

An Active Transportation Plan for Minden



Report produced for:

The Communities
in Action Committee

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ADDENDUM July, 2014
Public Space Workshop

www.PublicSpaceWorkshop.ca



Acknowledgements

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

New Partners

- For CIA – Canadian Association of Retired Persons (CARP) chapter, Haliburton Real Easy Ryders Cycling Club, Haliburton Highlands Chamber of Commerce
- Haliburton County Tourism
- Note: Director of Community Services no longer on the Active Transportation Committee

1.0 Introduction

Purpose of the 2014 Addendum

The Active Transportation Plan Addendum for Minden 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 Minden. 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 Recommendations charts:

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

The following documents were reviewed

1. Minden AT Plan, available online at <http://www.haliburtoncooperative.on.ca/CIA/our-projects/minden-active-transportation-planning>
2. Minden Hills Official Plan
3. *Seven Years Later: Evaluation of Active Transportation in Haliburton County*, Kate Hall and Sue Shikaze, 2014, which includes detailed inventory of new policy, infrastructure and programs, as well as survey, observation and key informant data
4. *Active Transportation in Minden Village – A Report from the Community*, Kate Hall, Green Communities Canada, 2014 available at: <http://www.haliburtoncooperative.on.ca/CIA/our-projects>
5. *Minden Hills Municipal Cultural Plan 2012*
6. *Minden Village Development Master Plan (MVDP) – Jan 2013*
7. *Riverwalk Survey Report*, Sue Peterkova, 2014

2.0 The Case for Active Transportation (AT)

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 1st, 2006 to December 31st, 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/publicationsandreports/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.vtpi.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

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

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 Initiatives Supporting Active Transportation in Minden

3.1 Initiatives in the Province of Ontario

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>

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

#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=MTlwMDU4&statusId=MTc5NjQy&language=en>

Ontario Chief Coroner’s Reviews of Cycling Deaths and Pedestrian Deaths (see section 2.0)

3.3 In Minden Hills

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

The report evaluates progress on improving AT and it summarizes a series of more recent policy and infrastructure changes. The study findings indicate that levels of activity 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.

Minden Hills Official Plan

The plan has been amended and was approved in 2014 and includes more supports for AT. Refer to Appendix E *Planning Policies in Support of AT*

Minden Hills Municipal Cultural Plan 2012

The plan “Creates the policy framework and the organizational structures and processes which will allow all cultural programs and initiatives in Minden Hills to grow and be sustained.” (p. 13). It includes 8 cultural development priorities for the township, identified through community consultation. Some of these link to AT planning:

- Ensure inclusion and accessibility
- Make healthy living a cultural priority
- Make downtown Minden a cultural centre

The plan refers to culture as being one of the four pillars of sustainability.

Goals that relate to AT include:

- *Goal 2: Formulate and Communicate Municipal Cultural Policy:* It calls for public realm improvements including art and monuments, streetscapes, public and private cultural facilities.

Place-based Cultural Assets related to AT include:

- Minden’s Riverwalk and the boardwalk
- Minden’s recreational cluster that includes the curling club, arena and community centre

In the section *Impediments to Cultural Planning* (pg. 8) the perceived distance between the downtown and the Cultural Centre is highlighted as challenge. The distance is actually modest at 350 meters but the walking and cycling context is not attractive or supportive of AT.

The subsection *Culture and Economic Development* calls for investments in the public realm in the downtown and in the river corridor.

Riverwalk Survey Report

Trail users (121 responses) and downtown business owners (10 responses) were surveyed regarding Riverwalk and other Minden trails (e.g., Boardwalk).

Key findings from the survey include:

- Both groups felt that the trails are valuable for encouraging social interaction
- What people enjoy most about the trails are the scenery/natural environment
- Many people value the trails for practical purposes, such as providing short-cuts and routes to use AT to get to and from work or do errands
- Safety was also frequently cited as a reason they use the trails – separation from traffic and lit (in the case of River Walk)
- There is a general sense that the trails contribute to economic activity, and recognition that they are a tourism attraction, however more research is required in this area

Further opportunities

- Maintain the trails in the winter
- Expand the trail network (e.g., to Rotary Park) so people can avoid Hwy 35
- Need to draw people from Hwy 35 into downtown and Riverwalk
- Many respondents do not use RW on a regular basis; this speaks to the need for on-going and regular promotion of AT, physical activity and their benefits

Minden Village Development Master Plan (MVDP) – Jan 2013

The master plan “*identifies a vision for the community to improve the aesthetics and function for property owners, business owners, residents and visitors*”.

