



Rural Active Living Assessment Village of Burk's Falls

NORTH BAY PARRY SOUND DISTRICT HEALTH UNIT

March 2014

Dillon Consulting Limited



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1.0 Overview

The Village of Burk's Falls 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. 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 Village of Burk's Falls 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 Village of Burk's Falls 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.
- Facilitate partnerships (through amalgamation or other opportunities) with

neighbouring municipalities whereby financial, recreational, and human resources are combined and economic development strategies and goals are aligned.

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. The tools allows municipalities such as the Village of Burk's Falls 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. They also include a detailed tool to evaluate specific "segments" of the community and assess the key characteristics of those segments. Finally, they provide 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 Village of Burk's Falls with other communities. Additionally, scores can also be used to assess Burk's Falls 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 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, as the communities under evaluation are less than 5 km². The Village of Burk's Falls, for instance, covers a land area of just over 3 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 19th, 2013 a RALA audit was undertaken for the Village of Burk's Falls. The audit was performed by Dillon. The audit included a community-wide assessment as well as two detailed street segment analysis of:

1. Ontario Street (Burk's Falls commercial corridor); and,
2. Burk's Falls residential areas.

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 included 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.

The Community-Wide Assessment

The broad-scale, Community-Wide Assessment will look at characteristics of Burk's Falls 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 Burk's Falls.

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 Village of Burk's Falls.

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 Burk's Falls 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 Results of the Community Wide Assessment

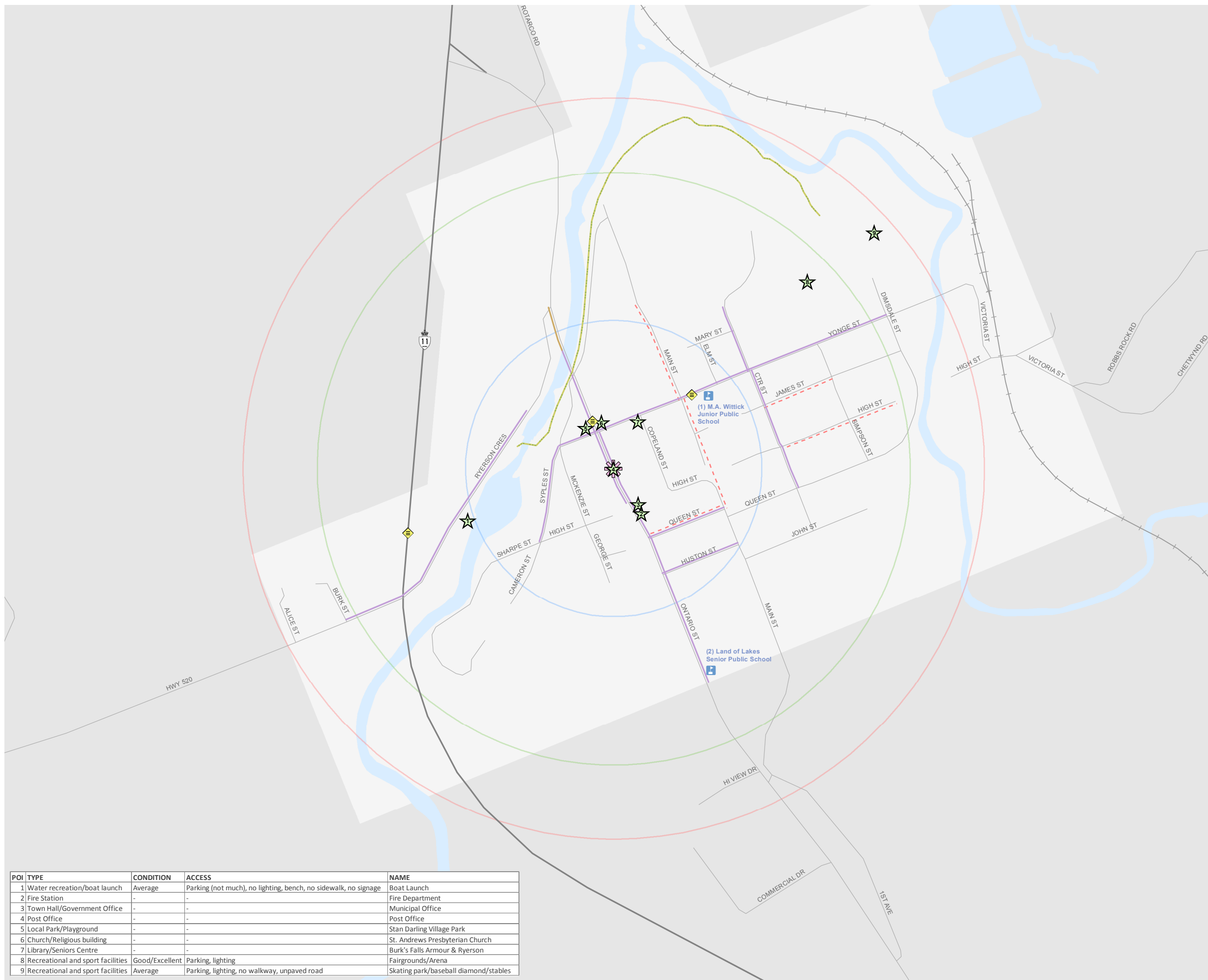
Mapping

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.

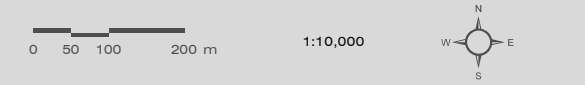
The survey data and GPS photos were imported into desktop GIS software for Quality Assurance/Quality Control checks and adjusted if necessary. Photos taken with the GPS cameras were joined to each surveyed feature by matching common GPS coordinates. All points of interest and road/sidewalk features were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

NORTH BAY PARRY SOUND DISTRICT HEALTH UNIT
RURAL ACTIVE LIVING ASSESSMENT

BURK'S FALLS
MAP 1



-  CENTRE OF COMMUNITY
-  POINT OF INTEREST
-  SCHOOLS
-  SAFETY & SIGNS
-  PAVED SIDEWALK/SHOULDER
-  UNPAVED SIDEWALK
-  HERITAGE RIVER WALK
-  STEEP TERRAIN
-  HIGHWAYS
-  ROADS
-  RAILWAY
-  400 m CENTRE OF COMMUNITY BUFFER
-  800 m CENTRE OF COMMUNITY BUFFER
-  1000 m CENTRE OF COMMUNITY BUFFER
-  WATERBODY
-  STUDY AREA



