</li> <li>• Provide culvert and path or small bridge crossing leading into the medical centre parking lot</li> <li>• Plant a continuous row of boulevard trees between ditch and parking lot</li> </ul>	<p>Municipality, Trillium Lakelands District School Board, CA</p>
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<b>8.4 infrastructure and Amenities</b>		
<b>Recommendations</b>	<b>Implementation Strategies</b>	<b>Partners</b>
<p><b>INFRASTRUCTURE</b></p> <p><b>Trails</b> Complete the Head Lake Trail and the Haliburton Walking Trail. Both of these projects are “shovel ready”.</p> <p>Designate the section of Haliburton County Rail Trail from County Rd. 1 to the Fish Hatchery</p>	<ul style="list-style-type: none"> <li>• Act on completed studies and engineering reports for both of these projects</li> <li>• Develop detailed work plans for each project</li> <li>• Partner with community organizations to take advantage of funding opportunities</li> <li>• Assess other trail linkages and spurs for potential development to connect with the Head Lake Trail Network</li> <li>• Undertake a promotional campaign to raise local awareness</li> <li>• Use existing Master Plan and recent consultations to guide improvements. These include improvements on the Head Lake Trail:             <ul style="list-style-type: none"> <li>○ Repaving the Head Lake Trail from the town docks to lights at Cnty Rd. 1 (when Cnty Rd. 21 is re-surfaced)</li> <li>○ Addressing drainage issues near playground and on trails in Head Lake Park(freezing/ice)</li> <li>○ Consistent snow removal on the trail</li> <li>○ Add distance signage</li> </ul> </li> </ul> <p>Partner with community organizations to:</p> <ul style="list-style-type: none"> <li>• Utilize results from rail trail consultation completed in 2012</li> <li>• Put a trail stewardship plan in place</li> </ul>	<p>Municipality, Trillium Lakelands District School Board, CIA</p> <p>County Staff, Rail Trail Management Committee, Trails and Tours</p> <p>Municipality, Friends of the Rail Trail, CIA</p> <p>County &amp; Municipal Roads Depts.</p> <p>Friends of the Rail Trail, CIA, Real Easy Riders</p>

<p>as non-motorized trail</p>	<ul style="list-style-type: none"> <li>• Continue to monitor issues around shared use</li> <li>• Host events on the trail that promote walking and cycling</li> </ul>	
<p><b><u>Sidewalks</u></b>                  Build on information collected through the AT Plan consultations to develop a Sidewalk Strategic Plan and complete a sidewalk, trail and path network within the Village</p> <p>Plan for annual maintenance of existing sidewalks</p> <p>Review accessibility standards to ensure that new sidewalks, upgrades and trails comply with the Accessibility for Ontarians with Disabilities Act (2005).</p>	<ul style="list-style-type: none"> <li>• Continue to utilize the existing GPS sidewalk inventory</li> <li>• Consult with CIA regarding continued implementation of the Plan</li> <li>• Create a Five Year Capital Improvements Budget for sidewalk development</li> <li>• Take advantage of funding opportunities to improve infrastructure</li> <li>• Survey and document conditions of existing sidewalks to verify maintenance requirements at specific location</li> <li>• Include sidewalk development and maintenance in the annual roads budget (Green Communities Canada recommends 7% of the annual Transportation budget be allocated to AT)</li> <li>• Survey or interview people using wheelchairs and walkers to get recommendations on priority areas</li> <li>• Establish a policy/minimum standard for sidewalk maintenance including consideration of Regulation 239/02, 16.1 Sidewalk surface discontinuities</li> <li>• Improve and maintain the sidewalk on the non-lake side of Highland/21 from town to the traffic lights</li> </ul>	<p>Municipal Staff and Politicians, CIA, Aging Well Haliburton County, Accessibility Committee, Youth</p> <p>Steering Committee, Consultant</p> <p>Roads Dept.</p> <p>Steering Committee, Consultant</p> <p>Politicians, BIA</p> <p>Municipal Liaison to CIA</p>

