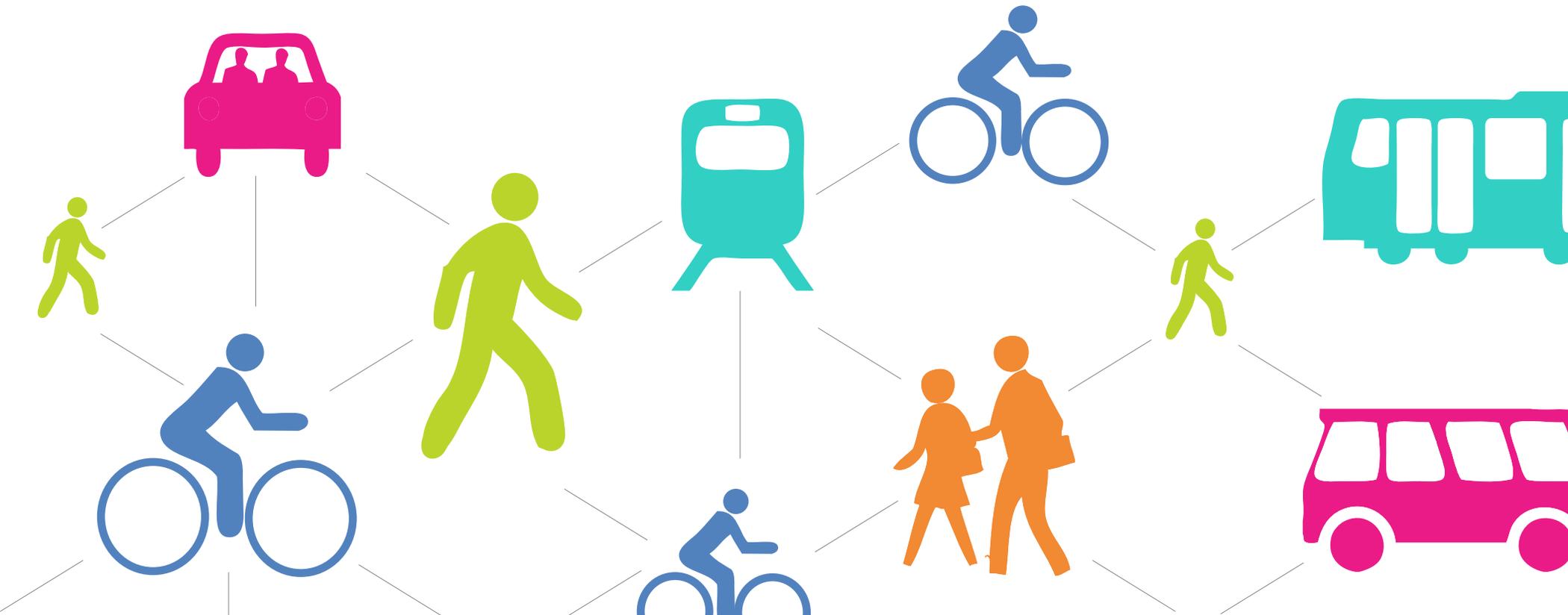# Creating Healthier & Happier Communities for All:

SUSTAINABLE MOBILITY AND PARKS & PUBLIC SPACE
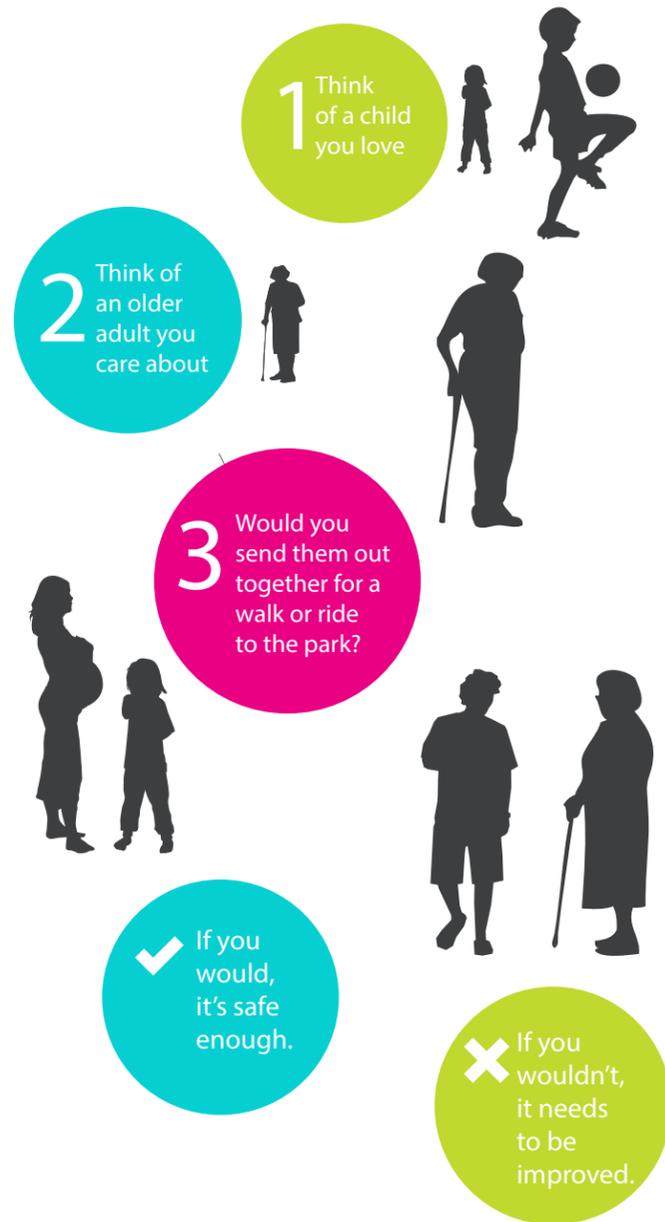
Workshop Report: Town of Parry Sound, ON

