



public space workshop
participation + urban design
for healthier communities



**Gaining Ground pre-conference workshop
“The Footprint for Active Transportation”
Segal Graduate School for Business
500 Granville Street, Vancouver, BC
October 4, 2010**

A preconference workshop as part of the Gaining Ground Conference

Presenters:
Dr Rodney Tolley
 Conference Director Walk 21 Honorary Research Fellow
 Staffordshire University, UK
Jacky Kennedy
 Board Member Walk 21
 Director, Green Communities Canada
Paul Young
 Landscape Architect and Planner - Public Space Workshop

Date: Monday, October 4, 2010
Time: 8:00 am - 3:30 pm

Segal Graduate School for Business
 500 Granville Street

Question or need more information, contact:
vancouverwalkingthetalk@gmail.com

Join local leaders, decision makers and global experts on walking environments and walkability in a full day workshop exploring this foundation of Active Transportation.

Working breakfast, lunch and workshop plus walking audit.

This workshop is limited in capacity, early registration is urged.

\$75 for the full day including breakfast and bagged lunch
 \$40 for breakfast session only
 \$40 for afternoon walking audit only
 Bursaries are available dependent on need.

Registration:
<http://www.civicinfo.bc.ca/event/walkingthetalk.asp>

Questions or need more information contact:
vancouverwalkingthetalk@gmail.com

THE FOOTPRINT FOR ACTIVE TRANSPORTATION
A Workshop and Learning Lab



BOMBARDIER

HEART & STROKE



Executive Summary

The following report is a summary of the Gaining Ground pre-conference walkability workshop: The Footprint for Active Transportation, held in Vancouver October 4, 2010.



The purpose of the event was to engage conference delegates and participants from Metro Vancouver municipalities in a discussion around walkable communities and what this means to them.

After welcome introductions from Neal Carley, City of Vancouver, Dr. John Carsley, Medical Health Officer, Vancouver, presented on the Healthy Canada by Design project, with specific emphasis on Metro Vancouver initiatives.

The keynote address by Dr. Rodney Tolley of Walk21 addressed the key indicators associated with a walkable community and how these indicators, when done right, can increase a community's economic prosperity, positively impact the health of its citizens, and improve road safety for all, contributing to a local culture of walking.

The walkability audit, designed and led by Dr. Tolley, focused on engaging participants in a discussion of their priorities for improving walkability through actions in the physical environment, through marketing and behavior change, and changing the culture. The group identified 21 priorities items which are covered in some detail below.

In the evening a community engagement was held, led by Paul Young of Public Space Workshop. Paul posed three questions to the group as follows and then led a group discussion around the many great responses:

1. Imagine it is two years into the future. Metro Vancouver municipalities have made huge improvements for walking. What has changed? What do you see?
2. What do we have *now*, i.e “stepping stones” that we can use or build on to reach our goals (what resources or examples)?
3. What steps might you or others take next?

The following were the emerging themes from the evening session:

1. Make public space and streets more fun by encouraging people to celebrate, hosting events and by using City / developer supported programming in public space and parks.
2. There was strong support to fund and/or support advocacy groups – groups that are advocating for people on foot, walking programs, walking culture and improved walking infrastructure.
3. There was strong support for establishing a “Walking Plan” for Vancouver municipalities. The plan would include work on school travel plans.
4. Finally, several “next steps” were identified. These included inviting some groups that were not in attendance, establishing a Walking Advisory Committee and re-

connecting participants by e-mail to use the Walk21 Conference in Vancouver 2011 as a spring-board for more action on walking.

In summary, attendees from the day sessions and the evening session expressed interest in continuing the conversation about improving walkability in their communities, and exploring how to formalize walking interest groups at the municipal level. It was noted that Walk21 2011 would be held in Vancouver, October 3-5, 2011, and was being hosted by the municipalities and universities in Metro Vancouver. This conference would also serve as a catalyst to move the walking agenda into the forefront of municipalities in the Greater Vancouver area.

We thank the following organizations for supporting this event:

- The Public Health Agency of Canada
- Healthy Canada by Design and Dr. John Carsley
- Dr. Lawrence Frank, J. Armand Bombardier Chair in Sustainable Transportation, University of British Columbia
- City of Vancouver
- Gaining Ground conference organizers
- HASTE BC
- BC Seniors Healthy Secretariat

Green Communities Canada is a national association of 30 non-profit organizations that deliver innovative, practical environmental solutions to Canadian households and communities. Canada Walks is an initiative of Green Communities Canada and works to create a Canada where we can easily and safely walk to school, work, play and transit. Canada Walks projects include management of the national School Travel Planning project, co-host for the Toronto Walk21 2007 conference, 2007 World Record Walk, Walkability Roadshows and the Canadian Walking Master Classes.
www.canadawalks.ca.

