



Town of Shelburne Active Transportation Plan Study

FINAL REPORT AND RECOMMENDATIONS

April 16, 2008



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1. Background

The Town of Shelburne in partnership with the County of Dufferin (through the participation of the Dufferin Oaks, the Wellington Dufferin Guelph Health Unit, the Mel Lloyd Family Health Team, the Nottawasaga Valley Conservation Authority and the Health Promotion Communities in Action Fund sponsored by the Province of Ontario) undertook an active transportation plan (“ATP”) study.

The ATP study was undertaken by Meridian Planning Consultants and Cumming + Company and addressed ways to create opportunities for people to become active in good health alternatives with exercise and a viable trail walkway. It also built upon the work already undertaken on the trail network in Shelburne as well as best practices from other municipalities.

The key study aims were to develop recommendations that would move the Town closer to the following goals:

- *To achieve active living year round for all ages;*
- *To build on the Shelburne Trail Network;*
- *To promote awareness through community projects;*
- *To Implement the Active Transportation Plan.*

A start up meeting was held with the ATP Committee to provide an overview of the process and the expectations for the study. An existing conditions report was completed in December 2007 which looked at existing trail conditions, current policies, constraints, opportunities, trends and best practices. A copy of the existing conditions report is attached as Appendix A. The most significant component of the ATP study was the input from the community. The existing conditions report was used in the consultative process to provide background information and to assist in the identification and development of strategies for active transportation. The strategies included recommendations for changes to land use, policies, and recreational and educational programs.

The Town consulted with numerous stakeholders throughout the community. Community workshops were held with youth, seniors, community organizations and the public to discuss opportunities, challenges and recommendations for the best use of the trail system and initiatives for promoting active living. Informant interviews with individuals and groups were also conducted to obtain input on the Town’s current trail network and areas for improvement.

This report prepared by the Meridian Planning Consultants and Cumming+Company captures the discussions with the community and highlights key actions for implementing an ATP for the Town of Shelburne.

2. Consultation Process

The consultation process involved a number of workshops and informant interviews. Three community workshops were held as follows:

- Centre Dufferin District High School Students (November 13, 2007);
- Community Stakeholders and the Public at the Shelburne Arena (November 13, 2007); and,
- Residents of Dufferin Oaks at the Mel Lloyd Center (November 20, 2008).

Notices for the workshops were undertaken through advertisements in the local newspapers and on the Town's website. Copies of the workshop notice were also emailed and mailed out to targeted community organizations and stakeholders.

Each workshop involved a brief presentation on the trail system (outdoor and indoor) and examples of best practices for Active Transportation in other communities. Workshop participants worked in small groups to identify ideas for improving the existing trail system, creating multi-seasonal opportunities for all ages and generating ideas on how to promote more walking and physical activity in the Town. The key actions and strategies that evolved from each workshop included:

- (i) Ideas and strategies for creating more active living in Shelburne;
- (ii) Ideas and strategies for improving the trail network;
- (iii) Ideas and strategies for promoting the trail network and improving public awareness; and,
- (iv) Ideas for promoting and implementing the ATP;

In addition to the workshops, a toolkit was prepared and used by volunteer facilitators at additional consultations. These additional consultations referred to as informant interviews were held in January and February of 2008. These sessions included interviews with residents at the Dufferin Oaks Day Program, the Shelburne Fiddle Park Committee, staff and members of Council, various local service clubs and staff from the NVCA.

3. Key Strategies and Actions

Meridian Planning and Cumming+Company have reviewed all of the feedback from the community workshops and informant interviews. The detailed feedback summaries from each session are attached as Appendix B.

There is a growing awareness amongst the Town residents and stakeholders of the role that a completed trail could have in promoting more active living and recognition of the importance of the trail system to the quality of the experience of living and working in Shelburne. There is support for the completion of the trail system is a key priority for the municipality for enabling people to be more active through walking and cycling for recreation and for destination oriented daily trips. There is a desire to have a trail system that offers a variety of experiences and challenges, appeals to all ages and activity levels and can be enjoyed year round. Considerations about how to connect various areas including connections through the downtown, through parks and new and older residential areas and the kind of materials that could be used were discussed with many ideas offered. Two key challenges were frequently noted as follows - The need to elevate the community's awareness of this vital resource and the capacity to implement a multiyear funding program for trail development and maintenance.

A number of actions and strategies evolved through the workshop discussion and informant interviews. The following are recommended key ***long-term directions*** that would position the Town to be a leader in promoting active living for the community.

1. Complete the Shelburne outdoor trail system with a focus on building on a variety of experiences for multi-use for all ages in all seasons.
2. Complete an indoor trail to provide alternatives for year round walking in the community.
3. Strengthen trail connections within the County building on the Shelburne trail to create opportunities for walking and cycling experiences;
4. Develop a Shelburne Trail Guide and post a trail guide map sign in the downtown, at kiosks along the trail, and through creation of a brochure, advertisement on the Town's web site and through mailings to residents.
5. Create points of interest and destinations for walking and cycling with linkages through the downtown, to recreation, schools, neighbourhood parks and shopping that connect with the trail;

6. Create opportunities for spontaneous community gathering building on the trail infrastructure with wider sidewalks, places to sit, information kiosks, fitness activity stations, sculptures along the trail;
7. Develop a program to elevate community awareness including signage and creation of a trail map for distribution through kiosks in Town, Create active transportation policies for the Official Plan;
8. Establish a multi-year capital budget aligned around significant priorities;
9. Explore opportunities to support local active transportation initiatives, events and trail development through funding grants from other levels of government, charitable organizations and foundations, business, community and individual sponsorship and fundraising;
10. Outreach to community partners within Town and at County level to seek support and involvement;
11. Develop community stewardship for in-kind service and support of trail system development and maintenance;
12. Establish and promote a community event/ challenge to promote Active Transportation and Active Living;
13. Involve the schools and promote use of trail system for curriculum and school events;
14. Accentuate individual and family connections to the trail through sponsorship, stewardship, community events and outdoor education;
15. Review and create supportive policies for active transportation policies for the Official Plan;

4. Recommendations

The long term actions and strategies put forward are key to aiming for implementing an Active Transportation Plan for Shelburne. Over the shorter term, the following key recommendations would move the Town closer to the goal of achieving active transportation and should be considered for implementation:

Complete the Shelburne Trail System. Make trail system as universal as possible - multi-seasonal, multi-user groups, multi-activity. The trail system should be available to all residents and visitors to use, whether for walking and biking in the summer or snowshoeing and cross country skiing in the winter. Trails should be designed so that they can serve a function, act as a route from one destination to another as well as a place that people can come for recreational purposes. The indoor section of the trail system also allows the network to be used by participants that are unable or unwilling to go outdoors.

