



# Rural Active Living Assessment Village of South River

**NORTH BAY PARRY SOUND DISTRICT HEALTH UNIT**

March 2014

Dillon Consulting Limited



North Bay Parry Sound District  
**Health Unit**



**DILLON**  
CONSULTING



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## **1.0 OVERVIEW**

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

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

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

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

The Village of South River may use the findings of the RALA audit to:

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

## **2.0 PURPOSE OF THE RALA**

The RALA Tools have been designed to help collect data on physical environment features and amenities, community characteristics, community programs and policies that could potentially influence levels of physical activity among residents. The tools allow municipalities, such as the Village of South River, to assess the “friendliness” of their community for walking, biking and playing that is inclusive of children, youth, adults, seniors 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 people. The items on the RALA tools were weighted and scored and subsequently assigned points/scores for the scoring tools. These scores can be used to compare the Village of South River with other communities. Also, scores can be used to assess South River 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 km<sup>2</sup> to capture rural communities that are spread over a large geographic area. Adjustments were made to areas of investigation and scoring tools based on radial distances that better reflect the size and geographic dispersion of the communities within the North Bay Parry Sound District Health Unit coverage area, as the communities under evaluation are less than 5 km<sup>2</sup>. The Village of South River for instance, covers a land area of just over 4 km<sup>2</sup>. 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), and 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 November 18, 2013, a RALA audit was undertaken for the Village of South River. The audit was performed by Dillon. The audit included a community wide assessment as well as two detailed street segment analysis of:

- Ottawa Ave (South River's main corridor)
- South River'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 is further described in the following sub-sections.

#### **3.1 The Community-Wide Assessment**

The broad-scale, community-wide assessment will look at characteristics of South River 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 km 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 kms 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 South River.

### **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 Village of South River.

### **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 South River'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 being the centre of the community.

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.

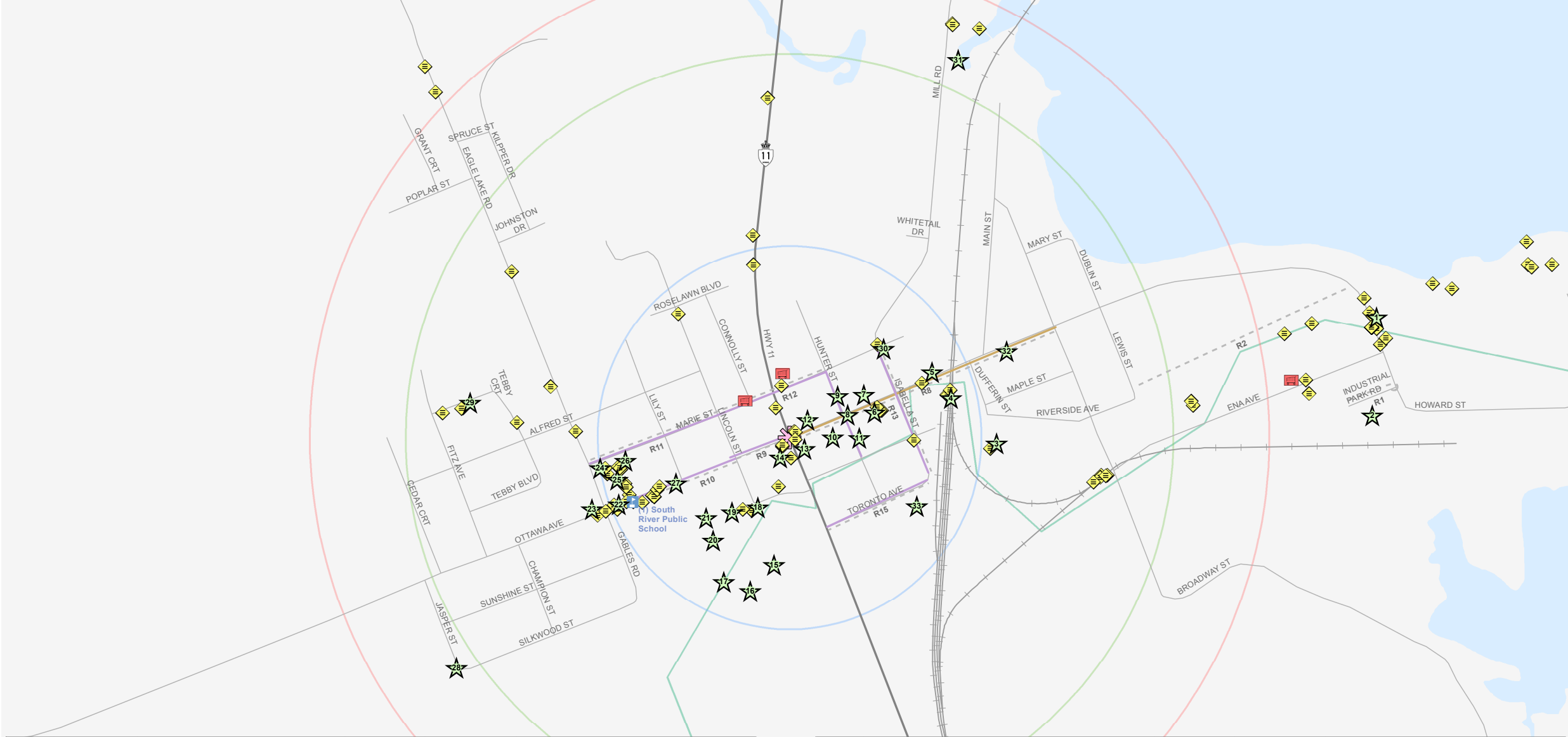
## **4.0 RESULTS OF THE COMMUNITY WIDE ASSESSMENT**

### **4.1 Mapping**

The RALA assessment was undertaken using the latest mobile geographic information system (GIS) 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. Photographs 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 map and symbolized by their scoring characteristics. **Map 1** shows a summary of the features and key points of interests in South River.

ROAD ID	TERRAINE	SIDEWALK TYPE	SIDEWALK LOCATION	SIDEWALK CONDITION	BUFFER/SHOULDER CONDITION	SIDEWALK WIDTH	TRAIL TYPE	TRAIL CONDITION	TRAIL SIGNAGE	TRAIL ACCESS	ROAD TYPE	ROAD CONDITION	TRAFFIC VOLUMES	SPEED LIMIT
R1	Flat	None			None						Unpaved roads	Average	Low	na
R2	Flat						Un-paved	Average	Yes	Safe Walking Path				
R3											Unpaved roads	Fair/Poor	Low	na
R4											Paved / Single lane	Fair/Poor	Low	na
R5											Paved / Single lane	Fair/Poor	Low	na
R6		Paved	Both sides concrete one, asphalt other	Average	Fair/Poor									
R7		Paved	One side	Good/Excellent	Good/Excellent									
R8	Flat	Un-Paved	Both sides	Good/Excellent	Average	8ft					Paved / Single lane	Good/Excellent	Medium	50
R9	Flat	Paved	One side	Good/Excellent	Good/Excellent						Paved / Single lane	Good/Excellent	Medium	
R10	Flat	Paved	Both sides	Good/Excellent	Average						Paved / Single lane	Average	Medium	50
R11	Flat	Paved	One side	Average	Average						Paved / Single lane	Average	Low	na
R12	Flat	Paved	Both sides	Average							Paved / Single lane	Average	Low	
R13	Flat	Paved	One side	Average							Paved / Single lane	Average	Low	na
R14							Un-paved	Fair/Poor	No	na				
R15	Flat	Paved	One side	Average	Average						Paved / Single lane	Average	Low	