MAP DRAWING INFORMATION:
DATA PROVIDED BY MNR

MAP CREATED BY: PFM
MAP CHECKED BY: SL
MAP PROJECTION: NAD 1983 UTM Zone 17N

FILE LOCATION:
G:\GIS\126117 - North Bay Parry Sound District Health Unit\GIS data\MXD\Burk's Falls.MXD

POI	TYPE	CONDITION	ACCESS	NAME
1	Water recreation/boat launch	Average	Parking (not much), no lighting, bench, no sidewalk, no signage	Boat Launch
2	Fire Station	-	-	Fire Department
3	Town Hall/Government Office	-	-	Municipal Office
4	Post Office	-	-	Post Office
5	Local Park/Playground	-	-	Stan Darling Village Park
6	Church/Religious building	-	-	St. Andrews Presbyterian Church
7	Library/Seniors Centre	-	-	Burk's Falls Armour & Ryerson
8	Recreational and sport facilities	Good/Excellent	Parking, lighting	Fairgrounds/Arena
9	Recreational and sport facilities	Average	Parking, lighting, no walkway, unpaved road	Skating park/baseball diamond/stables



PROJECT: 126117
STATUS: FINAL
DATE: 10/08/13

Community Population:

The 2011 Census conducted by Statistics Canada identifies a population of 967 in Burk's Falls.

Total Community Area:

Burk's Falls covers a land area of 3.12 km².

Community Population Density:

The 2011 Census conducted by Statistics Canada identifies a population density of 309.9 per square kilometre.

General Community Topography:

Burk's Falls is generally hilly throughout, with gently rolling hills throughout its urban area.

Presence of "Community Centre Point":

There is no formal "community centre point" in Burk's Falls, representing a center of town where all or most of the town municipalities are located, such as the town offices, library, police/fire departments, post office, and other commercial services. Numerous municipal services are located along Ontario Street, between High Street and Yonge Street, including the Town Hall and Post Office. Communication with the municipality and residents suggest that the Post Office represents a suitable centre of town as it is a centrally located amenity that residents frequently travel to. Given that the Post Office is located on a commercial artery, Ontario Street, the segment between High Street and Yonge Street can be considered to be a community centre zone.



General Community Street Pattern: The road network in the Burk's Falls urban area has an obvious and distinguishable grid pattern, providing a structure that supports active transportation. Grid patterns support walkability by provide direct and easy travel between locations. The municipality is accessible via Highway 520 which runs along the west side of the Magnetawan River, and Ontario Street/Ferguson Road which connects Burk's Falls to its neighbouring municipalities, including the Township of Armour and the Township of Ryerson.

Location of Public Schools:

There are two public schools in Burk's Falls, including the M.A. Wittick Jr. Public School, located 450 m from the centre point, and the Land of Lakes Sr. Public School, located 650 m from the centre point. There is no high school in Burk's Falls.

RECREATIONAL FACILITIES

Recreational amenities in Burk's Falls 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"/> 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 checked="" type="checkbox"/> Very Good	<input checked="" type="checkbox"/> Clearly marked signs for amenity <input checked="" type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
<p>Comments:</p> <ul style="list-style-type: none"> • The Heritage River Walk is a 1.4 km walking trail that is located to the north and east of the urban area. • The Heritage River Walk is an unpaved surface that branches off into 11 sub-trails. Classifications are provided on signage at trail entrances guiding users. The trails provide a range of opportunities for experienced and non-experienced users. • The paths are well shaded with large mature trees, providing sun protection for trail users. • Nine (9) park benches provide seating for users along the trail routes. Five (5) picnic tables are located along the trail routes. These considerations enable other related uses such as picnicking and resting. • The Heritage River Walk is a well-maintained trail that represents a strong focal point for the community. It is a destination for locals and visitors. • Signage directing visitors to the Heritage River Walk is clear and legible. Signage can be found on Ontario Street by the bridge on the Magnetawan River. • The Heritage River Walk has multiple access points, including Highway 520, Yonge Street, Centre Street, the Memorial Arena, and the ball diamonds. These start and end points provide users with to access different areas of the community. Trail head entrances are visible at all locations and are aesthetically pleasing. • A detailed trails map is located at the Welcome Centre and at Stan Darling Park with information about the routes, the location of picnic tables, benches, and access points. 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Biking Path(s)	<input checked="" type="checkbox"/> No – community does not have this amenity		
Comments: <ul style="list-style-type: none"> • There are no identified or designated cycling routes or paths in Burk's Falls. • During the community assessment, the auditors did not observe cyclists on the roads or paths. However, during the audit, a billboard advertising a "safe cycling" program was advertised in the Township of Armour. • Discussion with a representative from the Welcome Centre though reveals that residents and visitors often cycle along the Heritage River Walk. 			

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 type="checkbox"/> Poor <input type="checkbox"/> Average <input type="checkbox"/> Good <input checked="" type="checkbox"/> Very Good	<input checked="" type="checkbox"/> Clearly marked signs for amenity <input checked="" type="checkbox"/> Sidewalks & trails leading to amenity <input type="checkbox"/> Designated parking for amenity
There are two parks in Burk's Falls, including Stan Darling Park and Burk's Falls Community Park located behind the health centre. <ul style="list-style-type: none"> • Stan Darling Park is a well-maintained park located at the corner of Yonge Street and Ontario Street. The park offers shade for users and provides benches and seating for people to view the river and surrounds. A structured gazebo provides shade coverage for people while public art provides a focal point for the community. Stan Darling Park has large and clear signage marking the amenity. • There are no designated parking spaces though users may park on Yonge Street. • There is a well maintained sidewalk on Ontario Street leading to the park and providing users with a safe walking route. 			

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 type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input type="checkbox"/> Designated parking for amenity

Comments:

- Village Docks and Boat Launch located away from the community centre point along Highway 520.
- Boat launch is well maintained and is in good condition. There is an onsite picnic table and bench nearby. Boat launch has ample parking space.
- There are no signs on Highway 520 and Ontario Street directing visitors to the Boat Launch and Village Docks.
- Though the Heritage River Walk is near the Village Docks and Boat Launch, there is no safe shoulder or sidewalk to provide a walking or cycling route for people to access the dock.

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Skate Park	<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 checked="" type="checkbox"/> Good <input type="checkbox"/> Very Good	<input checked="" type="checkbox"/> Clearly marked signs for amenity <input checked="" type="checkbox"/> Sidewalks & trails leading to amenity <input type="checkbox"/> Designated parking for amenity

Comments:

- Skateboard park is located adjacent to the Ball Diamonds. Skateboard park is labelled on the Heritage River Walks Map located at the Welcome Centre and at Stan Darling Park.
- The skateboard park is beyond 400 m of the community focal point, but is within walking distance of most of the residential streets. The skateboard park is accessible from Dimsdale Street.

