



Rural Active Living Assessment Township of Bonfield

NORTH BAY PARRY SOUND DISTRICT HEALTH UNIT

April 2014

Dillon Consulting Limited



TABLE OF CONTENTS

	Page
1.0 OVERVIEW	1
2.0 PURPOSE OF THE RALA	2
3.0 COMPONENTS OF THE RALA	3
3.1 The Community-Wide Assessment	3
3.2 The Program and Policy Assessment	5
3.3 The Street Segment Assessment	5
4.0 RESULTS OF THE COMMUNITY WIDE ASSESSMENT	6
4.1 Mapping	6
4.2 Recreational Facilities	9
4.3 RALA Community Wide Assessment (CWA) Scoring Tool	15
5.0 RESULTS OF THE PROGRAM AND POLICY ASSESSMENT	21
5.1 RALA Program & Policy Assessment (PPA) Scoring Tool	24
6.0 RESULTS OF THE STREET SEGMENT ASSESSMENT TOOL	27
6.1 Subjective Assessment and Overview	32
6.2 Street Segment Assessment Tool	33
6.3 Subjective Assessment and Overview	38
7.0 OBSERVATIONS AND RECOMMENDATIONS FOR THE TOWNSHIP OF BONFIELD	39
8.0 CONCLUSION	48

LIST OF MAPS

Bonfield..... follows page 6

1.0 OVERVIEW

The Township of Bonfield is one of a number of municipalities within the North Bay Parry Sound District Health Unit coverage area that is being assessed using a Rural Active Living Assessment (RALA) Tool. The RALA Tools were developed through the Maine Rural Health Research Centre of the University of Southern Maine. They were introduced to help rural communities (population of 10,000 or less) assess their physical environment and amenities, town characteristics, and community programs and policies. The tools enable communities to identify areas of improvement to better support active living amongst residents.

By completing the RALA scoring tools, communities in the United States have:

- Identified areas where their community may be weaker in physical activity opportunities.
- Sparked conversations about their communities to identify improvements requiring longer term planning or funding.
- Prioritized actions that were feasible for their community to address.
- Identified program and policy actions that will make their communities more activity-friendly.

This report documents the results of the RALA audit undertaken for the Hamlet of Bonfield. The findings present a detailed assessment of the community's existing infrastructure, transportation, and recreational facilities and structures that enable physical activity, active transportation, and active living. The report also identifies a series of preliminary recommendations for the Township of Bonfield to consider that will make it a more "active community". The results captured in this report should provide a launch point for further discussion and action, as the details captured in the audit can provide a baseline for the municipality to develop implementation plans to address active transportation, active living, parks and recreation planning, and program delivery.

The Township of Bonfield may use the findings of the RALA audit to:

- Inform future capital budget expenditures around the provision of transportation infrastructure, community facilities, and recreation programs.
- Maximize the use of community facilities.
- Improve signage and local tourism opportunities.
- Identify enhancements to beautify areas within the community.
- Improve pedestrian and cycling connectivity to facilitate safe and comfortable travel.
- Facilitate partnership development between the municipality, the North Bay Parry Sound District Health Unit, and other community partners to increase physical activity opportunities.

2.0 PURPOSE OF THE RALA

The RALA Tools have been designed to help collect data on physical environment features and amenities, community characteristics, community programs, and policies that could potentially influence levels of physical activity among residents. These tools allow municipalities such as the Township of Bonfield to assess the “friendliness” of their community for walking, biking, and playing that is inclusive of children, youth, adults, the elderly, and people with disabilities. For example, the RALA Tools provide a structure for looking at the community as a whole. It also includes a detailed tool to evaluate specific “segments” of the community and assess the key characteristics of those segments. Finally, it provides a structure for assessing the programs and policies that may make the environment less activity friendly.

The RALA Tools include scoring tools that were developed by a committee made up of leaders in the physical activity, childhood obesity, community planning, and built environment fields in the United States. This tool is primarily intended for use in rural communities with a population less than 10,000. The items on the RALA tools were weighted and scored and subsequently assigned points/scores for the scoring tools. These scores can be used to compare the Township of Bonfield with other communities. Additionally, scores can also be used to assess Bonfield before an intervention or change in the community and then again afterwards for comparison purposes.

The RALA tools that were originally developed in the United States have been slightly modified by Dillon Consulting Limited (Dillon) to better fit the Canadian context. The original RALA tools included a buffer of upwards of 25 km² to capture rural communities that are spread over a large geographic area. Adjustments were made to areas of investigation and scoring tools based on radial distances that better reflect the size and geographic dispersion of the communities within the North Bay Parry Sound District Health Unit coverage area, as the communities under evaluation are less than 5 km². The Hamlet of Bonfield for instance, covers a land area of just over 2 km². Adjustments to radial distances were then specifically changed to reflect a range of acceptable walking catchments, including 400 m (representing a five minute walking distance for most people), 800 m (representing a 10 minute walking distance, and which is a distance radius for neighbourhood parks established by the National Recreation Association). As a result, the RALA scoring tools and assigned points/scores were also revised to reflect the adjustments to radial distances.

3.0 COMPONENTS OF THE RALA

On September 30, 2013 a RALA audit was undertaken for the Township of Bonfield. The audit was performed by Dillon. The audit included a community wide assessment as well as two detailed street segment analysis of:

1. Yonge Street, which forms a spine of through the Hamlet of Bonfield; and
2. Bonfield's community core.

A Program and Policy Assessment was also undertaken as part of the RALA, through the assistance of the North Bay Parry Sound District Health Unit. These three assessment instruments are designed to be used together and provide a tool to conduct a comprehensive active living audit of the community. The RALA Tools include scoring tools to further help municipalities identify areas for improvement or change in their community. The scoring tools can also inform infrastructure and operational spending and create a dialogue among community members, leaders, and residents to make their communities more activity friendly. Each of the assessment tools are further described in the following sub-sections.

3.1 The Community-Wide Assessment

The broad-scale, Community-Wide Assessment will look at characteristics of Bonfield as a whole.

The community-wide assessment includes questions about specific community characteristics and about a number of recreational amenities that may not be within the community boundaries, but are nevertheless accessible to local residents. Rural community location patterns typically fall into one of the following categories, with shared amenities more common in the first two types:

- integrated (where one community seems contiguous with the next)
- intermediate (some development between communities, typically less than 25 kilometres between community centres)
- remote (where large undeveloped areas separate one community from the next)

Understanding a rural community's location pattern may be useful when trying to understand what resources (physical amenities, programs, and commerce) community residents have access to within and beyond their community.

Settlement Pattern

“Walkability” and connectivity will be determined to a great extent not only by the density of population and intersections, but by the overall pattern in which streets were laid out as the community was originally settled. Most rural communities fall into one of the following patterns:

- dispersed - There may be a community centre, but most of the population is spread out and may live several kilometres from the community centre. Such communities can be identified by low population density and will usually have few roads and few intersections.

- elongated – This pattern is best exemplified by very small communities with only one major road passing through and most non-residential development along that road. Intersecting roads may lead to residential areas or schools, but are often not connected to each other, except by returning to the main thoroughfare.
- clustered – This pattern often results from sub-divisions. A grid pattern or cul-de-sac pattern residential neighbourhood may be quite distant from the community centre, with only one thoroughfare connecting the neighbourhood to the community centre. Occasionally, a cluster will be commercial, rather than residential, as when a box-store (such as Walmart) locates on the edge of a community, and other retail businesses, restaurants, etc develop around the box-store.
- compact – In areas where sprawl has been restricted, either by natural features or by land-use restrictions, both residential and commercial development is likely to have greater density. Grid patterns are more common in such communities. Connectivity is likely to be good, due to greater intersection density. Such communities are inherently more “walkable.”

These settlement types may be clarified or refined by considering the pattern of highway, thoroughfare, and residential roads in a community beginning with radial vs. grid pattern, with possible combinations such as a radial pattern with neighbourhoods clustered along arteries having limited local grid patterns.

Physical Features

There are several natural and some man-made physical features that may create unique barriers in rural communities when trying to choose segments to audit. Physical features can include:

- Topography (especially in combination with road pattern)
- Rivers
- Lakes
- Limited access highways or active railroad tracks

Having a general understanding of the location patterns, settlement patterns, and physical features will aid in the selection of important factors that may aid or act as a barrier to physical activity in Bonfield.

3.2 The Program and Policy Assessment

The Program and Policy Assessment assesses whether programs and policies are in place to support physical activity. It includes a range of questions that address municipal infrastructure, municipal resources to support recreation planning, physical activity programming, and equity and access to programs. The assessment also includes questions aimed at public and catholic schools operating within the district that would support physical activity initiatives for students and walkability programs.