Shore up funding sources and financial and in-kind support for trail development. Funding is required through a multi-year capital budget with specific goals in mind for each year. Funding grants could be obtained from the different levels of government, charitable organizations, local businesses etc. Public outreach and sponsorship opportunities should be explored, such as an event to officially launch the trail and act as a large fundraiser for future maintenance and improvement of the trail system.

Initiate a Town wide community awareness campaign to promote trail use. Develop a communications strategy that could utilize a variety of tools such as the development and posting of a trail guide map sign in the downtown. Implement a program of signage/advertising. This could be done through posted signs, communication on the Town's website, in the newsletter, local paper or education in the schools. Additionally, signage within the trail system should be incorporated to inform users of where they are along the trail, linkages to other trails or points of interest within the Town and important landmarks along the trail.

Plan a community event/ challenge in 2009 to promote Active Transportation and Active Living in the Town. There is interest amongst residents and stakeholders in coming together to plan and hold an annual event tied in with other national and international events that would bring people in the community together around the promotion of active living. A walkathon, community challenges, festival were ideas put forward. An outdoor conference

tied in with community organizations, local sports organizations and schools could provide leverage around getting people more active.

As part of the Official Plan review process, identify supportive policies that would strengthen the creation of trails and more walkability within new development areas.

Appendix A

Existing Conditions Report



Town of Shelburne Active Transportation Study

REPORT

Existing Conditions

December 11, 2007



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Appendix 1: Existing Park Inventory

TOWN OF SHELBURNE ACTIVE TRANSPORTATION STUDY

1. Introduction

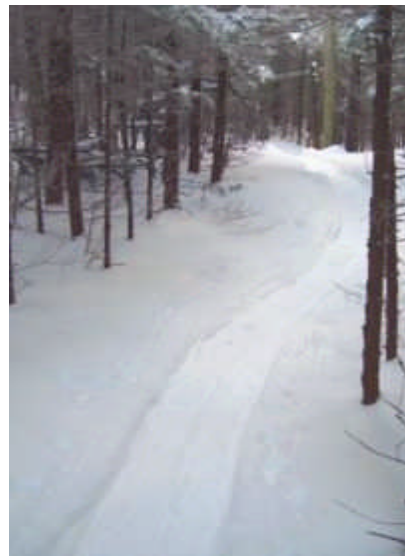
An important aspect of planning is ensuring the health and safety of residents, whether it is through safe, affordable housing, well-lit streets, a stable job market, or the provision of recreational programs and activities. The provision of alternate modes of transportation results in increased levels of activity as well as a reduction in the number of cars and congestion on the roads and the promotion of a healthy lifestyle.

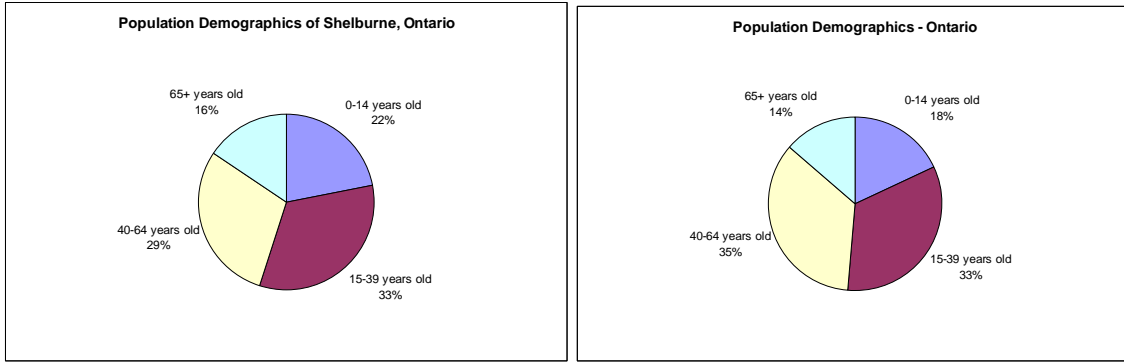
Cumming + Company, in association with Meridian Planning Consultants, have been retained to provide a realistic, cost-effective strategy to create both stakeholder and resident awareness of the importance of active transportation and to prepare a Physical Active Transportation Plan for the Town.

In preparing this type of study, it is essential to understand the current context or existing conditions including the inventory of parks and trails, local constraints and opportunities, trends and best practices. Each of these will be discussed in detail in this report, and will provide a context for further consultation relevant to the Town's Active Transportation Plan.

