



Rural Active Living Assessment Cache Bay, Municipality of West Nipissing

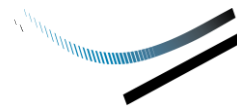
NORTH BAY PARRY SOUND DISTRICT HEALTH UNIT

April 2014

Dillon Consulting Limited



North Bay Parry Sound District
Health Unit



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1.0 OVERVIEW

Cache Bay is one of a number of communities that make up the Municipality of West Nipissing 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 Cache Bay 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 Municipality of West Nipissing may use the findings of the RALA audit to make improvements to Cache Bay by:

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

2.0 PURPOSE OF THE RALA

The RALA Tools have been designed to help collect data on physical environment features and amenities, community characteristics, community programs, and policies that could potentially influence levels of physical activity among residents. The tools allow municipalities such as Municipality of West Nipissing 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 Cache Bay with other communities. Additionally, scores can also be used to assess Cache Bays 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. Cache Bay for instance, covers a land area of just over 2.8 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 October 2nd, 2013 a RALA audit was undertaken for Cache Bay. The audit was performed by Dillon. The audit included a community wide assessment as well as two detailed street segment analysis of:

1. Cache Street (Cache Bay's main commercial corridor); and
2. Cache Bay's 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.

3.1 The Community-Wide Assessment

The broad-scale, Community-Wide Assessment will look at characteristics of Cache Bay 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 Cache Bay.

3.2 The Program and Policy Assessment

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

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

3.3 The Street Segment Assessment

The more detailed Street Segment Assessment will involve identifying specific physical attributes of each segment of the community to further assess Cache Bay's 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 centre 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

