



Rural Active Living Assessment Verner, Municipality of West Nipissing

NORTH BAY PARRY SOUND DISTRICT HEALTH UNIT

April 2014

Dillon Consulting Limited



TABLE OF CONTENTS

1.0	OVERVIEW	1
2.0	PURPOSE OF THE RALA	2
3.0	COMPONENTS OF THE RALA	3
3.1	The Community-Wide Assessment	3
3.2	The Program and Policy Assessment	5
3.3	The Street Segment Assessment	5
4.0	RESULTS OF THE COMMUNITY WIDE ASSESSMENT	6
4.1	Mapping	6
4.2	Recreational Facilities	9
4.3	RALA Community Wide Assessment (CWA) Scoring Tool	14
5.0	RESULTS OF THE PROGRAM AND POLICY ASSESSMENT	20
5.1	RALA Program & Policy Assessment (PPA) Scoring Tool	23
6.0	RESULTS OF THE STREET SEGMENT ASSESSMENT TOOL	26
6.1	Subjective Assessment and Overview	31
6.2	Street Segment Assessment Tool	32
6.3	Subjective Assessment and Overview	37
7.0	OBSERVATIONS AND RECOMMENDATIONS FOR VERNER	39
8.0	CONCLUSION	45

LIST OF MAPS

Verner..... follows page 6

1.0 OVERVIEW

Verner is one of a number of municipalities within the North Bay Parry Sound District Health Unit coverage that is being assessed using a Rural Active Living Assessment (RALA) Tool. The RALA Tools were developed by the University of Southern Maine through the Active Living Research Initiative. The RALA Tools were introduced and sponsored by the Robert Wood Johnson Foundation in the United States since 2001 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.

Previous users in the United States who complete the RALA scoring tools identified the following outcomes from the RALA:

- 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 in Verner. 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 Municipality of West Nipissing to consider that will make Verner 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.

Verner and the Municipality of West Nipissing 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. This tool allows communities such as Verner assess the “friendliness” of their community for walking, biking, and playing that is inclusive of children, youth, adults, the elderly, and people with disabilities. For example, the RALA Tools provide a structure for looking at the community as a whole. It also includes a detailed tool to evaluate specific “segments” of the community and assess the key characteristics of those segments. Finally, it provides a structure for assessing the programs and policies that may make the environment less activity friendly.

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

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

3.0 COMPONENTS OF THE RALA

On October 2nd, 2013 a RALA audit was undertaken for the community of Verner. The audit was performed by Dillon. The audit included a community-wide assessment as well as two detailed street segment analysis of:

1. Principal Street (Verner's commercial corridor); and
2. Verner'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 Tools include scoring tools to further help municipalities identify areas for improvement or change in their community. The scoring tools can also inform infrastructure and operational spending and create a dialogue among community members, leaders, and residents to make their communities more activity friendly. Each of the assessment tools are further described in the following sub-sections.

3.1 The Community-wide Assessment

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

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

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

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

Settlement Pattern

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

- dispersed - There may be a community centre, but most of the population is spread out and may live several kilometres from the community centre. Such communities

can be identified by low population density and will usually have few roads and few intersections.

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

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

Physical Features

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

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

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

3.2 The Program and Policy Assessment

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

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

3.3 The Street Segment Assessment

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

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

Condition was evaluated based on the following evaluation criteria:

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

Access was evaluated based on the following evaluation criteria:

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

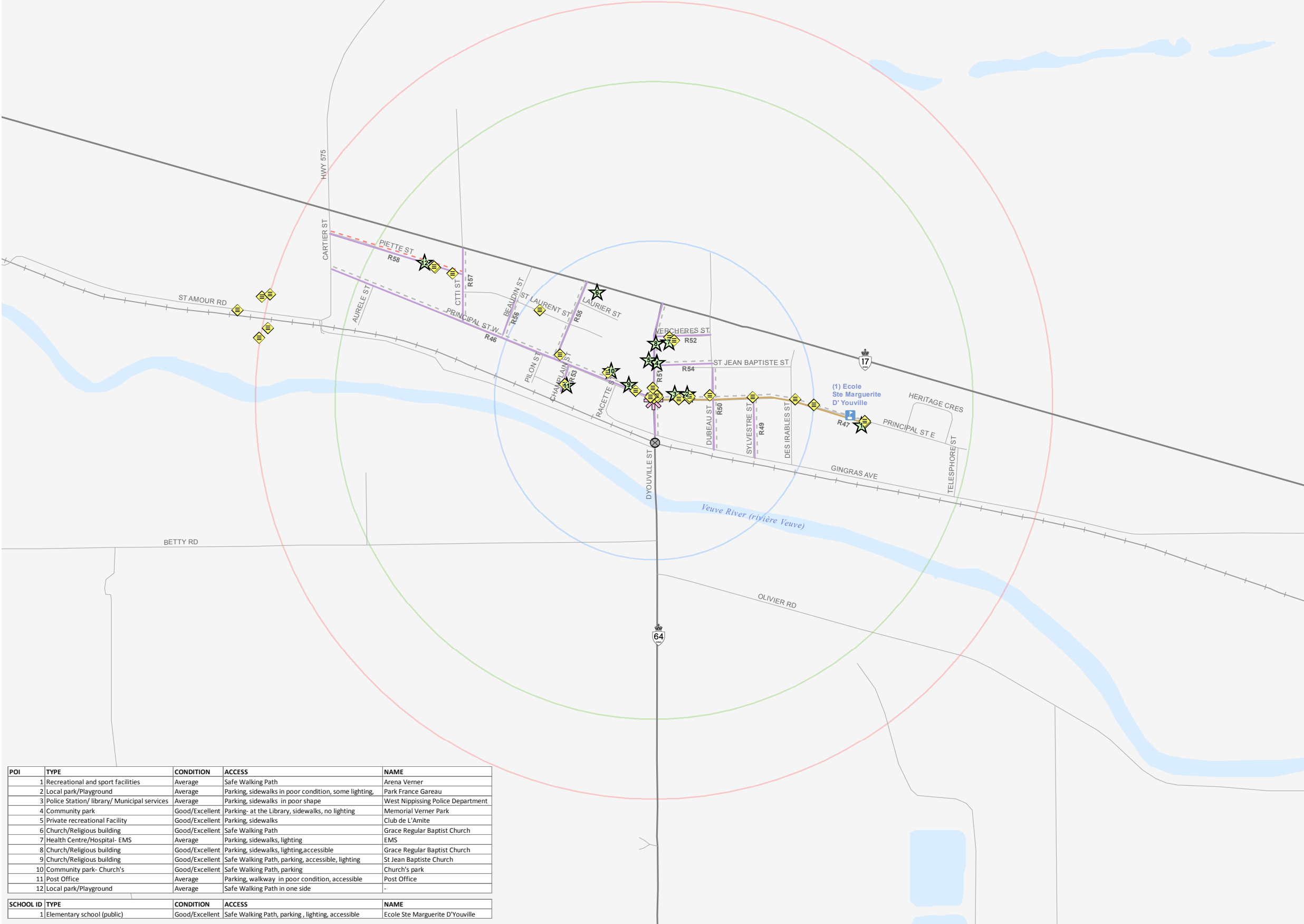
4.0 RESULTS OF THE COMMUNITY WIDE ASSESSMENT

4.1 Mapping

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

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

ROAD ID	TERRAINE	SIDEWALK TYPE	SIDEWALK LOCATION	SIDEWALK CONDITION	BUFFER/SHOULDER CONDITION	SIDEWALK WIDTH	ROAD TYPE	ROAD CONDITION	TRAFFIC VOLUMES	SPEED LIMIT
R46	Flat	Paved	Both sides	Good/Excellent/ south are new, north is old	Good/Excellent- opps for cycling	3'	Paved / Single lane	Good/Excellent	Low	-
R47	Flat	Un-Paved	Both sides	Fair/Poor	Good/Excellent- wide	2.5'	Paved / Single lane	Good/Excellent	Low	40 kph in front of school... 50 kph in rest
R49	Flat	Paved	One side	Good/Excellent	Good/Excellent	3'	Paved / Single lane	Fair/Poor	Low	-
R50	Flat	Paved	Both sides	Good/Excellent- parts are new, rest are old	Good/Excellent	3'	Paved / Single lane	Average	Low	-
R51	Flat	Paved	Both sides	Average	Average- paved	-	Paved / Single lane	Good/Excellent	Medium	-
R52	Flat	Paved	One side- both sides up to Church entrance	Good/Excellent	Good/Excellent	3'	Paved / Single lane	Average	Low	-
R53	Flat	Paved	One side	Fair/Poor	None	3'	-	-	-	-
R54	Flat	Paved	One side	Good/Excellent	Good/Excellent	-	Paved / Single lane	Fair/Poor	Low	-
R55	Flat	Paved	Both sides	Good/Excellent	Fair/Poor- small	3'	Paved / Single lane	Average	Low	-
R56	Flat	Paved	Both sides	Good/Excellent	Fair/Poor small	3'	Paved / Single lane	Average	Low	-
R57	Flat	Paved	One side	Fair/Poor	Good/Excellent	2.5'	Paved / Single lane	Average	Low	-
R58	Hills	Paved	One side- both sides until park	Good/Excellent	Good/Excellent	3'	Paved / Single lane	Average	Low	-