Of particular relevance are recommendations regarding:

- Detailed reconfiguration and signalization of specific downtown streets and intersections (refer to pg. ii)
- Develop a continuous sidewalk corridor connections (e.g., along Water St. between downtown and Hwy 35) to provide AT access to needed destinations on Hwy 35
- Way-finding (including maps, banners, street signs, sign posts, murals and info kiosk).
- Sunnybrook Bridge sidewalk widening
- Accessibility and sidewalk improvements
- Streetscape improvement strategy (addition of benches, plantings, bike racks, and removal of sidewalk obstructions such as planters)
- Add sidewalk along Milne Street from Newcastle Street to Prince Street
- Extend sidewalk along Peck Street from Bobcaygeon Road to reinforce pedestrian connection to the potential playground development and further to the boat launch.
- Add parkland, playground and public washrooms
- Gateways into the community (at Bobcaygeon and Hwy 35, Water and Hwy 35)

Active Transportation in Minden Village - Community Forum – Minden, October 16th, 2013

- The forum included a presentation of the Seven Years Later evaluation project and a discussion about the municipalities role in promoting walking and building on successes
- Participants identified where things are working well and areas that require further work
- Suggested improvements included more bike racks downtown, more promotion of safe cycling and suggestions about specific improvements that are needed.
- Suggested site specific improvements are included in the Recommendations chart below

Active Transportation in Minden Village - Walkability Audit (2013)

Audit objectives included:

- Engaging municipal staff, elected representatives, stakeholders and residents in a walkability audit in the village
- Reporting to Municipal Council on the information collected and offer suggestions and opportunities for improvement.
- Many of the recommendations were cited in the MVDP (summary above) and are included in Section 7.0 Recommendations chart (below)

Recommendations include:

- On Milne St. and on Pritchard Lane there needs to be a defined area for pedestrians
- Intersection of Prince, Milne and Water is confusing, not well lit, in disrepair and hard to cross for pedestrians. Parking could be reconfigured and pedestrian crossing lines added perhaps in conjunction with other traffic calming
- At the Post Office, improve drainage and improve the ramp
- Bobcaygeon Rd from Hwy 35 to Water St., reduce speeds, reduce lane widths (perhaps with reconfigured parking and a bike lane)
- Bobcaygeon Rd downtown, bike racks needed
- Alley between Bobcaygeon and Milne could be better lit and needs signage
- Intersection of Water St/Bobcaygeon Road needs pavement markings for pedestrian crossings and improved sightlines for drivers
- Intersection of Bobcaygeon Road/Newcastle St. is confusing and needs pedestrian crossing pavement markings, vehicles move quickly and have poor sight lines. Needs traffic calming and 3-way stop signs.
- Invergordon and Bobcaygeon requires sidewalk repair. Minimum maintenance standards are needed in general.
- Intersection at Hwy 35 and Bobcaygeon will get busier with the new restaurant (Dairy Queen). Sidewalk connection is needed.

Recently completed work in Minden

- Bobcaygeon Road has been retrofitted to better accommodate active transportation (sidewalk reconstruction, stop signs, etc.)
- There are now 4 way stops downtown at intersections of Prince and St Germaine, and Newcastle and St. Germaine.
- Recently (2014) a by-law was passed and signs posted to lower speed to 40 km/hour along Bobcaygeon, Newcastle and Water St.
- Several trail improvements are completed including Riverwalk and boardwalk, Logger's bridge and another footbridge
- Pedestrian level lighting was installed along Riverwalk Trail
- Numerous Share the Road signs installed
- Two bike racks and an art bike rack were installed through a Transportation Demand management grant
- Traffic calming installations include a Crosswalk on Bobcaygeon Road and a reduced speed zone on Bobcaygeon Road
- Benches were installed on the Riverwalk trail
- There is a plan for development of consistent Gateway signage
- There has been some new development in Minden

Work Underway in Minden

- Minden Hills is going to be updating their zoning by-law to comply with their amended OP
- A councilor is working on an application for Rural Economic Development (RED) funding from OMAFRA for a trails master plan
- The downtown streetscape remains a work in progress. Incomplete parts include the painting of crosswalks, solution for intersections at Bobcaygeon and Water St, Bobcaygeon and Newcastle (some intersection controls are now in place)

3.4 Emerging trends (new section)

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>

Annual polling of Ontarians by the *Share the Road Cycling Coalition* indicates growing interest in cycling:

- 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 as protected bicycle lanes and paved shoulders would encourage them to cycle more often

Source: Share the Road Cycling Coalition (2014)

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

Seven Years Later: Evaluating Impact on Active Transportation in Haliburton County demonstrates growing municipal and public interest and support in promoting cycling and walking with policies, planning, programs and infrastructure.

- 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.).
- Section 7 in the recommendations chart outlines some of the achievements to date.

The work of CIA and partner organizations continues to be recognized by small rural communities through 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, 2013)

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.