In rural communities, programs and policies play a strong role to further support physical activity among youth, seniors, and people with disabilities. Programming is especially critical in extending the usability of existing recreational activities. Questions contained in the Program and Policy Assessment were completed with the assistance of the North Bay Parry Sound District Health Unit and through feedback from the Township of Bonfield.

3.3 The Street Segment Assessment

The more detailed Street Segment Assessment will involve identifying specific physical attributes of each segment of the community to further assess Bonfield activity-friendliness.

The detailed Street Segment Analysis evaluates proximity, condition, and accessibility of various community amenities based on the following criteria. Many of the questions in the assessment tools make reference to the community centre or “community central point.” This is a reference point that best represents what the municipality or residents would most likely consider to be the center of the community. The detailed Street Segment Analysis evaluates the condition and accessibility of various community amenities based on the following criteria.

Condition was evaluated based on the following evaluation criteria:

- Fair/Poor – The amenity is not well maintained and is in fair or poor condition. There is apparent neglect and/or deterioration.
- Good/Excellent - The amenity is well maintained and is in good or excellent condition. There is little or no apparent neglect and/or deterioration.

Access was evaluated based on the following evaluation criteria:

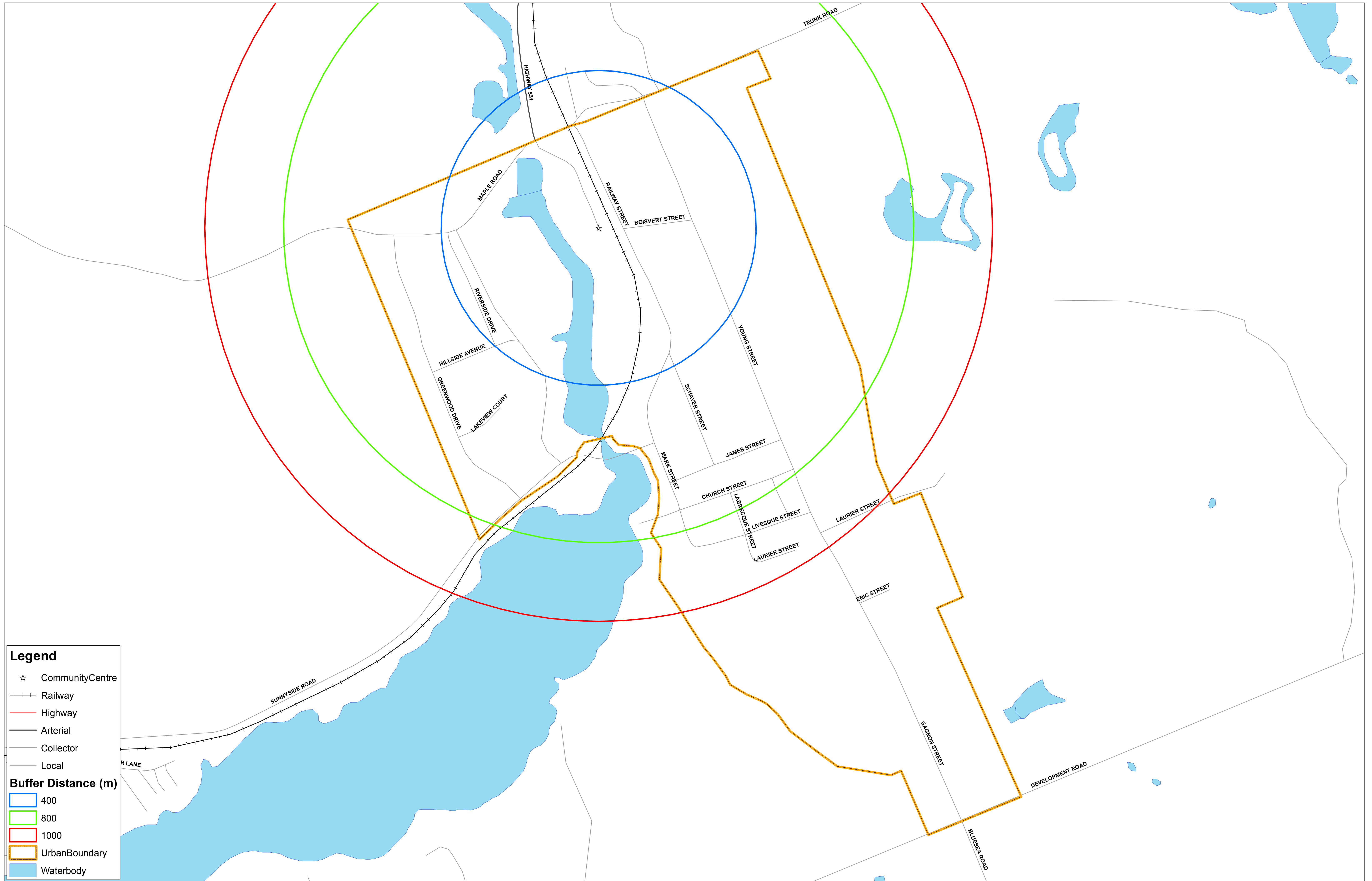
- Clearly marked signs for amenity – There is clear and legible signage posted specifically to direct visitors to the amenity.
- Sidewalks, trails, etc. leading to amenity – There are sidewalks, trails, etc. that lead to the amenity and connect visitors to safe walking routes to and from the amenity. The amenity is easily accessed by the young, seniors, and people with disabilities.
- Designated parking for amenity – There are parking spaces (paved, dirt, gravel, or other) designated for the amenity.

4.0 THE COMMUNITY WIDE ASSESSMENT

4.1 Mapping

The RALA assessment was undertaken using the latest mobile GIS (geographic information system) technology to bring precise mapping and locational awareness to the study. This includes equipping the survey team with a tablet-PC running ArcPad software, a mobile field mapping and data collection system, paired with a GPS-enabled high-resolution camera. The ArcPad software allows the team to map the precise coordinates of environmental features, whether as a point, line or polygon, and then add details or characteristics about each feature. To streamline data collection, a custom interface was developed with unique GPS buttons to capture points of interest versus road/sidewalk features, with simple question and answer drop-down menus.

The survey data and GPS photos were imported into desktop GIS software for Quality Assurance/Quality Control checks and adjusted if necessary. Photos taken with the GPS cameras were joined to each surveyed feature by matching common GPS coordinates. All points of interest and road/sidewalk features were then plotted onto a series of maps and symbolized by their scoring characteristics.



Community Population

The 2011 Census conducted by Statistics Canada identifies a population of 2,016 in Bonfield.

Total Community Area

Bonfield covers a land area of 208.43 km². The audit focuses on the Bonfield Hamlet Settlement Area.

Community Population Density

The 2011 Census conducted by Statistics Canada identifies a population density of 9.7 per square kilometre.

General Community Topography

Bonfield is generally hilly throughout, with gently rolling hills throughout its urban area.

Presence of “Community Centre Point”

Communication with the municipality suggests that the Municipal Office and Library represents a suitable centre of town. This location also includes a local park, playground, and recreational and sports facilities including basketball courts, an arena, and tennis courts.

General Community Street Pattern

The road network in Bonfield’s settlement area has an obvious or distinguishable road pattern. Bonfield is accessible from Highway 17 via Highway 531, which terminates at the community centre point. Residential streets transverse in a north-south direction to the east and west of Lake Nosbonsing. The Lake provides a barrier for residents residing in the eastern portion of the settlement area, residing on Hillside Riverside Drive, Hillside Avenue and Greenwood Drive. Many of the residents reside west of Lake Nosbonsing. Yonge Street appears to carry higher traffic volumes for residents travelling within Bonfield and to its surrounding communities.

Location of Public Schools

There is one school in Bonfield serving students in grades JK to 8. École Lorraine is located on Yonge Street south of Boisvert Street.

4.2 Recreational Facilities

Recreational amenities in Bonfield were assessed based on distance, condition, and accessibility.

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Hiking or Walking Trails	<input checked="" type="checkbox"/> No – community does not have this amenity		

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Biking Path(s)	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input checked="" type="checkbox"/> Poor <input type="checkbox"/> Average <input type="checkbox"/> Good <input type="checkbox"/> Very Good	<input checked="" type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input type="checkbox"/> Designated parking for amenity

Comments:

- Shared roadway facilities are located along Church Street, Mark Street, and Yonge Street.
- Signage to mark shared roadway is clearly marked along the roads. Signage is provided by the Mattawa Voyageur Country Tourism Coalition.
- Street lighting is provided along the bike paths to improve safety and visibility.
- Quality of bike path surfaces, particularly along Church Street, is poor with uneven paving surfaces, cracks and potholes.
- The audit did not identify the presence of bike racks within the Hamlet of Bonfield.