- Municipal by-law prohibits skateboarding on municipal roads. Skateboarding is a recognized form of active transportation in many communities across Ontario. Should the municipality be interested in pursuing an active transportation study, there may be a need to assess the town's position regarding skateboarding on municipal roads.

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 type="checkbox"/> Poor <input type="checkbox"/> Average <input checked="" type="checkbox"/> Good <input type="checkbox"/> Very Good	<input checked="" type="checkbox"/> Clearly marked signs for amenity <input checked="" type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity

Comments:

- The Armour, Ryerson & Burk's Falls Memorial Arena is located in the north east corner of town. The arena offers curling, minor hockey, gentlemen hockey, old-timers hockey, figure skating, and dances.
- The arena is beyond 400 m of the community focal point, but is within walking distance of most of the residential streets.
- Signage is prominent on the arena however there is no other signage within the community that specifically directs visitors to the amenity.
- There is one sidewalk leading to the arena along Centre Street that is in good condition and provides a safe walking route for pedestrians.
- The arena is located uphill but on a quiet local roadway away from main roads. There is a paved parking space for users.
- Safety features at the arena include external lighting and a sign alerting motorists to watch for children.

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 type="checkbox"/> Poor <input type="checkbox"/> Average <input checked="" type="checkbox"/> Good <input type="checkbox"/> Very Good	<input checked="" type="checkbox"/> Clearly marked signs for amenity <input checked="" type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity

Comments:

- The Burk's Falls Armour & Ryerson Union Public Library includes a Seniors Centre. No recreational programs were found at the library or Seniors Centre.
- The Armour Ryerson & Burk's Falls Memorial Arena also doubles as a community centre that offers a summer playground program and recreational programming.

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 checked="" type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input type="checkbox"/> Designated parking for amenity

Comments:

- The Burk's Falls Community Park primarily includes a children's playground. It is a well-maintained park; however, the park has the potential of encouraging other uses to better support other physical activities. The adjacent lawn provides ample space for informal play while an internal walkway can be introduced at the park to provide a safe walking and cycling loop. Shade trees and benches should also be provided at the park to encourage the park's use.
- Signage is prominent on the park site and includes rules for conduct.
- The park is located behind the parking lot of the Amalguin Highlands Health Centre. The path leading to the park is unpaved, which may present a challenge for children walking to the park. There is no lighting at the park.
- The park does not have a designated parking area, although users may park behind the health office.

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 type="checkbox"/> Average <input type="checkbox"/> Good <input checked="" type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input checked="" type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity

Comments:

- There are two illuminated ball diamonds located behind the Memorial Arena. The baseball diamonds are located beyond 400 m of the

community focal point, but are within walking distance of most of the residential streets.

- There is no signage at the arena to direct visitors to the baseball diamonds.
- There is one sidewalk leading to the arena along Centre Street that is in good condition and provides a safe walking route for pedestrians. The baseball diamonds are also accessible from the Heritage River Walk.

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 checked="" type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input type="checkbox"/> Designated parking for amenity

Comments:

- The Armour Ryerson & Burk's Falls Union Public Library and Seniors Centre is a public gathering space that offers a range of programs, services, and resources. It appears to be a well-maintained facility.
- The Library and Seniors Centre is located on Yonge Street. There is a sidewalk on Yonge Street, but not located on the same side of the Seniors Centre. Adjacent connections could be improved to provide a safer and more comfortable walking environment, especially for children and seniors.
- The driveway is unpaved. One exterior light is located towards the front of the building.

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Snowmobile Trails	<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 checked="" type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input type="checkbox"/> Designated parking for amenity

Comments:

- The Village has access to 500 km of OFSC snowmobile trails. During the audit the snowmobile trails were closed off, preventing access to assess trail conditions.

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 Burk's Falls to other rural communities or to compare the Village of Burk's Falls to itself over time.

Column A DOMAIN/ITEMS	ASSIGNED POINTS	MY COMMUNITY'S 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 (6 Points) No (0 Points)	+ 6 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
		= 12 Points School Location

TRAILS	ASSIGNED POINTS	MY POINTS
There is a <u>Hiking or Walking Trail</u> There is a <u>Bicycle Path</u> There is some <u>Other Type of Trail</u> * * "Other" can include a different type of trail used for physical activity, or an additional hiking/walking/biking trail	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) 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) 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 + 0 points + 8 points ----- =16 Points TRAILS
PARKS AND PLAYGROUND	ASSIGNED POINTS	MY POINTS
Public Park	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

Public Playground (If playground is within park, assign points to both)	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
School Playground	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
Other** **Other can include a different type of park or playground, or an additional public/school park or playground	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)	----- = 24 Points Parks

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)		+ 0 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)		+ 5 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)		----- = 5 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	(8 points)	+ 0 points
	Yes, beyond 400 m and within 1 kilometre of community centre point	(5 points) (2 points)	
	Yes, beyond 1 kilometre of community centre point	(0 points)	
	No		
Playing Field or Courts	Yes, within 400 m of community centre point	(8 points)	+ 5 points
	Yes, beyond 400 m and within 1 kilometre of community centre point	(5 points) (2 points)	
	Yes, beyond 1 kilometre of community centre point	(0 points)	
	No		
Skateboard Park	Yes, within 400 m of community centre point	(8 points)	+ 5 points
	Yes, beyond 400 m and within 1 kilometre of community centre point	(5 points) (2 points)	
	Yes, beyond 1 kilometre of community centre point	(0 points)	
	No		
Ice Skating Rink	Yes, within 400 m of community centre point	(8 points)	+ 5 points
	Yes, beyond 400 m and within 1 kilometre of community centre point	(5 points) (2 points)	
	Yes, beyond 1 kilometre of community centre point	(0 points)	
	No		
			----- = 15 Public Recreation Facilities

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)	+ 8 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)	----- = 8 Private Recreation Facilities

5.0 Results of the Program and Policy Assessment

Programs & Policies	Check One
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
Comments: <ul style="list-style-type: none"> Burk's Falls 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
Comments: <ul style="list-style-type: none"> Burk's Falls 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
<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
<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
<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

Comments:

- Burk's Falls 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.
- Burk's Falls has a Community Development Officer who developed an adult baseball and skating club at the arena. These programs are well-attended by many seniors.
- In Burk's Falls, 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.
- The arena can be rented
- There is no policy in Burk's Falls that supplements the cost of membership/programming for lower income residents.

Does the town have a private organization (such as the YMCA or a religious organization) that offers physical activity programming?	<input type="checkbox"/> Yes <input checked="" 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: _____ 	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know
<ul style="list-style-type: none"> • Physical activity programming for local adults? • Ages served: _____ 	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know
<ul style="list-style-type: none"> • Are there membership requirements to participate in these programs? 	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know
<ul style="list-style-type: none"> • Are physical activity resources/facilities available for local resident use outside of programming? 	<input 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 type="checkbox"/> No <input type="checkbox"/> Don't Know
Comments:	

Does the town offer any local public transportation options, such as public busses or vans?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know
<ul style="list-style-type: none"> • The community has either free or fee-based public transportation regularly available. 	