2. Existing Conditions

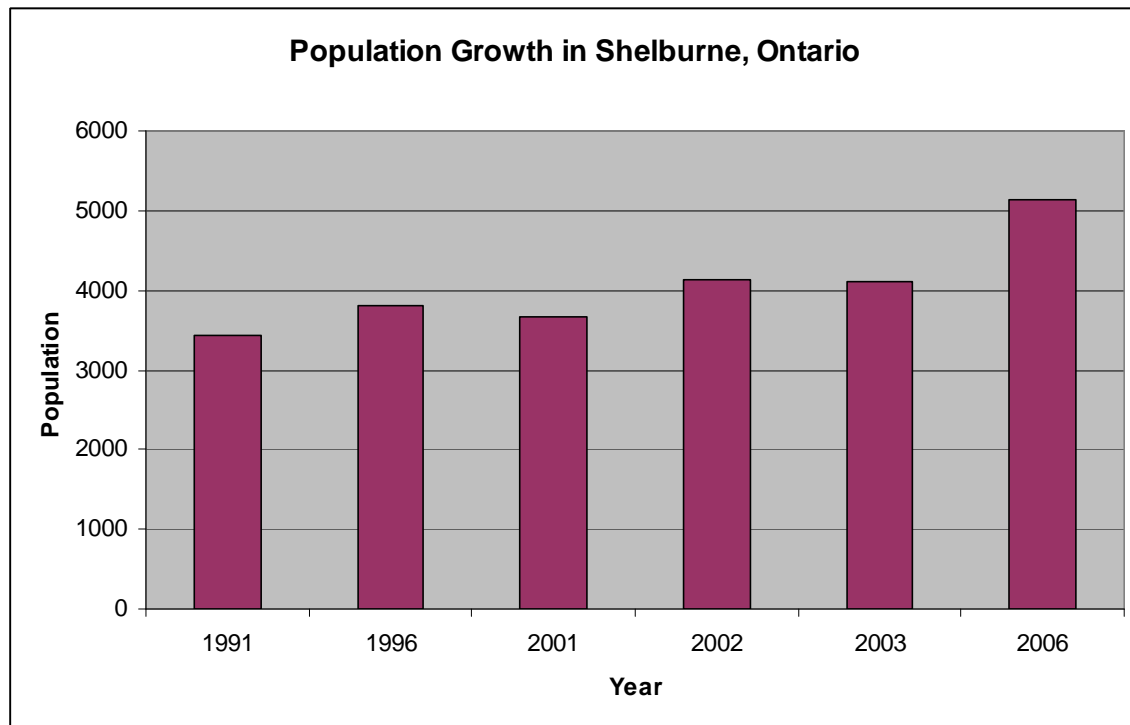
According to the 2006 Statistics Canada census information, the population of the Town of Shelburne is currently 5,149. This is an increase of over 22% from the 2001 census data. As seen in Figures 1 & 2 below, Shelburne's demographics are very similar to those of the overall Ontario population, with the bulk of the population over the age of 15. Shelburne's median age is slightly lower than Ontario's average at 36.5 years.





The Town has been growing steadily in recent years and the north end of Town has been the focus of most of the new development.

The Town has been popular for young families due to its housing prices, small-town feel and south central Ontario location. From 2002-2004, more than 100 new houses were being constructed annually with average prices ranging from \$169,000 for a standard two-storey to \$195,000 for an executive two-storey.



3. Official Plan Policies

The Town's Official Plan was updated in 2005. The Official Plan provides a general objective of promoting the use of open space networks throughout the Town through the implementation of a system of trails and walkways.

Section 4 of the Official Plan provides land use policies and includes policies for lands designated for open space and recreation uses. The objectives for the Open Space Recreation areas are as follows:

4.F.2 Objectives

- i) *To provide the land and leisure or recreational activities for groups or individuals of all ages and special interests in keeping with the needs of the community and within the financial resources of the Town.*
- ii) *To provide a system of open space areas which can adapt to changing public needs and preferences.*
- iii) *To preserve and enhance the natural environment of the municipality.*
- iv) *To preserve treed areas wherever possible.*

The Official Plan also features policies to deal with land acquisition for parks, recreation and open space uses. In the case of plans of subdivision or consent applications, Council may require the conveyance of a portion of the land to the Town for recreational purposes in accordance with Section 42 of the Planning Act. These lands should always be concentrated and centrally located. The Zoning By-law also places these lands in a separate zone.

In addition to the policies relating to Open Space Recreation Areas, there are several development policies which require the consideration for the development of walking and biking trails and the connection to the Town's existing trail system through the subdivision design process.

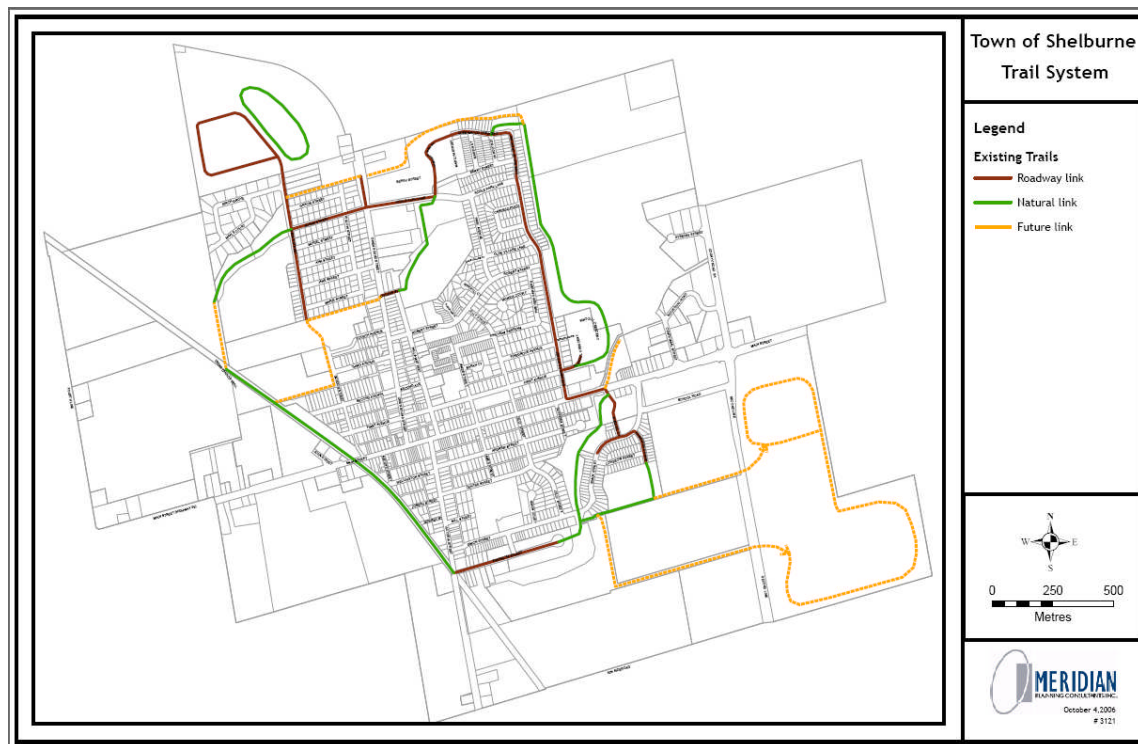
4. Park/Trail Inventory

The current trail system that runs throughout Shelburne is comprised of various sections of roadway links, natural links and areas designated for future links, as seen in Figure 4 (Note: This plan is in the process of being updated).

When the Park Management Plan was prepared for the new Fiddle Park in October, 2006, one of the citizens' requests was that the new park be a place that connects with existing trails throughout the Town, creating a continuous network for walking, bicycling, cross country skiing and jogging. It is intended that the final trail system provide a number of options for active and passive trails throughout the Town which are connected and circuitous.