<p><b><u>Greenspace</u></b>          Improve accessibility and utility of the War Memorial site</p>	<ul style="list-style-type: none"> <li>• DONE</li> </ul>	
<p><b><u>Signage</u></b>          Develop a signage plan for the Village.</p>	<ul style="list-style-type: none"> <li>• Ensure signage is consistent</li> <li>• Bring interested stakeholders together to discuss signage needs</li> <li>• Use a “way-finding” approach to plan development (see appendix 8 in the original AT plan)             <ul style="list-style-type: none"> <li>- inventory current signage</li> <li>- determine effectiveness of signs</li> <li>- needs assessment</li> <li>- strategy for implementation</li> </ul> </li> </ul>	<p>Glebe Park Committee is leading this for Glebe Park and Head Lake Trail</p> <p>Municipality, BIA, CIA, Library, Rails End Gallery</p>
<p><b>AMENITIES</b></p>	<p>DONE: install bike racks, benches, plantings, public washrooms in park</p> <ul style="list-style-type: none"> <li>• Use base data collected by the CIA and mapped by the Municipality to identify gaps in AT furnishings</li> <li>• Monitor street furniture needs and maintenance requirements</li> <li>•</li> </ul>	<p>Municipality, CIA</p>

<b>8.5 Partnerships and Collaboration</b>		
<b>Recommendations</b>	<b>Implementation Strategies</b>	<b>Partners</b>
<p><b>Partnership with CIA:</b> Continue to build the partnership with the CIA via the <a href="#">Municipal planner</a>.</p> <p>Review AT Plan annually in consultation with the CIA.</p>	<p>The role of Municipal Liaison to the CIA is to:</p> <ul style="list-style-type: none"> <li>• Provide a point person to refer to regarding planning and policy issues related to healthy, active communities</li> <li>• Streamline communication between council and community groups</li> <li>• Utilize the CIA as a resource for future planning regarding walking and cycling in and around the village</li> <li>• Meet with the CIA <a href="#">annually</a> in preparation for budget deliberations to identify AT priorities and how they fit with other activities of the Municipality</li> </ul>	<p>Municipality, CIA</p> <p>Municipality, CIA, Aging Well Committee</p>
<p>Head Lake Trail Committee</p>	<ul style="list-style-type: none"> <li>• <a href="#">Committee is currently disbanded</a></li> <li>• <a href="#">Consider re-establishing the committee to take lead on trail planning</a></li> </ul>	<p>Municipality, HLT Committee, TLDSB</p>
<p>Explore partnerships with BIA and individual business owners to enhance the public realm.</p>	<p>Pedestrian alleyway connecting York and Highland Streets:</p> <ul style="list-style-type: none"> <li>• Engage in discussions about upgrading space including paint, lighting and signage to identify this as a pedestrian thoroughfare.</li> </ul>	<p>Municipality, BIA, CIA</p>

	<p>Village Green:</p> <ul style="list-style-type: none"> <li>Engage in conversation about the possibility of closing the driveway between the Bank of Montreal and the Print Shop to vehicles and creating a Village Green including benches and gardens</li> </ul>	
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## 8.6 Education and Awareness

Recommendations	Implementation Strategies	Partners
<p>Communicate the Municipality's value for AT to the public.</p>	<ul style="list-style-type: none"> <li>Post the AT plan on the Municipal website</li> <li>Submit public service announcements to local radio stations promoting AT</li> </ul>	<p>Municipal Liaison, CIA</p>
<p>Support the continued promotion of Active Transportation and the annual <i>Share the Road</i> educational campaign</p> <p>Support programs that encourage safe walking / cycling to school and work</p>	<ul style="list-style-type: none"> <li>Work with CIA to promote this message annually through radio, print and other media</li> <li>Work with the CIA to promote safe cycling through the Share the Road campaign</li> <li>Promote cycling by hosting annual Cycling Festival through the recreation program; partner with other groups to promote walking and biking to work and school.</li> </ul>	<p>Municipal Liaison, CIA HKPR, , <a href="#">OPP</a>, <a href="#">Dysart</a> <a href="#">Recreation Coordinator</a></p>