## NORTH BAY PARRY SOUND DISTRICT HEALTH UNIT RURAL ACTIVE LIVING ASSESSMENT

### SOUTH RIVER MAP 1

- CENTRE OF COMMUNITY
- POINT OF INTEREST
- SAFETY & SIGNS
- PAVED SIDEWALK
- UNPAVED SIDEWALK
- FLAT TERRAIN
- SNOWMOBILE TRAIL
- HIGHWAYS
- ROADS
- RAILWAY
- 400 m CENTRE OF COMMUNITY BUFFER
- 800 m CENTRE OF COMMUNITY BUFFER
- 1000 m CENTRE OF COMMUNITY BUFFER
- WATERBODY
- MUNICIPAL BOUNDARY

POI	CATEGORY	TYPE	CONDITION	ACCESS	NAME
1	Point of Interest	Local Park/Playground	Average		Tom Thomson Park
2	Point of Interest	Other	Fair/Poor	Parking	Public Works
3	Point of Interest	Local Park/Playground	Average		
4	Point of Interest	Community Centre	Fair/Poor	Parking	Community Heritage Centre
5	Point of Interest	Church/Religious Building	Average	Safe Walking Path	Higher Heights Christian Fellowship
6	Point of Interest	Post Office	Average	Accessibility	Canada Post
7	Point of Interest	Church/Religious Building	Average		Grace Anglican Church
8	Point of Interest	Other	Average		Community Display Board
9	Point of Interest	Church/Religious Building	Average	Parking	Raney Funeral Chapel
10	Point of Interest	Private Recreational Facility	Average	Accessibility	Royal Canadian Legion Branch 390
11	Point of Interest	Community centre	Fair/Poor		Good Happenings Food Bank
12	Point of Interest	Health Centre/Hospital	Average	Accessibility	Dental Office
13	Point of Interest	Other	Average	Accessibility	Womens Own Resouce Centre
14	Point of Interest	Other	Average	Parking	Learning Works East Perry Sound Literacy Council
15	Point of Interest	Recreational and Sport Facilities	Fair/Poor	pee wee size	Baseball Diamond
16	Point of Interest	Recreational and Sport Facilities	Average	Safe Walking Path	Horse Ring/Sand Pit
17	Point of Interest	Recreational and Sport Facilities	Fair/Poor	Safe Walking Path	Fenced Grass Area
18	Point of Interest	Recreational and Sport Facilities	Good/Excellent	Accessibility	South River-Machar Community Centre
19	Point of Interest	Recreational and Sport Facilities	Average	Accessibility	South River Curling Club

POI	CATEGORY	TYPE	CONDITION	ACCESS	NAME
20	Point of Interest	Recreational and Sport Facilities	Average		Basketball Court
21	Point of Interest	Recreational and Sport Facilities	Average		Soccer Pitch
22	Point of Interest	Health Centre/Hospital	Good/Excellent	Accessibility	South River-Machar Medical Centre
23	Point of Interest	Fire Station	Average	Parking	South River-Mechar Fire Station
24	Point of Interest	Town Hall/Government Offices	Average	Accessibility	City Hall
25	Point of Interest	Library	Average	Accessibility	South River-Machar Union Public Library
26	Point of Interest	Police Station	Average	Accessibility	OPP
27	Point of Interest	Church/Religious Building	Average	Accessibility	South River Chalmers United Church
28	Point of Interest	Church/Religious Building	Average	Parking	Church of Christ
29	Point of Interest	Local Park/Playground, Baseball, Volleyball	Average		
30	Point of Interest	Church/Religious Building	Average	Parking	St. Augustines Roman Catholic Church
31	Point of Interest	Other	Average		Historic Dam and look out point
32	Point of Interest	Community Centre	Average	Parking	Christian Assembly
33	Point of Interest	Town Hall/Government Offices	Good/Excellent	Accessibility	Ontario Works, Early Years Centre, Social Services

School ID	CATEGORY	TYPE	CONDITION	ACCESS	NAME
1	Schools	Elementary School (Public)	Average	Accessibility	South River Public School



MAP DRAWING INFORMATION:  
DATA PROVIDED BY MNR

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

FILE LOCATION:  
G:\GIS\138681 - Sudbury RALA\GIS Data\MXD  
South River.MXD



PROJECT: 138681  
STATUS: DRAFT  
DATE: 12/02/13



### Community Population

The 2011 Census conducted by Statistics Canada identifies a population of 1,133 residents in South River.



### Total Community Area

South River covers a land area of 4.13 km<sup>2</sup>.

### Community Population Density

The 2011 Census conducted by Statistics Canada identifies a population density of 274.1 km<sup>2</sup>.

### General Community Topography

South River's topography is generally flat throughout with gently rolling hills in its urban area.

### Presence of "Community Centre Point"

The community focal point in South River is located along Ottawa Avenue in the heart of the community. Numerous public recreation facilities, government services and points of interest are located on Ottawa Avenue or immediately adjacent to it. This area of town is a focal point for most daily necessities for residents of South River.

### General Community Street Pattern

The road network in South River'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 11, which runs through the town and connects South River to its neighbouring municipalities.

### Location of Public Schools

There is one public school located in South River, which is located within 400 m (10 minute walking distance) of the community centre point.

## 4.2 Recreational Facilities

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

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

Comments:

- There are no formal walking or hiking trails within the Village of South River
- The local highschool has initiated the creation of an informal walking trail however it was not complete or visible at the time of the audit.

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:

- There are no identified or designated cycling routes or paths in South River.

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 km to 5 km from centre <input type="checkbox"/> Yes – 5 km to 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 and trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity

There are two public parks within South River:

- The Tom Thomson Park is located just beyond the 1 km radius from the community centre point. Features of the Tom Thomson Park include a 9-hole Frisbee golf course, grass open areas, gardens and pathways, viewing locations and memorial monuments. The park is also named after the artist Tom Thomson which emphasizes a community importance surrounding art and nature interpretation
- The second park is unnamed and is located approximately 500 m southeast of the community centre point. The park features a children's playground area and is equipped with bike racks, benches, waste bins and picnic tables. The park does not have any trees for shade cover. It is bordered by a railway track and snowmobile trail on the south and west sides. Access to the park is maintained from Riverside Avenue.