Dufferin Oaks are in the process of developing an indoor walking trail which will provide an important accessible trail for seniors and others which is accessible and available in the winter months.

The current park inventory is found in Appendix 1. This inventory was created as part of the Park Management Plan project.



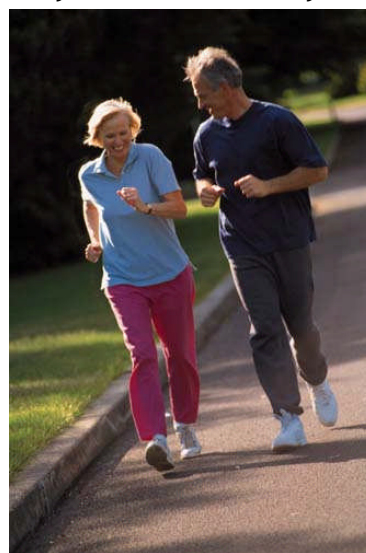
5. Constraints/Opportunities

Shelburne's geographic location serves as both an opportunity and a constraint when it comes to implementing an Active Transportation Plan. Geographically located in south-central Ontario, Shelburne experiences a variety of weather, from warm, humid summers to cold, snowy winters. This makes outdoor trails multi-purpose because in the spring, summer and fall months they can be used for walking, jogging, and biking but in the winter snow removal may prevent trails from being used. Multi-purpose trails may pose a conflict because it is hard to allow motorized vehicles (snowmobiles) and more passive activities (cross country skiing, snowshoeing) on the same trail for safety reasons. However, in warmer months, multiple trails may not be necessary.

Funding is a major constraint because of construction costs as well as regular upkeep and maintenance. Funding for the initial study, program and implementation will come from the Town but additional funding will be required for ongoing maintenance. This could come from a combination of increased Town funding, an increase in development charges or the creation of a fund paid into by local businesses, organizations, associations and fundraising efforts.

According to the Official Plan, private lands may be acquired for trail or recreational purposes. The Town will consider several factors:

- The site must have frontage on and direct access to a public road built to standards of the Town and the Ministry of Transportation with year round road maintenance and which can adequately handle the traffic generated by the development. Adequate parking facilities must be available with access designated to ensure minimal danger to vehicular traffic and pedestrians.
- The use is compatible or can be made compatible by effective measures with the surrounding land uses.
- The proposal must meet the requirements of the Health Unit and/or Ministry of the Environment for water supply and sewage disposal.



- Where applicable the continuity of public walkways to provide a continuous open space system should be considered.

There are certainly several opportunities to develop linkages with the current trail system to both new trails and existing park spaces. There is also an opportunity to create recreational programs linked with the trails.

The strong community and service club presence in Shelburne also provides for several partnership opportunities for programs and development associated with the trail system.

6. Trends

A disconcerting trend in our society is the reduced levels of activity, especially in youths. This can be blamed on new technologies, our dependence on computers and electronics, but also on an increased dependence on personal automobiles and limited recreational programs. This is leading to a parallel trend - an increase in the levels of obesity. Municipalities should be encouraging any form of physical activity possible because the easier it is for people to be active, the more willing they are to try leaving their cars behind. A comprehensive trail system that allows residents to use alternate modes to get to work or school is fundamental to increasing levels of activity within a community.

Traditional neighbourhood design was more conducive to active transportation - denser development and mixed uses allowed residents to walk to stores, work, and school safely. Modern neighbourhood design is comprised of segregated uses - large developments of houses with curvilinear streets have been designed for aesthetics and automobiles instead of for pedestrians or bikers. Poor planning practice has helped contribute to society's lack of physical activity. This trend can be reversed by accommodating pedestrians, bikers, joggers, skiers, etc. on our roads and sidewalks by creating separate trails and/or lanes connecting residential areas with the main shopping areas, public parks, and areas of community interest.

7. Best Practices

Several municipal governments have undertaken Active Transportation and related studies and have proposed several innovative ideas and practices which are summarized as follows:

York Region

York Region is currently in the process of undergoing a Pedestrian and Cycling Master Plan Study. The draft plan was prepared earlier this month and the Region will be hosting two public open houses for public input near the end of October, 2007.

The Region prepared a cycling network as well as a pedestrian network, each in two phases that will occur over the next ten years. Phase 1 will include an advisory committee comprised of both regional and municipal staff as well as public representatives and approximately half of the required infrastructure (bike lanes/paved shoulders, multi-use trails, signed bike routes, and sidewalks). Phase 2 will finish the remaining infrastructure and continue to implement programs as introduced by the advisory committee.

Funding will be provided through the Pedestrian and Cycling Municipal Partnership Program, a fund where the Region will contribute up to 50% of funding for the new network.

City of Ottawa

The City of Ottawa is in the process of preparing a Cycling Plan that will attempt to promote cycling as an alternate method of transportation. The Plan is meant to serve as a framework for the next 20 years and will include both on-road and off-road trails and paths. Ottawa is approaching this study in four phases: an assessment of the existing conditions; the development of a cycling network plan; a review, assessment and harmonization of cycling policies and programs; and a documented plan and implementation strategy.

The cost of Ottawa's cycling network will be distributed over the next twenty years that it takes to implement the plan and will be borne by the City of Ottawa, mainly as a part of the budget for road reconstruction and lane widenings. The biking network will be implemented through two phases.

Outreach is a large component of Ottawa's plan and they will provide services such as recommendations to the City to provide funding for cycling education programs, programs aimed at encouraging cycling, promoting bicycle tourism, and cycling safety awareness.

Regional Municipality of Niagara

The Niagara Region is also in the process of a similar study, the Bikeways Master Plan Study. This is in conjunction with the Regional Niagara Transportation Strategy. This study does not focus on active modes of transportation, but all modes across the Region with a focus on cycling through the Bikeways plan. The purpose of the Bikeways plan is to guide the implementation of a network of on- and off-road bike trails for both recreational use and practical use.

The final report will include an implementation plan for a twenty year timeframe. This process has been ongoing for over five years and has included public workshops, newsletters, and a survey to build public interest and attempt to accurately reflect the public's opinion.

Halifax Regional Municipality

The Halifax study has attempted to encompass more than just cycling as an alternate mode of transportation and includes recreational uses and recommends the implementation of off-road multi-use trails, sidewalks, signed-only cycling routes, bicycle lanes, and paved shoulders. A key rationale to this study is that it is “not about restricting the use of motor vehicles for transportation and recreation. Rather, it is about enhancing choice and opportunities for multi-modal travel and recreation that promotes physical activity and healthy lifestyles for all ages.”