Comments: <ul style="list-style-type: none"> • The community bus takes people on errands (e.g., grocery shopping). • However, this is the last year the Village will be able to run this service. 	
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
The Ontario Northland Bus provides transportation services for residents to travel outside of their community.	

School Programs and Policies	Check One
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
Comments:	

Does the town participate in the National "Active & Safe Routes to School" program? http://www.saferoutestoschool.ca/	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know
Comments:	

Do the public schools in the town offer other sponsored physical activity initiatives for students?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know
Comments:	

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
Comments:	
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
Comments:	

What Percent (%) of children live within 1 – mile of their school?	_____ % <input checked="" type="checkbox"/> Don't Know <input type="checkbox"/> N/A
Comments:	

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 Burk's Falls to other rural communities or to compare the Village of Burk's Falls to itself over time.

Column A DOMAIN/ITEMS	Column B ASSIGNED POINTS (if it snows in your community)	Column D 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)	+ 4 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 ----- =26 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 points School Policies

SCHOOL PROGRAMS	ASSIGNED POINTS		MY POINTS
There are "Walk to School" programs or other programs that encourage children to walk or bike to school	Yes	(15 points)	+ 0 points
Schools are participants in other activities (excluding "Walk to School" programs) that are included in the National "Safe Routes to School" program.	Yes	(5 points)	
Schools offer other sponsored physical activity initiatives for students (do not include gym/physical education classes)	No	(0 points)	+ 0 points
	Yes	(10 points)	+ 0 points
	No	(0 points)	----- =0 points School Programs
			GRAND TOTAL= 29 Points

6.0 Results of the Street Segment Assessment Tool

Two street segment analyses were completed for Burk's Falls, including one for Ontario Street, and another for all the residential land uses within the urban area. Ontario Street runs north 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. Ontario Street is an important corridor not only for the Village of Burk's Falls but also for its surrounding municipalities as well, as it provides a commercial and institutional focal point for the Townships of Armour and Ryerson.

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 community features 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 – Ontario Street

Boundaries:

- North: Yonge Street
- South: Municipal Boundary

Primary Streets:

- Ontario Street

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 – Ontario Street

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good
Sidewalks Length: 945 m	<input checked="" type="checkbox"/> Both sides of street <input checked="" type="checkbox"/> One side of street <input type="checkbox"/> Intermittent <input type="checkbox"/> Footpath only <input type="checkbox"/> None	<input checked="" 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
Buffers & Shoulders Width:	<input checked="" type="checkbox"/> Sidewalk Buffer <input type="checkbox"/> Defined Shoulder <input type="checkbox"/> None <input type="checkbox"/> N/A	<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 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Cross-walks, Pedestrian & Cycling Signage	<input checked="" type="checkbox"/> Crosswalks <input type="checkbox"/> Crossing Signals <input type="checkbox"/> Pedestrian/Cycling Signs <input checked="" type="checkbox"/> Children at Play Signs <input type="checkbox"/> None <input type="checkbox"/> N/A	<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 <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 checked="" type="checkbox"/> Street furniture <input checked="" type="checkbox"/> Waste bins <input type="checkbox"/> Shade protection	<input type="checkbox"/> 1 <input checked="" 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
Other Safety Features	<input type="checkbox"/> Traffic Lights <input 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 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 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 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good
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 type="checkbox"/> Average <input checked="" 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 type="checkbox"/> Low
Barriers	<input type="checkbox"/> Highway <input type="checkbox"/> Train Tracks <input type="checkbox"/> Private Property <input type="checkbox"/> Industrial Zone <input type="checkbox"/> Natural Features <input checked="" type="checkbox"/> Other: Narrow width at Ontario Street by hardware store <input 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 <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
Connectivity: Do sidewalks, bikepaths or other trails link and connect this segment to other parts of the community or another segment or road?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Condition of Connectors: <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3

LAND USE – Ontario Street

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good		
Residential Density: <input checked="" type="checkbox"/> Moderately dense settlement	Housing Type: <input type="checkbox"/> Single family detached <input checked="" 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 type="checkbox"/> 1	<input type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input 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"/> 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 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 <input type="checkbox"/> 3
Public / Civic	<input checked="" type="checkbox"/> Library <input type="checkbox"/> Museum <input checked="" type="checkbox"/> Community Centre <input checked="" type="checkbox"/> Post Office <input checked="" type="checkbox"/> Town Offices <input checked="" type="checkbox"/> Emergency Services <input 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"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input checked="" type="checkbox"/> 2 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input 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"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input 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 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3
Commercial	<input checked="" type="checkbox"/> Restaurant / Café <input type="checkbox"/> Bar <input type="checkbox"/> Food Market <input checked="" type="checkbox"/> Theatre <input type="checkbox"/> Gas station <input type="checkbox"/> Convenience Store <input checked="" 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 type="checkbox"/> Other: _____ <input type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input checked="" 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 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"/> 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 <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

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good
Schools	<input type="checkbox"/> Elementary <input checked="" type="checkbox"/> Middle <input type="checkbox"/> High <input type="checkbox"/> Private <input type="checkbox"/> Other: _____ <input type="checkbox"/> Other: _____ <input type="checkbox"/> None	<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 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <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 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

Comments:

- Many vacant commercial units were observed on Ontario Street.
- Some vacant residential units were observed above Ontario Street.
- Observed high pedestrian traffic in front of the Post Office. Many visitors drive to the Post Office and park along Ontario Street. Need a crosswalk close to the Post Office to provide safe crossing for pedestrians.
- Did not observe people walking to Ontario Street from the residential areas. However, there was a lot of pedestrian activity on the street during the lunch hour.
- Crosswalk north of Yonge Street is located away from the central commercial and institutional uses on Ontario Street. Did not observe pedestrians using the crosswalk.
- Sidewalks along Ontario Street are in poor condition, and are uneven or split. Curbs are broken or uneven.
- Observed an elderly gentleman who traveled along the roadway in a motorized wheelchair. During the audit the man was approached and asked informally for his opinion regarding accessibility around the community. He expressed concern regarding the condition of the sidewalk and preferred to travel on the roadway.
- Residents and local shopkeepers who the auditors who the auditors engaged in a discussion with expressed concern regarding the condition of the sidewalks along Ontario Street.
- Residents expressed concern at a “drop off point” located on the west side of Ontario Street south of the hardware store. Concern was expressed regarding the absence of a barrier. This area was marked by an orange screening during the time of the audit.
- Ontario Street is an aesthetically pleasing street with benches, flowers, and waste bins.
- No designated school zone in front of Land of Lakes Senior School alerting motorists to slow down. Conversation with nearby business owner reveals that many students walk

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good
to school.	<ul style="list-style-type: none">• Did not observe cyclists along Ontario Street. There is no signage for motorists to share the road or to identify Ontario Street as a cycling route.	