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 km to 5 km from centre <input type="checkbox"/> Yes – 5 km to 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 and trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
Comments: <ul style="list-style-type: none"> <li>• There is a baseball diamond located at the community recreation complex behind the community centre and arena. The site is shared by many recreation amenities including; horse riding pits, soccer pitches, basketball courts and tennis courts. The facility is located approximately 300 m from the community centre point</li> <li>• The baseball diamond is in average condition and complete with lights, player benches and bleachers. The field size is suitable for peewee (13 years of age) and below for hardball activities as well as all ages of softball. The field is not equipped with a pitching mound, which restricts the diamond to younger ages of hardball</li> <li>• There are lights on the baseball diamond making it suitable for nighttime games during the summer months.</li> </ul>			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Soccer Pitch	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1 km to 5 km from centre <input type="checkbox"/> Yes – 5 km to 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 and trails leading to amenity <input type="checkbox"/> Public transit leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
Comments: <ul style="list-style-type: none"> <li>• There is a Soccer Pitch located at the community recreation complex behind the community centre. The site is shared by many recreation amenities including; horse riding pits, baseball diamonds, basketball courts and tennis courts. The facility is located approximately 300 m from the community centre point</li> <li>• The soccer pitch is in average condition; however, the turf shows significant signs of wear and unevenness.</li> </ul>			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Basketball Court	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1 km to 5 km from centre <input type="checkbox"/> Yes – 5 km to 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 and trails leading to amenity <input type="checkbox"/> Public transit leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
<p>Comments:</p> <ul style="list-style-type: none"> <li>• There is a basketball court located at the community recreation complex behind the community centre and area. The site is shared by many recreation amenities including; horse riding pits, baseball diamond, soccer pitch and tennis courts. The facility is located approximately 300 m from the community centre point</li> <li>• The basketball court is in average condition; however, the pavement surface is shared with the facility’s tennis courts</li> <li>• No netting was observed on the hoops.</li> </ul>			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Tennis Court	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1 km to 5 km from centre <input type="checkbox"/> Yes – 5 km to 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 and trails leading to amenity <input type="checkbox"/> Public transit leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
<p>Comments:</p> <ul style="list-style-type: none"> <li>• There is a Tennis Court located at the community recreation complex behind the community centre. The site is shared by numerous recreation amenities including; horse riding pits, baseball diamond, soccer pitch and basketball courts. The facility is located approximately 300 m from the community centre point</li> <li>• The tennis court is in average condition, however, the pavement surface is shared with the facility’s basketball court</li> <li>• Pavement markings on the court are laid out for adult users of the facility only. Net configurations do not support younger tennis programs</li> <li>• At the time of the RALA assessment, the tennis court netting was absent but assumed it had been removed for the winter.</li> </ul>			



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 km to 5 km from centre <input type="checkbox"/> Yes – 5 km to 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 and trails leading to amenity <input type="checkbox"/> Public transit leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
Comments: <ul style="list-style-type: none"> <li>Public gathering spaces including Tom Thomson Park, the community arena, public library and legion</li> <li>All of these amenities are well maintained and have designated parking facilities and sidewalks leading to them</li> <li>Amenities include recreational opportunities for different members of the community (young to old) as well as the promotion of social interactions as seen with picnic areas, leisure activities (reading, membership clubs, etc.).</li> </ul>			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Swimming Beach	<input checked="" type="checkbox"/> No – community does not have this amenity		
Comments: <ul style="list-style-type: none"> <li>There is no designated swimming area within the Village of South River.</li> </ul>			

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		
Comments: <ul style="list-style-type: none"> <li>There is no swimming pool in the community of South River.</li> </ul>			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
River watersport access	<input type="checkbox"/> Yes – within 1 km of centre <input checked="" type="checkbox"/> Yes – 1 km to 5 km from centre <input type="checkbox"/> Yes – 5 km to 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 and trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
Comments: <ul style="list-style-type: none"> <li>• A boat launch is located in Tom Thomson Park</li> <li>• The launch site is well maintained with direct access to ample parking space</li> <li>• The launch site is a significant distance from any commercial destination; however; the site is located within Tom Thomson Park, which includes recreational amenities such as Frisbee Golf. Also nearby are entrances to Algonquin Provincial Park.</li> </ul>			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Skate Park	<input checked="" type="checkbox"/> No – community does not have this amenity		
Comments: <ul style="list-style-type: none"> <li>• South River does not have a skate park.</li> </ul>			

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 km to 5 km from centre <input type="checkbox"/> Yes – 5 km to 15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input type="checkbox"/> Average <input type="checkbox"/> Good <input checked="" type="checkbox"/> Very Good	<input checked="" type="checkbox"/> Clearly marked signs for amenity <input checked="" type="checkbox"/> Sidewalks and trails leading to amenity <input type="checkbox"/> Public transit leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
<p>Comments:</p> <ul style="list-style-type: none"> <li>• There is an indoor ice rink located approximately 300 m from the village centre</li> <li>• A large parking lot is located in front of the building, and the facility is accessible via sidewalks along Ottawa Avenue</li> <li>• The indoor ice rink is in excellent condition and supports a wide range of recreational activities for local residents. Conversations with users of the facility during the RALA assessment confirm various age levels (youth through adult) play hockey, figure skate or public skate at the arena on a weekly basis. Teams compete in local and regional organized sports, and the area acts as a hub for out of town tournaments and competitive games. School teams and leagues also utilize the space as do non-profit clubs and municipal programs.</li> </ul>			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Curling Rink	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1 km to 5 km from centre <input type="checkbox"/> Yes – 5 km to 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 checked="" type="checkbox"/> Sidewalks and trails leading to amenity <input type="checkbox"/> Public transit leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
<p>Comments:</p> <ul style="list-style-type: none"> <li>• There is an indoor curling rink located approximately 300 m from the village centre</li> <li>• A large parking lot is located in front of the building, and the facility is accessible via sidewalks along Ottawa Avenue</li> <li>• The curling rink is in average condition and supports various levels of play</li> <li>• The curling rink is a regional destination with leagues and divisions for all ages.</li> </ul>			

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 km to 5 km from centre <input type="checkbox"/> Yes – 5 km to 15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input type="checkbox"/> Average <input type="checkbox"/> Good <input checked="" type="checkbox"/> Very Good	<input checked="" type="checkbox"/> Clearly marked signs for amenity <input checked="" type="checkbox"/> Sidewalks and trails leading to amenity <input type="checkbox"/> Public transit leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
Comments: <ul style="list-style-type: none"> <li>The South River – Machar Community Centre is located approximately 300 m from the community centre point and acts a community recreational hub. Amenities at the centre and on adjacent lands include: an arena, curling rink, baseball diamonds, soccer pitch, horse ring, fairgrounds, horse pull ring, basketball court and tennis court <ul style="list-style-type: none"> <li>Many organized sports programs operate out of the recreational facility including non-profit programs, school sport programs and municipality run programs.</li> </ul> </li> </ul>			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Private Fitness Facility	<input type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1 km to 5 km from centre <input type="checkbox"/> Yes – 5 km to 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 and trails leading to amenity <input type="checkbox"/> Public transit leading to amenity <input type="checkbox"/> Designated parking for amenity
Comments: <ul style="list-style-type: none"> <li>There are no private fitness facilities within South River.</li> </ul>			