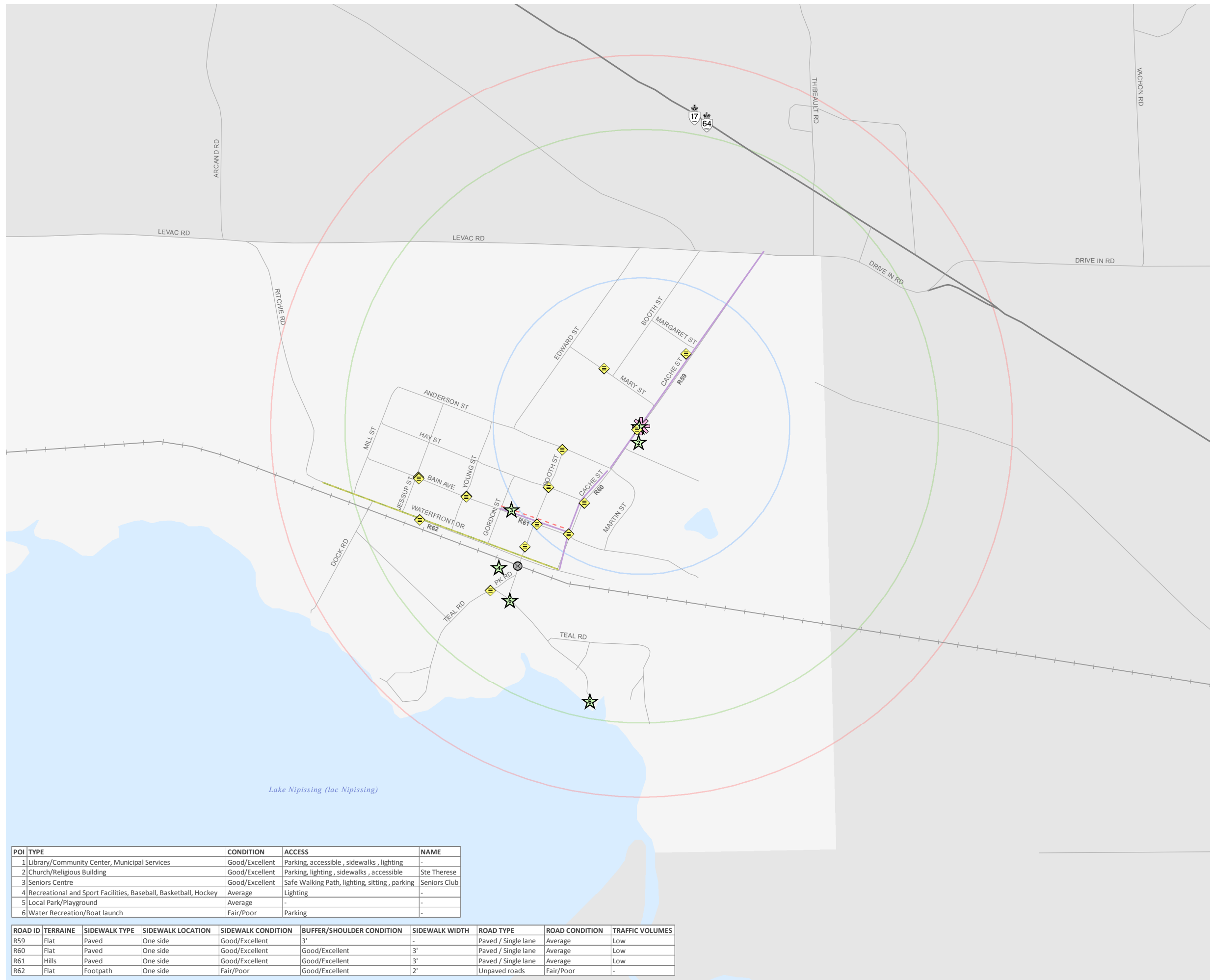
4.1 Mapping














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

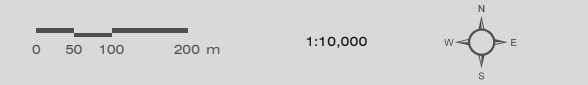
The survey data and GPS photos were imported into desktop GIS software for Quality Assurance/Quality Control checks and adjusted if necessary. Photos taken with the GPS cameras were joined to each surveyed feature by matching common GPS coordinates. All points of interest and road/sidewalk features were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

NORTH BAY PARRY SOUND DISTRICT HEALTH UNIT
RURAL ACTIVE LIVING ASSESSMENT

CACHE BAY
MAP 1



-  CENTRE OF COMMUNITY
-  POINT OF INTEREST
-  SAFETY & SIGNS
-  BARRIERS
-  PAVED SIDEWALK
-  FOOTPATH
-  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\ Cache Bay.MXD



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

POI ID	TYPE	CONDITION	ACCESS	NAME
1	Library/Community Center, Municipal Services	Good/Excellent	Parking, accessible, sidewalks, lighting	-
2	Church/Religious Building	Good/Excellent	Parking, lighting, sidewalks, accessible	Ste Therese
3	Seniors Centre	Good/Excellent	Safe Walking Path, lighting, sitting, parking	Seniors Club
4	Recreational and Sport Facilities, Baseball, Basketball, Hockey	Average	Lighting	-
5	Local Park/Playground	Average	-	-
6	Water Recreation/Boat launch	Fair/Poor	Parking	-

ROAD ID	TERRAINE	SIDEWALK TYPE	SIDEWALK LOCATION	SIDEWALK CONDITION	BUFFER/SHOULDER CONDITION	SIDEWALK WIDTH	ROAD TYPE	ROAD CONDITION	TRAFFIC VOLUMES
R59	Flat	Paved	One side	Good/Excellent	3'	-	Paved / Single lane	Average	Low
R60	Flat	Paved	One side	Good/Excellent	Good/Excellent	3'	Paved / Single lane	Average	Low
R61	Hills	Paved	One side	Good/Excellent	Good/Excellent	3'	Paved / Single lane	Average	Low
R62	Flat	Footpath	One side	Fair/Poor	Good/Excellent	2'	Unpaved roads	Fair/Poor	-

Community Population

The 2011 Census conducted by Statistics Canada identifies a population of 643 in Cache Bay.

Total Community Area

Cache Bay covers a land area of 2.87 km².

Community Population Density

The 2011 Census conducted by Statistics Canada identifies a population density of 223.8 per square kilometre.