8-80 Cities is a non-profit organization based in Toronto, Canada. We are dedicated to contributing to the transformation of cities into places where people can walk, bike, access public transit and visit vibrant parks and public places.

Our approach is to engage communities at all levels and across multiple sectors to inspire the creation of cities that are easily accessible, safe, and enjoyable for everyone. We have working experience in urban areas across Canada, the United States, Latin America, Europe, Asia, Australia, and New Zealand.

We are convinced that if everything we did in our public spaces (including our streets) was great for everyone from 8 years old to 80 years old, we would end up with healthy and vibrant communities for all.

8 and 80 are not magic numbers - they are to be used as an indicator for creating successful cities for **ALL** people no matter their age, gender, ability or social status.

1 Think of a child you love

2 Think of an older adult you care about

3 Would you send them out together for a walk or ride to the park?

✔ If you would, it's safe enough.

✖ If you wouldn't, it needs to be improved.

8-80 Cities
Walk & Bike · Parks & Streets · For All

Creating Healthier & Happier Communities for All:
SUSTAINABLE MOBILITY AND PARKS & PUBLIC SPACE

Workshop Report | Parry Sound, ON

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Creating Healthier & Happier Communities for All:

The purpose of this report is to provide a summary of the information 8-80 Cities collected at the Creating Healthier & Happier Communities for All workshop held in Parry Sound, ON on October 17th, 2014. The workshop focused on creating vibrant parks, accessible walking facilities, improved cycling infrastructure and public transit, and implementing Open Streets in their community. The workshop was hosted by the Town of Parry Sound.

The workshop portion of the event followed presentations by Gil Penalosa and Emily Munroe. This report details ideas generated during the workshop and highlights priorities that were established by the group that will help to guide next steps.

The report also includes cycling, walking, and open streets maps as well as a quick reference guide on bikeability . We hope that this report will guide next steps and that the people of Parry Sound will be inspired to use this report to help "make the case" for improving Parry Sound's public places.

Workshop Date: October 17th, 2014
Topics: SUSTAINABLE MOBILITY AND PARKS & PUBLIC SPACE
Host: Town of Parry Sound

WORKSHOP GOALS

- Strengthen relationships between key groups and stakeholders involved in regional community building initiatives.

-Learn about leading principles and practices in "people first community building" locally and around the world.

- Identify priority projects/initiatives that can be collectively worked on to demonstrate a shared commitment to people first community building.

WORKSHOP AGENDA

Presentation by Gil Penalosa
Communities for All, 8-80

Presentation by Emily Munroe
Open Streets

Group Activity
Impatiens & Orchids

GROUPS PRESENT:

Town of Parry Sound
Parry Sound High School
William Beaty School
Downtown Business Association
Residents Association
North Bay Parry Sound District Health Unit
Horticulture Society
Resource Centre for Independent Living (RISE)
The Regional Economic Development Advisory Committee (REDAC)
Sail Parry Sound
Parry Sound Bikes
Waterfront Advisory Committee (WAC)
Active Transportation
Plauby Design
McCann and Cambrian

"In order for this region to thrive and be successful, many groups need to work together towards a common goal of healthier and happier communities for all. I think part of any change is we have to realize where we are, where we want to be and why and then how do we get there"

- Gil Penalosa

Creating Healthier & Happier Communities for All:

SUSTAINABLE MOBILITY AND PARKS & PUBLIC SPACE

ACTION PLAN

WORKSHOP GOAL: to identify priority public space projects that can be implemented in Parry Sound.

WORKSHOP ACTIVITIES:

IMPATIENS & ORCHIDS
In groups, participants brainstormed short-term (impatiens) and long-term (orchids) goals for improving the five focal topics. "Impatiens" refers to short-term ideas that are low cost, low risk, high visibility and can be implemented in less than one year. "Orchids" refers to longer term public space improvement ideas that are higher cost, require more planning and resources and would take two to five years to implement.
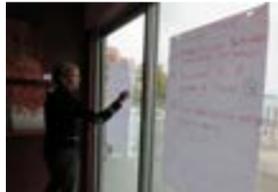
PRIORITY SETTING & DOTMOCRACY
Change in our communities takes vision and the identification of practical goals. Each group prioritized their community improvement goals and chose the top three ideas to present to the group. All participants voted, placing stickers next to their favourate ideas proposed by community members.