Subjective Assessment & Overview

SUBJECTIVE ASSESSMENT – Ontario Street

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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Comments:				
<ul style="list-style-type: none"> Ontario Street is a walkable main street that includes a range of community focal points, including shops, restaurants, cafes, and community services. Many of the uses along Ontario Street are adjacent to one another, located within an acceptable walking distance of 225 m. Pedestrian linkages to Ontario Street are found at Yonge Street, Huston Street, and Queen Street, which connects Ontario Street to the residential neighbourhood to the east. The Village of Burk's Falls could consider infrastructure improvements to improve the condition of sidewalks to improve safety along Ontario Street, particularly for seniors. A pedestrian crossing is located at the bridge north of the intersection of Yonge Street and Ontario Street. However, this crossing is located at a fair distance from the commercial core. A mid-block pedestrian crossing should also be developed at a closer distance to the Post Office, which we observed to have high pedestrian activity. Safety should also be improved upon near the Land of Lakes Public School. New multi-unit residential developments are being developed across from the school that would increase the number of people, and potentially the amount of traffic to the area. A defined school zone, reduced speed limits, and signage, and a crosswalk should be considered to improve student safety and walkability. 				
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comments:				
<ul style="list-style-type: none"> Ontario Street is a clean and aesthetically pleasing street. Existing pedestrian enhancements on Ontario Street include lighting, planting, and seating. There are no cycling facilities observed on Ontario Street. 				

Street Segment Assessment Tool

SEGMENT DESCRIPTION – Residential Uses Surrounding Ontario Street

Boundaries:

- North: Yonge Street
- South: Municipal Boundary

Primary Streets:

- Yonge Street
- James Street
- High Street
- Queen Street
- Huston Street
- John Street
- Main Street
- Copeland Street
- Elm Street
- Mary Street
- Centre Street
- Simpson Street
- Dimsdale 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 type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Public/Civic | <input type="checkbox"/> Other: _____ |

Terrain:

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

WALKABILITY – Residential Areas

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good
Sidewalks Length: 2.410 km	<input type="checkbox"/> Both sides of street <input checked="" type="checkbox"/> One side of street <input type="checkbox"/> Intermittent <input type="checkbox"/> Footpath only <input type="checkbox"/> None	<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 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Buffers & Shoulders	<input checked="" 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 checked="" 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
Cross-walks, Pedestrian & Cycling Signage	<input checked="" type="checkbox"/> Crosswalks <input type="checkbox"/> Crossing Signals <input checked="" type="checkbox"/> Pedestrian/Cycling Signs <input checked="" type="checkbox"/> Children at Play Signs <input type="checkbox"/> None <input type="checkbox"/> N/A	<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 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 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 <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 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
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 type="checkbox"/> Posted Speed Limit: <input checked="" type="checkbox"/> 40 km/hr (school zone) <input type="checkbox"/> None posted <input type="checkbox"/> Traffic Volume: <input type="checkbox"/> High <input type="checkbox"/> Medium

	<input type="checkbox"/> Average <input checked="" type="checkbox"/> Good	<input checked="" type="checkbox"/> Low																					
Barriers	<input type="checkbox"/> Highway <input 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	<table> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> </table>	<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	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
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<input type="checkbox"/> 1	<input type="checkbox"/> 2	<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 checked="" type="checkbox"/> Yes (for specific streets only) <input type="checkbox"/> No	Condition of Connectors: <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3																						

LAND USE – Residential Areas

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good		
Residential Density: <input checked="" type="checkbox"/> Moderately dense settlement	Housing Type: <input 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"/> 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
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		<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
		<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
Public / Civic	<input checked="" type="checkbox"/> Library <input type="checkbox"/> Museum <input type="checkbox"/> Community Centre <input type="checkbox"/> Post Office <input checked="" type="checkbox"/> Town Offices <input checked="" type="checkbox"/> Emergency Services <input checked="" type="checkbox"/> Church/Religious institution <input checked="" type="checkbox"/> Hospital / Health Centre <input checked="" type="checkbox"/> Athletic Fields / Courts <input checked="" type="checkbox"/> Playground <input type="checkbox"/> Other: _____ <input type="checkbox"/> Other: _____	<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
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		<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input checked="" type="checkbox"/> 3
		<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input checked="" type="checkbox"/> 3
Schools	<input checked="" type="checkbox"/> Elementary <input type="checkbox"/> Middle <input type="checkbox"/> High <input type="checkbox"/> Private	<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
		<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good
	<input type="checkbox"/> Other: _____ <input type="checkbox"/> Other: _____ <input 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
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"/> 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

Comments:

- While most commercial and institutional uses are located along Ontario Street, there are a range of recreational facilities that are located north of Yonge Street that are accessible by foot. East of Ontario Street, the residential neighbourhood is compact and covers a distance of about 400-600 m, which provide an acceptable walking distance that enables neighbourhood residents to walk comfortably from Yonge Street to John Street for instance, or from Simpson Street to Ontario Street.
- Main Street is a long street that transverses north-south through the community, connecting the Heritage River Walk south through the residential area and to Ontario Street at the southern municipal boundary. Main Street also passes behind Land of Lakes Senior Public School, which could provide a safe passage for students. The municipality should consider developing a sidewalk along Main Street. A sidewalk will enable residents to safely connect to the trail. It will also improve walkability for residents who wish to safely access the Community Park, Health Centre and other recreational uses along Huston Street, and Land of Lakes Senior Public School.
- The residential area located west of Ontario Street but east of the river is located near Ontario Street. Though there are no community amenities in west of Ontario Street, a sidewalk along Syples Street connects residents to Ontario Street.

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

Disagree

Not Sure

Agree

Strongly Agree

Comments:

- Road and sidewalk conditions are generally very good in the residential areas.
- Paved shoulders exist along many of the residential streets. The paved shoulders are not designated for a specific use and are unsigned.
- No parked vehicles were observed during the audit.
- Traffic volume is low and though not all streets have sidewalks, there is sufficient road width and buffer for residents to safely walk along the side of the road.
- Some streets, notably, Main Street, James Street, and High Street have steep gradients which could pose a challenge for pedestrians and cyclists. Steep gradients may affect the ability for motorists to see pedestrians and cyclists on the other side of the hill.
- During the assessment, the auditors did not observe pedestrians or cyclists in the residential areas. Conversation with a representative at the Welcome Centre identifies that residents, including children and youth, commonly walk to the arena, baseball diamonds, or parks in the community.