General Community Topography

Cache Bay's topography is generally flat throughout.

Presence of "Community Centre Point"

There is no formal "community centre point" in Cache Bay. Numerous municipal services are located along Cache Street, between Levac Road and Anderson Street, including the Community Centre and Library. A community central zone has been assumed to cover Cache Street between Levac Road and Anderson Street.

General Community Street Pattern

The road network in the Cache Bay's urban area has an obvious and distinguishable grid pattern, providing a structure that supports active transportation. Grid patterns support walkability by providing direct and easy travel between locations. The municipality is accessible via Highway 17 which runs along the north side of Lake Nipissing, and Levac Road which connects Cache Bay to its neighbouring municipalities.

Location of Public Schools

There are no public schools located in Cache Bay.

4.2 Recreational Facilities

Recreational amenities in Cache Bay 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 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 checked="" type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input type="checkbox"/> Average <input type="checkbox"/> Good <input type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input type="checkbox"/> Designated parking for amenity
Comments: <ul style="list-style-type: none"> There are no identified walking or hiking trails within Cache Bay. 			

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 Cache Bay. 			

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 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: <ul style="list-style-type: none"> There is one park in Cache Bay located approximately 600 m from the Community focal point on Park Street adjacent to the local baseball diamond and ice rink. The park is well maintained and equipped with numerous play structures and slides for younger children (see notes under Playgrounds). There are benches and shade tree amenities for parents with an easy, unobstructed view of the surrounding play equipment. 			

- There are signs directing residents to the park. Signs are located at the corner of Old Mill Road and Park Street. The signage is beneficial to differentiate between the sports fields and playground areas.
- There are no end-of-trip amenities in the park, such as bike racks, to promote active transportation. There is a designated parking area for the facility.
- No sidewalks lead to the park. Park Road is lined with unpaved, dirt shoulders requiring parents with strollers or younger children to walk on the road.

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

Comments:

- There is one baseball diamond located in Cache Bay at the recreational complex.
- The baseball diamond is a peewee sized field suitable for softball or hardball activities. The size of the field limits hardball activities to ages 13 and under making organized hardball leagues less accessible to the community due to a lack of a pitching mound.
- There are lights on the baseball diamond making it suitable for night games during the summer months.
- The baseball diamond is located approximately 600 m from the community focal point and has no sidewalks leading to it and end of trip amenities(i.e. bike racks) to encourage active transportation.

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 type="checkbox"/> Average <input checked="" type="checkbox"/> Good <input 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
<p>Comments:</p> <ul style="list-style-type: none"> The West Nipissing Public Library, Cache Bay Branch, the Cache Bay Community Centre, the Cache Bay Seniors Centre and St. Therese Church are all public gathering spaces that offer a range of programs, services, and resources. All appear to be well-maintained facilities and are interspersed throughout Cache Bay. The Library, community centre and church are located on Cache Street. The Seniors Centre is located on Bain Avenue. There is a sidewalk on Cache Street which is in excellent condition and provides easy access to the library and church. No sidewalks are present along Bain Street for seniors to safely walk to the Senior Centre. Adjacent connections could be improved to provide a safer and more comfortable walking environment, especially for children and seniors. 			

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 checked="" type="checkbox"/> Poor <input type="checkbox"/> Average <input type="checkbox"/> Good <input type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
Comments: <ul style="list-style-type: none"> A boat launch is located off of Teal Road. Accessibility to the boat launch is a challenge as it is accessed by using an unpaved dirt road. While it is located adjacent to a trailer park, its location present challenges for residents who wish to walk or cycle to the waterfront from the park and playground located on Park Road. 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Skate Park	<input 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 checked="" type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input type="checkbox"/> Average <input type="checkbox"/> Good <input type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input type="checkbox"/> Designated parking for amenity
Comments:			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Ice Rink	<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: <ul style="list-style-type: none"> • There is an outdoor ice rink by the Recreational Complex. • Lighting is provided for the rink allowing for evening games during the winter months. • The rink can double for ball hockey during summer months 			

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: <ul style="list-style-type: none"> • The West Nipissing Public Library Cache Bay Branch and Community Centre is located on Cache Street and is the focal point of the community. • The Community Centre and Library are fully accessible venues with excellent infrastructure leading to them including sidewalks and paved parking lots. • No recreational programs were found at the library. 			