Walk21 is a not-for profit which raises international awareness of walking issues and supports professionals in the delivery of best practice. www.walk21.com.

Public Space Workshop focuses on active transportation and public engagement in planning. www.publicspaceworkshop.ca

Decision-maker breakfast:

Participants:

- John Atkin, Civic Historian, City of Vancouver
- Suzanne Anton, Councillor City of Vancouver
- Maureen Ashe, Research Associate, Centre for Hip Health and Mobility
- Adrian Bell, Project Director, AIG
- Jihad Bitar, Urban Designer, VIA Architecture
- Elizabeth Ballantyne Vancouver Citizens Planning Commission
- Omar Bhimji, HASTE BC
- Sailen Black, Planner
- Azaria Botta, Administrator, Centre for Hip Health and Mobility
- Neal Carley, Engineer-Streets City of Vancouver
- Dr. John Carsley, Medical Health Officer, Vancouver
- Barinder Chauhan, DASH BC
- Beverly Chew
- Suzanne Christensen, Christensen Consulting
- Sarah Crawford, Student, Langara College
- Eileen Curran, Engineering, City of Vancouver
- Andrew Curran, Transportation Planner, TransLink
- Natalie Ethier, Pedestrian City
- Terri Evans, Instructor, Simon Fraser University
- Donelda Eve, Seniors Healthy Secretariat, Government of BC
- Sharon Fletcher, Director of Planning, City of Mission
- Lawrence Frank, University of British Columbia
- Erica Geddes, Manager-Transportation, District of North Vancouver
- Linda Gillan, Student, Langara College
- Cynthia Girling, Professor, University of British Columbia
- Anjela Godber, Community Liaison Coordinator, BEST
- Steph Gray, Vancouver Area Cycling Coalition
- Dean Gregory, Campus Landscape Architect, UBC
- Michelle Harris, Engineer, City of Vancouver
- Allan Herbert, Vancouver Citizens Planning Commission
- Sandy James, Planner City of Vancouver
- Sandra Jones, HASTE BC
- Jacky Kennedy, Director, Green Communities Canada
- Mike Klassen, 24 hours newspaper
- Bill Knight, Community Relations Officer, TransLink
- Sarah Lusina, Knowledge Broker-Research, Centre for Hip Health and Mobility
- Jane McCarney, CPHA BC
- Jim McKenzie, Active Communities Coordinator, Vancouver Park Board
- Nancy McLean, Planner and Landscape Architect
- Lisa Mu, Community Medicine Resident, UBC
- Jennifer Natland, Vancouver Citizens Planning Commission

- Arthur Orsini, Urbanthinkers
- Maarten den-Ouden, Dutch consulate
- Andrew Pask, Planner, City of Vancouver
- Tom Pearce, Planner, City of Vancouver
- Gordon Price, SFU Walk21 Metro Vancouver Steering Committee
- Heidi Redman, Landscape Architect, Lees and Associates
- Councillor Reimer, City of Vancouver
- Demian Rueter, Transportation Co-ordinator, Vancouver Public Space Network
- Dr. Peter Sargious, Walk21 Metro Vancouver Steering Committee
- Amelia Shaw, Manager, Translink
- Brian Sikstrom, Senior Planner, City of Victoria
- Catherine Sinasac, Planner, City of Vancouver
- Mike Smith, Community Outreach Co-ordinator, HASTE BC
- Laura Stannard, Vancouver Citizen's Planning Commission
- James Subbington, Engineering, City of Vancouver
- Dr. Helena Swinkels, Walk21 Metro Vancouver Steering Committee
- Deanna Tan Francoeur, Healthy Living Healthy Community Specialist, Fraser Health Authority
- Tyler Thomson, Bunt Engineering
- Kirsten Tiede, Transportation Engineer, City of Surrey
- Eline Toes, Dutch Consulate
- Dr. Rodney Tolley, Director, Walk21
- Dave Turner, Manager, Parks, City of North Vancouver
- Gerhard Vandenbosch, Manager of Parks Operations, City of Surrey
- Liz Watts, Urban Design Planner, TransLink
- Rhys Williams, Streets Design Engineer, City of Vancouver
- Loretta Woodcock, Parks Board Commissioner, City of Vancouver
- Paul Young, Landscape Architect, Public Space Workshop

Agenda:

- 7.50 – 8:10: Breakfast/registration
- 8:10 – 8.15: Welcome – Neal Carley, City of Vancouver
- 8.15 – 8.25: Dr. John Carsley, Medical Health Officer, Vancouver
- 8.25 – 8.30: Introductions to the day – Jacky Kennedy, Green Communities Canada
- 8.30 – 9.15: Keynote presentation – Dr. Rodney Tolley, Walk21
- 9.15 – 9.30: Q&A

Discussion following keynote address:

Q. The making walking count project – could you tell us what do you get for the \$10K fee and how are respondents for the questionnaires selected?