4.0 Public Consultation and Research

Much of the consultations and survey work conducted before and after the original 2008 AT Plan is documented in the report *Seven Years Later: Evaluating Impact on Active Transportation in Haliburton County* (summarized above in Section 3.3 above). Consultations conducted after the 2009 plan included:

- In 2010 the 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 compare key results with a survey done in Minden in 2007 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

Recent research and consultations were conducted in relation to all of the following studies (summarized above in section 3.3). The results are incorporated into the chart in Section 7.0 (below)

- *Minden Hills Municipal Cultural Plan*, 2012, summarized in 3.3 (above)
- *Riverwalk Survey Report*, by CIA and Student Sue Peterkova, 2014 summarized in 3.3 (above)
- *Seven Years Later: Evaluating Impact on Active Transportation in Haliburton County* (Hall and Shikaze, 2013, summarized in 3.3 (above)
- *Minden Village Development Master Plan*, Jan 2013, summarized in 3.3 (above)
- *Active Transportation in Minden Village*, Kate Hall, Green Communities Canada, 2014.

5.0 An Active Transportation Vision for Minden

No additions.

6.0 Objectives of Minden's Active Transportation Plan

No additions.

7.0 Priority Projects and Recommendations

Several projects identified in the original AT plan have been completed as outlined in *Section 3.3 Recently Completed Works* and in the chart below

More recent public consultations conducted in 2013 (as outlined in section 4.0 above) are included in the recommendations chart below.

The Recommendations charts:

- Include more detail and some original text (where the item continues to be a recommendation)
- Recommendations from the original AT plan that were completed were removed from the charts (or marked as DONE)

7.1 Priority: Review Planning and Transportation Policies (See description in original 2008 AT Plan)

Recommendations <i>For a Review of Planning and Transportation Policies</i>	Implementation Strategies	Partners
<p>Review of the Official Plan.</p> <p>The Active Communities Charter and this report should set the strategic direction for Minden’s Official Plan.</p> <p>Use the opportunity to engage the broader public in the discussion about future directions for Minden with respect to AT.</p> <p>Minden will be updating its zoning by-laws in 2014</p>	<p>DONE</p> <p>O.P. has been Updated and new policies regarding A.T. were added (see appendix E)</p> <p>The new Vision now includes “health and well-being for citizens” and related policies in this section (and in Land Use and Community Facilities) include support for active transportation.</p> <p>5.16 Has added policies specific to active transportation</p> <p>6.4 Site Plan Control has added wording regarding A.T.</p> <p>Ensure that the new O.P., zoning by-law and related transportation policies:</p> <ul style="list-style-type: none"> • Reflect Minden’s commitment to reducing dependence on motor vehicles • Ensure compatibility between planning and economic development strategies 	<p>Planning, Transportation and Recreation departments,</p> <p>The CIA Committee,</p> <p>Health,</p> <p>General Public and all user groups and stakeholders</p>
<p>Review the Transportation Plan. It and related road rehabilitation studies need to be consistent with directions outlined in a new OP.</p>	<p>No Transportation Plan currently available but refer to recent Minden Hills Road Needs Study</p> <p>O.P. section 5.14.6.3 includes consideration for all road users in preparing a Municipal Roads Needs Study.</p> <p>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</p>	<p>Planning, Transportation, Health, CIA Committee</p>

Recommendations For a Review of Planning and Transportation Policies	Implementation Strategies	Partners
Develop or update any “pre-submission guidelines for new development” so they include a commitment to AT.	<p>Refer to Site Plan Control (Section 6) and 2.3.3.2 c)</p> <p>Include Health Unit in pre-development discussions and review of site / subdivision plans (for example, Waterloo and Peel Region).</p> <p>Refer to Institute of Transportation Engineers Promoting Sustainable Transportation Through Site Design for an example of a check-list</p> <p>2.5.4.2 h) Site Plan review must include considerations for A.T. Refer to the following resource: http://www.cite7.org/resources/documents/ITERP-PromotingSustainableTransportationThroughSiteDesign.pdf</p>	<p>Planning, Transportation, Health,</p> <p>Draft Checklist for Planners to Design Active Communities (Haliburton, Kawartha, Pine Ridge District Health Unit, 2007)</p>
Clarify Barrier Free Policies for Minden Hills	<p>Accessibility on streets and in parks is noted throughout the O.P.</p> <p>Include an accessibility definition with a reference to the Accessibility for Ontarians with Disabilities Act (AODA)</p>	<p>Planning, Transportation County Accessibility Committee</p>
Strike an Active Transportation Committee	<p>DONE (through C.I.A.)</p> <p>Continue to liaise with C.I.A. on A.T. matters, including evaluation (see <i>Seven Years Later</i> report)</p> <p>Follow through on application for RED funding from OMAFRA for a trails master plan</p>	<p>Planning, Health, Transportation, CIA and other stakeholders</p>