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: <ul style="list-style-type: none"> The Cache Bay 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. An internal walkway system can be introduced to connect Waterfront Drive to Park Road and to the playground to provide a safe walking and cycling environment. The park does not have a designated parking area or walkways leading to it making accessibility difficult for young families. Signage is prominent on the park site and prohibits the use of motorized vehicles within the park. 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Snowmobile Trails	<input type="checkbox"/> Yes – within 1 km of centre <input 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 checked="" type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input type="checkbox"/> Average <input type="checkbox"/> Good <input type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input type="checkbox"/> Designated parking for amenity
Comments: <ul style="list-style-type: none"> No snowmobile trails are located within Cache Bay. 			

4.3 RALA Community Wide Assessment (CWA) Scoring Tool

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

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

Trails	Assigned Points	My Points
There is a <u>Hiking or Walking</u> 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)	+ 0 points
There is a Bicycle Path	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
There is some <u>Other</u> Type of Trail* * “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)	+ 0 points
		----- - =0 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)	+ 5 points
Public Playground (If playground is within park, assign points to both)	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
School Playground	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
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 (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)	----- -- = 10 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 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)	+ 0 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
	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
		----- = 5 Points Water

Public Recreation Facilities	Assigned Points	My Points
Community Recreation Centre (community-owned or private like the YMCA)	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
Playing Field or Courts	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
Skateboard 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)	+ 0 points
Ice Skating Rink	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 ----- = 18 Public Recreation Facilities
Private Recreation	Assigned Points	My Points

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

5.0 PROGRAM AND POLICY ASSESSMENT

The program and policy assessment is related to the Municipality of West Nipissing as a whole. These responses also apply to Cache Bay.

Programs and Policies	Check One	Comments
Does the community have a policy that requires bikeways or pedestrian walkways in new public infrastructure projects?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know <input type="checkbox"/> N/A	As the community considers and builds new infrastructure projects, there is no community requirement or guideline for incorporating lanes and/or walkways for bikes and pedestrians..
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	When there is snowfall or ice in the community, sidewalks are promptly cleared to create safe, passable sidewalks for residents to walk to school or work.
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	Yes - for seniors only (discounted rates) No - there are no financial supports/sliding scale for any other ages
<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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
Does the town have a private organization (such as the YMCA or a religious	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	

Programs and Policies	Check One	Comments
organization) that offers physical activity programming?		
If yes, do they offer...		
<ul style="list-style-type: none"> Physical activity programming for local youth? Ages served: All 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	<p>The community has a private organization offering physical activity programming for youth.</p> <p>All physical activity programming is free.</p>
<ul style="list-style-type: none"> Physical activity programming for local adults? Ages served: Yes 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
<ul style="list-style-type: none"> Are there membership requirements to participate in these programs? 	<input type="checkbox"/> Yes <input checked="" 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 checked="" 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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
Does the town offer any local public transportation options, such as public busses or vans?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
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	There are long-distance public transportation options available in the community (buses).

School Programs and Policies	Check One	Comments
Does the town have any “Walk to School” programs or other programs that encourage children to walk or bike to school?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don’t Know	The community/school does not have any organized “walk to school” or other program to encourage children/students to walk and/or bike to school.
Does the town participate in the National “ <u>Active and Safe Routes to School</u> ” program? http://www.saferoutestoschool.ca/	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don’t Know	Not participating.
Do the public schools in the town offer other sponsored physical activity initiatives for students?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don’t Know	The public schools offer other organized/sponsored physical activity initiatives for students.
Do the public schools in the town allow public access to their recreation facilities after school hours?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don’t Know	One or more of the public schools in the community allows community residents to use their recreation facilities, such as the school gym, playing fields or courts, and/or pool after school hours or on weekends.
Do the public schools have a late bus option for children that stay after school for sponsored activities?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don’t Know	The public schools offer late buses for children who stay after school for team sports or other activities.
What Percent (%) of children live within 1-mile of their school?	<input checked="" type="checkbox"/> 15-20 % <input type="checkbox"/> Don’t Know <input type="checkbox"/> N/A	The data that is available shows approximately 15-20% of children live within 2 km of their school.