A - Rodney. Walk21 would provide advise on the types of categories but your own market research consultants would advise you on the specifics. Walk21 could go back to the cities who have used the tools already and see how they tackled this.

Comment. Some concerns raised around increased urban air pollution where vehicles are moving more slowly as the particulate exposure tends to be higher in high traffic, slow speed areas.

Q. Walking to school – why is it no longer acceptable and why are so few families doing this now?

A – Jacky/Sandra. Many reasons contribute to fewer families choosing active transportation, including: school siting decisions around closing community schools and moving to a ‘big box’ model in the outer areas; the ability for parents to choose which school to sent their children too, like French immersion or art/drama schools, which may be many kilometers from where they live; single parent families; both parents in workforce; time and convenience over safety results; suburban communities designed for travel by personal vehicles so difficult to change this mindset. However, progress is being made with the School Travel Planning project.

Q. It will be overwhelming for towns and cities to completely redesign their streets so what would be the top three concrete actions municipalities could take quickly to promote and encourage more walking?

A – Rodney. Speed is a critical action – we should be reducing speeds on all residential and commercial (shopping) streets. When speeds are reduced to 20 mph it has been shown that people on foot and bike will feel safer so there will start to be more of them, people on foot will feel safer crossing streets to get to shops, etc.; slower speeds can eliminate the need for future traffic calming so is a very cost effective solution; slower traffic will also encourage people to linger in public areas, buy refreshments and sit; if

some drivers feel the speeds are too slow they will find alternate routes so a reduction in vehicles can result.

Comment. Japanese children all walk or use transit to school led by volunteer parents.

Q. Car dependence and a walkable city can sometimes be viewed as a 'war on the car'. How do you avoid this confrontational approach?

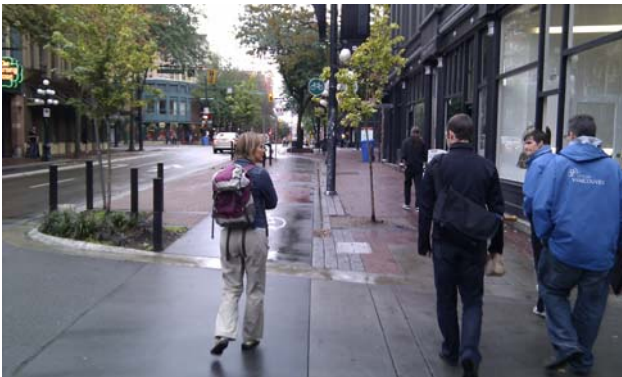
A – Rodney. Municipalities need to be sure to tailor their messaging when embarking on initiatives to make their public spaces more walkable. Things like where and when people can park their car, where to park the car (park and stride); cities like London, England have had great success with congestion charging; promote those areas within a city where car use is not essential and promote AT and transit. Wonderful opportunities for transit companies and municipalities to collaborate on the transit and walk/bike alternate modes.

Break

Professional Workshop

Agenda:

- 10.00 – 10.10: Welcome – Sandy James, City of Vancouver
- 10.10 – 10.30: The International Charter for Walking - Jacky Kennedy, Green Communities Canada
- 10.30 – 10.50: Walkability and children/youth – Sandra Jones, HASTE BC
- 10.50 – 11.10: Age-friendly BC – inclusive, accessible, walkable communities for all – Donelda Eve, Seniors Healthy Living Secretariat
- 11.10 – 11.15: Fitness break
- 11.15 – 11.45: Introduction and preparation for walking audit exercise – Dr. Rodney Tolley, Walk21
- 11.44 – 1.30: Walking audits (bag lunch provided)
- 1.30 – 3.15: Report back from walking audits – Dr. Rodney Tolley / Paul Young
- 3.15 – 3.30: Wrap up and next steps – Sandy James



Walking Audit on the streets of downtown Vancouver



Discussion groups results from walking audit:

Rodney asked each person to write down their:

- top 3 priorities for improving walkability through actions in the physical environment.
- top 3 priorities for improving walkability through programs (marketing behaviour change, etc.)
- top 3 priorities for improving walkability in terms of changing the culture.

He then asked them to list up to nine ideas on walkability then pick one killer idea from the list that you would like to follow through on.

Appoint a group scribe. He handed each table a ‘talking ball’ (juice bottle) and explained that when you are holding the talking ball only you can talk! Allow only one minute per person to explain their great idea while the group scribe writes down in just eight words.

Then pass talking ball to another person at the table and continue until everyone has had a chance to give their idea and they are all written down.

Repeat the exercise again but with their second great idea.

Individually they were asked to select the top three ideas from the list of ideas at their tables; to write the numbers of three top ideas down and put them in a circle – write the number 2 alongside it. None of the ideas, however, can be their own – they have to pick somebody else's ideas!