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Public Park(s)	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input checked="" type="checkbox"/> Poor <input type="checkbox"/> Average <input type="checkbox"/> Good <input type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
<p>Comments:</p> <ul style="list-style-type: none"> Centennial Park is located on Mark Street by Lake Nosbonsing. At the time of the audit, signage was not installed at the park. The park offers structured shade for users and picnic area for people to view the lake and surrounds. The park includes a washroom, sandbox and access to the lake. Parking is provided for park users on Mark Street. A paved shoulder along Mark Street provides access to the park. Kaibuskong Park is located on Highway 531. It is a multi-purpose recreational area that includes a picnic area, beach, playground, volleyball court, tennis court, outdoor skating, basketball nets, and playfield. The park is located behind the library and Municipal Office. The park is not accessible by pedestrian amenities. The park has a shared parking lot with the library and the Municipal Office. No signage directing residents and visitors to the park. 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Swimming Beach	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input type="checkbox"/> Average <input type="checkbox"/> Good <input type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
<p>Comments:</p> <ul style="list-style-type: none"> Public swimming beach is provided both at Centennial Park (adjacent to the boat launch) and Kaibuskong Park. No signage directing residents and visitors to the swimming beach. 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Public Use Swimming Pool	<input checked="" type="checkbox"/> No – community does not have this amenity		

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
River watersport access	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input checked="" type="checkbox"/> Average <input type="checkbox"/> Good <input type="checkbox"/> Very Good	<input checked="" type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity

Comments:

- Bonfield Boat Launch is located on Church Street. However there are no sidewalks or trails leading to the boat launch and dock.
- Designated parking is provided at the boat launch.
- Signs directing visitors to the boat launch are provided on Mark Street.

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Skate Park	<input checked="" type="checkbox"/> No – community does not have this amenity		

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Ice Arena	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input checked="" type="checkbox"/> Poor <input type="checkbox"/> Average <input type="checkbox"/> Good <input type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity

Comments:

- The Skating Rink/Arena is located in the north west corner of town, adjacent to the Municipal Office and the Library.

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Community Recreational Centre (e.g. town recreational facility)	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input checked="" type="checkbox"/> Poor <input type="checkbox"/> Average <input type="checkbox"/> Good <input type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity

Comments:

- The library, skating rink/arena, and basketball and tennis courts are located next to the Municipal Office.
- See detailed comments under “Park”.

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Private Fitness Facility	<input checked="" type="checkbox"/> No – community does not have this amenity		

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Playground(s)	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input checked="" type="checkbox"/> Average <input type="checkbox"/> Good <input type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity

Comments:

- There is a playground adjacent to the Municipal Office, within the community park/ recreational complex.
- Another playground is located on the École Lorrain (school grounds). This park is unsigned and challenging to access as it is located on a hill and separated by a swale. The park is primarily intended for students at École Lorrain.

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Baseball Diamonds	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input checked="" type="checkbox"/> Average <input type="checkbox"/> Good <input type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
<u>Public Social</u> Gathering Places (the public wharf, community halls, churches, indoor and outdoor public spaces, etc.)	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input checked="" type="checkbox"/> Average <input type="checkbox"/> Good <input type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
Comments: <ul style="list-style-type: none"> • Ste. Bernadette Community Hall/Seniors Centre is located on Ontario Street. 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Public Social Gathering Places (the public wharf, community halls, churches, indoor and outdoor public spaces, etc.)	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input checked="" type="checkbox"/> Average <input type="checkbox"/> Good <input type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
Comments: <ul style="list-style-type: none"> Public library Ste. Bernadette Community Hall/Seniors Centre (it might be owned by the Ste Bernadette Church). 			
Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Snowmobile Trails	<input type="checkbox"/> Yes – within 1 km of centre <input checked="" type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input type="checkbox"/> Average <input type="checkbox"/> Good <input type="checkbox"/> Very Good	<input checked="" type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input type="checkbox"/> Designated parking for amenity
Comments: <ul style="list-style-type: none"> Snowmobile trails form an important component of Bonfield’s transportation system. The trails commence outside of the Hamlet Settlement Area boundary and travel north to the Mattawa River Provincial Park and South to the Boulter Depot Creek Conservation Reserve and Boulter Township. 			

4.3 RALA Community Wide Assessment (CWA) Scoring Tool

The scoring tool below calculates a specific score of the presence and the distance of all recreational facilities and spaces from the community centre point. These scores can be used to compare the Township of Bonfield to other rural communities or to compare the Bonfield to itself over time.

Domain/Items	Assigned Points	Community Points
School Location		
There is an <u>elementary</u> school in my community that many children can walk to	Yes (6 Points) No (0 Points)	+ 6 points
There is a <u>middle</u> school in my community that many children can walk to	Yes (5 Points) No (0 Points)	+ 5 points
There is a <u>high</u> school in my community that many children can walk to	Yes (4 Points) No (0 Points)	+ 0 points ----- = 11 Points School Location

Trails	Assigned Points	My Points
<p>There is a <u>Hiking or Walking Trail</u></p> <p>There is a Biking Path</p> <p>There is some <u>Other</u> Type of Trail*</p>	<p>Yes, within 400 m of community centre point (8 points)</p> <p>Yes, beyond 400 m and within 1 kilometre of community centre point (5 points)</p> <p>Yes, beyond 1 kilometre of community centre point (2 points)</p> <p>No (0 points)</p> <p>Yes, within 400 m of community centre point (8 points)</p> <p>Yes, beyond 400 m and within 1 kilometre of community centre point (5 points)</p> <p>Yes, beyond 1 kilometre of community centre point (0 points)</p> <p>No</p> <p>Yes, within 400 m of community centre point (8 points)</p> <p>Yes, beyond 400 m and within 1 kilometre of community centre point (5 points)</p> <p>Yes, beyond 1 kilometre of community centre point (2 points)</p> <p>No (0 points)</p>	<p>+ 0 points</p> <p>+ 5 points</p> <p>+ 2 points</p> <p>-----</p> <p>--</p> <p>=7 Points TRAILS</p>
Parks And Playground	Assigned Points	My Points
<p>Public Park</p> <p>Public Playground (If playground is within park, assign points to both)</p> <p>School Playground</p>	<p>Yes, within 400 m of community centre point (8 points)</p> <p>Yes, beyond 400 m and within 1 kilometre of community centre point (5 points)</p> <p>Yes, beyond 1 kilometre of community centre point (2 points)</p> <p>No (0 points)</p> <p>Yes, within 400 m of community centre point (8 points)</p> <p>Yes, beyond 400 m and within 1 kilometre of community centre point (5 points)</p> <p>Yes, beyond 1 kilometre of community centre point (2 points)</p> <p>No (0 points)</p> <p>Yes, within 400 m of community centre point (8 points)</p>	<p>+ 8 points</p> <p>+ 8 points</p> <p>+ 8 points</p>

<p>Other** **Other can include a different type of park or playground, or an additional public/school park or playground</p>	<p>Yes, beyond 400 m and within 1 kilometre of community centre point Yes, beyond 1 kilometre of community centre point No</p> <p>Yes, within 400 m of community centre point Yes, beyond 400 m and within 1 kilometre of community centre point Yes, beyond 1 kilometre of community centre point No</p>	<p>(5 points) (2 points) (0 points)</p> <p>(8 points) (5 points) (2 points) (0 points)</p>	<p>-----</p> <p>--</p> <p>= 24 Points Parks</p>
--	---	--	---

Water Activities	Assigned Points	My Points
Public Use Swimming Pool	Yes, within 400 m of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point (2 points) No (0 points)	+ 0 points
Swimming Beach	Yes, within 400 m of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point (2 points) No (0 points)	+ 5 points
River, Lake, Pond, etc. with Canoe/Boat/Water-sport Access	Yes, within 400 m of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point (2 points) No (0 points)	+ 8 points
Other*** *** “Other” can include a different type of water activity amenity, or another public use swimming pool, beach or river access venue	Yes, within 400 m of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point (2 points) No (0 points)	----- -- = 13 Points Water

Public Recreation Facilities	Assigned Points		My Points
Community Recreation Center (community-owned or private like the YMCA)	Yes, within 400 m of community centre point Yes, beyond 400 m and within 1 kilometre of community centre point Yes, beyond 1 kilometre of community centre point No	(8 points) (5 points) (2 points) (0 points)	+ 0 points
Playing Field or Courts	Yes, within 400 m of community centre point Yes, beyond 400 m and within 1 kilometre of community centre point Yes, beyond 1 kilometre of community centre point No	(8 points) (5 points) (2 points) (0 points)	+ 8 points
Skateboard Park	Yes, within 400 m of community centre point Yes, beyond 400 m and within 1 kilometre of community centre point Yes, beyond 1 kilometre of community centre point No	(8 points) (5 points) (2 points) (0 points)	+ 0 points
Ice Skating Rink	Yes, within 400 m of community centre point Yes, beyond 400 m and within 1 kilometre of community centre point Yes, beyond 1 kilometre of community centre point No	(8 points) (5 points) (2 points) (0 points)	+ 8 points ----- = 16 Public Recreation Facilities