## 9.0 APPENDICES

### NEW Appendix 6 Trail Development Standards and Guidelines

Recent research regarding design standards that encourage or discourage cycling  
<http://cyclingincities-spph.sites.olt.ubc.ca/files/2012/08/OpinionSurveyBrochure.pdf>

This resource guide can be used for active transportation in smaller rural communities [Active Transportation Beyond Urban Centres: Walking and Bicycling in Small Towns and Rural America, Roads to Trails Conservancy](#) [www.railstotrails.org](http://www.railstotrails.org)

More recent design guidelines applicable to Ontario including the following:

- [Accessibility Standard for the Design of Public Spaces](#), All public sector organizations are to be in compliance by 2016. See [Integrated Accessibility Standards Regulation 191/11](#) at: [http://www.mcsc.gov.on.ca/en/mcsc/programs/accessibility/built\\_environment/index.aspx](http://www.mcsc.gov.on.ca/en/mcsc/programs/accessibility/built_environment/index.aspx)
- Ministry of Transportation Ontario (MTO) [Ontario Traffic Manual Book 18 Ontario Bikeway Planning and Design Guidelines](#) has been updated. The updated version is available online here: <http://www.otc.org/research/>  
It includes:
  - Shared Roadway/Signed Bike Route;
  - Signed Bike Route with Paved Shoulder or with Buffered Paved Shoulder;
  - Bicycle Lane; and
  - Separated Bicycle LaneAn overview is available here:  
[http://www.sharetheroad.ca/files/MTO\\_Bikeway\\_Guidelines\\_Amy\\_Ibrahim\\_Jim\\_Dowell.pdf](http://www.sharetheroad.ca/files/MTO_Bikeway_Guidelines_Amy_Ibrahim_Jim_Dowell.pdf)
- OTM Book 15 – Pedestrian Crossing Treatments is in draft (July 2014) and includes recommendations for both controlled and uncontrolled pedestrian crossings.
- [Bikeway Design Guidelines for Provincial Highways](#) is being updated. In the interim, the 1996 edition is still available for purchase from Publications Ontario:  
[http://www.mto.gov.on.ca/english/engineering/management/corridor/municipal-guideline/planning.shtml#section\\_two\\_two\\_five](http://www.mto.gov.on.ca/english/engineering/management/corridor/municipal-guideline/planning.shtml#section_two_two_five)
- [NACTO Urban Bikeway Design \(2012\)](#) available here <http://nacto.org/cities-for-cycling/design-guide/> Some details are available when you click on the photos of various types of infrastructure.
- [AASHTO Guide for the Planning, Design and Operation of Bicycle Facilities](#) available here [https://bookstore.transportation.org/item\\_details.aspx?id=1943](https://bookstore.transportation.org/item_details.aspx?id=1943)

## **NEW Appendix 7      Planning Policies in Support of AT**

Source: Appendix D Complete Inventory, *Seven Years Later Report* (2013)