ACTION PLANNING FOR HEALTHY COMMUNITIES
Based on the "winning" idea for the five topics, each group determined the Who, What, When, Where and, most importantly, the How for each community improvement idea. All of these action plans help to achieve the goal of healthier, happier, and more livable cities.

The groups that focused on Public Spaces, Walking, Cycling, and Open Streets took the action planning exercise to the next step by providing maps and visual cues as to how their project would take shape in Parry Sound. The maps and visuals that accompanied these four topics are included in the following section.

PUBLIC SPACES

IMPATIENS & ORCHIDS

The Impatiens and Orchids activity highlighted a shared desire amongst participants to improve and encourage community participation in Parry Sound's parks and public spaces. Parry Sound students noted their concerns related to safety and inappropriate behavior in their parks. Other issues included accessibility and public awareness about existing parks, trails and programs.

1. Safety

This includes replacing or fixing broken or unsafe equipment, clearing excess brush in the parks and providing better lighting. As well, greater OPP activity such as walk-in or surprise visits to monitor for illegal or inappropriate activities were suggested by participants.

2. Accessibility

Every individual should be able to access the parks whether they are 8 or 80. Accessibility would be improved through paved entry paths and increasing open space by removing brush around the parks.

3. Awareness

Participants discovered that many are unaware of the parks. Increased signage, an accessible and informative web page, and maps would increase usage.

*The number inside the green dot represents the number of 'votes' the idea received during the 'dotmocracy' activity. The ideas with the highest number of votes have been featured on the following pages.*

ACTION PLANNING*

all action planning items were collected from the action planning brainstorm conducted during the workshop

WHAT?
Greater sense of safety in all of our local parks in Parry Sound.

WHY?
Increasing usage will contribute to greater tourism, healthier lifestyle, a sense of community and civic pride.

WHO NEEDS TO BE INVOLVED?
Town of Parry Sound, OPP, Council, Corporate Partnership, and Citizens.

WHEN?
Use four season, everyday, regular park hours. Implement now and as soon as possible.

WHERE?
All the parks in town: *Booth St, *Cherry St, *Skateboard Park, William St, Yvonne Williams, Mission Park, Waubuno Beach, Kinsmen Park, etc.

HOW?

Step 1:
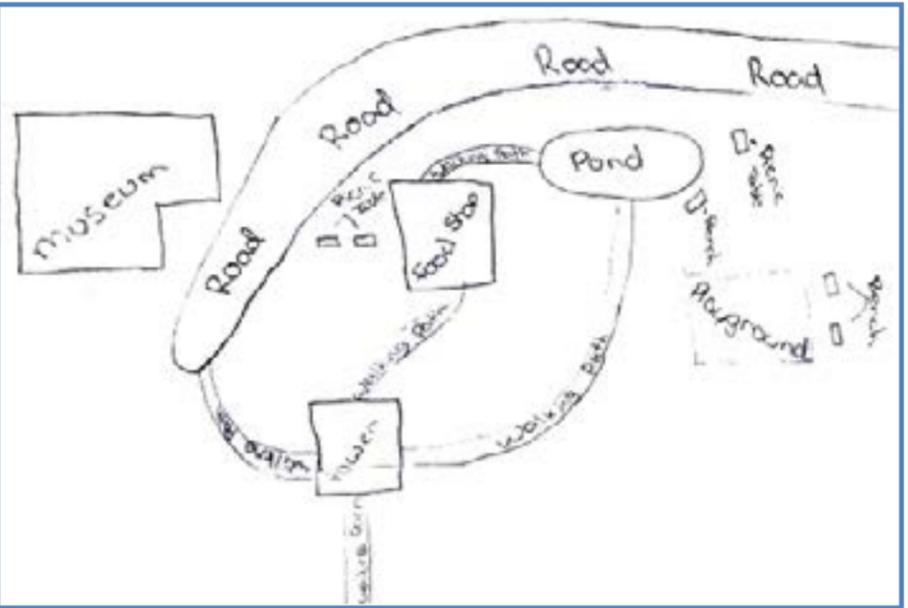Get Partners together: Citizens, Town, Corporate OPP.

Step2:
Which parks are close, visible, most kids, and assessment of the equipment, use, and users.

Step 3:
Have a conversation and create a plan to propose to council.

RESOURCES
Splash pad, Basketball Nets, Bike Racks, Big Oversized Games, Find the red Muskoka chair (scatter 10 chairs across town, find and take a selfie and post it to the website).

Bryant Park, NYC

Bryant Park in New York City is an excellent example of a well managed, well programmed public space. Bryant Park offers both programmed events and activities, as well as self-serve activities such as games of ping pong and petanque.

With the added benefits of an on-site restaurant and free WiFi within the park, Bryant Park is vibrant and busy during all seasons.

Park maintenance alone, while important, does not bring people to a park. People bring people to a park! An effective way to invite more people to use a public space is through active programming.