Aesthetics – how strongly do you agree with the following statement?

“This segment is aesthetically pleasing?”

Strongly
Disagree

Disagree

Not Sure

Agree

Strongly Agree

Comments:

- Burk's Falls residential areas are well maintained and inviting for residents to walk.
- Streets are well-lit and the grid pattern enables quick and direct travel within the residential areas and between the residential areas and commercial corridor.

7.0 Observations and Recommendations for the Village of Burk's Falls

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 19, 2013

Ontario Street (Commercial Core of Burk's Falls)



Land of Lakes Senior Public School on Ontario Street. Sidewalk along Ontario Street provides students with direct access to the school. There is an absence of signage and infrastructure near the school.

Recommendation:

A School Area sign and/or School Crossing Ahead sign is recommended on Ontario Street to inform motorists of the potential presence of students around the school.



Residential developments under construction across from Land of Lakes Senior Public School.

Recommendation:

Consider the placement of a School Crossing sign and a painted crosswalk on Ontario Street to enable students to safely cross the street. Photo illustrates a pedestrian walking along the road.



Well-maintained commercial building with wide sidewalks along Ontario Street south of Huston Street. Sidewalks along this stretch of Ontario Street are well-maintained.

Recommendation:
Consider improving sidewalk conditions along the commercial core to maintain consistency throughout Ontario Street.



Sidewalk along Ontario street is interrupted by a barrier, which provides challenges for pedestrians using wheelchairs, walkers, or ambulatory devices to manoeuver.



View of Ontario Street at Huston Street towards south. Sidewalks are wide and include a buffer providing a separation between pedestrians and motorists. Parking is provided on one side of the street.

Recommendation:
Consider removing parking along this stretch of Ontario Street to enable on-road cycling, which will provide a direct connection for residents to travel between Armour and Burk's Falls.



The Village of Burk's Falls Municipal Office at 172 Ontario Street. The entrance is accessible for persons with disabilities. A bench is provided for visitors to rest. Sidewalks on both sides of Ontario Street provide access to the Municipal Office.

Recommendation:
Consider the installation of prominent signage to identify the municipal office. Also consider directional signage to direct visitors to the Municipal office from Highway 520.



Ontario Street between Huston Street and Queen Street. Sidewalks are wide and streetscaping enhancements include planters and garbage receptacles.

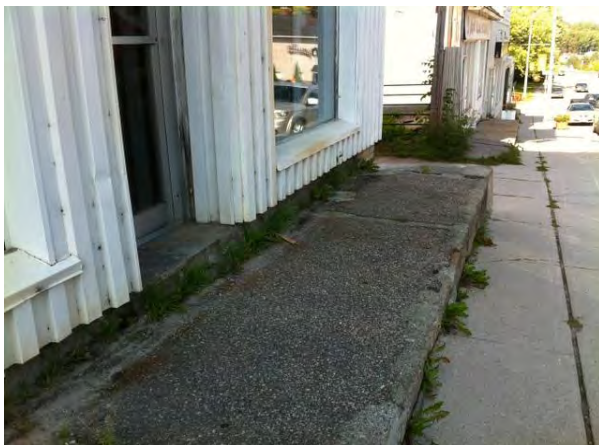
However, the sidewalks along Ontario Street's commercial core are uneven and broken, which may present a barrier for pedestrians, specifically the elderly or persons with accessibility challenges.



View of Ontario Street. Broken and uneven sidewalk is found on both sides of the street within the commercial core.



Benches on Ontario Street are desirable pedestrian amenities that contribute to improving the attractiveness of Burk's Falls main street. Benches and planters are provided by local business owners.



These large paved slabs are found at the entrances of many stores on Ontario Street. These physical barriers are potentially challenging for people with mobility challenges or for persons using ambulatory devices such as a wheelchair or a walker.



The Post Office is a local focal point in Burk's Falls, drawing local and regional residents. It is a beautiful building that is well-maintained and has a number of architectural and landscape features that provides a visual attraction for both residents and visitors.



The Post Office draws pedestrians and motorists from Burk's Falls and adjacent townships. During the RALA audit, many pedestrians were observed surrounding the Post Office. Pedestrians were observed to cross from the west side of Ontario Street to access the Post Office.

Recommendation:
Traffic control devices, such as marked pedestrian crossing, pavement markings, or pedestrian crossover are recommended to improve safety and accessibility in front of the Post Office.



On-street parking along Ontario Street.

Recommendation:
Consider the removal of on-street parking to accommodate an on-road cycling lane. Consider establishing on-road and off-road cycling routes connecting to the area's natural attractions (e.g. Heritage River Walk, the falls, etc.) as a way of supporting local tourism development.

Recreation and Trails



The Village of Burk's Falls Community Park is located behind the parking lot of the health centre. The park is not connected by sidewalk, paths, or trails, and is separated by a gravel parking lot. There is a tremendous opportunity to better integrate the park and create a community focal point.

Recommendation:
Lighting could be improved at the park to promote a safe play environment. The adjacent lawn provides ample space for

informal play while an internal walkway can be introduced at the park to provide a safe walking and cycling loop. Shade trees and benches should also be provided at the park to encourage the park's use. This park, and its surrounding open spaces can also provide additional opportunities for other community or recreational uses. Consider building a community garden to support place-based learning and build the park as a key community destination. The proximity between this location and the Land of Lakes Senior Public School provides an opportunity to integrate the community garden with the existing educational curriculum. This enables students to have hands on learning that covers a range of subjects, including health and nutrition, agriculture, physical activity, economics, and social studies.



The Heritage River Walk has two prominent signs directing visitors to the trails. However, due to incidents of vandalism, trails are not marked along the Heritage River Walk or its sub-trails.

Recommendation:

In lieu of site specific signage, there are other opportunities to support tourism-based economic development and place-based learning opportunities. Consider technological alternatives such as Wi-Fi access along trails. Consider re-installing signage along the trail routes. Consider adding signs at additional key points of entry. Consider using the Heritage River Walk as a tool for tourism development, connecting it to cycling routes and other area attractions while ensuring the protection of the natural environment.



This pathway includes a handrail that provides an accessible and safe connection to the Heritage River Walk. The pathway provides a connection between the Heritage River Walk, the falls and Burk's Falls commercial and residential areas.

Recommendation:
Consider the installation of lighting along this pathway to provide safe access for residents and visitors.



Picnic table along the Heritage River Walk provides seating for visitors to rest or enjoy a picnic.



The Heritage River Walk along the Magnetawan River.