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 km to 5 km from centre <input type="checkbox"/> Yes – 5 km to 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 and trails leading to amenity <input type="checkbox"/> Public transit leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
Comments: <ul style="list-style-type: none"> <li>• There are two playgrounds in the Village of South River</li> <li>• One playground is located in an unnamed park on Riverside Avenue <ul style="list-style-type: none"> <li>○ The park features play structures for younger children and benches for parents</li> <li>○ The playground does feature a bike rack</li> <li>○ There is no shade in the area surrounding the playground</li> </ul> </li> <li>• A second playground is located at the South River Public School <ul style="list-style-type: none"> <li>○ The playground is well equipped with numerous play structures for children</li> <li>○ Little shade is present over structures</li> <li>○ The South River Public School does have bike racks present, although they are located a fair distance from the playground structures.</li> </ul> </li> </ul>			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Snowmobile Trails	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1 km to 5 km from centre <input type="checkbox"/> Yes – 5 km to 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 type="checkbox"/> Sidewalks and trails leading to amenity <input type="checkbox"/> Designated parking for amenity
Comments: <ul style="list-style-type: none"> <li>• There is a signed snowmobile trail which runs through the Village of South River</li> <li>• The snowmobile trail is well defined with designated entry points and route markers</li> <li>• The trail is registered with the Ontario Federation of Snowmobile Clubs and is well maintained for seasonal use.</li> </ul>			

### 4.3 RALA Community Wide Assessment (CWA) Scoring Tool

The following scoring tool 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 South River to other rural communities or to compare the Village to itself over time.

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

Domain/Items	Assigned Points		My Points
<b>Trails Assigned Points My Points</b>			
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 km 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 km of community centre point (5 points) Yes – beyond 1 km of community centre point (2 points) No (0 points)		+ 0 points
There is some <u>Other</u> Type of Trail?*	Yes – within 400 m of community centre point (8 points) Yes – beyond 400 m and within 1 km of community centre point (5 points) Yes – beyond 1 km of community centre point (2 points) No (0 points)		+ 8 points  ----- = 8 Points TRAILS
<b>Parks And Playground Assigned Points My Points</b>			
Public Park	Yes – within 400 m of community centre point (8 points) Yes – beyond 400 m and within 1 km of community centre point (5 points) Yes – beyond 1 km of community centre point (2 points) No (0 points)		+5 points

Domain/Items	Assigned Points		My Points
<b>Water Activities Assigned Points My Points</b>			
Public Use Swimming Pool	Yes – within 400 m of community centre point (8 points) Yes – beyond 400 m and within 1 km of community centre point (5 points) Yes – beyond 1 km of community centre point (2 points) No (0 points)		+ 0 Points
Swimming Beach	Yes – within 400 m of community centre point (8 points) Yes – beyond 400 m and within 1 km of community centre point (5 points) Yes – beyond 1 km of community centre point (2 points) No (0 points)		+ 0 Points
River, Lake, Pond, etc. with Canoe/Boat/Water-sport Access	Yes – within 400 m of community centre point (8 points) Yes – beyond 400 m and within 1 km of community centre point (5 points) Yes – beyond 1 km of community centre point (2 points) No (0 points)		+ 2 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 km of community centre point (5 points) Yes – beyond 1 km of community centre point (2 points) No (0 points)		+ 0 Points ----- = 2 Points Water



Domain/Items	Assigned Points		My Points
<b>Public Recreation Facilities</b>			
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 km of community centre point (5 points) Yes – beyond 1 km 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 km of community centre point (5 points) Yes – beyond 1 km of community centre point (2 points) No (0 points)		+ 8 points
Skateboard Park	Yes – within 400 m of community centre point (8 points) Yes – beyond 400 m and within 1 km of community centre point (5 points) Yes – beyond 1 km 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 km of community centre point (5 points) Yes – beyond 1 km of community centre point (2 points) No (0 points)		+ 8 points  ----- = 24 Public Recreation Facilities

Domain/Items	Assigned Points	My Points
<b>Private Recreation Facilities</b>		
Private Fitness Facility (e.g., Curves)	Yes – within 400 m of community centre point (8 points) Yes – beyond 400 m and within 1 km of community centre point (5 points) Yes – beyond 1 km of community centre point (2 points) No (0 points)	+ 0 points
Other***  ***“Other” can include a different type of recreational facility (e.g., yoga/dance studio, sledding hill, etc), or another recreational facility if more than one that is already listed	Yes – within 400 m of community centre point (8 points) Yes – beyond 400 m and within 1 km of community centre point (5 points) Yes – beyond 1 km of community centre point (2 points) No (0 points)	+ 0 points   ----- = 0 Private Recreation Facilities
<b>Overall Total</b>		<b>58 points</b>

## 5.0 RESULTS OF THE PROGRAM AND POLICY ASSESSMENT

Programs and Policies	Check One	Comments
Does the community have a policy that requires bikeways or pedestrian walkways in new public infrastructure projects?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know <input type="checkbox"/> N/A	No existing policy.
Does the community have a program/policy in place to ensure regular clearing of snow and ice from sidewalks?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know <input type="checkbox"/> N/A	No existing policy.
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"> <li>• Programs for youth?</li> <li>• Ages served: 4+</li> </ul>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	<p>Because of the small size of the community of South River, recreation is directed by the "Culture and Recreation Committee," which is made up of community volunteers.</p> <p>Community initiatives include summer Farmers Market, Community Co-ops and interest in establishing a local Micro Brewery to support the 100 mile diet trend.</p> <p>A curling program is well established and well attended by area youth.</p> <p>Programs are created on an interest based need. Recent programs have included yoga classes.</p> <p>The community has noticed a strong need for the promotion of physical activity benefits. Currently there are few education initiatives on the health and social benefits of recreation existing within South River. The community has requested that the health unit consider establishing educational programs for youth and elderly residents to encourage and promote recreation and active transportation options.</p>
<ul style="list-style-type: none"> <li>• Programs for adults?</li> <li>• Ages served: 18+</li> </ul>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
<ul style="list-style-type: none"> <li>• Programs for older adults?</li> <li>• Ages served: 65+</li> </ul>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
<ul style="list-style-type: none"> <li>• Are physical activity resources/facilities available for local resident use outside of formal programming?</li> </ul>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
<ul style="list-style-type: none"> <li>• Does the community services department responsible for the programming provide a sliding-scale fee for lower income residents?</li> </ul>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know	

Programs and Policies	Check One	Comments
Does the town have a private organization (such as the YMCA or a religious organization) that offers physical activity programming?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
If yes, do they offer...		
<ul style="list-style-type: none"> <li>Physical activity programming for local youth?</li> <li>Ages served: All</li> </ul>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	A volunteer "Culture and Recreation Committee" oversees and offers physical activity programs, which are developed based on community interest.
<ul style="list-style-type: none"> <li>Physical activity programming for local adults?</li> <li>Ages served: Yes</li> </ul>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	No formal "sliding" fee structures are in place, however numerous subsidy programs existing, including subsidized summer day camp programs, Lions Club Sponsor-A-Child. Municipal partnerships ensure fee structures are fair
<ul style="list-style-type: none"> <li>Are there membership requirements to participate in these programs?</li> </ul>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Don't Know	
<ul style="list-style-type: none"> <li>Are physical activity resources/facilities available for local resident use outside of programming?</li> </ul>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Don't Know	Organizations include the local Lions Club, Agricultural Society and volunteer "Culture and Recreation Committee."
<ul style="list-style-type: none"> <li>Does the organization provide scholarships or offer a sliding fee scale for lower income residents?</li> </ul>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know	
Does the town offer any local public transportation options, such as public busses or vans?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	The community has either free or fee-based public transportation regularly available.
Are there any long-distance public transportation options available in your town, such as a train or Greyhound Bus?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know <input type="checkbox"/> N/A	