The Active Transportation Plan outlines goals and objectives for what it hopes to achieve by introducing these networks and choices and how they will recommend these goals be met.

The plan has identified both barriers to proposed networks as well as key destinations. A policy framework outlines support for such policies and plans. A recommended route is proposed based on a set of defined and explained criteria and the route is subjected to an evaluation based on several other factors.

City of Mississauga

The city’s only indoor walking trail can be found in the Cawthra Community Centre. Along with a gym, studio, and two sheets of ice, the indoor walking track is climate-controlled and can be used by anyone during the Centre’s hours of operation.

City of Toronto

The City of Toronto’s extensive collection of indoor (and mostly underground) walking trails, known as the PATH system, connects businesses, stores, services and restaurants in the downtown core. This system provides a medium for employees working downtown to be active during breaks in the day despite the outdoor weather conditions. Extensive signage directs users through the system as well as identifies linkages to outdoor landmarks or points of interest and also alerts users of upcoming changes in elevation and alternate paths for wheelchair users.

Waterloo Memorial Recreation Complex & Municipality of Clarington



Each of these municipalities feature arenas geared towards promoting activity amongst parents of children participating in arena sports. For example, in Clarington parents are encouraged to walk laps around the arena during hockey or figure skating practices. In Waterloo, the Recreation Complex features a large elevated walking track that overlooks the arena. The track is divided into lanes and also offers benches, change rooms and washrooms. This type of facility is attractive to parents as well as other users that come solely to use the track.


8. Conclusion



In preparing the Active Transportation Study, in addition to the context presented in this report, it will be important to consult with key players in the community and the public to elevate awareness of the need for increased physical activity, and to build community support. The input of various public groups will be essential in determining which current systems, programs and trails are effective and which are not, as well as where the Town's priorities should lie in developing this trail system.


This context report outlines the current situation with regard to existing trails, demographics and trends and can now be built upon to promote active transportation and a healthy lifestyle in the Town of Shelburne. The context will be used to identify and develop strategies that will result in more active transportation through increased physical activity which will include land use, policy, recreation, education and program development. The strategies will be developed through a consultative approach that will build upon ideas through a solid understanding of the background context in Shelburne and scoping of ideas building on its strengths and opportunities.

Appendix 1: Existing Parks Inventory

Park	Location	Area	OP/ZBL	Existing Facilities	Proposed Facility Expansion
Rintoul Linkage	Greenwood Street & Rintoul Crescent	n/a	Natural Environment /OSC	SWM Pond Natural Area	-possible trail linkage
Greenwood Park 	Greenwood Street & Robert Street	86.82 acres (less sewage treatment area)	Open Space Recreation; OSR	Washrooms 2 Playground sets Swing Set Benches Baseball Diamond (Jr) Soccer Pitch (Jr) Basketball Court Toboggan Hill	-expand with site to the north to add soccer and baseball facilities -add washrooms -upgrade playground equipment -add seating -add signage
Greenwood Linkage 	Greenwood Crescent & Carolyn Street	2.9 acres	Open Space Recreation/ Natural Environment /OSC and OSR	Pump House SWM Pond	-possible trail linkage
Berry Street Linkage	Adjacent to Berry St. / Greenwood Crescent	17.30 acres	Natural Environment ; OSC/OSR	Natural Area Vacant	-possible trail linkage

Centre Dufferin Recreation Complex	Greenwood Crescent & Fiddlepark Lane	5.29 acres	Open Space Recreation/ OSR	Outdoor Swimming Pool Arena (1 ice pad) Community Centre Parking Lot	
Fairgrounds*	William Street & Flynn Street	15.72 acres	Open Space Recreation/ OSR	Track Meeting Hall Storage Buildings Skateboard Park	
Willow Street Linkage	Willow Street & Gracie Street	4.3 acres	Natural Environment /OSC	Natural Area	-possible trail link
Walter's Creek Park 	Cedar Street & Gracie Street	4.01 acres plus new Cedar Hills area	Natural Environment / OSC	Pump House 2 Play Pads Slide Swing Set Benches/Tables Bike Racks New Trail	-trail development

<p>Centre Dufferin District High School; Hyland Heights Elementary School; Hyland Heights Daycare*</p> 	<p>Gordon Street & Fourth Avenue</p>	<p>21.48 acres</p>	<p>Institutional / I and OSR</p>	<p>Small Band Shell/Theatre 2 Tetherball Poles 2 Play Pads 6 Basketball Courts (1/2) 4 4-Square Courts 2 Baseball Diamonds (Jr) 2 Soccer Pitches (Jr) Daycare Centre 2 Tennis Courts</p>	
<p>Hyland Park</p> 	<p>Gordon Street & Fourth Avenue</p>	<p>12.77 acres</p>	<p>Open Space Recreation/ OSR</p>	<p>2 Baseball Diamonds (1 Sr/1 Jr) 4 Basketball Nets Washrooms Pavilion Football Field Track Swing Set/Slide Play Pad 2 Soccer Pitches (MINI)</p>	<p>Fence the perimeter of the senior baseball diamond. May result in the relocation of the junior baseball diamond.</p>
<p>Centennial Hylands Elementary School*</p>	<p>Second Line & School Road</p>	<p>n/a</p>	<p>Institutional / I</p>	<p>4 Baseball Diamonds (Jr) 4 Soccer Pitches (Jr) 6 Basketball Courts (1/2) Play Pad Swing Set</p>	

Franklyn Street Park 	Adjacent to Simon Street	n/a	Open Space Recreation/ OSR	Play Pad Picnic Table Pedestrian Bridge	-add a Swing Set
Franklyn Street Linkage	Adjacent to Franklyn Street	7.73 acres	Natural Environment /OSC	Natural Area	-possible trail linkage
Simon Court Parkette 	Adjacent to Simon Court	n/a	Open Space Recreation/ OSR	2 Play Pads Swing Set Slide Basketball Court (1/2) Benches	

Shelburne Meadows Linkage and Park 	Adjacent to Simon Street	10.08 acres	Natural Environment /OSC	SWM Pond Natural Area Pedestrian Pathway	
KTH Park 	Homestead Drive & Longbow Street	8.89 acres	Open Space Recreation/ OSR	Baseball Diamond (Sr) Soccer Pitch (Sr)	-add washrooms -add a Paved Sports Pad
Jack Downey Park 	William Street & Main Street	n/a	Commercial / CBD-1	Gazebo Garden Benches	

Shelburne Curling Club	Owen Sound Street & Flynn Street	1.15 acres	Open Space Recreation/ OSR	4 Curling Sheets Meeting Hall Lounge Washrooms	
Shelburne Water Tower Lands	Gordon Street & Third Avenue	n/a	Institutional / I	Water Tower	-possible play pad

Appendix B

Summary of Workshops and Informant Interviews

1. Community Stakeholders and the Public

The following key ideas and opportunities were noted through the discussion held with the community stakeholders and the public.