PUBLIC SPACES ACTION PLAN

PARRY SOUND STUDENTS: TRANSFORMING PARKS AND PUBLIC SPACES

PARRY SOUND MUSEUM AND TOWER HILL

MUSEUM
- Daily activities such as book club, card/board game and movie screenings
- Holiday parties
- Workshops (gardening or history)
- Warm food and a place to state on cold nights

TOWER
- Motiviational story
- Places to rest every other landing

PARK
- Add a play ground
- Better walk ways
- Open snack shop
- Add picnic tables and benches

RECREATION CENTER IN WILLIAM BEATY SCHOOL

This design created by a William Beaty student illustrates a multi-use destination; a place where individuals of all ages feel welcome to gather, engage, and pariticpate. Facilities include physical activity, education, and even relaxation.
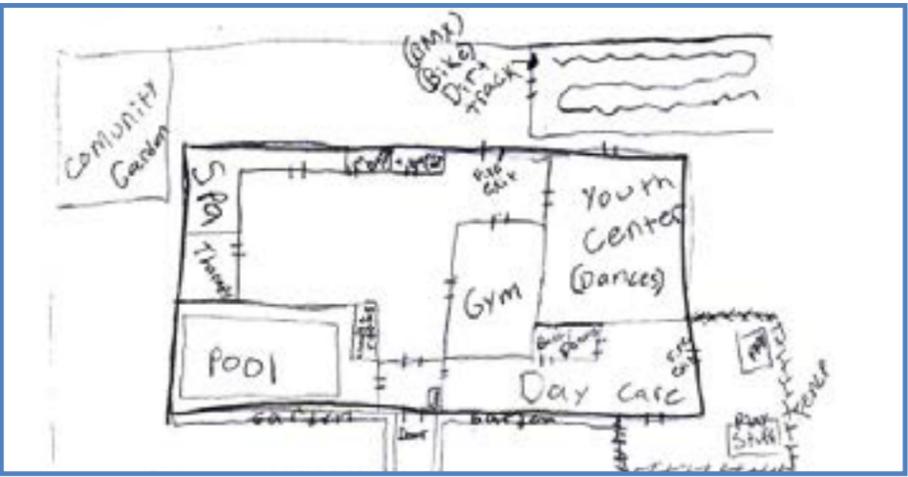
WALKING

IMPATIENS & ORCHIDS

Streets not only facilitate mobility, but also provide space for community building, physical activity, forming neighbourhood identity and contributing to people's quality of life. Citizens felt that walking could be improved through accessibility, awareness and beautification.

1. Accessibility
Improving walkability in Parry Sound can be achieved by increasing accessibility for people of all ages and abilities. For example, responsive sidewalk snow-plowing, installing curb-cuts for mobility devices and strollers, and enhancing connectivity of the trail system would have immediate impacts.

2. Awareness
Raising awareness of Parry Sound's existing pedestrian and trail networks is a low-cost, high-impact way to increase use. Improved wayfinding signage, branded maps, and innovative trail events and programs are simple ways to boost awareness.

3. Beautification
Ongoing maintenance and beautification efforts along walking paths are a clear indication that a community cares about its pedestrians. Fresh greenery along sidewalks or launching an 'Adopt the Trail' program can brighten and rejuvenate pedestrian spaces.

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Copenhagen, Denmark

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Everyone is a pedestrian because every trip begins and ends with walking. Recognizing this fact, Copenhagen puts pedestrians first. Following a snowfall in Copenhagen, the sidewalks are ploughed first, then the bike lanes and finally the streets.

Copenhagen has also prioritized pedestrians by implementing pedestrian zones. A pilot pedestrian-only zone in 1962 led to the creation of a pedestrian network across Copenhagen. Not only are people more physically active but creating a pedestrian network has also increased economic activity. The shift towards active transportation has allowed Copenhagen to be a better place for people.

ACTION PLANNING*

*all action planning items were collected from the action planning brainstorm conducted during the workshop

WHAT?
Make walking more accessible in Parry Sound.

WHY?
For ages 8-80, to promote a healthy lifestyle and to develop a different perspective.

WHO NEEDS TO BE INVOLVED?
Ages 8-80, champions, town electives, and people with accessibility issues.

WHEN?
Start now, four seasons.

WHERE?
Making sidewalks/fitness trails walkable, all direction walk (scramble intersection) at Seguin St & James St, bikeable/walkable trail from end of William to Mall up Parry Sound Drive.

HOW?
Step 1:
Collect data- how many walk to school and how many would walk if safe

Step 2:
Petition- social media.

Step 3:
Council meeting - deputation to the meeting (bring lots)

WALKING ACTION PLAN

SCRAMBLE INTERSECTION

James Street and Seguin Street

This image is a rendering of what James St and Seguin St would look like if a scramble intersection were to be implemented.

It allows pedestrians to safely cross in any given direction within the intersection.

A scramble intersection or four-way pedestrian cross walk stops all traffic to cars, allowing pedestrians to cross simultaneously from every direction.