5.1 RALA Program & Policy Assessment (PPA) Scoring Tool

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

Domain/Items	Assigned Points (if it snows in your community)	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

School Policies	Assigned Policies	My Points
Schools in the community allow public access to their recreation facilities after school hours.	Yes (15 points) No (0 points)	+ 0 points
Public schools offer a late-bus option for children that stay after school for sponsored activities.	Yes (15 points) No (0 points)	+ 0 points
		----- ----- =0 TOTAL SCORE: SCHOOL POLICIES

Community Programs	Assigned Points		Community's Points
Community has a public recreation department	Yes	(10 points)	+ 10 points
	No	(0 points)	
Community has a private recreation organization (e.g. YMCA).	Yes	(4 points)	+ 4 points
	No	(0 points)	
Either public or private department/organization (or both) offers physical activity programming for youth.	Yes	(4 points)	+ 4 points
	No	(0 points)	
Either public or private department/organization (or both) allows resources/facilities to be available for local resident use outside of programming.	Yes	(4 points)	+ 4 points
	No	(0 points)	
Either public or private department/organization (or both) provides scholarships/sliding fee scale for lower income residents.	Yes	(4 points)	+ 4 points
	No	(0 points)	
Either public or private department/organization (or both) provides scholarships/sliding fee scale for lower income residents.	Yes	(4 points)	+ 4 points
	No	(0 points)	
There is organized transportation options (either public or private) that help children get to/participate in physical activity opportunities.			----- =30 Points Community Programs

School Programs			
There are “Walk to School” programs or other programs that encourage children to walk or bike to school.	Yes No	(15 points) (0 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 No	(5 points) (0 points)	+ 0 points
Schools offer other sponsored physical activity initiatives for students (do not include gym/physical education classes).	Yes No	(10 points) (0 points)	+ 0 points

			=0 TOTAL SCORE: SCHOOL PROGRAMS

6.0 RESULTS OF THE STREET SEGMENT ASSESSMENT TOOL

Two street segment analyses were completed for Cache Bay, including one for Cache Street, and another for all the residential land uses within the urban area. Cache Street runs north south through the municipality and includes a range of community uses and amenities. The street functions as a primary corridor into Cache Bay from Levac Road and Highway 17.

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 – Cache Street

Boundaries:

- North: Margret Street
- South: Anderson Street

Primary Streets:

- Cache Street

Land Use:

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

WALKABILITY – Cache Street

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

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

LAND USE

	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"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input checked="" 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 type="checkbox"/> Post Office <input checked="" type="checkbox"/> Town Offices <input 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"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input checked="" type="checkbox"/> 3 <input type="checkbox"/> 3 <input checked="" 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
Commercial	<input type="checkbox"/> Restaurant / Café <input type="checkbox"/> Bar <input type="checkbox"/> Food Market <input type="checkbox"/> Theatre <input type="checkbox"/> Gas station <input type="checkbox"/> Convenience Store <input type="checkbox"/> Small Retail <input type="checkbox"/> Big Box Retail <input type="checkbox"/> Fitness Centre <input type="checkbox"/> Private Medical Office <input type="checkbox"/> Private Other Office <input type="checkbox"/> Hotel <input type="checkbox"/> Other: _____ <input checked="" type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input 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 <input type="checkbox"/> 3
Schools	<input type="checkbox"/> Elementary <input type="checkbox"/> Middle <input type="checkbox"/> High <input type="checkbox"/> Private <input type="checkbox"/> Other: _____ <input type="checkbox"/> Other: _____	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3

	<input checked="" type="checkbox"/> None	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
Industrial / Agricultural	<input type="checkbox"/> Light Industrial	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
	<input type="checkbox"/> Heavy Industrial	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
	<input type="checkbox"/> Farmland Area	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
	<input type="checkbox"/> Other: _____	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
	<input checked="" type="checkbox"/> None	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
<p>Comments:</p> <ul style="list-style-type: none"> • The primary land use along Cache Street is residential with many single family detached homes. • Community amenities are positioned within walking distance of one another, which encourages residents to walk between destinations. 				