### Haliburton County Official Plan (amended 2010)

- Land Use Objectives 1.3: "...and enables healthy, liveable and safe communities."
- Settlement Areas 2.3.2: "...A mix of housing, employment, parks, open spaces, and transportation options will be promoted."
- Policies and Actions 2.3.5.3: "Land use patterns and development should...allow for compact development that is designed in such a way to support and encourage active transportation as well as the establishment of future transit."
- 2.3.5.16: "Council shall...direct municipalities to maintain the well-being of urban downtown areas and main streets and plan to meet the needs of pedestrians."
- Transportation 2.4.2.11: "...Trails, corridors, roads and rights-of-way for significant transportation, recreation and infrastructure facilities will be protected for future use."
- 2.4.2.13: "The County recognizes that recreational trails are important and will encourage the maintenance of existing recreational trails and the establishment of new recreational trails..."
- 2.4.2.15: "A Cycling Master Plan (July 2008), completed by the Haliburton Highlands Cycling Coalition, sets out a 20-year vision for promoting safe and enjoyable cycling in Haliburton County. The local official plans are encouraged to have regard for the objectives in the Cycling Master Plan and promote the implementation of the recommendations made in the Cycling Master Plan, where economically feasible. This is particularly important given the cross boundary nature of cycling routes in the County which connect various municipalities."
- 2.4.2.16: "The County will have regard for the objectives identified in the Cycling Master Plan and promote the implementation of the recommendations on County roads, taking into consideration economic feasibility and land ownership of the road allowance."

### Dysart et al Official Plan (amended 2010)

- passed resolution to adopt Active Communities Charter in 2009
- 2.1.1 Introduction "...Further, the Municipality recognizes the value of projects undertaken by community groups and where appropriate, incorporates policy to support these initiatives. The Built Form Guidelines (Haliburton Business Improvement Association, 2005), Haliburton County Cycling Master Plan (Haliburton Highlands Cycling Coalition, 2008) and An Active Transportation Plan for the Village of Haliburton (The Communities in Action Committee, 2009) provide additional background and context for the policies of this Plan.
- 2.2.4 Promotion of Recreation Opportunities "The Municipality will promote the health of its residents by providing and supporting a variety of public recreation opportunities and uses. The Municipality will promote recreational opportunities by: ...incorporating the principles of active transportation into municipal infrastructure projects, where possible and economical to do so; and encouraging new development to incorporate the principles of active transportation, where possible and economical to do so."
- 2.2.7 Promotion of Liveable Settlements "...It is an objective of this Plan to promote healthy, liveable and safe communities by: ...encouraging healthy, active communities by applying principles of good community design, active transportation, as well as, providing parks and recreation opportunities."

- 3.2.2.3 Municipal Roads “...The Municipality recognizes that the road network serves pedestrian and non-motorized vehicles in addition to vehicular traffic. Planning for public infrastructure road projects will consider the needs of pedestrians, non-motorized uses, as well as, motorized uses. Development approvals will encourage good principles of active transportation in the project design.”
- 4.1 Settlement Pattern “Opportunities for intensification and redevelopment will be encouraged and promoted through: ...the improvement or enhancement of facilities for active transportation.”
- 4.8 Active Transportation and Recreational Trails “The Municipality will promote development policies that encourage an active, healthy community and will use the *"Active Communities Charter"* as a framework for planning and decision making. The Municipality will use the reports *"An Active Transportation Plan for the Village of Haliburton, 2009"* and *"Haliburton County Cycling Master Plan, 2008"* as resources to help inform future infrastructure planning, especially regarding road maintenance and development. Within the Haliburton Village Urban Policy Area and Haliburton Village Service Area, the Municipality will encourage the development and improvement of pedestrian and bicycle access and linkages. This will be accomplished through review of development applications and complementary public projects. In particular, the Municipality will implement the direction and recommendations of the Streetscape Project, 2009, where appropriate and economical to do so.”
- 12.4 Site Plan Control “...Council will seek to achieve the following wherever possible, recognizing that not every objective is achievable on every site: ...furtherance of a pedestrian-friendly street and sidewalk environment, ...”
- 21.8.4 Implementation “...A site plan and agreement may address the following as appropriate: ...the location and design of walkways and walkway ramps; ...the location and type of lighting, landscaping and preservation or restoration of natural vegetation; ...the requirements for snow removal facilities; and - the accessibility of facilities for person with disabilities. “

## **10.0 RESOURCE DOCUMENTS & FUNDING SOURCES**

### **10.2 Funding Sources**

## **11.0 REFERENCES**