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 majority of students within the village currently walk to school. Formal programs to support this are not required.
Does the town participate in the National “Active and Safe Routes to School” program? <a href="http://www.saferoutestoschool.ca/">http://www.saferoutestoschool.ca/</a>	<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	Conversations with local residents during the audit indicated the presence of numerous sports and extracurricular leagues within the South River area schools.
Do the public schools in the town allow public access to their recreation facilities after school hours?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Don’t Know	N/A
Do the public schools have a late bus option for children that stay after school for sponsored activities?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Don’t Know	N/A
What Percent (%) of children live within 1-mile of their school?	_____% <input type="checkbox"/> Don’t Know <input checked="" type="checkbox"/> N/A	N/A

### 5.1 RALA Program and Policy Assessment (PPA) Scoring Tool

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

Domain/Items	Assigned Points (if it snows in your community)		My Community Points
<b>Community Policies</b>			
Community has policy requiring bikeways/pedestrian walkways in new public infrastructure projects	Yes No	(7 points) (0 points)	+ 0 points
Community regularly clears snow from sidewalks so that residents can walk/bike to work or school	Yes No	(3 points) (0 points)	+ 0 points  ----- = 0 Points Community Policies
<b>Community Programs</b>			
Community has a public recreation department	Yes No	(10 points) (0 points)	+ 5 points (Volunteer Committee)
Community has a private recreation organization (e.g., YMCA)	Yes No	(4 points) (0 points)	+ 4 points
Either <b>public</b> or <b>private department/organization</b> (or both) offers physical activity programming for youth	Yes No	(4 points) (0 points)	+ 4 points
Either <b>public</b> or <b>private department/organization</b> (or both) allows resources/facilities to be available for local resident use outside of programming	Yes No	(4 points) (0 points)	+ 0 points

Domain/Items	Assigned Points (if it snows in your community)		My Community Points
Either <b>public</b> or <b>private department/organization</b> (or both) provides scholarships/sliding fee scale for lower income residents	Yes No	(4 points) (0 points)	+ 0 points
There is organized transportation options (either public or private) that help children get to/participate in physical activity opportunities.	Yes No	(4 points) (0 points)	+ 0 points ----- = 13 Points Community Programs
<b>School Policies</b>			
Schools in the community allow public access to their recreation facilities after school hours	Yes No	(15 points) (0 points)	+ 0 points
Public schools offer a late-bus option for children that stay after school for sponsored activities	Yes No	(15 points) (0 points)	+ 0 points ----- =0 points School Policies

Domain/Items	Assigned Points (if it snows in your community)		My Community Points
<b>School Programs</b>			
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)	+ 10 points  -----  =10 points School Programs
			GRAND TOTAL= 23



## 6.0 RESULTS OF THE STREET SEGMENT ASSESSMENT TOOL

Two street segment analyses were completed for South River, including one for Ottawa Avenue, and another for all the residential land uses within the urban area. Ottawa Avenue runs east west through the municipality and includes a range of community uses and amenities. The street functions as a primary corridor into the Village of South River and provides direct access to Highway 11, which runs through the centre of the town.

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 – Ottawa Avenue

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Boundaries:

- East: Broadway Street
- West: Gables Road

Primary Streets:

- Ottawa Avenue

Land Use:

- Residential
- Commercial
- Industrial
- Public/Civic

- Community Park/Open Space
- Mixed Use (all/more than 1 of the above)
- Other: \_\_\_\_\_
- 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 checked="" type="checkbox"/> School Zone    |
| <input type="checkbox"/> Neighbourhood          | <input type="checkbox"/> Community Park/Open Space |
| <input type="checkbox"/> Commercial             | <input type="checkbox"/> Other: _____              |

**WALKABILITY – Ottawa Avenue**

	<b>Types (check all that apply)</b>	<b>Condition (check one for each type) 1 – poor 2 – average 3 – good</b>		
Sidewalks	<input checked="" type="checkbox"/> Both sides of street <input checked="" type="checkbox"/> One side of street <input checked="" type="checkbox"/> Intermittent <input checked="" type="checkbox"/> Footpath only <input type="checkbox"/> None	<input type="checkbox"/> 1	<input checked="" type="checkbox"/> 2	<input type="checkbox"/> 3
Buffers and Shoulders	<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 checked="" type="checkbox"/> 2	<input type="checkbox"/> 3
Cross-walks, Pedestrian and Cycling Signage	<input checked="" type="checkbox"/> Crosswalks <input checked="" type="checkbox"/> Crossing Signals <input type="checkbox"/> Pedestrian/Cycling Signs <input type="checkbox"/> Children at Play Signs <input checked="" type="checkbox"/> School Zone <input type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input checked="" 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

	<b>Types (check all that apply)</b>	<b>Condition (check one for each type) 1 – poor 2 – average 3 – good</b>
Other Safety Features	<input checked="" 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 checked="" type="checkbox"/> Curb cut for wheelchair access <input checked="" type="checkbox"/> Accessible entrances <input type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Road/Traffic Characteristics	<input type="checkbox"/> Road Type: <input type="checkbox"/> Paved/Multi-lane <input checked="" type="checkbox"/> Paved/Single lane <input type="checkbox"/> Unpaved roads <input type="checkbox"/> Road Condition: <input type="checkbox"/> Poor <input type="checkbox"/> Average <input checked="" type="checkbox"/> Good	<input type="checkbox"/> Posted Speed Limit: <input checked="" type="checkbox"/> 50 km/hr <input type="checkbox"/> None posted <input type="checkbox"/> Traffic Volume: <input type="checkbox"/> High <input checked="" type="checkbox"/> Medium <input type="checkbox"/> Low
Barriers	<input checked="" 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	<input type="checkbox"/> 1 <input checked="" 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
Connectivity: Do sidewalks, bike paths 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"/> Dense settlement	Housing Type: <input checked="" type="checkbox"/> Single family detached <input checked="" type="checkbox"/> Multi-family dwelling <input type="checkbox"/> Mobile homes <input type="checkbox"/> Other: _____ <input type="checkbox"/> Other: _____ <input type="checkbox"/> None	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input checked="" type="checkbox"/> 3
Public/Civic	<input checked="" type="checkbox"/> Library <input type="checkbox"/> Museum <input type="checkbox"/> Community Centre <input checked="" type="checkbox"/> Post Office <input type="checkbox"/> Town Offices <input checked="" type="checkbox"/> Emergency Services <input checked="" type="checkbox"/> Church/Religious institution <input checked="" type="checkbox"/> Hospital/Health Centre <input type="checkbox"/> Athletic Fields/Courts <input type="checkbox"/> Playground <input checked="" type="checkbox"/> Other: Plaza _____ <input type="checkbox"/> Other: _____ <input type="checkbox"/> None	<input type="checkbox"/> 1	<input checked="" type="checkbox"/> 2	<input type="checkbox"/> 3
Commercial	<input checked="" type="checkbox"/> Restaurant/Café <input type="checkbox"/> Bar <input checked="" type="checkbox"/> Food Market <input type="checkbox"/> Theatre <input type="checkbox"/> Gas station <input type="checkbox"/> Convenience Store <input checked="" type="checkbox"/> Small Retail <input type="checkbox"/> Big Box Retail <input type="checkbox"/> Fitness Centre <input type="checkbox"/> Private Medical Office <input checked="" type="checkbox"/> Private Other Office <input type="checkbox"/> Hotel <input type="checkbox"/> Other: _____ <input type="checkbox"/> None	<input type="checkbox"/> 1	<input checked="" type="checkbox"/> 2	<input type="checkbox"/> 3
Schools	<input checked="" 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"/> None	<input type="checkbox"/> 1	<input checked="" 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"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3
Comments: <ul style="list-style-type: none"> <li>• Lands along Ottawa Avenue are mixed use supporting both small commercial and low density residential development</li> <li>• Many shops, community places and government buildings, as well as an elementary school, are scattered throughout the length of Ottawa Avenue making it a community destination.</li> </ul>				