This reduces the amount of time pedestrians spend at an intersection because it provides a more direct route to their destination. This helps limit the amount of time pedestrians experience with vehicles. Furthermore, pedestrians are less concerned that cars will turn while they are crossing.

Scramble intersections can help create safer roads for both pedestrians and drivers.

BANFF, ALBERTA

May, 2014 scramble crosswalks were placed at the intersections of Wolf St, Caribou St, and Buffalo St.

CYCLING

IMPATIENS & ORCHIDS

Residents highlighted the beautiful trails as one of the most attractive features of Parry Sound. Despite the potential of Parry Sound trails, many requested improvements to cycling through connectivity, signage, and special events.

1. Connectivity
Cycling lanes and trails must be connected to each other, and to important destinations to maximize functionality. Parry Sound can improve its existing cycling network by creating a connected and uninterrupted loop throughout the Fitness Trail.

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2. Signage
Awareness and visibility are key components of a successful cycling network. Clear and consistent signage helps cyclists navigate the trail system, and also encourages more people to use the trails by raising awareness. Trail signs, maps, and access to more information about the cycling network in Parry Sound are simple but effective actions.

13

3. Special Events
Cycling-focused events draw new audiences of all ages to existing cycling infrastructure. Animating the streets and trail system through bike rodeos or Open Streets events are fun ways to educate people about the benefits of cycling in a safe environment.

13

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ACTION PLANNING*

*all action planning items were collected from the action planning brainstorm conducted during the workshop

WHAT?
Loop and Link the fitness trail.

WHY?
Sectional and short right now.

WHO NEEDS TO BE INVOLVED?
Town of Parry Sound: Waterfront Commitee, Infrastructure, Public Works. As well, Seguin and the Active Transportation Board.

WHEN?
As soon as possible, by summer 2015. All season, used daily, any day, any hours

WHERE?
Fitness to salt dock, Salt Dock Rd --> Marion --> Wood --> Sabella --> William --> River St --> Great North Rd (Gibson could be cut in half).

HOW?

Step 1:
Signage, way signing such as walk five minutes to towntown.

Step2:

Mapping where there are benches, washrooms, garbage cans etc.

Step 3:
Sidewalk, infrastructure improvement and expansion.

RESOURCES
Sidewalks on Isabella St past the cemetary and Isabella St to Hillcrest Rd, as well as better access on Isabella St, Tudhope St to William St. Also more sidewalks on William St and sidewalks for the new school.

Public Bike Share in Cochrane, ON

Northern Ontario's first municipally-run bike share system was launched in Cochane in 2014. The program provides thirty colourful bicycles to the residents of Cochrane, free of charge. The bicycles, which are located at four stations across town, were donated by RCMP and painted by local students. More than 4,000 residents of Cochrane (80% of the population) now live within walking distance of free bikes.

Connectivity is integral to the success of Cochrane's bike share system. In the weeks prior to launching the program, the Town of Cochrane installed bike lanes that lead to local destinations (ie. grocery store, community centre, schools, etc.), and loop around the Lake Commando Park. The bike share stations are strategically positioned to allow direct access to the bike lanes at important destinations.

CYCLING ACTION PLAN

Many of Parry Sound's streets are wide, experience high traffic speeds, and have unpaved shoulders. This is not a viable or safe environment for both pedestrians and cyclists. The street conditions, although unsafe are conducive to substantive changes, with the potential to create a safe network for both walking and cycling in Parry Sound.

This map illustrates the proposed continuation and looping of the Fitness Trail. It also identifies the location of the proposed four-way pedestrian crossing, also referred to as a scramble intersection.

CONNECTING THE FITNESS TRAIL

Isabella Street

This street has a wide shoulder which lacks sidewalks and separated bike lanes.