1.1 Ideas for creating more active living in Shelburne

- Expand and promote Shelburne trail network to encourage more local outdoor activities so that less people will have to go outside of the community;
- Explore opportunities for short and long distance walks/rides through Town and connecting to trails and parks;
- Hold a new community active social event - could challenge another community to see who could have more people walking, riding on a particular day;
- Promote existing trail network - there is a perception that many residents are not aware that Shelburne has a trail network;
- Provide for a long-term plan reflects on community and different age groups and opportunities for year round use;
- Create points of interest and destinations for walking and cycling with linkages through the downtown, to recreation, schools, neighbourhood parks and shopping;
- Hold seasonal family activities for example Town of Shelburne Easter Egg Hunt, Halloween Parade, organized hikes and marathons, bike/walk/blade triathlon;
- Look at having more opportunities for cycling and consider use of the paved shoulders for cycling; dedicated trailway where feasible recognizing need in the context of ability to have different trails/lanes;
- Seek input at the County level for improving safe cycling between communities - long distance
- Promote fitness regimen throughout Town through the creation of exercise stations and activity areas, have markers along the trail and kiosks;
- Promote "vehicle free day" - bike races etc.
- Hold bike safety courses - promote trails
- Develop and active walking activity sheet;
- Continue exploring ideas for health promotion awareness with the Health Unit;
- Promote winter activities in Fiddle Park i.e. cross country skiing;
- Hold School day for trail development
- Have picnics in the park (fiddle) - walk/run/cycle there
- Have police bikes - on trail system
- Develop a plan for increased accessibility for wheelchairs/strollers through parks
- Create interest through placement of outdoor permanent sculptures along the trail;

1.2 What do people like about the existing Shelburne trails?

- That we have a trail;
- That this study is being done;
- Use of the rail line is good and provides access to natural areas;
- Existing trail provides a varied experience that is different from walking on a sidewalk;
- The width of the trail is good;
- Trail provides connections to natural areas, with deciduous vegetation along with shade, the Town should build on the opportunities for more people to enjoy and appreciate trail scenery;
- The trails is a viable component of adding to the quality of life in small town versus urban areas;
- Great for individual and family recreation and nature appreciation;
- Fiddle park has different opportunities for cycling/walking/blading etc. and can fit together different uses in a compatible way.

1.3 Suggestions for Improvements

- Investigate opportunities to put trail through the wetlands;
- Expand natural trail links;
- Implement trail connections within town - for example paved rollerblading and cycling;
- Review sidewalk widths throughout Town and in the downtown with the view to widening these where possible - preference for minimum of five foot widths in the downtown;
- Improve sidewalks - 1st Ave - cross street back and forth and crossing lights at Greenwood and Main;
- The school needs lights at Andrew Street;
- Pedestrians should be better accommodated along Main Street - concern about trucks and vehicles movement;
- Need safer crosswalk, places to cross (maybe underground) at the trails end near the plaza;
- Better definition /separation of trail from motorized vehicles. It is noted that the rail line is shared with snowmobiles in the winter and there are some safety concerns;
- Snowmobile enforcement to keep them off the sidewalk at Greenwood;
- Trail surface restricts uses. Some spots along the trail are partially under water. Seek opportunities to develop a program for voluntary maintenance by community groups, schools, citizens.
- More trees and shade are needed in certain areas;
- Place trees on paved sections, not just natural areas'
- Would like to see a mix of surface treatments with the view to ensure accessibility and different experiences with the use of paving and granular surfaces;

- Would like to see more rest spots with benches and boulders to sit on both along the trail and through Town;
- Would like to have facilities for cyclists and trail users - bicycle racks, washrooms, water filling station, fountains, garbage bins, etc;
- Look into litter free maintenance - environmental ways to manage litter along the trail;
- Consider creating a “graffiti wall” for people to use

1.4 Ideas for building awareness about the existing trail network

- Post signs coming into town about the trail network
- Create a trail map that can be distributed at public locations and at stands with boxes and maps like Bruce Trail - show linkages to roads;
- Mail out the maps in tax bills;
- Promote use in town newsletter
- Encourage staff at Town Hall and in downtown where possible to walk/cycle to work;
- Encourage local sports teams to use trail for training;
- Encourage use of trail by outreaching to clubs, sports teams, stakeholders;
- Hold charity walks along the Trail (Terry Fox)
- Walk a dog-a-thon - Orangeville example
- On Earth Day - plant trees, clean-up, get school kids involved;
- Encourage schools to have their field days along the trails - schools can use the park/trails - wetlands;
- Promote use by high schools for long distance runs;
- Use trail for environment education with high school connection.

1.5 Ideas for implementing an Active Transportation Strategy and Trail Network

- Develop a two part plan - large scale (funds) versus micro (community initiatives);
- Create active transportation policies for the Official Plan, and Draft Plan right through to subdivision agreement
- Create supportive policies around redevelopment and community development;
- Require new subdivisions to include land for trails;
- Involve other community groups and develop capacity for small committees for special events;
- Look into in kind services and support from the service clubs and businesses through corporate sponsorship, legacies;
- Seek support from Bruce Trail and other large trail organizations;
- Connect with the Canadian trail system;

- Have a sponsorship program for individuals and families in the community i.e. donate a paving stone, tree, bench etc and get your name on it;
- Talk with the service clubs about adopting a section of the trail to manage, clean etc.
- Commit to multi-year budgeting, phased - roads budget (cycling), trails-recreational budget with money in the Town's capital budget.
- Build awareness with community groups for how they can support Active Transportation and the trail development and implementation - community spirit = ownership;
- Pick priorities to be done in 5 years stages;
- Don't try to accomplish everything
- Always keep perspective of trying to provide a varied experience;

1.6 Ideas and potential sources for funding

- Look into the possibility of obtaining government grants - i.e. from the County, the Province for promoting healthy lifestyles;
- Trillium Foundation- supports community. recreation
- Community fundraising
- Memorials for service clubs - trees in Shelburne instead of another community
- Health promotion grants are outcome of this study process;
- Talk with community partners - multi-partnership - service clubs, B.I.A.
- Headwater - partnership - cross-promotion across Country
- Explore options with Development charges - roadways/cycling? - reference to it having to be growth related;
- Use parkland dedication/cash in lieu

2 Centre Dufferin District High School Students

The following items are transcribed from the flipchart notes from the workshop held with the high school students on November 13, 2007.