Private Recreation Facilities	Assigned Points		My Points
Private Fitness Facility (e.g. Curves)	Yes, within 400 m of community centre point Yes, beyond 400 m and within 1 kilometre of community centre point Yes, beyond 1 kilometre of community centre point No	(8 points) (5 points) (2 points) (0 points)	+ 0 points
Other*** ***“Other” can include a different type of recreational facility (e.g., yoga/dance studio, sledding hill, etc), or another recreational facility if more than one that is already listed	Yes, within 400 m of community centre point Yes, beyond 400 m and within 1 kilometre of community centre point Yes, beyond 1 kilometre of community centre point No	(8 points) (5 points) (2 points) (0 points)	----- - = 0 Private Recreation Facilities

5.0 RESULTS OF THE PROGRAM AND POLICY ASSESSMENT

Programs and Policies	Check One	Comments
Does the community have a policy that requires bikeways or pedestrian walkways in new public infrastructure projects?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know <input type="checkbox"/> N/A	Bonfield does not have a requirement or guideline for incorporating lanes and/or walkways for bikes and pedestrians for new development or infrastructure projects.
Does the community have a program/policy in place to ensure regular clearing of snow and ice from sidewalks?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know <input type="checkbox"/> N/A	Bonfield has a snow removal policy on an as required basis to ensure safe access to community buildings.
Does the community have a public recreation department that offers physical activity programming?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
If yes, do they offer...		
<ul style="list-style-type: none"> • Programs for youth? • Ages served: 4+ 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	Bonfield has a municipally funded recreation department offering physical activity programming for community members. Local councillor in the community volunteers in local baseball, soccer, and daycare programs.
<ul style="list-style-type: none"> • Programs for adults? • Ages served: 18+ 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
<ul style="list-style-type: none"> • Programs for older adults? • Ages served: 65+ 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	Bonfield has a Community Development Officer who developed an adult baseball and skating club at the arena. These programs are well-attended by many seniors.
<ul style="list-style-type: none"> • Are physical activity resources/facilities available for local resident use outside of formal programming? 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	In Bonfield, facilities such as soccer fields, baseball diamonds, parks and trails are available to all local residents even if they do not participate in organized programs.
<ul style="list-style-type: none"> • Does the community services department responsible for the programming provide a sliding-scale fee for lower income residents? 	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know	<p>The arena can be rented.</p> <p>There is no policy in Bonfield that supplements the cost of membership/programming for lower income residents.</p>

Programs and Policies	Check One	Comments
Does the town have a private organization (such as the YMCA or a religious organization) that offers physical activity programming?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
If yes, do they offer...		
<ul style="list-style-type: none"> Physical activity programming for local youth? Ages served: All 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	Bonfield Minor Hockey, Bonfield Centennial Minor Sports, Bonfield Snowmobile Club organizations operate within the area.
<ul style="list-style-type: none"> Physical activity programming for local adults? Ages served: Yes 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	Organizations do not own facilities for use by the public. Facilities are rented from the municipality.
<ul style="list-style-type: none"> Are there membership requirements to participate in these programs? 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	No information is available on scholarship information
<ul style="list-style-type: none"> Are physical activity resources/facilities available for local resident use outside of programming? 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
<ul style="list-style-type: none"> Does the organization provide scholarships or offer a sliding fee scale for lower income residents? 	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know	
Does the town offer any local public transportation options, such as public busses or vans?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Don't Know	The community has either free or fee-based public transportation regularly available.
Are there any long-distance public transportation options available in your town, such as a train or Greyhound Bus?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know <input type="checkbox"/> N/A	Local school board offers extracurricular activities for students beyond school curriculum.

School Programs and Policies	Check One	Comments
Does the town have any “Walk to School” programs or other programs that encourage children to walk or bike to school?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don’t Know	No policies are in place from the school for a “walk to School” program
Does the town participate in the National “ <u>Active and Safe Routes to School</u> ” program? http://www.saferoutestoschool.ca/	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don’t Know	Active and safe routes to school note that all schools in the North Bay area participate in the International Walk to School Day/Week
Do the public schools in the town offer other sponsored physical activity initiatives for students?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don’t Know	Local school board offers extracurricular activities for students beyond school curriculum
Do the public schools in the town allow public access to their recreation facilities after school hours?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don’t Know	Community use of school program is not available through the local school board
Do the public schools have a late bus option for children that stay after school for sponsored activities?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don’t Know	No late bus options exist
What Percent (%) of children live within 1-mile of their school?	_____% <input checked="" type="checkbox"/> Don’t Know <input type="checkbox"/> N/A	Information not collected

5.1 RALA Program & Policy Assessment (PPA) Scoring Tool

The scoring tool below calculates a specific score to assess municipal and school policies and programs to support physical activity. These scores can be used to compare Bonfield to other rural communities or to compare the Township of Bonfield to itself over time.

Domain/Items	Assigned Points (if it snows in your community)	My Community Points
Community Policies		
Community has policy requiring bikeways/pedestrian walkways in new public infrastructure projects	Yes (7 points) No (0 points)	+ 0 points
Community regularly clears snow from sidewalks so that residents can walk/bike to work or school	Yes (3 points) No (0 points)	+ 3 points ----- = 3 Points Community Policies

Community Programs	Assigned Points		My Community's Points
Community has a public recreation department	Yes No	(10 points) (0 points)	+ 10 points
Community has a private recreation organization (e.g. YMCA)	Yes No	(4 points) (0 points)	+ 4 points
Either public or private department/organization (or both) offers physical activity programming for youth	Yes No	(4 points) (0 points)	+ 4 points
Either public or private department/organization (or both) allows resources/facilities to be available for local resident use outside of programming	Yes No	(4 points) (0 points)	+ 0 points
Either public or private department/organization (or both) provides scholarships/sliding fee scale for lower income residents	Yes No	(4 points) (0 points)	+ 0 points
There is organized transportation options (either public or private) that help children get to/participate in physical activity opportunities.	Yes No	(4 points) (0 points)	+4 Points ----- =22 Points Community Programs
School Policies	Assigned Policies		My Points
Schools in the community allow public access to their recreation facilities after school hours	Yes No	(15 points) (0 points)	+ 0 points
Public schools offer a late-bus option for children that stay after school for sponsored activities	Yes No	(15 points) (0 points)	+ 0 points ----- = 0 (TOTAL SCORE: SCHOOL POLICIES)

School Programs	Assigned Policies		My Points
<p>There are “Walk to School” programs or other programs that encourage children to walk or bike to school</p> <p>Schools are participants in other activities (excluding “Walk to School” programs) that are included in the National “Safe Routes to School” program.</p> <p>Schools offer other sponsored physical activity initiatives for students (do not include gym/physical education classes)</p>	<p>Yes No</p> <p>Yes No</p> <p>Yes No</p>	<p>(15 points) (0 points)</p> <p>(5 points) (0 points)</p> <p>(10 points) (0 points)</p>	<p>+ 0 points</p> <p>+ 5 points</p> <p>+ 10 points</p> <p>-----</p> <p>=15 (TOTAL SCORE: SCHOOL PROGRAMS)</p>
			<p>GRAND TOTAL= 40</p>

6.0 RESULTS OF THE STREET SEGMENT ASSESSMENT TOOL

Two street segment analyses were completed for the Hamlet of Bonfield, including one for Yonge Street, and another for all the residential land uses within the Hamlet's settlement boundary. Yonge Street runs north to south through the municipality and includes a range of community uses and amenities. The street functions as a collector roadway, collecting traffic from adjacent residential streets.

A Primary Central Zone was created using a 400 m radius around the community centre point. This radius represents a suitable and commonly accepted walking distance. The Secondary and Tertiary radius encircles the community centre point at 800 m and 1 km, respectively, to capture additional segments and land uses. The secondary radius also encircles the urban area while the tertiary radius encircles the vast majority of the Town.

Please note that there is not a scoring tool for the Street Segment Assessment. Expert Advisors as well as communities that have used the RALA agreed that a scoring tool for the segments would be extremely complicated and cumbersome, and would probably not add extra value to completing the Street Segment Assessment tool itself. Other detailed segment assessments in the literature also do not incorporate a scoring system. However, it is believed that scoring the Community-wide and Program and Policy Assessments can help communities propose and assess changes that will make their communities more activity-friendly.