The 2 represents two votes.

Then they select their next three ideas, put a 1 alongside them and these can include their own ideas.

Group scribes then add up the votes for each of the ideas on the flipcharts. Then highlight the three of each group's greatest ideas!

The groups then provided feedback to the whole group. Each group was given five minutes to provide their feedback. We have listed the responses from the flipcharts from each table here and then followed this with the top 21 ideas. We noted some of the common themes that emerged:

Common themes:

- Education and encouragement through way-finding
- Education through driver education
- Health focus – links to individual, community and country health – health care which will be huge with aging population
- National and local community based social marketing campaigns
- Multi-sectoral approach
- Built environment: open streets; removing traffic lanes; reducing parking and reassigning it for public space
- Change mindset of decision-makers to change planning guidelines which then guide future development

Notes from the flipcharts from each group

Group 1:

1. Incentives to consumers of specific goods/services
2. Improve walking routes to schools – community culture
3. Education for perception change to 'allow' children freedom to walk to school
4. Develop visual interest along pedestrian routes
5. Economic development/rezoning to allow local shops and services
6. Make walking 'cool' to the boomer generation
7. Comprehensive, multi-sector approach to school travel planning
8. Good, efficient transit system including infrastructure

9. Affordable/free transit for teenagers
10. Property taxes to include transit pass in certain areas
11. Improvements to public realm to add comfort
12. Education on benefits to individual and community health
13. Creating places/spaces to facilitate social interaction

Group 2:

1. Neighbourhood street audits – for behaviour change
2. Neighbourhood amenity mapping application or maps at community centres, etc.
3. Better land use planning – destinations that people will walk to
4. Narrower streets
5. Truly pedestrian controlled and visible crosswalks – more immediate
6. Bring ‘living room’ to street, e.g. public art, gardens, etc.
7. Sidewalks – always there, both sides of the road
8. Enhanced transit pass programs

Group 3:

1. Zone/land use planning for real mixed use *1
2. Physical and personal safety through functional improvements
3. Build a critical mass of walkers to reach the tipping point
4. Reduce parking space; increase walking/biking space
5. Financial incentives/disincentives (hitting the pocket book)
6. Street amenities/furniture (awnings to art)
7. Raising public awareness for a walking culture
8. Efficient and convenient pedestrian routes
9. Safe road crossings
10. Reduce speed to 30 Km/hr

Group 4:

1. Education of drivers on awareness of pedestrians
2. Employee incentive programs by employers. Mileage GrH.
3. Reduction of motorized traffic, speeds and volumes.
4. Pedestrian rate awareness and legibility of streetscape.
5. Navigable, comfortable, safe walking environments/surfaces
6. Inclusive/universal barrier free design
7. Reallocate street right of way; reprioritize “road diet”
8. Cheaper transit or free through fare restructuring
9. Active and safe routes to school including siting/programming
10. School hub; mixed-use neighbourhoods

Group 5:

1. Market walking in value based words
2. Create municipal roles responsible for walkability indicators
3. “edgeamenities” to reduce practical barriers/excuses
4. open streets to walkers only
5. create kids committee to report to council

6. education and empowerment to encourage walking
7. social marketing to promote walking in the community
8. housing development design guidelines
9. walking treasure maps - distribution
10. good transit
11. live where you work/go to school
12. create a walking network
13. seniors walking groups
14. trees for great walking routes

Group 6:

1. educate people about the many benefits of walking
2. create car-free zones
3. demonstrate economics of walkable environments to business community
4. build closer services/complete communities
5. remove unneeded lanes of traffic; for parking, etc., ie North Van excess capacity
6. build continuous pedestrian networks throughout the city
7. implement pedestrian priority – in hierarchy
8. incorporate education about transportation in school curricula
9. pay (reward) people to walk (prizes? Taxes?)

Group 7:

1. Change the engineering standards
2. Walking is medicine
3. Getting 'buy in' from the community
4. Our community goal is to create a great walking place
5. Grow public celebrations by pedestrianization and transit
6. Economic incentives
7. Make walking fun by telling local history/heritage
8. Walkable communities promote democracy
9. Improve local economics by creating a sense of place
10. Tax incentives for walking (health/environment)

General comments:

- LEED – how to apply this to communities and neighbourhoods; American Society of Landscape Architects are looking at this issue.

Discussion notes and top 21 ideas:

Note: these ideas are not in priority sequence.

Neighbourhood mapping:

- Neighbourhood mapping – electronic and/or printed at public spaces; people get to know what's in the neighbourhood. Technology enables us to find out where things around us are - instantly; rather than just an app on phone, go to local businesses, what do people want and can they get it locally – promote this through maps and

way-finding. Example of shopping malls where every store/service is shown on a locator map – take this idea to the streets!