2.1 Uses/destinations our town needs to get people active

- Mall
- Stores geared to younger people
- Music stores (cd's, movies, etc)
- Indoor pool (open year round)
- YMCA type gym
- Recreational facilities (football, soccer)
- Outdoor concert area
- Paintball
- Dog park
- Indoor walking area
- Roller rink

- Bigger, cleaner parks and playgrounds
- Mini-golf
- Rollercoaster

2.2 Ideas for the “perfect” trail

- Lights
- Walking paths and bike paths with separate trails
- Vending machines to purchase drinks
- Water fountain or juice fountain
- Dirt bike jumps
- Walking overpasses (over the roads)
- Dog place (fenced in)
- Dog runs for dogs only
- Gravel and pavement (half and half)
- Washrooms (public)
- Horse riding trail
- Emergency phones (911)

2.3 Ways to build Public Awareness to get people to walk

- Signs - pictures
- Mail maps of trail system
- E-trail promotion
- Advertise trails
- Put map of trails in newspaper
- Hold annual wheelchair races
- Hold lawn mower races semi-annually
- Have dog walking days
- Hold a contest for a tag line/logos/design to promote the trails
- Have T-Shirts promoting trails
- Scavenger hunts with super sweet prizes (a bike, running shoes, coupons for local businesses)
- Terry Fox Runs
- Jogging Fridays

2.4 Events to get people to use the trail and to walk

- Annual motorless parade down mainstreet - bike, rollerblade, skateboard, walk, run, scooter, include pets. Charge \$2 to join to build awareness;
- Barbecue with a walk on trail and scavenger hunt with gift certificates to local businesses and sponsors;
- Charity walks along the trail- breast cancer, Terry Fox and other;
- Winterfest with cross country skiing on trail and 2km ski.

2.5 Ideas for promoting more physical activity in the winter

- Snow shoeing
- Dog sledding
- Outdoor rink
- Cross country skiing
- Snowmobiling
- Snow fort competition
- Snow man competition
- Tobogganing
- Poker run
- Outdoor hockey tournament
- Snowboarding/ skiing
- Nature walks
- Scavenger hunt

3. Feedback from Workshop at Dufferin Oaks at the Mel Lloyd Centre

The following ideas were noted through the discussion held with seniors at Dufferin Oaks on November 20, 2007.

3.1 Ideas for promoting more Active Transportation

- Improve sidewalks - infrastructure in Town is old and impossible to navigate, especially in a wheelchair
- Seek corporate sponsorship, for example the Heart and Stroke Foundation or Nortel (in Bramalea)

3.2 Strategies for improving the Shelburne trail network

- Incorporate indoor trail into programs/therapy
- Local businesses need to become accessible - like Orangeville
- Arena accessibility
- Accessible transportation - how to get to parks and trails
- Outdoor trails need to be more accessible and also advertised more to raise awareness
- Outdoor trail network is constrained by weather and by the long distances that are required to complete a loop

3.3 Strategies for promoting the trail network

- Unaware of trail system - signage needed
- Promotion through the newspaper (The Banner), bulletin board (in the laundry room), newsletter

3.4 Strategies for the Indoor Trail

- Used during different times of the day including early morning, must be careful not to conflict with other activities in the building, i.e. daycare center
- Walks conducted individually? In groups? Pairs?
- Dogs must be allowed on indoor trail
- Different age groups and members of the public will be allowed to use it, restrict times open to the public for security reasons?

3.5 Strategies for implementing the ATP

- Indoor benches along trail
- Security - volunteer to guide users to trail and away from apartments

- Support/volunteers to promote trail and direct users and programs
- Signage very important - footprints, colours
- Railings along indoor trail
- Fiddle Park - make accessible and include a covered picnic area (with wheelchair accessible picnic tables) and facilities

4. Informant Interview Sessions

4.1 New Horizons Seniors Group

The following ideas were noted through the discussions with New Horizons, a seniors group that actively uses the indoor trail system in the Town.

4.1.1 Ideas to promote activity in Town year round

- Bus service
- Something to look at along trail, i.e. art work, signs, etc.
- Indoor for inclement weather

4.1.2 Ideas to promote the use of the existing trail network.

- Smooth trail - paved
- Seniors walking club
- Wide path - separate bikes from walkers
- Cross country skiing
- Snow-shoeing
- Lighting, emergency phones, promote safety
- Well maintained
- Service clubs, interested parties

4.1.3 Ideas for working together

- Fundraising projects: bazaar, bake sale, silent auction
- Use Fiddle Contest to raise money and awareness

4.1.4 Other Ideas/Advice

- Community clubs - service clubs
- Corporate challenge

4.1.5 How would we (day program) use the trail inside?

- If accessible, for wheelchairs, walkers, etc.

- If open for everyone - i.e. codes, safety concerns addressed for people living in areas

4.1.6 Other Ideas to share with the Town:

- Lighting trail
- Safety

4.2 Fiddle Park Committee/Service Club Consultation at the Mel Lloyd Centre

The following ideas were noted through the discussion held with representatives from the Fiddle Park Committee and Service Clubs in the Town on February 6, 2008.