6.1 Subjective Assessment & Overview

SUBJECTIVE ASSESSMENT

<p>Walkability – how strongly do you agree with the following statement?</p> <p>“This segment is walkable.”</p> <p>Strongly Disagree Disagree Not Sure Agree Strongly Agree</p> <p><input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/></p>				
<p>Comments:</p> <ul style="list-style-type: none"> • Cache Street is a walkable main street with a few community focal points including a public library and community centre. • Sidewalks appear to be recently constructed and provide ample space for pedestrians. There is a wide buffer between the sidewalk and road. While Cache Street is walkable, there are no safe pedestrian connectors between Cache Street and the residential cross streets to the west. 				
<p>Aesthetics – how strongly do you agree with the following statement?</p> <p>“This segment is aesthetically pleasing?”</p> <p>Strongly Disagree Disagree Not Sure Agree Strongly Agree</p> <p><input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p>				
<p>Comments:</p> <ul style="list-style-type: none"> • Cache Street is clean but lacks aesthetic appeal. Streetscaping could enhance the aesthetics community feel of the corridor to make it more attractive for resident use. • Existing pedestrian enhancements on Cache Street include lighting and seating at the Library. • There are no cycling facilities observed on Cache Street. 				

6.2 Street segment Assessment Tool

SEGMENT DESCRIPTION – Residential Uses

Boundaries:

- North: Levac Road
- South: Waterfront Drive

Primary Streets:

- Mill Street
- Jessup Street
- Young Street
- Gordon Street
- Booth Street
- Cache Street
- Martin Street
- Edward Street
- Booth Street
- Margaret Street
- Mary Street
- Hay Street
- Anderson Street
- Bain Avenue
- Waterfront Drive

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 type="checkbox"/> Hills | <input type="checkbox"/> Winding Roads |
| <input type="checkbox"/> Valley | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Forest/Agricultural/Undeveloped | <input type="checkbox"/> Other: _____ |

Segment Zone Type:

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

WALKABILITY – Residential Areas

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good
<p>Sidewalks</p> <p>*A sidewalk has been developed on Bain Avenue from Cache Street to Gordon Street.</p>	<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 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
<p>Buffers & Shoulders</p>	<input type="checkbox"/> Sidewalk Buffer <input type="checkbox"/> Defined Shoulder <input checked="" 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
<p>Crosswalks, Pedestrian & Cycling Signage</p>	<input type="checkbox"/> Crosswalks <input type="checkbox"/> Crossing Signals <input type="checkbox"/> Pedestrian/Cycling Signs <input type="checkbox"/> Children at Play Signs <input checked="" 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 type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
<p>Street Amenities</p>	<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
<p>Other Safety Features</p>	<input type="checkbox"/> Traffic Lights <input checked="" type="checkbox"/> Stop Signs <input type="checkbox"/> School Flashing Lights <input type="checkbox"/> Speed Bumps <input checked="" type="checkbox"/> Public Lighting <input type="checkbox"/> Curb cut for wheelchair access <input type="checkbox"/> Accessible entrances <input type="checkbox"/> None <input type="checkbox"/> Other <input type="checkbox"/> Children Play Area	<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 checked="" 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
<p>Road/Traffic Characteristics</p>	<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 type="checkbox"/> km/hr <input checked="" type="checkbox"/> None posted <input type="checkbox"/> Traffic Volume: <input type="checkbox"/> High <input type="checkbox"/> Medium