The street as living room:

- Bring the living room to the street: public art on sidewalks and street - murals, gardens, seating; community can get involved in painting and providing artwork – more comfortable and inviting; vehicles enter streets and see public space usage - it may slow down traffic and people on foot may linger and socialize; children can play in the streets.

Sidewalks on both sides of streets:

- Sidewalks always on both sides of street – some don't have them at all or one side of street only

Zoning for 'real' mixed use:

- Zoning/land use planning to create 'real' mixed use rather than designing for travel to places by car – complete at neighbourhood scale – walk to the pub, shops. Ensure that by mixed use we really mean that – creating diversity in communities. Get away from using streets of arteries – language here – have a breakdown if the artery is blocked!
- Developers don't like seem to like mixing commercial and residential so we need to change their perceptions. Perception change from the top down. Decision-makers need to change planning guidelines to create infrastructure patterns that are different.
- Zoned corner stores out of existence – create densities to support local shops.

Reduced parking:

- Reducing parking space and increasing walking/biking space; increase cost of parking; reducing parking can change perceptions of what's expected to get to the destination
- Maple Ridge example used – if you don't have a choice other than driving then parking reduction can be perceived.

Financial incentives/disincentives:

- Creating financial incentives/disincentives – pro-walking activities or congestion charging

Driver education:

- Increase awareness of pedestrians through driver education – driver tests in some parts of Europe have questions about interaction with other road users.
- Could start with high schools – education for new drivers as well as alternative transportation.
- Many taking driving tests are 16+ so this younger audience will likely respond better – they have been pedestrians/cyclists up to this point. Parents want their driving teens to be safe so they would likely support it.

Employee incentive programming

Reduce traffic through lower speeds

Live where your work/go to school:

- Live where you work or where you go to school. Some responsibility we can all take to make communities better – can be a tough choice but people need to start thinking this way more often. How would this unfold – a cultural shift – social marketing campaign to get the message out. Starting with schools is good.
- Having kids in a local school does make you more connected to your community.
- Paul: CMHC has some questionnaires to provide data to developers to show there is a market for mixed-use neighbourhood.

Closing streets vs. opening streets:

- Physical demonstration to make change – closing streets.
- Opening the streets (rather than closing streets) – placed ‘road closed’ signs.

Transit:

- Good transit = walking is key to walking the city.
- Transit free – included in tax base. Is it impediment to use?
- Double the price of gas for personal vehicles to pay for free transit.

Design standards/engineering standards:

- Community goal should be to create a great walking place – in work plans.

Walking as medicine:

- Walking is medicine – make a direct link to our health – get health agencies on board with local literature.
- Are doctors happy/comfortable to prescribe physical activity or a walk?
- UK example of Dr. William Bird prescribing active transportation and Veronica Reynolds working with Dr. Bird, hundreds of people will walk people around. Also BETTER project, another CLASP initiative through the Canadian Partnership Against Cancer.
- Education to individuals re health benefits – plus health benefits to the country especially with aging demographics. Collective improvement in health which can translate to less health care spending – need government to focus on this as the population ages.

Change the culture:

- Create a cultural change and the physical will happen.
- Does the cultural change happen before the physical change or vice versa or is it a bit of both. What is the point of change? How to let politicians know so they can make the changes that are needed.
- NYC – infrastructure dedicated to car but few New Yorkers walk so when the pilot projects were implemented people just loved it.

Create car free zones:

- Car free zones – demonstrate quality of experience, how street is animated, enforcement.
- Public realm – benches, public art, make it enjoyable – journey not just a to b

Remove unneeded traffic lanes:

- Removing unneeded lanes of traffic: empty lanes to be better utilized – reduces noise – there are many streets with 4 lanes that could manage traffic with 2

Implement pedestrian priority:

- Other ideas: build continuous ped network; demonstrate economic benefits to business community
- Implementing pedestrian priority – mindset to change way decisions are made; design standards are car based; taking long time to understand how design plays out into decisions; increase priority through road user hierarchy

Evaluations from Breakfast Meeting/Professional Workshop

1. What is your profession/role and responsibilities in relation to walking in your community?
 - Transportation: planner and urban design
 - Spatial planner for the Dutch government
 - Policy influencer; program funder/developer
 - Commissioner with VancPark Board
 - Section Manager Parks, responsible for the maintenance of all of the trails and paths
 - Urban designer/project manager of transit system; project that will help reduce car use
 - Community outreach coordinator – educator
 - Planner with TransLink (TOD, transit)
 - Pedestrian Coordinator for Vancouver Public Space Network
 - Family physician and public health resident with the office of the MHO at Fraser Health
 - Sphere of influence for community engagement; designing Grad Certificate – Sustainable County Development
 - School Travel Planning
 - City of Vancouver, BIA program working with business
 - Transportation Planner
 - Transportation Engineer. Plan sidewalk capital program, traffic calming program, school travel planning
 - Landscape architect/consultant – to include walkability in landscape planning and built projects