## 6.1 Subjective Assessment and Overview

### SUBJECTIVE ASSESSMENT

<b>Walkability</b> – how strongly do you agree with the following statement?				
“This segment is walkable.”				
Strongly Disagree <input type="checkbox"/>	Disagree <input type="checkbox"/>	Not Sure <input type="checkbox"/>	Agree <input checked="" type="checkbox"/>	Strongly Agree <input type="checkbox"/>
Comments:				
<ul style="list-style-type: none"> <li>• Ottawa Avenue is a relatively walkable main street with many community focal points including commercial shops, a post office, churches, a school and social services</li> <li>• The street is well maintained and only a few areas were identified as needing repair. At the time of the audit aesthetic enhancements had been removed for winter storage</li> <li>• School signs and pedestrian cross-walk signs are located along the corridor. Pedestrian crosswalk signals are installed at intersections with traffic signals</li> <li>• Few commercial buildings provide bike racks to promote active transportation</li> <li>• Street parking is available along Ottawa Avenue.</li> </ul>				
<b>Aesthetics</b> – how strongly do you agree with the following statement?				
“This segment is aesthetically pleasing?”				
Strongly Disagree <input type="checkbox"/>	Disagree <input checked="" type="checkbox"/>	Not Sure <input type="checkbox"/>	Agree <input type="checkbox"/>	Strongly Agree <input type="checkbox"/>
Comments:				
<ul style="list-style-type: none"> <li>• At the time of the audit Ottawa Avenue was a relatively blank slate although aesthetic enhancements had been removed for winter storage. Use of year round aesthetic features could enhance the community’s appeal</li> <li>• Enhancements could be added including benches, cross-walk pavement markings, and increase tree cover</li> <li>• Installation of end-of-trip amenities (bike racks) and cycling signage could further attract pedestrians to the area.</li> </ul>				

## 6.2 Street segment Assessment Tool

### SEGMENT DESCRIPTION – Residential Uses

---

Boundaries:

- East: Jasper Street
- West: Dublin Street

Primary Streets:

- Alfred Street
- Ottawa Avenue
- Sunshine Street
- Silkwood Street
- Marie Street
- Toronto Avenue
- Maple Street
- Riverside Avenue
- Main Street
- Lincoln Street
- Lily Street
- Gables Road
- Champion Street
- Fitz Avenue
- Cedar Court
- Isabella Street
- Hunter Street

Land Use:

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

Terrain:

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Flat                 | <input type="checkbox"/> River/Creek/Ocean |
| <input 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
Sidewalks  Length:	<input type="checkbox"/> Both sides of street <input type="checkbox"/> One side of street <input checked="" 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 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
Buffers and 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 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
Cross-walks, Pedestrian and Cycling Signage	<input checked="" type="checkbox"/> Crosswalks <input checked="" type="checkbox"/> Crossing Signals <input type="checkbox"/> Pedestrian/Cycling Signs <input checked="" type="checkbox"/> Children at Play Signs <input type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <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 checked="" type="checkbox"/> Traffic Lights <input checked="" type="checkbox"/> Stop Signs <input checked="" type="checkbox"/> School Flashing Lights <input type="checkbox"/> Speed Bumps <input checked="" type="checkbox"/> Public Lighting <input type="checkbox"/> Curb cut for wheelchair access <input checked="" type="checkbox"/> Accessible entrances <input type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Road/Traffic Characteristics	<input type="checkbox"/> Road Type: <input type="checkbox"/> Paved/Multi-lane <input checked="" type="checkbox"/> Paved/Single lane <input type="checkbox"/> Unpaved roads <input type="checkbox"/> Road Condition: <input type="checkbox"/> Poor <input checked="" type="checkbox"/> Average <input type="checkbox"/> Good	<input type="checkbox"/> Posted Speed Limit <input type="checkbox"/> km/hr <input type="checkbox"/> None posted <input type="checkbox"/> Traffic Volume: <input type="checkbox"/> High <input checked="" type="checkbox"/> Medium <input type="checkbox"/> Low



	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good		
Barriers	<input type="checkbox"/> Highway <input type="checkbox"/> Train Tracks <input type="checkbox"/> Private Property <input type="checkbox"/> Industrial Zone <input type="checkbox"/> Natural Features <input 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"/> 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
Connectivity:  Do sidewalks, bike paths 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: <input checked="" type="checkbox"/> Dense Settlement	Housing Type: <input checked="" type="checkbox"/> Single family detached <input checked="" type="checkbox"/> Multi-family dwelling <input type="checkbox"/> Mobile homes <input type="checkbox"/> Other: _____ <input type="checkbox"/> Other: _____ <input type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3
Public/Civic	<input checked="" type="checkbox"/> Library <input type="checkbox"/> Museum <input checked="" type="checkbox"/> Community Centre <input checked="" type="checkbox"/> Post Office <input checked="" type="checkbox"/> Town Offices <input checked="" type="checkbox"/> Emergency Services <input checked="" type="checkbox"/> Church/Religious institution <input checked="" type="checkbox"/> Hospital/Health Centre <input checked="" type="checkbox"/> Athletic Fields/Courts <input checked="" type="checkbox"/> Playground	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input checked="" type="checkbox"/> 2 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input checked="" 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