7.2 Priority: School Zone (See description in original 2008 AT Plan)

Recommendations For the School Zone	Implementation Strategies	Partners
Evaluate the effectiveness of recent “Community Safety Zone” designation.	<p>DONE</p> <p>Pedestrian controlled crosswalk was installed; review and evaluate effectiveness</p>	<p>ASES representatives, CIA Transportation, ASES Parent Council, Student Council</p> <p>Health Unit, Family Health Team Healthy Seniors Coordinator Police</p>
Establish a “School Transportation Plan” to determine who comes from where and by what mode. Include safety training for students, teachers and parents.	<p>Reassess opportunities for working with ASES on school travel planning</p> <p>Seek opportunities to host more cycling skills workshops for children and adults.</p>	<p>ASES representatives, ASES Parent Council, Student Council Transportation, CIA Police</p>

Recommendations For the School Zone	Implementation Strategies	Partners
<p>Install three-way stop signs, or signalize with an intersection pedestrian signal (IPS) Pedestrian cross-overs (PXO or cross-walk) may not be as effective especially with children as they may not have the judgment to determine when to cross.</p> <p>Install designated well-marked pedestrian crossings, perhaps using curb build-outs or bike lanes to narrow the roadway to slow cars and shorten the distance pedestrians have to cross.</p> <p>An IPS is described on the following link http://www.burlingtonroadsafety.ca/BRSC_Issues_Pedestrian_Safety.htm</p>	<p>DONE</p> <p>Ensure pavement markings are prominent</p> <p>Improve signal timing</p>	<p>ASES representatives,</p> <p>Transportation and</p> <p>CIA Committee</p>
<p>Explore the feasibility (considering pavement width, on-street parking demand) of installing bike lanes on Bobcaygeon Rd. from the downtown to the Cemetery at the north end.</p>	<p>Minden Hills transportation department to consult with stakeholders to determine feasibility and fit within a larger cycling network. Review OTM Book 18 for potential treatments e.g. painting sharrows</p>	<p>ASES representatives,</p> <p>Transportation,</p> <p>Minden Hills Recreation</p>
<p>Physically and visually “pinch” Bobcaygeon Rd. near the Cemetery - perhaps using bike lanes, curb realignments, walls, event and service club signage, plantings and trees to serve as a traffic calming measure as described in <i>Priority 7.5: Downtown Improvements and Boosting Tourism</i></p>	<p>Determine the feasibility (property, utilities, available budget) of installing a gateway element.</p> <p>Decorative gateways are now identified in the Minden Village Development Plan along with a proposed signage plan for the village</p>	<p>Transportation,</p> <p>ASES representatives,</p> <p>Business Association</p> <p>and Tourism</p>

Recommendations <i>For Completing a Sidewalk, Trails & Path Network</i>	Implementation Strategies	Partners
<p>Use criteria suggested in column to the right to prioritize projects as follows from highest to lowest:</p>	<p>The following are some suggested criteria.</p> <ul style="list-style-type: none"> ▪ The project is in an area with a high number of seniors and children ▪ The project meets some overlapping agendas (i.e. improving safety or accessibility, downtown revitalization, activity for youth, cycling planning, completing missing network links) ▪ The project sets important strategic planning directions for improving AT infrastructure ▪ The project is identified in the Minden Village Development Master Plan (MVDP) ▪ The project coincides with upcoming, time-sensitive opportunities (i.e. a scheduled road reconstruction) ▪ The project is relatively doable “quick-start” ▪ The project idea is technically feasible, i.e. is there sufficient room in the right-of way to accommodate the proposed infrastructure ▪ The project is budgeted in a way that won’t overwhelm the pool of resources for capital improvements 	
<p>Add walking and cycling facilities along both sides of Hwy 35 extending north-south to pre-determined limits of the Commercial Corridor.</p>	<p>Conduct a feasibility analysis with stakeholders and determine if a more detailed analysis and design is needed.</p> <p>Refer to the MVDP for proposed changes and consider speed reduction on Hwy 35 through the settlement area.</p> <p>Meet with Ministry of Transportation (MTO) to determine necessary steps for implementation.</p>	<p>Planning Dept., Transportation, MTO and Works Dept., Recreation Dept., Other stakeholders / user groups incl. Haliburton Highlands Cycling Coalition,</p>
<p>Add sidewalks on all four roads leading to Hwy 35. Water and Bobcaygeon are first priority. Newcastle and Booth are second priority.</p>	<p>Community feedback from the forum and walk audit identified a need for sidewalks and extension of community safety zone along Bobcaygeon Rd..</p> <p>Refer to MVDP for proposed changes.</p>	<p>Planning Dept., Transportation, MTO and Works Dept.</p>