SEGMENT DESCRIPTION – Yonge Street

Boundaries:

- North: Trunk Road
- South: Laurier Street

Primary Streets:

- Yonge

Land Use:

- Residential
- Commercial
- Industrial
- Public/Civic

- Community Park/Open Space
- Mixed Use (all/more than 1 of the above)
- Other: _____
- Other: _____

Terrain:

- Flat
- Hills
- Valley
- Forest/Agricultural/Undeveloped

- River/Creek/Ocean
- Winding Roads
- Other: _____
- Other: _____

Segment Zone Type:

- Community Centre/Main Street
- Thoroughfare
- Neighbourhood
- Commercial

- Industrial
- School Zone
- Community Park/Open Space
- Other: _____

WALKABILITY – Yonge Street

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good
Sidewalks	<input type="checkbox"/> Both sides of street <input type="checkbox"/> One side of street <input type="checkbox"/> Intermittent <input type="checkbox"/> Footpath only <input checked="" type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Buffers & Shoulders Width:	<input type="checkbox"/> Sidewalk Buffer <input checked="" type="checkbox"/> Defined Shoulder <input type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Cross-walks, Pedestrian & Cycling Signage	<input type="checkbox"/> Crosswalks <input type="checkbox"/> Crossing Signals <input checked="" type="checkbox"/> Pedestrian/Cycling Signs <input type="checkbox"/> Children at Play Signs <input checked="" type="checkbox"/> School Zone <input type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Street Amenities	<input type="checkbox"/> Street furniture <input type="checkbox"/> Waste bins <input type="checkbox"/> Shade protection	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Other Safety Features	<input type="checkbox"/> Traffic Lights <input checked="" type="checkbox"/> Stop Signs <input type="checkbox"/> School Flashing Lights <input type="checkbox"/> Speed Bumps <input checked="" type="checkbox"/> Public Lighting <input type="checkbox"/> Curb cut for wheelchair access <input checked="" type="checkbox"/> Accessible entrances <input type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Road/Traffic Characteristics	Road Type: <input type="checkbox"/> Paved / Multi-lane <input checked="" type="checkbox"/> Paved / Single lane <input type="checkbox"/> Unpaved roads Road Condition: <input checked="" type="checkbox"/> Poor <input type="checkbox"/> Average <input type="checkbox"/> Good	Posted Speed Limit: <input checked="" type="checkbox"/> 50 km/hr <input type="checkbox"/> None posted Traffic Volume: <input type="checkbox"/> High <input type="checkbox"/> Medium <input checked="" type="checkbox"/> Low
Barriers	<input type="checkbox"/> Highway	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3

	<input type="checkbox"/> Train Tracks <input type="checkbox"/> Private Property <input type="checkbox"/> Industrial Zone <input type="checkbox"/> Natural Features <input type="checkbox"/> Other <input checked="" type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3
<p>Connectivity: Do sidewalks, bikepaths or other trails link/connect this segment to other parts of the community or another segment or road?</p> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		<p>Condition of Connectors: <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3</p>		
<p>Comments:</p> <ul style="list-style-type: none"> • Yonge Street is a local road that transverses through the Hamlet in a north-south direction. Moderate traffic volumes were observed along Yonge Street. • This street is well-travelled and provides a throughfare for cars and large industrial trucks accessing neighbouring municipalities. • Yonge Street includes a range of uses including residential, commercial, and institutional. 				

LAND USE – Yonge Street

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good		
Residential Density: <input checked="checked" type="checkbox"/> Moderately densely settled	Housing Type: <input checked="checked" type="checkbox"/> Single family detached <input type="checkbox"/> Multi-family dwelling <input type="checkbox"/> Mobile homes <input type="checkbox"/> Other: _____ <input type="checkbox"/> Other: _____ <input type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input checked="checked" type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3
Public / Civic	<input type="checkbox"/> Library <input type="checkbox"/> Museum <input checked="checked" type="checkbox"/> Community Centre <input type="checkbox"/> Post Office <input type="checkbox"/> Town Offices <input type="checkbox"/> Emergency Services <input checked="checked" type="checkbox"/> Church/Religious institution <input type="checkbox"/> Hospital / Health Centre <input type="checkbox"/> Athletic Fields / Courts <input type="checkbox"/> Playground <input type="checkbox"/> Other: _____ <input type="checkbox"/> Other: _____ <input type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 2 <input checked="checked" type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input checked="checked" type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3
Commercial	<input type="checkbox"/> Restaurant / Café <input type="checkbox"/> Bar <input type="checkbox"/> Food Market <input type="checkbox"/> Theatre <input type="checkbox"/> Gas station <input type="checkbox"/> Convenience Store <input type="checkbox"/> Small Retail <input type="checkbox"/> Big Box Retail <input type="checkbox"/> Fitness Centre <input type="checkbox"/> Private Medical Office <input type="checkbox"/> Private Other Office <input type="checkbox"/> Hotel <input checked="checked" type="checkbox"/> Other: LCBO, Bank <input type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input checked="checked" type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3
Schools	<input checked="checked" type="checkbox"/> Elementary <input checked="checked" type="checkbox"/> Middle <input type="checkbox"/> High <input type="checkbox"/> Private <input type="checkbox"/> Other: _____	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input checked="checked" type="checkbox"/> 2 <input checked="checked" type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3

	<input type="checkbox"/> Other: _____	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
	<input type="checkbox"/> None	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
Industrial / Agricultural	<input type="checkbox"/> Light Industrial	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
	<input type="checkbox"/> Heavy Industrial	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
	<input type="checkbox"/> Farmland Area	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
	<input type="checkbox"/> Other: _____	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
	<input checked="" type="checkbox"/> None	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
<ul style="list-style-type: none"> • Yonge Street is lined with primarily single family detached homes • Homes and businesses line the street in pockets of moderate settlement • Yonge Street boasts many amenities including schools, retail locations, community centres and religious centres making it a community focal point 				

6.1 Subjective Assessment & Overview

SUBJECTIVE ASSESSMENT – Yonge Street

Please answer the following questions last (once the rest of the assessment tool has been completed).				
Walkability – how strongly do you agree with the following statement?				
“This segment is walkable.”				
Strongly Disagree	Disagree	Not Sure	Agree	Strongly Agree
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
<ul style="list-style-type: none"> • Provide/improve pedestrian environment along Yonge Street. • Shoulders often serve to function as a multi-use facility for pedestrians, cyclists and ATVs. Unpaved shoulders along Ontario Street should be paved to allow pedestrians and cyclists to travel and connect to key community destinations. • Signage should be provided prohibiting ATV or Snowmobile vehicles on sidewalks/shoulders to enhance safety for pedestrians and cyclists. 				
Aesthetics – how strongly do you agree with the following statement?				
“This segment is aesthetically pleasing?”				
Strongly Disagree	Disagree	Not Sure	Agree	Strongly Agree
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
<ul style="list-style-type: none"> • Yonge Street is poorly lit and lacks distinctive character • Enhancements with planting of trees and flowers, repair and installation of continuous sidewalks should be considered • Providing a dedicated pedestrian area by enhancing boulevard environments and removing gravel shoulders would increase sense of safety and encourage walkability 				

6.2 Street segment Assessment Tool

SEGMENT DESCRIPTION – Residential

Boundaries:

- North: Trunk Street/ Maple road
- South: Laurier St.

Primary Streets:

- Boisvert Street
- Schayer Street
- Mark Street
- James Street
- Church Street
- Livesque Street
- Labrecque Street
- Laurier Street
- Landon Street
- Greenwood Street
- Hillside Street
- Riverside Street
- Railway Street

Land Use:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Residential | <input type="checkbox"/> Community Park/Open Space |
| <input type="checkbox"/> Commercial | <input type="checkbox"/> Mixed Use (all/more than 1 of the above) |
| <input type="checkbox"/> Industrial | <input checked="" type="checkbox"/> Other: _Scattered commercial uses_____ |
| <input type="checkbox"/> Public/Civic | <input type="checkbox"/> Other: _____ |

Terrain:

- | | |
|--|--|
| <input type="checkbox"/> Flat | <input type="checkbox"/> River/Creek/Ocean |
| <input checked="" type="checkbox"/> Hills | <input type="checkbox"/> Winding Roads |
| <input type="checkbox"/> Valley | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Forest/Agricultural/Undeveloped | <input type="checkbox"/> Other: _____ |

Segment Zone Type:

- | | |
|---|--|
| <input type="checkbox"/> Community Centre/Main Street | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Thoroughfare | <input type="checkbox"/> School Zone |
| <input checked="" type="checkbox"/> Neighbourhood | <input type="checkbox"/> Community Park/Open Space |
| <input type="checkbox"/> Commercial | <input type="checkbox"/> Other: Residential |