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good		
	<input type="checkbox"/> Other: _____ <input type="checkbox"/> Other: _____ <input type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<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 type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3
Schools	<input checked="" 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"/> 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 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"/> 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
Industrial / Agricultural	<input type="checkbox"/> Light Industrial <input type="checkbox"/> Heavy Industrial <input type="checkbox"/> Farmland Area <input type="checkbox"/> Other: _____ <input checked="" type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3
<p>Comments:</p> <ul style="list-style-type: none"> <li>The majority of the Village of South River is comprised of single family detached homes</li> <li>Many community facilities are present including a post office, health centre, emergency services, playgrounds, sports fields and fair grounds, hockey rinks, etc., providing a range of physical activity options for residents</li> <li>Discussion with local residents during the RALA assessment indicated that many events, sports leagues and recreation opportunities exist within the community including hockey, ringette, curling, soccer, baseball, dance and gymnastics etc. A lot of these opportunities were coordinated through partnerships with surrounding communities. Leagues were formed through school and after school recreational programs for which travel outside of South River is involved on a regular basis</li> </ul>				

Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good
<ul style="list-style-type: none"> <li>Residential streets and sidewalks (where present) were overall in good condition and walkable; though there was no network of sidewalks or pathways throughout the village. In numerous locations trampled down grass paths were made by pedestrians as shortcut pathways suggesting potential locations for needed sidewalks or trails.</li> </ul>	

### 6.3 Subjective Assessment and Overview

#### SUBJECTIVE ASSESSMENT – Residential Neighbourhood

Please answer the following questions last (once the rest of the assessment tool has been completed).				
<b>Walkability</b> – how strongly do you agree with the following statement?				
“This segment is walkable.”				
Strongly Disagree	Disagree	Not Sure	Agree	Strongly Agree
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
<ul style="list-style-type: none"> <li>Road and sidewalk (where present) conditions are generally average in the residential areas. Uneven or broken sidewalks could use repair</li> <li>Sidewalks were often constructed using mixed materials (i.e., segments of concrete followed by segments of asphalt) suggesting sidewalks are commonly an afterthought in development projects.</li> </ul>				
<b>Aesthetics</b> – how strongly do you agree with the following statement?				
“This segment is aesthetically pleasing?”				
Strongly Disagree	Disagree	Not Sure	Agree	Strongly Agree
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
<ul style="list-style-type: none"> <li>A few specific locations (Tom Thomson Park, the Observation Hydro Electric Dam) were noted as exceptionally appealing</li> <li>Enhancements could be made throughout the town to better provide a sense of ownership for village residents and enhance community pride.</li> </ul>				

## 7.0 OBSERVATIONS AND RECOMMENDATIONS FOR THE VILLAGE OF SOUTH RIVER

The following highlights Dillon's specific observations and recommendations for the Village of South River to consider. All photographs were taken by Dillon on November 18, 2013.

### Ottawa Avenue (Community focal point of South River)



Ottawa Street is generally a pedestrian friendly corridor with sidewalks and pedestrian crossings at intersections.

#### **Recommendation:**

Investments in active transportation could also further enhance this important community corridor. Providing end of trip amenities at store fronts and along the main corridor would encourage active transportation to the community centre.



#### **Recommendation:**

The amount of on-street parking could be reduced on Ottawa Avenue to provide a safer environment for cyclists wishing to share the road. Consider promoting side street parking, making store fronts more visible to tourists and residents alike.





Numerous shops and store fronts located on Ottawa Avenue were equipped with accessible entrances including ramps. It is important to make accessibility a priority along the main corridor of the community.

**Recommendation:**

Accessibility within business parking lots could be enhanced by paving gravel surfaces and identifying designated parking spaces.



## **Recreation and Trails**



The Village of South River is equipped with an incredible local park feature: Tom Thomson Park. However, the park is located at a significant distance from the village centre point and may be inaccessible to a large segment of the community. Additionally, signage for the park is present along Howard Street and Ena Avenue, immediately adjacent to the park, but is absent in the remainder of the village.



Tom Thomson Park is equipped with a Frisbee golf course, boat launch, memorial garden, viewing benches, concrete pad and open grass areas. A designated parking area is present; however, bike racks and other active transportation amenities are not.

### **Recommendation:**

Installation of a community garden plot in the park would help to attract older residents. Gardening is a social as well as physical form of activity and would help to provide outdoor recreation options for elderly residents.



### **Recommendation:**

Signage should be provided throughout the community directing residents to the park and advertising the park's distinguishing features such as Frisbee golf.

### **Recommendation:**

End of trip amenities should be installed in the park to encourage residents to cycle to the facility.



The Village of South River is situated on the beautiful Forest Lake adjacent to Algonquin Park. While swimming in the lake is not possible due to environmental concerns, passive recreation opportunities should be further explored.

**Recommendation:**

Enhancement of the shoreline to encourage passive recreation opportunities would appeal to older age residents. Installation of more park benches, pavilions and viewing areas close to accessible points of entry would encourage participating in bird watching and nature enjoyment opportunities created by the lake. A dock could be installed to support sport fishing opportunities, in encouraging residents to engage in outdoor activities.



Each playground within the Village of South River was equipped with seating, waste bins and observation areas for parents. These areas were often, although not always, shaded and had a direct view of playground equipment. Playground structures and child activity areas, however, were not shaded.



**Recommendation:**

Consider making aesthetic enhancements to playground environments by planting trees and providing shade cover for children, as well as adults. Shaded play environments encourage activity even on extremely hot days and decrease exposure to harmful UV rays protecting children from sun exposure and heat related illness.



The Village of South River's community recreation area is located on Lincoln Avenue and features a tennis court. The facility is equipped with lights for night games and is in overall good condition.

**Recommendation:**

The recreation area appears to support many traditional physical activity uses including fair grounds, baseball, soccer, tennis and basketball. In conversations with the Village of South River however, a trend among young people is leaning towards newer "x-games" type physical activities including skateboarding, BMX biking etc. Also, many businesses have posted no skateboarding or no loitering signs at their entrances suggesting a perceived problem. The community may greatly benefit from the installation of a skate park within the recreation area to promote and engage community youth in more physical activity options and within designated areas.



**Recommendation:**

The newly announced national "Little Aces" tennis program requires a tiered court size for younger players. The facility could be enhanced by providing program options for younger youth. Installation of additional court lines and moveable nets would encourage younger players participation in this program.





The Village of South River has one baseball diamond located at the recreation complex on Lincoln Avenue. The baseball diamond is in overall good condition and it is complete with spectator bleachers, player benches and stadium lighting for night games. The facility is set-up for softball of all ages and hardball for ages 13 and under.

**Recommendation:**

Existing recreational spaces, such as baseball diamonds and playgrounds, are not as consistently well used as they once were within the community. Conversion of the facility into a recreation station for older aged residents may be more beneficial to the community. Amenities could include passive recreation options as well as more active sports, such as lawn bowling or horseshoes.

**Recommendation:**

Signage should be installed along Ottawa Avenue directing residents and out of town tourists to the site from Highway 11. Bike racks and pathways from surrounding residential areas leading to the facility should be considered to promote alternative modes of transportation to the field.



The Village of the South River is home to a local fair grounds complex, which supports several amenities including horse arenas for numerous events. Overall, the condition of the arenas is good.

**Recommendation:**

Consideration should be given to use these facilities for multi-sport uses such as track and field or passive activities like horseshoeing.