	<input checked="" type="checkbox"/> Average <input type="checkbox"/> Good	<input checked="" type="checkbox"/> Low																					
Barriers	<input type="checkbox"/> Highway <input checked="" type="checkbox"/> Train Tracks <input type="checkbox"/> Private Property <input type="checkbox"/> Industrial Zone <input 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 checked="" 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 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
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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																					
Connectivity: Do sidewalks, bikepaths or other trails link and connect this segment to other parts of the community or another segment or road? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Condition of Connectors: <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3																						

LAND USE – Residential Areas

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

	<input type="checkbox"/> Other: _____ <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
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: <ul style="list-style-type: none"> • None 		

6.3 Subjective Assessment & Overview

SUBJECTIVE ASSESSMENT – Residential Neighbourhood

Please answer the following questions last (once the rest of the assessment tool has been completed).

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

“This segment is walkable.”

Strongly
Disagree

Disagree

Not Sure

Agree

Strongly Agree

Comments:

- See section 7 on page 38.

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

“This segment is aesthetically pleasing?”

Strongly
Disagree

Disagree

Not Sure

Agree

Strongly Agree

Comments:

- See section 7 on page 38.

7.0 OBSERVATIONS AND RECOMMENDATIONS FOR CACHE BAY

The following highlights Dillon's specific observations and where possible, recommendations for improving walkability, cyclability and facilitating physical activity in Cache Bay. All photographs were taken by Dillon Consulting Limited on October 2nd, 2013.

Cache Street (Core of Cache Bay)



Sidewalks along Cache Street are in excellent condition, enabling residents to walk between destinations on this street. This street connects to residential areas. There are no sidewalks in most of the residential areas.

Recommendation:

Consider creating buffers along residential streets to provide separation between pedestrian/cyclists and motorists and to encourage active transportation.



Well-maintained community centre and public library with wide, well maintained, sidewalks along Cache Street. Accessible parking lot and entry ways.

Recommendation:

Consider installing end-of-trip amenities at the community centre to encourage active transportation options for residents to bike to the facility.

Recommendation:

Consider adding signage along Cache Street to identify community centre and library and to advise motorists of potential pedestrians.

Recreation and Trails



The baseball diamond is in average condition and complete with benches and lighting for night games.

Recommendation:

Consideration should be given to adding signage along Cache Street directing residents and out of town tourists to the site. Bike racks and pathways from Cache Street to the facility should be considered to promote alternative modes of transportation to the facility.

The current facility set-up makes the field useful for softball of all ages and hardball for ages 13 and under.

Recommendation:

If the community recreation programming supports it, consideration should be given to purchasing a mobile pitching mound to expand the age groups the field can accommodate for hardball activities.



The outdoor ice rink is in good condition and equipped with lighting for evening/night games.

Recommendation:

Consideration should be given to making the facility a multi-use space for both winter and summer months. Installation of basketball hoops, or tennis court lines would better utilize the space for summer activities and provide a large spectrum of recreational options for local residents while maintaining the ice pad for winter activities.



The rail line represents a barrier and a safety concern to access the sport and recreational facilities.

Recommendation:

Considerations should be given to increase the safety along the access to these areas and create a clear pedestrian/cycling path.



The local playground supports a wide range of play options for younger children. Benches and shade trees make the space attractive for parents.

There is no clear pedestrian/cycling path leading to the playground.

Recommendation:

Consider creating an active transportation link to provide better access to this facility and to improve safety for the kids and caregivers.

Moreover, additional signage should be added on the north side of town directing residents to the park. Signage should be added along Cache Street and Park Street advising motorists to watch for pedestrians and for children at play.

Recommendation:

Consideration should be given to a reduce speed limit in the area leading to the park and the installation of defined pavement markings for pedestrian crosswalks at intersections leading to the park.



Road leading to the boat launch. The road is unpaved, has no sidewalks/buffers and no lighting and parking is limited.

Recommendation:

Consider including safety signs, including posted speed limit and add street lighting in order to improve safety for both pedestrian/cyclists and motorists.

Residential Neighbourhoods



Signage is minimal in residential areas. Physical activity could be better promoted by directing residents to the community's recreation amenities.