Recommendation:
Consider adding some form of signage, including digital access to Wi-Fi to guide trail users. Consider establishing active transportation connections to cycling routes in the area to provide more opportunities for active living and tourism development. Consider reconditioning the area adjacent to the river and the falls and host an annual event that showcases Burk's Falls heritage, natural features and culture that will engage local residents and visitors.



One of the trails of the Heritage River Walk passes under a bridge.

Recommendation:
Consider re-installing signage along the trail to guide new visitors. Lighting should also be installed to improve safety and visibility.



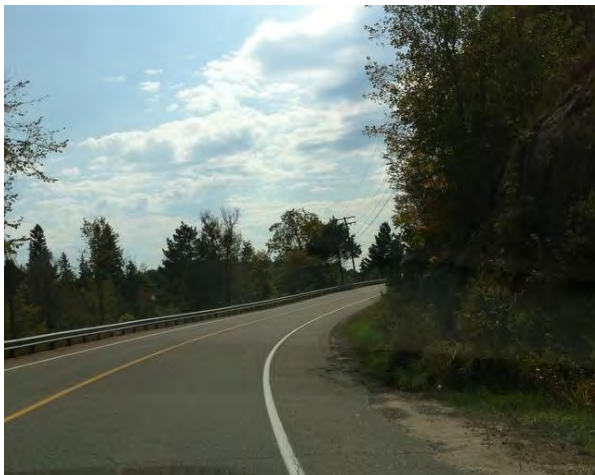
View of the Heritage River Walk from the bridge. This is a focal point adjacent to the bridge that includes the convergence of multiple trails and roads.

Recommendation:
Consider signage and lighting to improve accessibility and safety.



A sub-trail within the Heritage River Walk.

Recommendation:
Consider adding some form of signage, either on-site or electronically, to guide trail users.



Highway 520 provides a direct connection for motorists travelling along the west side of the river to access Burk's Falls, the Village Docks, and the Heritage River Walk Welcome Centre. Highway 520 includes paved shoulders which has the opportunity to accommodate local and regional cyclists.

Recommendation:

Consider the installation of signage to promote regional cycling and promote local tourism. The development of signage on Highway 520 may be explored in partnership with the Ministry of Transportation. Partnerships could also include those with neighbouring municipalities whereby financial, recreational, and human resources are combined and economic development strategies and goals are aligned.



The Armour, Ryerson and Burk's Falls Memorial Arena. The arena is located on top of a steep incline and located away from the residential streets. Baseball diamonds, skate park, other sport facilities, and the fairgrounds are located east of the arena.

Recommendation:

Consider directional signage from Ontario Street that guides residents and visitors to the arena. Consider the reconfiguration/ expansion of the arena to include a community centre, including a gymnasium, fitness centre and a swimming pool. Consider the improvement of the current baseball diamonds by fencing in Diamond B and reconditioning the current back stop. Consider the addition of a soccer field and basketball court to expand the local youth sports programs.



View of the bridge at Ontario Street crossing the Magnetawan River. The bridge provides a valuable connection for residents to access lands north of the river.



Signage at the Stan Darling Village Park. The Park is a community focal point and includes shade structure, seating, and a range of artistic features that draw both residents and visitors. The Park is walkable to most residents within Burk's Falls. The Park is accessible by sidewalks in all directions, including Ontario Street, Syples Street and Yonge Street.

Residential Neighbourhoods



Burk's Falls Library and Seniors Centre. There is no pedestrian connectivity to the Seniors Centre.

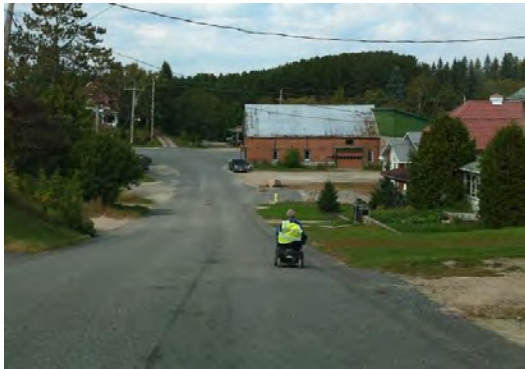
Recommendation:

On-site enhancements could be made to the library (such as signage and paving) as a means of improving visibility of this community focal point.

Access to the Seniors Centre could be improved through better signage and pedestrian infrastructure including sidewalk or pathways.

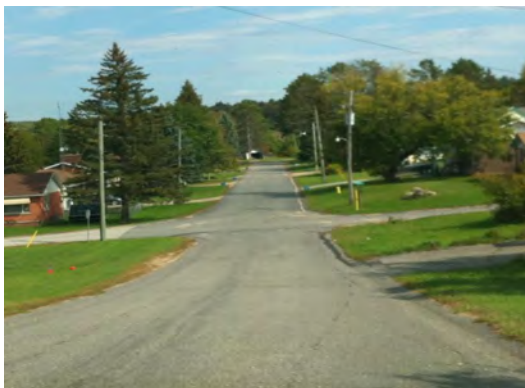


School zone and school crossing in front of M.A Wittick Junior Public School to enable students to cross safely.



Pedestrian using ambulatory devices along a residential street. Streets are wide.

Recommendation:
Consider pavement marking to provide a clear divider between motorists and pedestrians.



Residential streets are wide, and have the potential to accommodate pedestrians, cyclists, and motorists.

Recommendation:
On street cycling could be promoted and facilitated using "share the road" signs.



Sidewalks in Burk's Falls residential areas are located on Yonge Street, Centre Street, Queen Street and Huston Street. Sidewalks are generally well maintained. Buffers provide a wide separation between pedestrians and motorists.

8.0 Conclusion

Based on the RALA, capital-intensive projects are not required to make Burk's Falls a more physically active community. Opportunities to support active living should focus on enhancing existing physical infrastructure, improve road safety, maintain the upkeep of public places and private places and revitalize community destinations. In order to make it easier for people to get around, be active and engage in physical activity, Burk's Falls can focus on small scale, practical improvements.

Burk's Falls is a compact community that offers a range of uses, community services, amenities, 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 Burk's Falls provides a strong foundation to support walking, cycling, and active living. An acceptable walking radius of 400 m offers a variety of focal points and amenities. Burk's Falls physical terrain includes rolling hills. However, the inclines do not present a challenging physical barrier for most residents. Moreover, the community's grid pattern enables its residents to walk or cycle quickly and efficiently within the residential areas, from their homes to the downtown (Ontario Street), and from their homes to the town's recreational areas (parks and trails). Traffic volumes are low and road widths are ample, enabling residents to walk or cycle on the shoulders.