**Recommendation:**

Installation of pedestrian pathways throughout the fairground complex would promote overall accessibility and create a pedestrian friendly environment. An opportunity exists to create a looped pathway system through the park. The introduction of a looped system would provide a walking “track” for older members of the community as well as make the venues within the park more accessible. Venues should be enhanced with end of trip amenities to encourage active transportation options.

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**Residential Neighbourhoods**



During the RALA audit, the team’s observation of South River suggests that pedestrian travel is being undertaken frequently. Makeshift pathways and unofficial pedestrian corridors can be spotted throughout the town and along roadways without sidewalks. In conversation with the Village of South River, a walking trail is under development which will utilize trail markers to guide pedestrians around the village.



**Recommendation:**

Enhance areas where pedestrian travel is occurring by providing trip amenities such as benches and shading to encourage pedestrian use. Shade cover (e.g., trees) should be provided along pedestrian corridors.

While an informal trail system is under development, thought should be given to informally connection physical activity features within the community through the use of trail markers. Connections should be made to facilities, such as, the

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Fairgrounds and Tom Thomson Park as well as the local elementary school, library and numerous other primary community gathering places.



The Village of South River has numerous heritage amenities, including a historic train station and hydro-electric dam. In both instances these amenities are not highlighted or supported as points of interest for the surrounding community. While both facilities are equipped with interpretive signage, neither is signed within the community.

**Recommendation:**

Historic community focal points draw interest from residents and spark community pride which encourages people to get outdoors and explore their neighbourhoods, parks, and historic places. These amenities should be enhanced as recreation destinations.



**Recommendation:**

Specific safety enhancements should be made to the hydro-electric dam, including barriers to the water course and additional signage warning of turbulent and unsafe waters.



Throughout South River many benches and seating areas were observed at various locations. Often seating was placed in conjunction with parks, cross walks or public buildings. In most cases throughout residential areas benches were without shade cover.

**Recommendation:**

Consideration should be given to providing shade for benches and pedestrian seating areas. This will encourage pedestrians to utilize these facilities more often.



Many community gathering places throughout South River were well maintained. In most cases, minor enhancements would help to create more attractive and accessible spaces.

**Recommendation:**

Enhanced pavement treatments, and the addition of year round village beautification practices would help to create a more vibrant environment, instilling community pride, and encouraging residents to get outside.



**Recommendation:**

Additionally, amenities could be installed at numerous community gathering places such as churches and local commercial buildings to encourage multi-modal transportation methods (biking or walking).



## 8.0 CONCLUSION

Based on the RALA, capital-intensive projects are not proposed for the Village of South River. Opportunities to support active living should focus on enhancing existing physical infrastructure, improving road safety, maintaining the upkeep of public places and private places, and revitalizing community destinations. In order to make it easier for people to get around, be active and engage in physical activity, South River can focus on small-scale, practical improvements.

South River is a well established community that offers a range of services and amenities. The community has a rich foundation in regional recreation programs as observed in conversation with local residents and tourists during the assessment. Recreational amenities throughout the Village are well maintained and equipped with activity specific points of interest. Many rural communities do not boast the diversity of available recreation



options found in South River. The urban structure of the community, however could be enhanced to further promote walkability and encourage active transportation. The general terrain of South River is flat making the entire village easily accessible for all age groups to walk or cycle to any destination. Traffic volumes throughout the Village are low and sidewalks along major corridors help to mitigate pedestrian/traffic conflicts. The community could greatly benefit from additional signage and end of trip amenities to encourage active transportation options and spike residents' interest in alternative transportation methods when accessing recreation destinations.

During conversations with the Village of South River, active transportation was not expressed as a popular trend in the community. Skateboarding was identified as popular among youth while the aging population did not participate in active transportation options. To engage residents of all ages, active transportation (cycling or skateboarding) should be encouraged and facilitated within the community as well as supported by educational materials to advertise the mental and physical benefits of recreation. To encourage a trend toward active transportation options low impact, but noticeable, steps should be taken to promote alternative modes of transportation. Shared roadway signage and additional pavement markings should be considered within select

areas of the community and should be emphasize near recreation venues such as baseball diamonds, arenas or soccer pitches. Visible support for active transportation together with educational promotion would begin to encourage the trend among youth and newly retired residents to the community looking for healthier lifestyle options.

The results of the RALA provide an opportunity for the Village of South River to develop an integrated plan to support active living, community connectivity and economic vitality. 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.

DILLON CONSULTING LIMITED  
LONDON, ONTARIO





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**APPENDIX A**  
**ASSESSMENT METHODOLOGY**

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## **WALKABILITY**

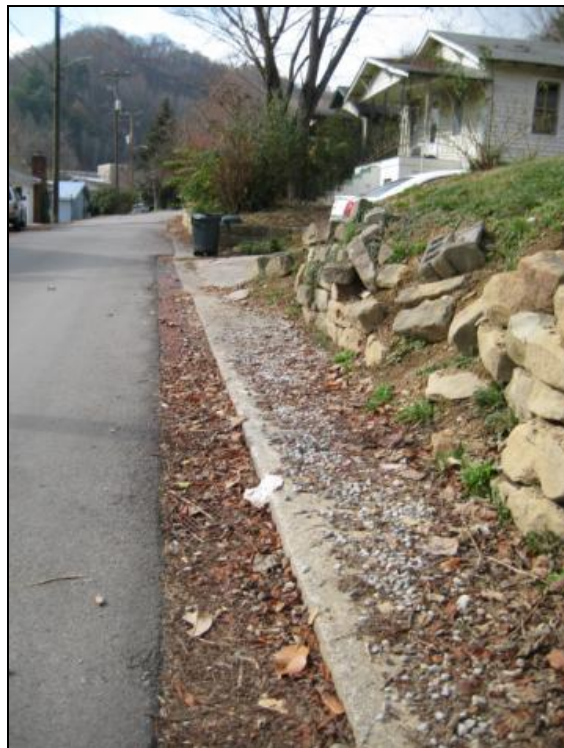
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Sidewalks, crosswalks and other pedestrian and bike-friendly features have an impact on a community's walkability.

### **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

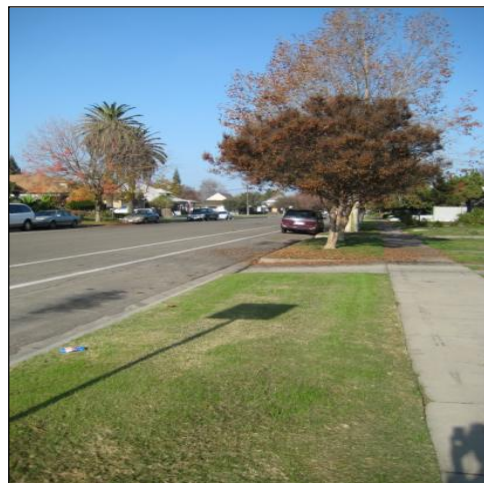


- **2-Good/Excellent** – The sidewalk buffer or shoulder are generally well maintained in this segment and are in good or excellent condition. There is little or no apparent neglect and/or deterioration. Examples: Good/Excellent condition.

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, bike paths 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**

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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**

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Question 25 and question 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**

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### **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.