WALKABILITY - Residential

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good
Sidewalks Length:	<input type="checkbox"/> Both sides of street <input type="checkbox"/> One side of street <input type="checkbox"/> Intermittent <input type="checkbox"/> Footpath only <input checked="" type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Buffers & Shoulders Width:	<input type="checkbox"/> Sidewalk Buffer <input checked="" type="checkbox"/> Defined Shoulder <input type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Cross-walks, Pedestrian & Cycling Signage	<input type="checkbox"/> Crosswalks <input type="checkbox"/> Crossing Signals <input checked="" type="checkbox"/> Pedestrian/Cycling Signs <input type="checkbox"/> Children at Play Signs <input type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Street Amenities	<input type="checkbox"/> Street furniture <input type="checkbox"/> Waste bins <input type="checkbox"/> Shade protection	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Other Safety Features	<input type="checkbox"/> Traffic Lights <input checked="" type="checkbox"/> Stop Signs <input type="checkbox"/> School Flashing Lights <input type="checkbox"/> Speed Bumps <input checked="" type="checkbox"/> Public Lighting <input type="checkbox"/> Curb cut for wheelchair access <input type="checkbox"/> Accessible entrances <input type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Road/Traffic Characteristics	<input type="checkbox"/> Road Type: <input type="checkbox"/> Paved / Multi-lane <input checked="" type="checkbox"/> Paved / Single lane <input type="checkbox"/> Unpaved roads <input type="checkbox"/> Road Condition: <input type="checkbox"/> Poor <input checked="" type="checkbox"/> Average <input type="checkbox"/> Good	<input type="checkbox"/> Posted Speed Limit: <input type="checkbox"/> km/hr <input checked="" type="checkbox"/> None posted <input type="checkbox"/> Traffic Volume: <input type="checkbox"/> High <input type="checkbox"/> Medium <input checked="" type="checkbox"/> Low

Barriers	<input type="checkbox"/> Highway <input checked="" type="checkbox"/> Train Tracks <input type="checkbox"/> Private Property <input type="checkbox"/> Industrial Zone <input checked="" type="checkbox"/> Natural Features <input type="checkbox"/> Other: <input type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3
Connectivity: Do sidewalks, bikepaths or other trails link and connect this segment to other parts of the community or another segment or road? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Condition of Connectors: <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3		

	<input type="checkbox"/> Other: _____ <input checked="" type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3
Industrial / Agricultural	<input type="checkbox"/> Light Industrial <input type="checkbox"/> Heavy Industrial <input type="checkbox"/> Farmland Area <input type="checkbox"/> Other: _____ <input checked="" type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3

6.3 Subjective Assessment & Overview

SUBJECTIVE ASSESSMENT – Residential Neighbourhood

Please answer the following questions last (once the rest of the assessment tool has been completed).				
Walkability – how strongly do you agree with the following statement?				
“This segment is walkable.”				
Strongly Disagree <input type="checkbox"/>	Disagree <input checked="" type="checkbox"/>	Not Sure <input type="checkbox"/>	Agree <input type="checkbox"/>	Strongly Agree <input type="checkbox"/>
Comments:				
<ul style="list-style-type: none"> • East of the lake, Bonfield’s residential area is an older neighbourhood with well-established homes. Development is characteristic of hamlets and villages. • Street patterns are curvilinear. Streets are long and are generally wide, flanked by unpaved shoulders on both sides. • No multi-use pathways provide a connection between community destinations. Pathways and trails were not observed along the watercourse or railway. • Community destinations are located within the community core, along Yonge Street and Church Street. • Large separation between neighbourhoods and more segregation of land uses. • Only sidewalk is located along Church Street, which is in need of repair or replacement. • Large-scale residential lots are on sale west of the lake along Hillside Avenue and Riverside Drive. The municipality has an opportunity to develop pedestrian connections for these future residential developments. Pedestrian connection could improve connectivity for residents residing west of the lake, while providing active transportation and recreational opportunities for residents. • Industrial uses are separated and located along Railway Street. Some industrial/commercial uses exist on Church Street and Levesque Street. • Consider opportunities to connect the residential areas to the Library/Recreation Centre/Municipal Office using off-road multi use pathways that follow Maple Road and Railway Street. 				
Aesthetics – how strongly do you agree with the following statement?				
“This segment is aesthetically pleasing?”				
Strongly Disagree <input type="checkbox"/>	Disagree <input type="checkbox"/>	Not Sure <input type="checkbox"/>	Agree <input checked="" type="checkbox"/>	Strongly Agree <input type="checkbox"/>
Comments:				
<ul style="list-style-type: none"> • Levesque Street, Church Street and James Street form a grid pattern that intersects Mark Street and Yonge Street. These streets should be enhanced through paved shoulders, directional signage, and streetscaping to create a visually appealing pedestrian route. • Provide/improve pedestrian environment along main/commercial street(s). 				

7.0 OBSERVATIONS AND RECOMMENDATIONS FOR THE TOWNSHIP OF BONFIELD

The following highlights Dillon's specific observations and where possible, recommendations for the Village of Burk's Falls to consider. All photographs were taken by Dillon Consulting Limited on September 30, 2013.

Residential Areas



Levesque Street facing south. This is an example of one of many residential streets in Bonfield that is characterized by an unpaved shoulder. There are few street lights on the street, which create visibility and safety challenges for pedestrians. The uneven shoulder creates challenges for cyclists.



Church Street provides direct access for residents to connect to the waterfront, park, docks, and boat launch. However, the sidewalk on Church Street is broken, uneven and filled with weeds creating safety and mobility challenges for residents.

Recommendation:

As Church Street is the only street with a sidewalk, the municipality should consider repairing the sidewalk to improve safety and accessibility.



The Yogi Bar and Kwik Way is Bonfield's neighbourhood commercial destination. During the audit, many residents were seen traveling to and from the store by car. Access to the store is particularly challenging due to the condition of the sidewalk, poor parking lot pavement, and surrounding road surfaces in the store's immediate vicinity. Accessibility may be particularly challenging for the elderly to due to steep inclines surrounding the storefront.

Recommendation:

Road and parking lot improvements together with streetscaping enhancements, to provide end of trip amenities (bike racks placed close to the storefront), are recommended. This will encourage local residents to safely walk and cycle to the store.



Directional signage for shared roadway is well-placed and located on Church Street. The sign alerts motorists to be aware of cyclists traveling along Yonge Street/Gagnon Street. Signage is also provided informing motorists of the Community Safety Zone to the left of the church, which encourage drivers to slow down.

Yonge Street



Bonfield Medical Centre is located on Church Street. The medical centre is located on an unpaved driveway. The driveway is located at an incline that may be a challenge for residents, especially seniors, to access. There is no signage along Church Street that directs visitors to the Medical Centre.

Recommendation:

Improvements should be considered to improve accessibility and enhance the site's attractiveness. Consider the development of a pedestrian pathway to the Medical Centre.



Gagnon Street/Church Street facing north. This is a well-travelled road that includes heavy truck traffic. Shoulders are wide but unpaved. This street is also a shared roadway with plenty of signage for motorists to slow down.

Recommendation:

Consider paving shoulders and adding pavement markings to provide additional, dedicated, space for cyclists and pedestrians.



View of Gagnon Street/Church Street facing south. Large trucks were seen travelling down the street during the audit.

Recommendation:

While the shoulder provides a place for residents to walk, safety should be enhanced to provide a safe environment for pedestrians.



École Lorrain on Church Street. The school is located within a community safety zone that is signed. School crossing sign is provided north of the school to alert motorists. Pedestrian infrastructure however is poor along Church Street to support a safe walking environment.

Recommendation:

Though Church Street has no sidewalks, there is a narrow paved footpath on the opposite side of the school. The footpath is uneven and repair is needed to improve safety.



Recommendation:

Pavement markings to alert drivers to slow down and watch for pedestrians are recommended. An identified cross-walk in front of the school and at adjacent intersections would promote walkability for students. It is recommended that cross-walks be delineated using pavement markings or alternative pavement types (i.e. paving stones) to promote pedestrian safety. Streetscaping enhancements are recommended as well as the addition of end of trip facilities such as bike racks in visible and convenient locations.

School bus and parent drop-off/pick-up zones should be signed, restricted to certain hours and located well away from pedestrian and cyclist areas.



The Bonfield Post Office and Fire Department, located on Railway Street. There is no pedestrian infrastructure that provides pedestrian connectivity to the site. The building is illuminated by a light though street lighting is not provided.



The Paroisse Ste. Bernadette is an architectural focal point in the community. It is a beautiful and well-maintained church that is landscaped. The church is located at the junction of Church Street and Yonge Street, and is visible from the boat launch. Pedestrian connectivity is only provided along Church Street.