7.3 Priority: Complete a Sidewalk, Trails and Path Network (See description in original 2008 AT Plan)

Recommendations <i>For Completing a Sidewalk, Trails & Path Network</i>	Implementation Strategies	Partners
<p>Upgrade crossings of Hwy. 35 at Water and at Bobcaygeon for pedestrians and cyclists, as there are key destinations on the other side of the highway. Possibilities include: pavement markings, trees, replace separated right turn channel with a right turn lane, install a planted centre median and pedestrian refuge island, reduce curb turning radii.</p>	<p>Produce before and after drawing to illustrate possible options for improvements.</p> <p>Refer to MVDP for proposed changes</p>	<p>Planning</p> <p>Transportation, MTO and Works CIA Committee</p>
<p>Upgrade the Minden Walking Trail (too wet in places) perhaps with a board walk. Make it more accessible to bikes and wheelchairs.</p>	<p>DONE</p> <p>Continue boardwalk to arena/community centre (through wet areas)</p>	<p>Recreation</p> <p>Transportation and Works</p>
<p>Connect Panorama Park with downtown by trail.</p>	<p>Conduct a feasibility analysis with stakeholders and determine if a more detailed analysis and design is needed.</p>	<p>Recreation</p> <p>Transportation and Works</p>
<p>Connect McKay to Highland Gate by trail to accommodate bikes.</p>	<p>Conduct a feasibility analysis with stakeholders and determine if a more detailed analysis and design is needed.</p>	<p>Recreation, Residents</p> <p>Transportation and Works</p>
<p>Add sidewalks on Highland Gate and Knob Hill</p>	<p>Conduct a feasibility analysis with stakeholders and determine if a more detailed analysis and design is needed.</p>	<p>Transportation and Works</p> <p>Residents</p>

Recommendations <i>For Completing a Sidewalk, Trails & Path Network</i>	Implementation Strategies	Partners
Connect Teasdale to Hwy 35 (at “Tim’s”) with walk and bike trail	A footpath exists. Identify boundaries of municipal property and look at existing “desire line” routes in order to establish an official trail.	Recreation Dept. Transportation, MTO and Works
Create guidelines for new development outlining required right of way for AT related improvements (see also section 7.1 Priority: Planning for Growth and New Development)	<p>DONE. Now reflected in Site Plan Control under the Official Plan. Continue to monitor development applications to ensure support for A.T.</p> <p>There could be an AT classification system with some minimum standards (i.e. widths, materials, signage) and a number of general categories</p> <ul style="list-style-type: none"> ▪ Off-road recreation trail (cycling, walking) ▪ Off-road hiking trail ▪ On-road cycling (paved shoulders, cycling lanes or signed routes) ▪ Sidewalks at commercial, residential, etc. <p>Include the above considerations in proposed Parks and Trails Master Plan exercise</p>	<p>See other Ontario precedents. (Appendix ‘E’).</p> <p>Planning</p> <p>CIA and Health Unit</p> <p>“Draft Checklist for Planners to Design Active Communities”, created by HKPR District Health Unit (Haliburton, Kawartha, Pine Ridge District Health Unit, 2007)</p>
Update all policies related to road reconstruction, resurfacing and other improvements to incorporate active transportation infrastructure in the planning, design and budgeting stages.	<p>See the Official Plan section for A.T.</p> <p>Review the schedule for all road improvement projects over the next 5 to 10 years, consult with C.I.A. to determine where there are opportunities to include missing AT infrastructure.</p>	<p>Planning Dept. County Roads Dept., Transportation, MTO and Works Dept., Recreation Dept. and Other stakeholders / user groups incl. CIA Committee</p>

7.4 Priority: Maintenance of existing sidewalk and trail infrastructure (See description in original 2008 AT Plan)

Recommendations <i>Maintenance of existing sidewalk and trail infrastructure</i>	Implementation Strategies	Partners
<p>Address recommendations from the Walk Audit and Forum conducted in 2013</p> <p>Determine need for snow clearing on Riverwalk Trail</p>	<p>Recommendations include:</p> <ul style="list-style-type: none"> • Establish a capital budget figure for annual sidewalk improvements and incorporate targeted improvements and repairs into the Five Year Capital Improvements Plan. • Include sidewalk maintenance in annual roads budget. • Establish a policy/minimum standard for sidewalk maintenance including consideration of Regulation 239/02, 16.1 <i>Sidewalk surface discontinuities</i> • Link Snowdon Park to Minden Trail • Handrail needed at stone stairs across from boardwalk • Conduct a survey to ask about preferences in winter 	<p>Transportation and Works Dept.</p> <p>Recreation Dept.</p> <p>CIA Committee</p> <p>Business Association (for commercial areas)</p> <p>County Accessibility Committee</p>