Burk's Falls also has a base infrastructure to support walking. Sidewalks are built along its downtown and along some of its residential streets. There is a range of recreational spaces and facilities for people of all ages to participate in both formal and informal spaces. The downtown area presents a multitude of opportunities, and is an anchor not only for Burk's Falls, but also for residents in the neighbouring townships of Armour and Ryerson. Along Ontario Street, sidewalks are wide, well-lit and already include a range of streetscaping amenities that are inviting to local residents and neighbouring visitors. Further enhancements can be undertaken along this corridor to beautify this street through signage and artistic enhancements. Maintaining assets and repairing broken and uneven sidewalks along Ontario

Street can improve pedestrian safety and encourage walkability. A cross-walk is recommended in front of the Post Office to improve pedestrian safety along Ontario Street to deter speeding and reduce driver conflict points. Different pavement types (i.e. paving stones) may also be considered to delineate pedestrian areas or showcase downtown core areas to slow traffic down and encourage pedestrian activity.

Cycling infrastructure was not observed during the RALA audit. Burk's Falls is a beautiful and scenic community that should be enjoyed by its residents and visitors. While cyclists may cycle along the trail system, cycling 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 Post Office, the grocery store, the Memorial Arena and baseball diamonds, the Health Centre, Schools, and Community Park. Shared roadway signage and pavement markings should be considered within the residential areas to promote cycling, especially around the junior and senior public schools. Current trails, natural features (e.g. falls and river) and recreational areas could be connected to a cycling route that goes beyond the Town, including Armour and Ryerson Townships. These connections could help grow and support tourism operations and products within the area while ensuring that the natural environment is protected and unchanged.

During the RALA, informal discussions were held with residents who live in neighbouring communities. Residents traveling into Burk's Falls are dependent upon driving into the community, as provincial roads present logistical and safety concerns for people to travel long distances by bicycle. Consider discussions with MTO to improve signage and enhancements along Highway 520. Artistic enhancements, shared roadway signage, and reduce speeds near the Heritage River Walk and Welcome Centre provide an opportunity to improve safety and accessibility for visitors and neighbouring residents who wish to cycle into Burk's Falls.

The results of the RALA provide an opportunity for the Village of Burk's Falls to develop an integrated plan to support active living, community connectivity and economic vitality. Improving connectivity into Burk's Falls support safe and accessible travel for people residing in neighbouring townships. 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: Assessment Methodology



Appendix A: Assessment Methodology

WALKABILITY

Sidewalks, crosswalks and other pedestrian and bike-friendly features have an impact on a community's walkability.

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

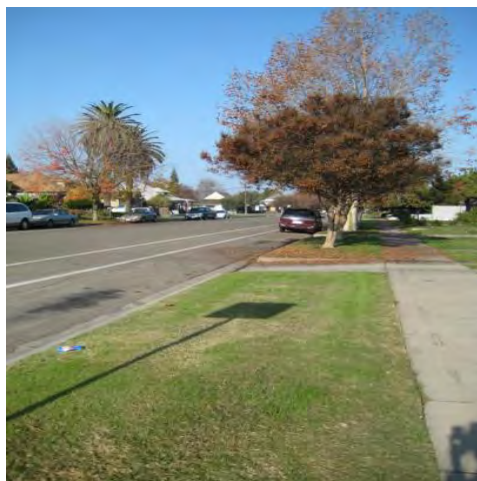


Sidewalk Buffer



- *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

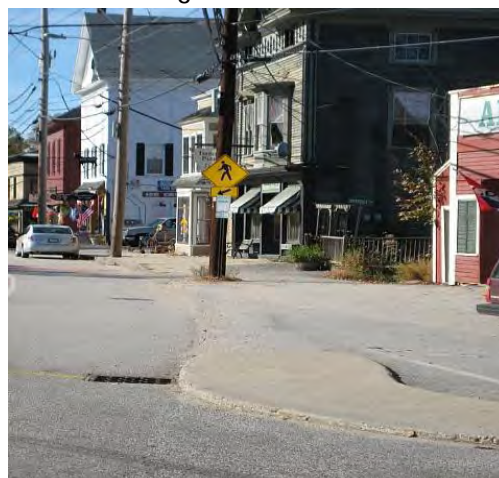
Check the appropriate boxes regarding whether the segment includes crosswalks, crossing signals (“walk” and “don’t walk” lights), pedestrian signs, and children at play signs. If none of these features exists check “none.” Rate the overall condition of these features using the following definitions:

- *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 exists 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:

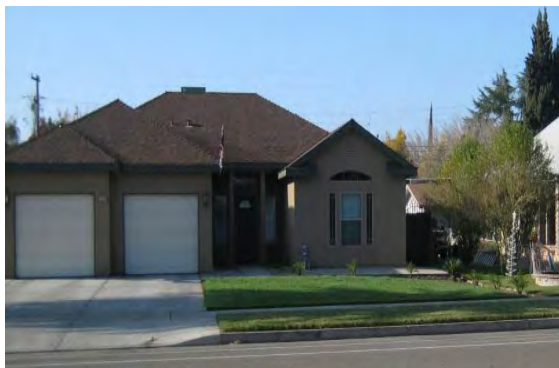


In the [second column](#), please note the housing types present (single family detached, multi-family/apartments, mobile homes, other types, none) and in the third column select the overall condition of the homes in the segment using the following definitions:

- *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*

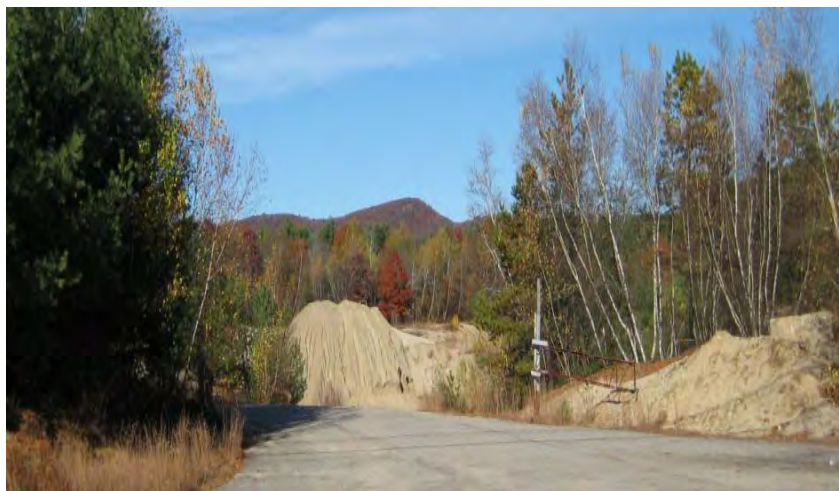
In the [third column](#), please select the overall condition of each school that is present in the segment using the following definitions:

- *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.