Recommendation:

Streetscaping is recommended around the church to promote it as a community focal point. Installations of end of trip amenities (bike racks, benches, etc.) are recommended.



Community Hall and Seniors Centre located adjacent to the church. The hall sits on an unpaved driveway. Pedestrian access may be challenging along Yonge Street.

Recommendation:

A paved driveway is recommended to ensure easy access for all members of the community.



Commercial uses on Yonge Street.



Riverside Drive at Hillside Avenue. This is a future residential area located west of the bridge. Lots are currently for sale. All roads west of the bridge are unpaved. This future residential area is separated from community amenities, including schools, recreation areas, and community facilities. Residents who will reside in this area will be dependent upon driving unless a safe cycling route is provided.

Other



Railway Street south of Maple Road. This street connects the Bonfield Library/Municipal Office/Recreational Facilities to Mark Street. Shoulders are wide but unpaved. Street provides challenges for pedestrians and cyclists to walk. No infrastructure and signage to promote safety.

Recommendation:

A signed pedestrian/cyclist pathway system is recommended to connect recreational facilities with the park and docks along Mark Street. Pavement markings are recommended to encourage motorists to slow down.



Residential homes fronting on Railway Street, south of École Separee Lorrain. Shoulders, though unpaved, provide ample walking space.



Shows Mark Street adjacent to the community park. Shoulders are wide and appear to be used by recreational ATV, as observed during the audit. Mark Street is a shared on street cycling roadway.



Recommendation:

Aesthetic enhancements and end of trip amenities are recommended at the dock and waterfront. These enhancements can increase community usage and enjoyment of the amenity. Signage is recommended to encourage swimming and boating/ boat launching in separate designated areas.



View of Church Street facing north. Shoulders are unpaved. Church Street provides direct access to Yonge Street.



Park at Mark Street foot path towards dock.

Recommendation:

Aesthetic improvements and end of trip amenities are recommended. A signed and delineated pedestrian and cyclist pathway connection to recreational facilities on Railway Street is recommended.



Park at Mark Street facing southwest.

Recommendation:

Aesthetic enhancements and end of trip amenities (benches, bike racks, and change/rest rooms) are recommended. Signed and easily accessible designated swimming areas are recommended. There is also space available for informal play or for an internal walking or cycling loop, to support recreational uses.



8.0 CONCLUSION

Based on the RALA, capital investment projects are recommended in the Hamlet of Bonfield to support a more physically active community. Capital investment projects should be considered for the paving of Yonge Street and the rehabilitation of the Church Street sidewalk to provide a renewed aesthetic appeal for pedestrians and cyclists. These improvements will aim to establish a renewed sense of pride in the community and promote a sense of ownership for community members, inspiring residents to get outside and engage in active transportation. Beyond this, Bonfield should focus on enhancing existing physical features, and improving road safety making it easier for people to get around and promoting walkability.

Bonfield is a compact community which offers a range of uses, community services and spaces within a small geographic area. For many rural or small communities, community features and destinations may be spread over a larger geographic area. However, the urban structure in Bonfield provides a strong foundation to support walking, cycling, and active living. An acceptable walking radius is 400 m of the community centre, within Bonfield the community offers a variety of focal points and amenities within this radius. Bonfield's physical terrain includes rolling hills. However, the inclines do not present a challenging physical barrier for most residents. Traffic volumes are low and road widths are ample, enabling residents to walk or cycle on the shoulders.



Bonfield has a base infrastructure to support physical activity for residents or all ages. Sidewalks are built along Church Street and local roads feature wide shoulders. The community is home to a range of recreational facilities including ice rinks, tennis courts and a swimming area creating formal and informal opportunities for physical activity and recreational programming. Enhancements can be made to these areas by creating connections to residential areas. Further enhancements can be undertaken of these areas to promote community pride and ownership through aesthetic improvements. Maintaining assets and repairing broken and uneven sidewalks along Church Street and repaving Yonge Street can improve pedestrian safety and encourage walkability. Pavement markings in front of the elementary school will improve pedestrian safety and promote “Active and Safe Routes to School” initiatives. Different pavement types (i.e. paving stones) may also be considered to delineate pedestrian areas or to slow traffic down and encourage pedestrian activity.

Limited cycling infrastructure was observed during the RALA audit. Bonfield is a lakeside community that should be enjoyed by its residents and visitors. While cyclists may utilize

unpaved road shoulders, a multi-use pathway system should also be encouraged and facilitated within the community. For convenience, end of trip facilities such as bike racks would ideally be located at community destinations, including the St. Bernadette Community Hall, the tennis court and ice rinks, the Health Centre, Schools, and Community Park. Additional shared roadway signage and the creation of pavement markings should be considered within the residential areas to promote cycling, especially around the public school.

The results of the RALA provide an opportunity for the Hamlet of Bonfield to develop an integrated plan to support active living and community connectivity. Improving connectivity within Bonfield supports active transportation and will aid in the creation of a more walkable community. The results captured in this report should provide a launch point for further discussion and action, as the details captured in the audit can provide a baseline for the municipality to develop implementation plans to address active transportation, active living, parks and recreation planning, and program delivery.



Appendix A: Street Segment Methodology

STREET SEGMENT ASSESSMENT METHODOLOGY

Q1. Community Name. Fill in the Community Name.

Q2. Auditor Name. Fill in the name of the person carrying out the assessment(to be selected by you – you may choose a distinct number or a name) to keep track of who is filling out the tool.

Q3. Date. Enter the date on which the Segment Assessment is being completed.

Q4. Start Time. Enter the time at which you begin filling out the Segment assessment and when it is completed.

Q5. Segment # . Fill out the Segment ID Number (to be selected by you). This number should correspond with the number you assigned each segment on your community map.

Q6. Segment boundaries. Enter the features (street name, park, river, etc.) you've identified as boundaries for the segment.

Q7. Primary streets. Enter the most significant streets in the segment

Q8. Land use

Select the primary land use in the segment: residential, commercial, industrial, public/civic, open space or other. If the segment features a fairly even mix of land uses and a primary use can not be identified, you may check more than one box, as appropriate.

Q9. Terrain

Select any significant terrain features present: flat, hills, wooded/undeveloped, winding roads, water body or other feature. You may check more than one box if appropriate.

Q10. Segment Zone Type

Select the option that best describes the type of Zone in which the segment is located (please check only one):

1. Community Centre Zone
2. Thoroughfare Zone
3. Neighborhood Zone
4. Isolated School Zone

WALKABILITY

Sidewalks, crosswalks and other pedestrian and bike-friendly features have an impact on a community's walkability. This section will help to determine whether your segment includes any of these features.

Q11. Sidewalks

Choose one option that best describes the sidewalks in the segment: sidewalks are found on both sides of the street, one side of the street, intermittent (sidewalks exist along only parts of the roads), footpath only or none. Rate the overall condition of sidewalks using the following definitions:

- *1-Fair/Poor* – The sidewalks are generally not well maintained in this segment and are in fair or poor condition. There is apparent neglect and/or deterioration. Example:



- *2-Good/Excellent* - The sidewalks are generally well maintained in this segment and are in good or excellent condition. There is little or no apparent neglect and/or deterioration. Example:



Q12. Buffers and Shoulders

Check the appropriate boxes if most sidewalks in the segment have a sidewalk buffer strip separating them from the road and if the roads have a defined shoulder separating the traffic lanes from the edge of the road. If neither of these features exists, check “none.” Rate the overall condition of sidewalks using the following definitions:

- *1-Fair/Poor* – The sidewalk buffer or shoulder are generally not well maintained in this segment and are in fair or poor condition. There is apparent neglect and/or deterioration. (e.g., is sand swept from the shoulders to allow for safer biking?). Example: Fair/Poor condition

Shoulder

Sidewalk Buffer

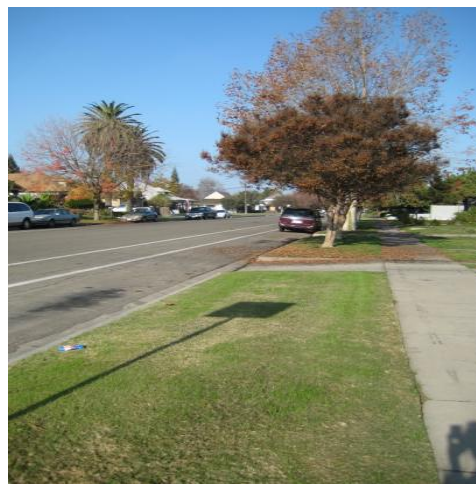


- *2-Good/Excellent* - The sidewalk buffer or shoulder are generally well maintained in this segment and are in good or excellent condition. There is little or no apparent neglect and/or deterioration. Examples: Good/Excellent condition