2. What do you hope to learn/contribute by being involved in today's workshop?
 - Precedents, analytical framework for assessing walkability of environments
 - How spatial concepts like: densification, planning for pedestrians and connecting health/sustainability/urban design can contribute to the livability of communities
 - Networking with people/decision-makers and operational people in my community/professional colleagues from different sectors working on this issue!
 - Ideas to implement walkability in park planning.
 - I have been a proponent of walking my entire life. I think it's one of the basic elements that make life great.
 - To learn and exchange ideas will help our communities to become more walkable
 - Ideas from others
 - Network/linkages
 - Meet others involved in pedestrian issues and exchange ideas
 - Have perspective from public health, gain experience looking at walkability 'on the ground'
 - How to apply frame to a given community; learn principles to apply to unique places
 - Networking

- Find out more about walking and walkability
- Find out what other organizations/sectors can offer in promotion of walking
- Learn about resources in BC and Canada, and techniques for leading walkabouts / engaging the community

Contact:

- Jane_mccarney@phac-aspc.gc.ca / janemccarney@telus.net (if you need volunteers for Walk21 Vancouver 2011)
- Dave Turner, dturned@cnv.org
- Jihad Bitar: jihadbitar@yahoo.com
- Andrew.Curran@translink.ca
- demian.rueter@gmail.com (difficult to read)
- marilyn@integralcity.com
- Sandra Jones: scjones@telus.net
- Tom.pearce@vancouver.ca
- Tyler Thomson: tthomson@bunteng.com
- Heidi Redman: hredman@elac.bc.ca

3. What did you find most useful

- R. Tolley's presentation – packed with information
- Excellent lecture by Rodney Tolley
- Rodney's presentation
- Hearing what other cities are doing. Innovative use of words to describe walkability
- The early presentations were great but the whole day was excellent
- Exchanging creative ideas
- Ideas brainstorm
- Keynote – Rodney Tolley and follow-up discussion
- Keynote speech
- Chance to connect with planners and learn their views
- Speakers, walk, discovery learning with group
- Afternoon table sessions. Really enjoyed walkabout and Rodney Tolley's talk
- Afternoon workshop discussion
- Meeting with individuals from different communities/organizations and sharing ideas
- Afternoon discussion – seeing the various perspectives on walking
- Rodney and Jacky's presentations. Sandy James was a great facilitator.

4. What could we have done better?

- Hard to hear Jacky at times. Jacky and Eve could present points on slides before giving examples.
- No bottled water – another movement to support; more protein snacks (nuts, yogurt, less carbs)

- Provide transit information on registration page (to encourage active transportation!). Regarding email receipt from 'civieinfo' – it required a follow up phone call.
 - Have more different points of view to make a dialogue
 - Walkabout could have been better organized/led
 - Mid-day presentations were too long; Seniors BC presentation was not entirely relevant (could have been tighter)
 - Better starting ideas about what to look for in the walkabout
 - More opportunity to discuss in afternoon – was not able to discuss things in our small groups
 - Package of handouts
 - Waling audit could have been better with summary and local experts
 - Have microphone available for speakers, the room was a bit echo-y
5. What will you do differently as a result of attending today's session?
- Aim for a more comprehensive view of walkability in setting project objectives and in assessing environments.
 - Increased my practical knowledge base – will use it in my daily work
 - I will look at park planning from the perspective of accommodating pedestrians
 - Talk about making my community more walkable
 - Be more ready to communicate more and provoke ideas to be discussed
 - Implement ideas into my work
 - More linkages with health agencies
 - Become more involved professionally in walkability issues
 - Re-position ourselves – how can health support this work?
 - Use all resources in course design
 - Research resources that were referred to today – include walkability concerns in my work and community engagement
6. What follow up actions or resources would be helpful to you?
- Summary points of presentations
 - Email list of participants
 - Funding sources
 - Just to keep educating myself about the walkability issues
 - Presentations; compelling arguments in favour of spending \$\$\$ on walking (business case)
 - More of my own research; follow-up on some of the information I learned today
 - Notes from afternoon discussion and ideas; contact list of participants
 - Powerpoints and list of speaker emails
 - Contact list
 - Presentation materials and notes available online
 - Copies of PowerPoint presentations
 - Look forward to the Walk21 conference!

Comments:

- Thanks – well done organizers!