4.2.1 Ideas and Strategies to promote more active living

- Signs - identify trails & locations of features/destinations
- Marketing - Town's newsletter, Town webpage
- Promote events like walks for charity, walk-a-dog-a-thon, etc.
- Improved roads and parking lots, accessibility to the road/ parking lots/ sidewalks/ businesses
- Lighting along trails; an illuminated jogging path that circles the town and is maintained year round. For those who don't jog or for use in the winter, this could provide cross country skiing and in summer a graveled path could provide a route for cycling and walking.
- Word-of-mouth
- Groups
- Water/ gathering spots to rest
- Limit road usage - make walking / non-car travel more convenient than driving
- Paved pathways - encourage young adults to use it for inline skating, pushing a stroller, etc.
- Allow Service Clubs and running/ cross country skiing/walking clubs to use trails for fundraising activities
- Provide annual budget for both trail development and maintenance
- Provide access to funding grants
- Enlist volunteers who are interested in the proposed trail network
- Find volunteers to canvass neighbourhoods for information - Shelburne isn't that big! If 10 or so people went out to knock on 50 doors each that would be 10% of Shelburne's population!

4.2.2 Strategies to motive people to use the trails and parks more often

- Use as fundraisers i.e. Walk-a-dog-a-thon

- Events as above to get people involved and to know where they are (the trails) - signs
- Improved walking paths - the more scenic the route, the safer the route, and the more use-friendly the route, the more people will want to use the route. Some competitions may spark more use of the route.
- Make the trails easily accessible to roadways/sidewalks IN town.
- Promote community activities along them.
- Use bulletin boards (information - community & trails related) at the parks and entrances to trails
- Create rewards
- Provide gathering areas with access to water fountains/ seats

4.2.3 Ideas for promoting more physical activity year round?

- Club (Walking, running, cross country skiing)
- Fun day → hosted by the Town - maybe winter fun day & July 1st events
- Skiing, Biking, Snowshoeing - set up routes for all types in each season
- Better facilities, indoor pool, indoor walking trail
- Information at schools
- Connecting people → groups of interest - create rewards
- More outdoor/ indoor facilities : a community activity center with a gym/pool/ fitness such as a YMCA

4.2.4 Ideas to promoting the existing trail network

- Marketing - Town's newsletter, signs, newspaper article, map of the trail on Town website - online map able to be enlarged and/or printed at home
- More signage - maps and distances to places; organize a spring clean up and get people out
- Information sessions at community events

4.2.5 Ideas for implementing the ATP

- Advertise - Town newsletter, Post Office mailers, schools
- Involve service clubs, schools, Dufferin Oaks- get them to use the facilities for organized activities
- Budget for construction over a period of time; progressively - do it in steps
- Disseminate knowledge to the community (door-to-door volunteers hand out simple packages about what is coming and maps)

4.2.6 Ideas for partnerships, community involvement, and funding

- Private sponsorship/adopting sections of the trail /fund a section of the trail; extend to service clubs, residents and businesses
- Service clubs, developers (money, labour, maintenance), government grants, taxes, fundraising
-
- Have Clubs or businesses build benches/ information boards with maps/ community info; garbage / recycling (DON'T forget this!!) receptacles
- Nearby towns/ cities can be partners, use major business and community centers, sports areas, schools

4.2.7 Would you or your organization see a role in the following:

- (i) **Establishing and promoting a community event/challenge to promote Active Transportation?**

Positive response, at least four participants indicated support.

- a. **In-kind service and support of trail system development and maintenance?**

Again, four positive responses, one indicated the possibility of providing refreshments, garbage bags and the pick up of garbage bags. Perhaps the churches and service clubs could support maintenance of trails (i.e. garbage pick up).

- b. **What ideas do you have?**

Make use of trails for fitness classes - suggest schools and cross country running, maybe Canada Day races on trail. Make it a fun day for all ages - prizes for the most trash picked up by different age groups.

4.2.8 Other Ideas/Advice for ATP

- Town needs to have an annual budget to promote and develop trail system
- In future, have some sections paved to promote rollerblading, wheel chairs, strollers, etc
- There is a growing population of young adults/ families in Shelburne who would like to be more active in the community, however, there is NOTHING to do. There are no venues for groups to gather unless you are an organized group such as Lions or involved in Curling. Building a paved path around the Town would allow more young people to enjoy things, like inline skating, in a safe manner and get them out and involved in the community.
- Get service clubs involved, have them sponsor a section of trail to develop and maintain.

- Signage and organizing events to get people out to see what is available is most important
- Town to lead in developing more trails and maintaining them when complete
- It is a worry that some age groups are not being targeted to reach their opinions. Would door to door canvassing be something to consider? I know of many young families in this area that would likely offer their opinions if asked directly. Between school and work obligations, it is likely difficult for them to participate in these meetings.

4.3 Feedback submitted from the Kinsmen/Kinettes of the Town of Shelburne

The following ideas were submitted by way of completing a survey and discussion questions and submitting them for consideration.

4.3.1 Promoting use of the existing trail network

- Promotional ads in the local paper
- Promote use and activity through the quarterly Council Newsletter
- Develop a community event which focuses on the trail system
- Fund raising events such as walkathons around trail system
- Trail appreciation day

4.3.2 Implementing the active transportation plan

- Walkathon challenges as a means of raising funds for trail development
- Community challenges
- Poker run/walk, etc.
- Promote use of trails by school classes walking to swimming or skating

4.3.3 Working together

- Service clubs could sponsor portions of the trails, benches, historical plaques, lighting
- Plan events collect donations
- Service Clubs could be asked to support/maintain sections, clear litter, etc.

4.3.4 Other ideas/advice

- Perhaps focus promotion on groups or sectors, i.e. schools, active seniors, dog walkers, etc.
- Tie use of trails to existing community events such as Canada Day, etc.

4.4 Feedback from the Nottawasaga Valley Conservation Area

Most municipal trail systems either follow or cross natural environmental features such as stream corridors or are adjacent to sensitive features such as wetlands. As a result the trail construction may trigger the need for permit approval from the NVCA. It is generally requested that trails be sited and designed to avoid impacts to natural features as well as prevent adverse flooding and erosion impacts. Member municipalities are encouraged to address trails holistically through a municipal wide trail planning. This provides the Town, residents and applicable agencies the opportunity to determine short and long term trail opportunities.

Additionally, the following suggestions were made:

- Interpretive signage/trail maps to inform public about forests, wetlands, streams, wildlife, and cultural heritage. The Town could use other examples for templates such as other municipal trail systems, County trails, NVCA signage, Algonquin Park etc.
- Town of Collingwood and Town of Wasaga Beach have Active Transportation (or equivalent) networks that could Shelburne could model after. The City of Mississauga is also a good example of trail planning and management.