No sidewalks or road shoulders are provided in Cache Bay’s residential areas. The streets have low volumes of traffic.

Recommendation:

Consider creating buffers to separate pedestrians/cyclists and people in wheelchairs from motorists. Consider installing “share the road” signs on residential streets leading to the recreational facilities and the community centre/library/municipal office.



Recommendation:

While it is recognized that capital improvements can be costly, signage at entry points to the community suggesting Cache Bay is a “Share the Road Community” should be provided to support active transportation in residential areas.



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.



Cache Bay Senior Club. There is no continuous pedestrian connectivity to the Seniors Club.

Recommendation:

While there is a sidewalk connecting Cache Street to Gordon Street, access could be improved through better signage and additional pedestrian infrastructure to connect the centre to the west of the community.

8.0 CONCLUSION

The results of the RALA provide an opportunity for the Municipality of West Nipissing to develop an integrated plan to support active living, community connectivity and economic vitality. As Cache Bay is particularly separated from Sturgeon Falls, it is especially important to integrate physical opportunity within daily activity by creating an environment that is conducive to supporting healthy lifestyle. This can be done by making it easy for people to walk or cycle in their community, either for enjoyment or as a form of travel, or to interact with the parks and natural areas that already exist, on Park Road.



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.

Based on the RALA, capital intensive projects are not proposed for Cache Bay. 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, Cache Bay can focus on small scale, practical improvements.

Cache Bay is a compact community that offers a range of uses, 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 Cache Bay provides a strong foundation to support walking, cycling, and active living. An acceptable walking radius of 800 m offers a variety of focal points and amenities. Cache Bay's physical terrain is generally flat making the entire town easily accessible for all age demographics. Moreover, the community's grid pattern enables its residents to walk or cycle quickly and efficiently within the residential areas, from their homes to Cache Street, and from their homes to the park. Traffic volumes are low, enabling residents to



walk or cycle on the road but additional signage and pavement markings would enhance the feeling of safety.

Cycling infrastructure was not observed during the RALA audit. Cache Bay is a beautiful and scenic community that should be enjoyed by its residents and visitors. Cycling should 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 Library, the Church, the Ice Rink and baseball diamonds, and Community Park. Shared roadway signage and pavement markings should be considered within the residential areas to promote cycling, especially along Cache Street.

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

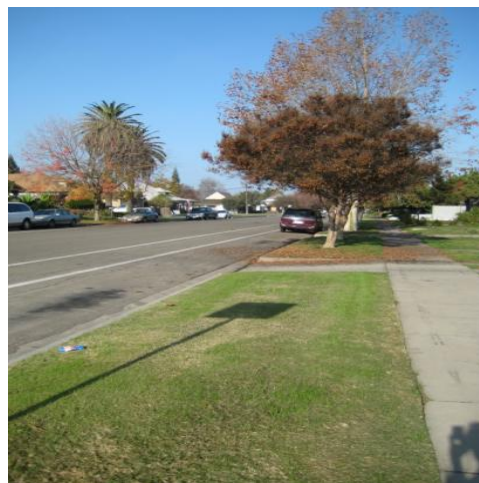


- *2-Good/Excellent* - The sidewalk buffer or shoulder are generally well maintained in this segment and are in good or excellent condition. There is little or no apparent neglect and/or deterioration. Examples: Good/Excellent condition

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 exist check “none.” Rate the overall condition of these features using the following definitions:

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

Crosswalk



Pedestrian Sign



Q14. Other Safety Features

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

Q15. Road/Traffic Characteristics

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

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

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

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

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

Q16. Barriers

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

Q17. Connectivity

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

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

LAND USE

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

Q18. Residential

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

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



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



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



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

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



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



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

Q19. Public/civic

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

- *Library*
- *Museum*
- *Community centre*
- *Post office*
- *Community offices*
- *Courthouse*
- *Police station*
- *Fire station*
- *Church/religious building*
- *Hospital/health centre*
- *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 centre*
- *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.