7.5 Priority: Downtown Improvements and Boosting Tourism (See description in original 2008 AT Plan)

Recommendations <i>Downtown Improvements & Boosting Tourism</i>	Implementation Strategies	Partners
<p>Reconfigure the intersections of Bobcaygeon Rd. at Water St and at Newcastle St. so that they include signals or 3-way stop signs and well-marked crossings (using distinct paving and markings) for pedestrians.</p>	<p>This is planned in the Minden Village Development Plan (MVDP)</p> <p>There are now all-way stops downtown at intersections of Prince and St Germaine, and Newcastle and St. Germaine.</p> <p>Recently a by-law was passed and signs posted to lower speed to 40 km/hour along Bobcaygeon, Newcastle and Water St.</p>	<p>Transportation and Works Dept.</p> <p>Business / Tourism Association</p> <p>CIA Committee</p>

Recommendations <i>Downtown Improvements & Boosting Tourism</i>	Implementation Strategies	Partners
<p>Utilize and implement recommendations in the Minden Village Development Master Plan – Jan 2013</p>	<ul style="list-style-type: none"> • Of particular relevance are: <ul style="list-style-type: none"> ○ Recommendations on way-finding (including maps, banners, street signs, sign posts, murals and info kiosk). ○ Recommendations on Sunnybrook Bridge sidewalk widening ○ Accessibility and sidewalk improvements ○ Streetscape improvement strategy (addition of benches, plantings, bike racks, and removal of sidewalk obstructions such as planters) ○ Parkland, playground and public washroom ○ Gateways into the community (at Bobcaygeon and Hwy 35, Water and Hwy 35) ○ Sidewalk corridor connections (e.g., along Water St. between downtown and Hwy 35) ○ Add sidewalk along Milne Street from Newcastle Street to Prince Street 	<p>Transportation and Works Dept. Business / Tourism Association CIA Committee County Accessibility Committee Recreation Dept.</p>
<p>Bobcaygeon Rd. bridge over the Gull River: repair and in future, widen the bridge's narrow walkways.</p>	<p>Refer to MVDP for details regarding proposed improvements</p>	<p>Transportation and Works Business / Tourism Association CIA Committee Conservation / flood-control Authority (for reconstruction)</p>
<p>Review downtown area lighting levels for pedestrian safety especially at Water Street and Bobcaygeon Rd. towards Highway 35.</p>	<p>Conduct a night time walk with stakeholders to review lighting levels. Where possible adjust fixtures and wattage of bulbs. Set out priority improvements.</p>	<p>Transportation and Works CIA Committee County Accessibility committee Business Association</p>

Recommendations <i>Downtown Improvements & Boosting Tourism</i>	Implementation Strategies	Partners
Pritchard Lane and Milne St. have undefined roadway and parking areas; it is unclear where the lane ends and parking begins, and where pedestrians should be.	Refer to Minden Village Development Master Plan (4.4.1) for details regarding proposed improvements	Transportation and Works Recreation Dept. CIA Committee Business Association
At the Grey Hound Bus stop: review conditions and identify possible improvements to make visitors feel welcome and comfortable, i.e., establish a covered waiting area with seating, perhaps a notice board.	Meet with representative from Minden Mercantile to discuss possibilities.	Tourism Minden Mercantile
Review options for cultural programming downtown, especially programming that includes youth (i.e. host a Saturday afternoon music jam, theatre, etc.)	DONE Better public washroom is needed (open 24 hours)	Recreation Dept., Cultural Centre CIA committee Minden Youth Riverwalk Committee
Review “hot spots” identified in community forum event	<ul style="list-style-type: none"> • Parking at post office - people back out creating potential hazard for pedestrians • Sidewalk broken at corner of Invergordon Ave. and Bobcaygeon Rd. • DQ Grill & Chill – Hwy 35 and Bobcaygeon Rd. - connect with sidewalk • Need to restrict access to trucks with long trailers; add signage at Bobcaygeon Rd. and Hwy 118 for traffic traveling south and at Bobcaygeon Rd. and Scotch Line for traffic traveling north • Alley between downtown and Milne St needs maintenance and better lighting 	Business owners/landlords

7.6 Priority: Promoting a Culture of Walking and Active Transportation (AT) in Minden

(See description in original 2008 AT Plan)

Recommendations <i>Promoting a Culture of Walking & AT in Minden</i>	Implementation Strategies	Partners
Create a “Village Active Transportation Furnishings Plan” to establish locations for benches, trees, waste baskets, bike racks and signage.	Bike racks still needed especially downtown. Consider post and ring racks. Can also encourage business to install Ensure racks and bikes don’t block sidewalks (e.g. at the hospital facing wrong way)	U-Links, CIA Committee Business association Recreation Dept.
Continue to utilize Minden’s Active Transportation Map.	Map updated in 2012 Review locations of sign kiosks and relocate if necessary	CIA Committee Health Unit
Promote safe walking and cycling for children.	Seek opportunities for partnership with school, health unit, OPP, township to implement school travel planning Include education component in Minden 150 Bike Tour if or when it is held in the future (e.g., bike rodeo)	Health Unit ASSES Police
Determine interest in a day or weekend long street festival downtown “Opening up the streets downtown”.	Use Canada Day as a model for other street festivals	County Tourism Department
Review the effectiveness of posted speed limits and possible reductions in residential and school areas.	Walk Audit confirms the need to reduce speeds in downtown to 40 Km/hr - DONE Install speed feedback sign on Bobcaygeon going north past Home Hardware	Transportation Police
Municipality could increase promotion for cycling	e.g., use web site to promote cycling events, host events such as Minden 150	County Tourism Department