James St & Seguin St
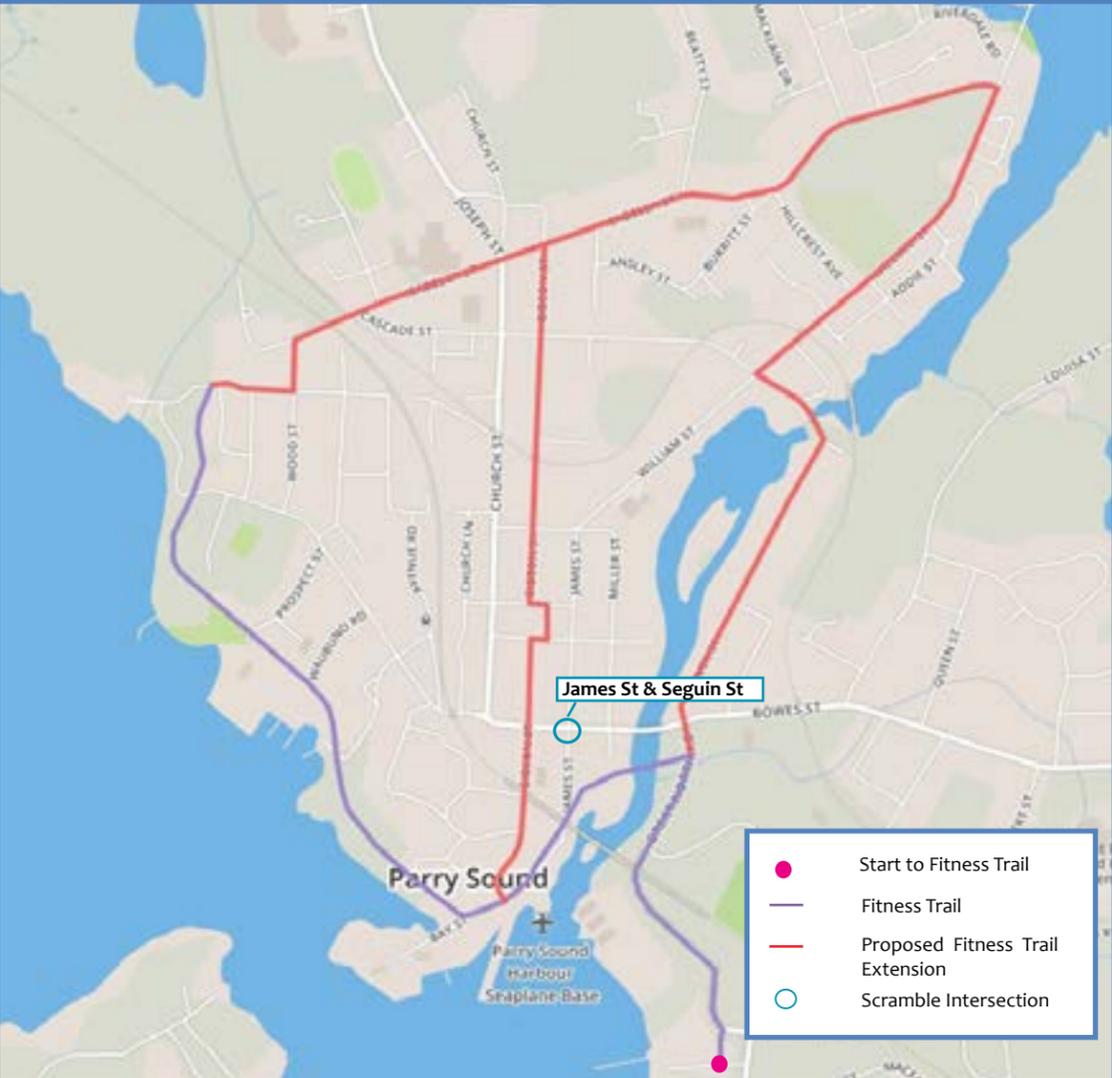
- ● Start to Fitness Trail
- ── Fitness Trail
- ── Proposed Fitness Trail Extension
- ○ Scramble Intersection

PUBLIC TRANSIT

IMPATIENS & ORCHIDS

Accesible public transit helps support the 8-80. Parry Sound community members highlighted the need to improve accesbility, create ride share programs, and provide greater community partnerships.

1. Accessibility
All public transit systems must be accessible to all members of the community, regardless of age, ability or income level. Building safe transit stops at key destinations, and using acccessible vehicles are important strategies for creating consistent ridership and accessibility.

2. Ride Share
Developing car pooling or car sharing programs are low-cost strategies for reducing auto dependence and building healthier communities. These programs can create social opportunities and help residents save money by reducing the need for car ownership.

3. Partnerships
Many municipal governments have used public-private partnerships to improve transportation infrastructure. When funding is a challenge, this innovative model can also be used to help start and operate a public transit system. Residents identified First Nations as potential partners for the Town of Parry Sound in developing an accessible transit program.

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Wasaga Beach, ON

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4

2

Wasaga Beach has a public transit system available to the entire community. The bus service initally had one loop and was expanded to two in 2009. It is a great example for small communities as it provides small buses with only five rows of seats. The Ride The Wave logo was chosen through a community contest. Community engagement and participation created a sense of ownership among community members over their transit system.

ACTION PLANNING*

*all action planning items were collected from the action planning brainstorm conducted during the workshop

WHAT?
Public transit for all which is inclusive and accessable for all.

WHY?
To encourage less vehicle use and increase community engagement.

WHO NEEDS TO BE INVOLVED?
First Nations, PPP, town schools, youth, 8-80, media, MP(P).

WHEN?
TBD, dependent on capital and public input.

WHERE?
For everyone.

HOW?
Step 1:
Public engagement options.

Step 2:
Weigh pros and cons, cost analysis, and service analysis.

RESOURCES
Roads exist and goal is to increase ridership, somehow.

OPEN STREETS

IMPATIENS & ORCHIDS

Open Streets are programs that close the streets to cars and open the streets to people, encouraging greater physical activity. They bring people together of all ages, abilities, and social and economic backgrounds.

1. Implementing Open Streets
Close Bowes St. and James St. to cars one Sunday a month from May to October. Activities that encourage physical activity should be included at key nodes along the route.

35

2. Winter Theme Day
Celebrate Parry Sound's winter climate with a day of special outdoor programming such as including skating, tobogganing, and skiing. This will provide opportunities for sociability and physical activity during the long winter months.