Public Engagement Workshop – 6-8 pm

Participants:

- Sandra Jones, HASTE BC
- Tim Barton, Bunt Engineering
- Chris Cheng, Bunt Engineering
- Elizabeth Ballantyne,
- Shawn(?) Fletcher, Mission
- Jenni Rempel,
- Alan Herbert,
- M.B. Rondeau,
- Elizabeth Bowker,



Agenda:

- 6.00 – 6.10: Welcome - Sandy James, City of Vancouver
- 6.10 – 6.25: Introductions – Paul Young, Public Space Workshop
- 6.25 – 6:40: Workshop Overview - Paul Young
- Workshop Objective: To identify actions we might take to make Metro Vancouver municipalities more walkable
- 6:40 – 7:20 Group work:
- Question 1. Imagine, it is two years into the future. Metro Vancouver municipalities have made huge improvements for walking. What has changed? What do you see? (10 minutes)
- Question 2. What do we have *now*, i.e “stepping stones” that we can use or build on to reach our goals (what resources or examples)? (10 minutes)
- Question 3. What steps might you or others take next? Pick the top 3 and write each one on a Post-It note (20 minutes)
- 7:20 – 7:50: Report Back – 5 minutes per table (approx. 6 tables) –Themes
- 7:50 – 8:00: Wrap up and Next Steps – Sandy James

After introductions, some ideas from the floor around walking, barriers, etc, to get everyone warmed up:

- Access to food
- Parents driving children to school instead of walking them
- Topographical barriers like steep hills
- Incentives that will overcome everyday perceptions of barriers

The participants worked in three smaller groups to discuss three questions. The results are outlined below.

Question 1. Imagine it is two years into the future. Metro Vancouver municipalities have made huge improvements for walking. What has changed? What do you see? (10 minutes)

Group 1

- Policy – new buildings have end of trip shelter for bikes
- Super Greenways – that are identifiable
- Continuous sidewalks
- Less cars
- Mixed use higher density developments
- Mixed-use nodes around schools – higher density developments with basic needs & amenities
- Create walkways – they get forgotten
- Convenient Walkways -0 connecting
- Keep ALR
- Better design of walkway, i.e. lighting
- Connectivity within nodes
- A Walking Plan as part of all plans
- A “Walking Advisory Committee”

Group 2

- More mixed-use development
- Improved connections to transit
- Diminish the car culture
- Reduce road width, include medians and curb bulges
- Landscape buffer between sidewalks and road
- More expensive parking
- Enforcement priority over vehicles
- Woonerfs (living streets)
- IPOD information for walking tours

Group 3

- More nodes that are walkable – densification
- 40 Km/h urban speed limit
- Improved connections between trail networks – i.e. pedestrian ferries (Fraser River)
- Return of street car
- More walkways separated from vehicle traffic
- Remove traffic from some streets for amenity space

Question 2: What do we have *now*, i.e “stepping stones” that we can use or build on to reach our goals (what resources or examples)? (10 minutes)

Group 1

- Lobby Group – i.e. Volkssport walking club

- Walk to School campaigns
- Walking maps, trail maps
- Funding programs – “ Millennium Trail”
- Zoning / By laws to achieve trails – same as roads
- Don’t widen pavement – reallocate funding
- Wider sidewalks in Surrey
- Amenities along the way – i.e. street musicians
- Traffic calming – slow cars down
- Granville Island – create pedestrian priority zones

Group 2

- N.G.O. advocacy
- Political will – shift in societal attitudes
- Walking school bus program
- Celebration – Cyclovia
 - Car Free Day
 - Summer Space
 - Granville Street Closure
- Wide sidewalks - eg. Broadway Sky Train Station
- Street Furniture / Benches – streetscape improvement
- More research on public realm improvements
- Way-finding signs
- Dial-in audio tours
- Designated Park space – a by-law change to increase density – patio café, food vendors
- Increase end-of-trip facilities

Group 3

- False Creek Ferries
- 30’ store front articulation – streetscape, public art
- Separated Walkways
- Sea-wall, Central Valley Greenway
- Public spaces – connected (requires good way-finding)
- Linear walkways (long, uninterrupted)
- Congestion is good
- Olympic streetcar project
- Bike paths

Question 3. What steps might you or others take next?

Each group was then invited to present their top ideas for action / next steps. Then individuals were given 4 dots to vote with. They placed the dots * on items they felt were most important. Each * represents a vote and clusters of votes are underlined.

Group 1

- Alternatives to City Hall for action
- 1) developers
- 2) Foundations (Canada Council, Vancouver Foundation)
- 3) Champions – use local press
- 4) Woonerf, New Urbanism *
 - Integration of peds and vehicles
- Next Steps:
 - 1) Allow fun outside ***** (i.e. Blooming Boulevards*)
 - Sidewalk cafes, open liquor, live music, street food
 - Change the regulations and laws – lobby lawmakers, eradicate the health department
 - 2) Free transit ***
 - End road subsidies (reallocation of public funds)
 - 3) Street Parties (eg. Parking Spot / Dinner parties)
 - Purchase food from adjacent vendors
 - 4) Public art **
 - Competitions
 - Vancouver Biennale
 - 5) Plazas with views
 - City and developer asked to program the space *** (and public parks)
 - Social planning?