9.0 Resources

Other Potential Resources

- The Federation of Canadian Municipalities (FCM) Green Municipal Fund for municipal governments (for plans, feasibility studies and capital projects).
<http://www.fcm.ca/home/programs/green-municipal-fund/what-we-fund/projects/transportation-funding.htm>
- Federation of Canadian Municipalities (FCM) Green Municipal Fund The fund has a transportation stream to promote mode shift and fossil fuel use reduction
- Ontario Ministry of Health and Long Term Care Healthy Communities Fund
 - Includes three separate streams geared to promoting healthy active lives
<http://www.mhp.gov.on.ca/en/healthy-communities/hcf/>

Appendices

Appendix 'D' Standards and Guidelines Resources

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](http://www.railstotrails.org) www.railstotrails.org

More recent design guidelines applicable to Ontario including the following:

- [Accessibility Standard for the Design of Public Spaces](http://www.mcscs.gov.on.ca/en/mcscs/programs/accessibility/built_environment/index.aspx), All public sector organizations are to be in compliance by 2016. See [Integrated Accessibility Standards Regulation 191/11](http://www.mcscs.gov.on.ca/en/mcscs/programs/accessibility/built_environment/index.aspx) at: http://www.mcscs.gov.on.ca/en/mcscs/programs/accessibility/built_environment/index.aspx
- Ministry of Transportation Ontario (MTO) [Ontario Traffic Manual Book 18 Ontario Bikeway Planning and Design Guidelines](http://www.otc.org/wp-content/uploads/2013/12/Book18FinalDraft.pdf) has been updated. The final draft is available online here: <http://www.otc.org/wp-content/uploads/2013/12/Book18FinalDraft.pdf>
It includes:
 - Shared Roadway/Signed Bike Route;
 - Signed Bike Route with Paved Shoulder or with Buffered Paved Shoulder;
 - Bicycle Lane; and
 - Separated Bicycle Lane

An 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](http://www.mto.gov.on.ca/english/engineering/management/corridor/municipal-guideline/planning.shtml#section_two_two_five) 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
- [NACTO Urban Bikeway Design \(2012\)](http://nacto.org/cities-for-cycling/design-guide/) 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](https://bookstore.transportation.org/item_details.aspx?id=1943) available here https://bookstore.transportation.org/item_details.aspx?id=1943

NEW Appendix E 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."

Minden Hills Official Plan (approved 2014)

- 1.2 Vision “...It is also recognized that maintaining the health and well-being of the citizens of Minden Hills is integral to the development of a sustainable, economically viable and socially vibrant community.”
- 1.3.2.3 “The urban area will continue to develop a community that is walkable, safe and accessible.”
- 1.3.6 Wellness and Quality of Life
- 1.3.6.2 “The impacts of planning approvals on wellness and quality of life will be a factor in the administration of planning approvals.”
- 1.3.6.3 “The planning process will be utilized to help healthy active communities that support active lifestyles and active transportation.”
- 2.2.3.2 “Open space ((parks, recreation facilities, recreational trails and natural areas) and institutional uses (schools, churches, nursing homes, community facilities, libraries) are permitted in the residential neighbourhoods, subject to the approval of a zoning by-law amendment...”
- 2.2.5.1 Goals of Intensification, d) To ensure residential intensification opportunities contribute to the character and quality of Minden through the use of good building and site design, and contributing to the Township’s efforts to become more accessible and active.
- 2.3.3.2 c) Pedestrian and bicycle access and facilities, both along and across Highway 35, with links to and between existing areas and destinations will be a primary consideration in the long term development and redevelopment of the Highway 35 corridor.
- 2.4.1 Purpose of Downtown designation d) Create attractive pedestrian and cycling linkages within the Downtown and from the Downtown along Gull River and the Riverwalk, specifically where recommended by Council endorsed or approved plans such as the Active Transportation Plan for Minden.
- 2.4.2 Downtown Vision - The Vision for Downtown Minden is to creatively evolve to become a leading riverfront destination in Ontario by showcasing its high quality small town culture and providing accessible, healthy, active experiences and opportunities to residents and visitors on a year round basis.
- 2.4.4.1 General policies – The following policies are intended to guide proposals for new development or redevelopment in the Downtown designation: c) Hospitality and tourist oriented uses that will enhance the pedestrian and cycling linkages between the downtown and open space areas are encouraged;
- 2.4.4.4 Public Space in the Downtown
- Public land in the Downtown designation includes streets, sidewalks, parking lots, parks and administrative or public buildings. It is a policy of this Plan that the Township may partner with stakeholders to maintain public space in a manner that is complementary to the Downtown and creates a more accessible pedestrian environment. In conjunction with this Official Plan, the Township has prepared a Village Master Plan, which provided the following recommendations for projects aimed to revitalize public lands and improve accessibility:
 - To widen sidewalks and create bump-outs along Water Street;
 - To establish a signalized traffic control at the intersection of Milne Street, Bobcaygeon Road and Newcastle Street;
 - To establish a playground or plaza and public washroom and formalize a public parking area south of and accessible from Bobcaygeon Street and also accessible from Peck Street;
 - To establish a consistent theme for the Downtown which is incorporated into way-finding signage, directional signage, murals and cultural heritage signage and public art;
 - The use of site planning, landscaping and lighting to create strategic clearly defined gateways;
 - The use of paths and pedestrian crossings to encourage active transportation and make access in the Downtown more accessible and free of barriers; and,