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3. Nuit Blanche and Street Party
Enliven the streets and public spaces, allow residents to express themselves, and celebrate the arts and cultural sector in Parry Sound.

9

Open Streets in Thunder Bay was a huge success. It was held from 8 am - 2 pm for two Sundays during the summer of 2014. Over 2,000 people participated in the first Open Streets.

Over 60% of people who participated had a positive change in feelings regarding their neighbourhood. Business for many increased. Check out this **video** which describes the economic impact of Open Streets in Thunderbay.

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ACTION PLANNING*

*all action planning items were collected from the action planning brainstorm conducted during the workshop

WHAT?
Create public and people space on our streets.

WHY?
Community involvement, unplug, social involvement, exercise, new perspective on community, build connections, and the environment.

WHO NEEDS TO BE INVOLVED?
Everyone, town, Fire department, EMS, police, Chamber, Downtown Bus Association, Active Transportation, schools and student council, Health Unit, Community Living, bike shops, public transport for our elders, local businesses, media, neighbour municipalities, and First Nations

WHEN?
Summer 2015, first or second Sunday of every month, May to October, 8:00 am - 2:00 pm.

WHERE?
Bowes St and James St.

HOW?
Step 1:
Open Streets Committee (Oct-Nov 2014) which has a range of stakeholders. This committee with build purpose and terms of reference.

Step 2:
Dialogue with stakeholder (Nov-Jan 2015). This includes the town, emergency services, businesses, chamber, active transport and approval.

Step 3:
Volunteers and programming (Feb-Mar 2015).

Step 4:
Media and advertise (Mar-Apr 2015).

RESOURCES
Police, signage, barricades, paint or pavement marking, grants, town, local businesses, Festival of the Sound, volunteer hours for students, WPSHC, Health Unit, sponsorship, bike shops.

OPEN STREETS ACTION PLAN

The following is a proposed network for an Open Streets in Parry Sound. The route passes businesses, and includes water and trail access, helping to further promote greater physical activity.

The route measures 3.2 km in total. The stretch from James St and Rossetta St to the Charles W. Stockey Centre encompasses 1.3km. Nearly 2 km of the Open Streets map is from Seguin St and James St to Bowes St and Pine Drive. Although this is a promising start, 5 km or more is recommended when creating an Open Streets network to provide the space for people "to be active for an extended period of time."

OPEN STREETS PARRY SOUND

James St

Bowes St

Parry Sound

● Start and Finish to Open Streets
— Proposed Open Streets Route

James Street
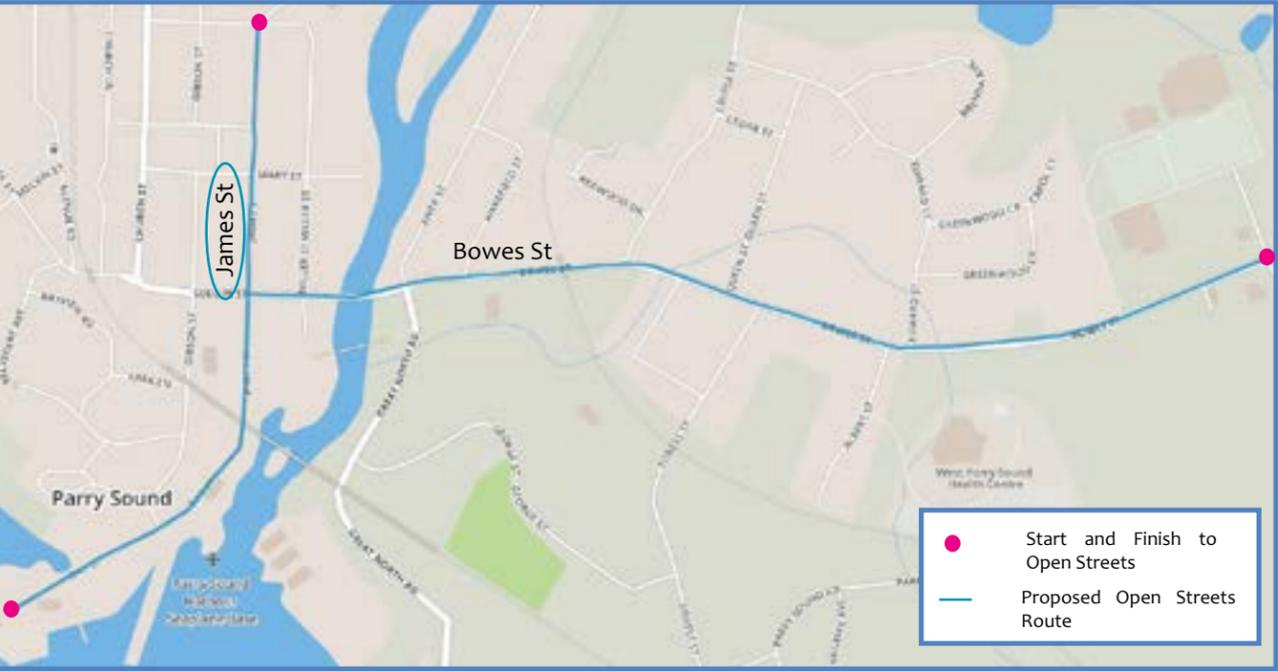
The proposed Open Streets Network is surrounded by stores and restaurants. This will provide an opportunity for local businesses to engage and attract new customers.