Shoulder



Sidewalk buffer



Q13. Crosswalks and Signage

Check the appropriate boxes regarding whether the segment includes crosswalks, crossing signals (“walk” and “don’t walk” lights), pedestrian signs, and children at play signs. If none of these features exist check “none.” Rate the overall condition of these features using the following definitions:

- *1-Fair/Poor* – The crosswalks, signals and pedestrian signs are generally not well maintained in this segment, are hidden, and/or are in fair or poor condition. There is apparent neglect and/or deterioration (e.g., are the crosswalk lines brightly painted or otherwise made visible to drivers and pedestrians? Are crossing signals in working order? If you answer no to these questions, then the signs/signals are considered to be in poor or fair condition.) Examples: No photo available
- *2-Good/Excellent* - The crosswalks, signals and pedestrian signs are generally well

maintained in this segment and are in good or excellent condition. There is little or no apparent neglect and/or deterioration. Examples: Good/Excellent condition

Crosswalk



Pedestrian Sign



Q14. Other Safety Features

Check off any other pedestrian friendly features available in the segment including traffic lights, stop signs, yellow school flashing lights, speed bumps and public lighting. If none of these features exist check “none.” Use the comment box to note other features or places where you might recommend improving safety features.

Q15. Road/Traffic Characteristics

Indicate all road types found in the segment including paved multi-lane roads (three or more lanes), paved single lane roads (one or two lanes) and unpaved roads.

Next indicate the road condition, either Poor/fair (roads are generally not well maintained in this segment. There is apparent neglect and/or deterioration) or Good/excellent (roads are generally well maintained in this segment. There is little or no apparent neglect and/or deterioration).

Note the posted maximum speed limits found in the segment. Indicate whether there is no speed limit posted.

Indicate what level of traffic volume you witness in the segment:

- *High traffic volume:* There is a steady stream of significant traffic traveling through the segment
- *Medium traffic volume:* There is noticeable, but not constant traffic traveling through the segment
- *Low traffic volume:* There is little or no traffic traveling through the segment

Q16. Barriers

Indicate any significant barriers to pedestrian and bike traffic in the segment, including a highway, train tracks, posted private property, industrial zone, natural features (e.g., a river, thick woods, steep terrain) or other obstacle. If no barrier or obstacle exists, check “none.”

Q17. Connectivity

Indicate whether non-vehicular routes such as sidewalks, bikepaths or trails connect this segment with other parts of community/attractions, including attractions such as schools, commercial districts and parks or with other segments or roads. If they are available in this segment, rate the overall condition of these connectors using the following definitions:

- *1-Fair/Poor* – The connectors are generally not well maintained in this segment and are in fair or poor condition. There is apparent neglect and/or deterioration.
- *2-Good/Excellent* - The connectors are generally well maintained in this segment and are in good or excellent condition. There is little or no apparent neglect and/or deterioration.

LAND USE

If there is any residential settlement in the segment, even if it is not the primary land use, please answer the following questions. If there are no homes in the segment, check “none.”

Q18. Residential

In the **first column** of question 14, please indicate how densely settled the segment is by checking one of the following options:

- *Densely settled* – Residences are located close to one another with little or no open space between each structure. It is possible to see several other structures from each residence.
Example:



- *Moderately densely settled*- Residences are spaced out with moderate open space between each structure. It may be possible to see some other structures from each residence.
Example:



- *Not densely settled (dispersed)* – Residences are located very far distances from one another with vast space between each structure. It is not possible to see other structures from each residence. Example:



In the [second column](#), please note the housing types present (single family detached, multi-family/apartments, mobile homes, other types, none) and in the third column select the overall condition of the homes in the segment using the following definitions:

- *1-Fair/Poor* – The homes are generally not well maintained in this segment and are in fair or poor condition. There is apparent neglect and/or deterioration. Example:



- *2-Good/Excellent* - The homes are generally well maintained in this segment and are in good or excellent condition. There is little or no apparent neglect and/or deterioration. Example:



Use the comment box to note other observations on residential patterns that may be relevant to activity-friendliness.

Q19. Public/civic

Please check off all of the public or civic buildings/offices/facilities located in the segment including:

- *Library*
- *Museum*
- *Community center*
- *Post office*
- *Community offices*
- *Courthouse*
- *Police station*
- *Fire station*
- *Church/religious building*
- *Hospital/health center*
- *Athletic fields/courts*
- *Playground*
- *Other (please specify)*
- *None*

In the [third column](#), please select the overall condition of each building/office/facility that is present in the segment using the following definitions:

- *1-Fair/Poor* – The building/office/facility is generally not well maintained and is in fair or poor condition. There is apparent neglect and/or deterioration.
- *2-Good/Excellent* - The building/office/facility is generally well maintained and is in good or excellent condition. There is little or no apparent neglect and/or deterioration.

Q20. Commercial

Please check off all of the commercial buildings located in the segment including:

- *Restaurant/café*
- *Bar*
- *Food market*
- *Theater*
- *Gas station*
- *Convenience store*

- *Small retail store*
- *Big box retail store*
- *Fitness center*
- *Private medical office*
- *Private other office*
- *Office building*
- *Other (please specify)*
- *None*

In the **third column**, please select the overall condition of each commercial building that is present in the segment using the following definitions:

- *1-Fair/Poor* – The commercial building is generally not well maintained and is in fair or poor condition. There is apparent neglect and/or deterioration.
- *2-Good/Excellent* - The commercial building is generally well maintained and is in good or excellent condition. There is little or no apparent neglect and/or deterioration.

Q21. Schools

Please indicate whether there are any public, private or other schools located in the segment:

- *Elementary school (public)*
- *Middle school (public)*
- *High school (public)*
- *Private school*
- *University or campus*
- *Other (please specify)*
- *None*

In the **third column**, please select the overall condition of each school that is present in the segment using the following definitions:

- *1-Fair/Poor* – The school is generally not well maintained and is in fair or poor condition. There is apparent neglect and/or deterioration.
- *2-Good/Excellent* - The school is generally well maintained and is in good or excellent condition. There is little or no apparent neglect and/or deterioration.

Q22. Industrial/agricultural

Please check off if any significant industrial or agricultural areas are present in the segment including:

- *Light industrial area* – small industrial buildings/facilities that cover a limited land area that do not include significant smokestacks or other industrial features (e.g. small salt/granite/sand pits, small trucking/construction business, small electrical power substation, etc.). Example – Sand pit:



- *Heavy industrial area* – large industrial buildings/facilities or complex that cover a large area of land and include smokestacks or other industrial features (e.g. large chemical or manufacturing plant, large trucking facility, large power plant, etc.). Example:



- *Farmland area* – any agricultural, livestock, or other farmland area. Example:
- *Other* (please specify)
- *None*



In the **third column**, please select the overall condition of each industrial/agricultural area that is present in the segment using the following definitions:

- *1-Fair/Poor* – The area is generally not well maintained and is in fair or poor condition. There is apparent neglect and/or deterioration.
- *2-Good/Excellent* - The area is generally well maintained and is in good or excellent condition. There is little or no apparent neglect and/or deterioration.

Q23. Stop Time

Please indicate at what time you completed the Segment Assessment.

Q24. Time to complete assessment

How long did it take you to complete the Segment Assessment?

SUBJECTIVE ASSESSMENT

Questions 25 and 26 are to gather your overall subjective opinion regarding the walkability and aesthetic quality of the segment. These questions should be answered **last**, that is, after the rest of the Segment Assessment tool has been completed in its entirety for the segment. Please check off how strongly you agree with each of the following statements (choose only one answer for each question – Strongly agree, Agree, Disagree, Strongly disagree):

Q25. How strongly do you agree with the following statement?

“This segment is walkable.”

Q26. How strongly do you agree with the following statement?

“This segment is aesthetically pleasing.”

For both subjective assessment questions, it may be of use to note any comments about the segment that you feel would be useful in the overall assessment of the segment.

GENERAL CONDITIONS

Questions 27-29 are meant to capture current environmental conditions when you completed the Street Segment Assessment. These conditions may impact some of the objective and subjective observations on this assessment.

Q27. **Season** – please check off whether it is currently Winter, Spring, Summer, or Fall

Q28. **Current weather conditions** – please indicate the temperature, whether it was sunny/clear, partly cloudy, overcast, raining, snowing or some other weather condition when you conducted the segment assessment.

Q29. **Day of week** – please indicate whether today is a weekday, weekend, or holiday.

*This completes the Street Segment Assessment portion of the RALA Tools. Please proceed to the next page for guidance on filling out the Program and Policy Assessment.