Group 2

- Campaigns – challenge ** – scare people, i.e. the Olympics
- Push health aspects
- Make it fun to walk
- Culture of walking (safe routes to school**)
- School travel planning **
- Appropriate transit links *
- Improved transit – A WALKING PLAN *****
- Transit to educational facilities
- Fund / support advocacy groups *****
- Walking advisory committee *
- Public Health Agency of Canada – Health angle
- Walking more of a priority
- Youth representation

Group 3

- Write to politicians *
- Voting *
- Use neighbourhood grants to fund block parties *
- Changing personal travel choice
 - Being a role model
 - Talk to people about it
- Pedometer challenges

- Lunch time walking group **
- Letters to editor – advocacy
- Social networking – Facebook *
- Support Vancouver Public Space network
- Identify walking champions
 - B.E.S.T.
- Give a proper “face” for pedestrians
- Ad campaign – i.e. Work Safe B.C.

Wrap up discussion regarding who might take some next steps:

- Vancouver Public Space Network should be involved
- Volkssport Group, Surrey
- Integrate with the International Conference on walking (Walk21)
- Contact HASTE
- Car Free Day events – publicize
- Mayor needs to support walking`
- Could set up a “Pedestrian Advisory Committee”?
- Sandy will be in touch with all participants via e-mail
- Sandy suggested creating a pedestrian advisory committee – we have one for cyclists
- Sandra suggested letting folks back in your communities know about Walk21 and get them involved especially in creating advocacy groups

Wrap-up:

- Sandy: create a pedestrian advisory committee – we have one for cyclists
- Sandra: let folks back in your communities know about Walk21 and get them involved especially in creating advocacy groups

Evaluations from Community Engagement Workshop

1. Please rate the workshop on a scale from 1 to 5:
 - Clarity of the facilitator: Good = 1; Very Good = 7; Excellent = 1
 - Usefulness of the presentations: Very Good = 8; Excellent = 1
 - Length of the workshop: Fair = 1; Very good = 7; Excellent = 1
 - Overall workshop: Good = 3; Very good = 7; Excellent = 1

2. Meeting our objectives for the workshop:
I have a better understanding of possible strategies communities can use to address walkability issues in the Metro Vancouver area
Yes = 9
Comments:
 - It was more useful than I thought – good workshop format
 - Maybe more guidance on the discussion could be better
 - Nowadays what works in Metro may not work in the Fraser Valley
 - Added structure

3. I really liked:
 - Facilitator
 - Range of the fun component ideas
 - Policy discussion
 - Challenge to actually move forward and make difference with ideas
 - Hearing what others are doing and what they think is important – great passion
 - The roundtable discussion
 - The scope of discussion and its passion
 - Ideas, forum for thinking about the issues
 - The push for double action / organic pie!

4. I did not enjoy
 - On top of a day long session
 - Lack of clear discussions – maybe dedicated roundtable facilitator
 - No complaints

5. To improve the next meeting I would
 - I had trouble hearing – echo in the room
 - Have better clarity of instructions

Interest in further discussions around walkable communities for Metro Vancouver and Walk21 Vancouver 2011:

From Breakfast Meeting and Professional Workshop:

- Jane_mccarney@phac-aspc.gc.ca / janemccarney@telus.net (if you need volunteers for Walk21 Vancouver 2011)
- Dave Turner, dturned@cnv.org
- Jihad Bitar: jihadbitar@yahoo.com
- Andrew.Curran@translink.ca
- demian.rueter@gmail.com (difficult to read)
- marilyn@integralcity.com
- Sandra Jones: scjones@telus.net
- Tom.pearce@vancouver.ca
- Tyler Thomson: tthomson@bunteng.com
- Heidi Redman: hredman@elac.bc.ca

From the evening Community Engagement Workshop:

I am interested in continuing to participate in discussions and strategies for improving walkability across Metro Vancouver:

- Sandra Jones, scjones@telus.net
- Tim Barton, tbarton@bunteng.com
- Chris Cheng, ccheng@bunteng.com
- Elizabeth Ballantyne, Elizabeth.ballantyne@vancouver.ca
- Shawn(?) Fletcher, sfletcher@mission.ca
- Jenni Rempel, jennir@sfu.ca
- Alan Herbert, ahbbl@shaw.ca
- M.B. Rondeau, already listed
- Elizabeth Bowker, elizabeth.a.bowker@gmail.com
-

I am interested in learning more about the Walk21 Vancouver 2011 conference

- Sandra Jones, scjones@telus.net
- Tim Barton, tbarton@bunteng.com
- Chris Cheng, ccheng@bunteng.com
- Elizabeth Ballantyne, Elizabeth.ballantyne@vancouver.ca
- Jenni Rempel, jennir@sfu.ca
- Alan Herbert, ahbbl@shaw.ca
- M.B. Rondeau, already listed