COLLABORATION
TAPPING THE COLLECTIVE BRAIN

Having the ideas, resources, and tools moving forward to create great places requires community input. Our experience shows that the best parks and public spaces have a high level of community involvement.

The workshop demonstrated that Parry Sound residents are eager to work together and with diverse stakeholders to improve their community. This collaborative spirit will be important for making the plans, ideas, and dreams presented in this report a reality.

Community

CHANGE

Elected

Public Sector Staff
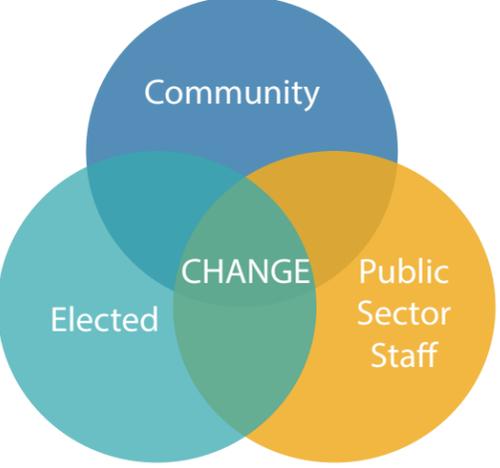
Working together whether one is 8 or 80 to create positive change.

Transform William Beaty School into a " Fitness center for the young and the old."

Hold activities in Museum and Town Hall, sell food, create "a story that goes up the tower to see what happens next."

Turn William Beaty School into a "bike park"

Build a track around the William Beaty bike park for parents to watch their kids while excercising

PARRY SOUND STUDENTS IDEAS

Renovate William Beaty School into a "Recreation Hall"

"Turn William Beaty into a Grand Centre park like how in New York they have a Central Park."

8-80 Cities' Quick Reference Guide
FOR CYCLING

In order to implement the action plans proposed, determining the priorities for each project are vital to success. We have taken one example, creating a cycle network or looping the Fitness Trail, and identified priorities for developing a cycle network. Prioritization is key, and we hope that it will help readers 'make the case' for investing in high-quality bikeable environments.

Cycling for Everyone

Walking and cycling are not frivolous modes of transportation. They are the only individual mode of mobility for most people and for all children and youth around the world. Unless you believe that only those who have the money, age and desire to drive cars have a right to individual mobility, walking and cycling should be considered a right.

Cycling is an incredibly practical tool for urban transportation. It is efficient, affordable and gives people the ability to move freely and quickly around the city. Unfortunately in most cities and towns cycling remains underdeveloped, unsafe and inconvenient.

Tapping into the tremendous potential by focusing on the "must haves" and then the "nice to haves" help determine the priorities for your implementation

MUST HAVE ✔✔

Interconnected network of physically separated bikeways on arterials
A bikeways does not exist in isolation, it must be part of an integrated network. For cycling to be successful for people of all ages it must be safe and perceived as safe. On streets of 40kph or more or where there are 5000 cars or more per hour, cycle tracks should be physically separated from cars and pedestrians. These require special treatments and signals at intersections. There are many examples of cities with diverse treatments (bollards, planters, raised curbs)- what will your cities' model be?

Lower speeds to 30kph on neighbourhood streets
On neighbourhood streets, the simple act of lowering speeds through traffic calming measures can have a significant impact on improving both cycling and pedestrian conditions in a city. Studies show that the chance of fatality when hit by a car at 30kph is 40%, that jumps to 80% when the speed increases to 40kph.

What about Bike Share programs?

A fantastic tool for promoting cycling in cities. Best implemented along with cycling network. They fall somewhere between 'Must' and 'Nice' to have.

NICE TO HAVE ✔

Good quality and quantity of bicycle parking
Good quality and appropriate quantity of bike parking is an important element to making cycling comfortable and convenient. Bicycle parking that does not take precious space away from pedestrians and that is sheltered is ideal.

Wayfinding and signage
Special wayfinding and signage for cyclists also improves the overall experience and ease of usability of a cycling network. It is also a great way to help integrate and tie together the recreational and commuter networks.

Support facilities/elements
Special shower and changerooms, lockers, and bike repair facilities are a nice bonus for cycling commuters. In cities with the a well integrated mobility network commuter cycling does not require special clothing or showers.

Bicycle racks on buses
Having the option of putting your bike on the bus is great, however this is not a great long-term solution for cities that want to significantly increase cycling mode share.

DON'T BOTHER ✖

Painted bike lanes on arterials
Sharrows/shared lanes on arterials

Remember the 8-80 Rule! Cycling should not just be for the young and athletic, but safe and attractive to a diversity of ages.