- Streetscape improvements including the replacement of overhead wires with underground installations, traffic calming, introduction of streetscape features such as lighting furniture, vegetation and wider sidewalks, subject to the availability of resources and/or cost sharing with stakeholders.
 - 2.5.4.2 – Development Criteria (Downtown Transition) g) roads, sidewalks and trails will be designed to be safe, accessible and where feasible, interconnected, to facilitate pedestrian and cycling access and linkages;
 - 2.8.1 Purpose (Parks and Open Space) c) where applicable, provide safe and connected pedestrian and non-motorized vehicular access to public spaces and shorelines.
 - 3.1.3.6 Rural Settlement Areas should facilitate pedestrian mobility and other modes of active transportation.
 - 3.2.4.3 Waterfront and Adjacent Development h) On large sites, efforts should be made to encourage pedestrian linkages between uses and adjacent sites.
 - 5.10.3 Pedestrian walkways, bicycle lanes and multi-use recreational trails should link public facilities to each other and to residential areas. Special attention will be given to developing additional pedestrian linkages to existing recreation facilities.
 - 5.10.9 Access to schools will be a major consideration when reviewing subdivision applications. Schools must be easily accessible by pedestrians and cyclists and be linked by walking paths, bicycle lanes and multi-use recreational trails to other public facilities and services
 - 5.10.11 As the population of the township ages, more attention shall be given to housing for the elderly....the following options will generally be considered: ...the provision of well-lit accessible streets, sidewalks as well accessible public building, facilities and places of business...
 - 5.11.3 Such expansion will be considered within the following context: an efficient road pattern will be maintained and established with proper motor vehicle, pedestrian and bicycle access and links to any Township, County or Provincial Road;
 - 5.14.6.3 Council shall give consideration to the preparation of a Municipal Roads Needs Study. Such a study shall include an examination and analysis of municipal roads to determine existing road conditions, the needs of all users, and, where deficiencies are identified, the expenditures necessary to improve and upgrade municipal roads to an acceptable level. Such a study should establish a priority of needs for such works.
- 5.16 Active Transportation
- 5.16.1 Minden Hills recognizes the positive role that active transportation can play in improving mobility as well as the health and quality of life within the community. On this basis Council supports the development of walking and/or cycling routes within the Township and will use studies such as the
 - Active Transportation Master Plan for Minden (2008) and the Haliburton County Cycling Master Plan (2008) as resources to help inform future infrastructure planning, with respect to road development and maintenance. Other potential initiatives that could facilitate and support active transportation include:
 - the establishment of safer ingress and egress to Highway 35;
 - b) incorporating design features and traffic calming measures to slow traffic in gateway areas;
 - c) establishment of a community safety zone at Parkside Street and Bobcaygeon Road;
 - d) compile an integrated trails, sidewalk and pathway inventory; and,
 - e) maintain and improve existing sidewalk and trail infrastructure.
 - 6.4.2 Site Plan control shall be utilized by the Township to ensure its compatibility with the vision and principles of this plan and to ensure:...safe and efficient access for all modes of transportation...
 - 6.4.3 "... A dedication may also be required to improve or accommodate safe access for pedestrians and bicyclists"

- 6.9.2 Requests for site specific changes to the Official Plan may be considered by Council upon application, and will be evaluated on the basis of the following criteria:...the economic and health benefits and financial implications to the township...
- 6.16.3 Criteria for Delineating Community Improvement Project Areas shall be determined according to the following criteria. a) areas that show deficiencies in public services including: iii) deficiencies in roads, sidewalks, street-lighting and fire hydrants; ...vi) impediments to pedestrian and bicycle movement. B) areas that are deficient in social or recreational services including: i) lack of recreational facilities including parks, open space and public facilities, playgrounds...