NORTH BAY PARRY SOUND DISTRICT HEALTH UNIT RURAL ACTIVE LIVING ASSESSMENT

VERNER MAP 1

- CENTRE OF COMMUNITY
- POINT OF INTEREST
- SCHOOLS
- SAFETY & SIGNS
- BARRIERS
- PAVED SIDEWALK
- UNPAVED SIDEWALK
- FLAT TERRAIN
- STEEP TERRAIN
- HIGHWAYS
- ROADS
- RAILWAY
- 400 m CENTRE OF COMMUNITY BUFFER
- 800 m CENTRE OF COMMUNITY BUFFER
- 1000 m CENTRE OF COMMUNITY BUFFER
- WATERBODY
- STUDY AREA



MAP DRAWING INFORMATION:
DATA PROVIDED BY MNR

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

FILE LOCATION:
G:\GIS\126117 - North Bay Parry Sound District Health Unit\GIS data\MXD\ Verner.MXD

POI	TYPE	CONDITION	ACCESS	NAME
1	Recreational and sport facilities	Average	Safe Walking Path	Arena Verner
2	Local park/Playground	Average	Parking, sidewalks in poor condition, some lighting	Park France Gareau
3	Police Station/ library/ Municipal services	Average	Parking, sidewalks in poor shape	West Nipissing Police Department
4	Community park	Good/Excellent	Parking- at the Library, sidewalks, no lighting	Memorial Verner Park
5	Private recreational Facility	Good/Excellent	Parking, sidewalks	Club de L'Amite
6	Church/Religious building	Good/Excellent	Safe Walking Path	Grace Regular Baptist Church
7	Health Centre/Hospital- EMS	Average	Parking, sidewalks, lighting	EMS
8	Church/Religious building	Good/Excellent	Parking, sidewalks, lighting, accessible	Grace Regular Baptist Church
9	Church/Religious building	Good/Excellent	Safe Walking Path, parking, accessible, lighting	St Jean Baptiste Church
10	Community park- Church's	Good/Excellent	Safe Walking Path, parking	Church's park
11	Post Office	Average	Parking, walkway in poor condition, accessible	Post Office
12	Local park/Playground	Average	Safe Walking Path in one side	-

SCHOOL ID	TYPE	CONDITION	ACCESS	NAME
1	Elementary school (public)	Good/Excellent	Safe Walking Path, parking, lighting, accessible	Ecole Ste Marguerite D'Youville



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

Community Population

The 2011 Census conducted by Statistics Canada does not identify the population of the urban settlement area of Verner. Verner is an urban area within the Municipality of West Nipissing.

Total Community Area

N/A

Community Population Density

N/A

General Community Topography

Verner is generally flat throughout.

Presence of “Community Centre Point”

There is no formal “community centre point” in the Verner urban settlement area, representing a center of town where all or most of the town municipal services are located, such as the town offices, library, police/fire departments, post office, and other commercial services. Numerous municipal services are located along Principal Street, between D’Youville Street and Dubeau Street, including the Police Station, Library, and Municipal Services.



General Settlement Pattern

The settlement in Verner is elongated, where one major road concentrate most non-residential development. Intersecting roads lead to residential areas, churches and community facilities.

Location of Public Schools

There is one public school (Ecole Ste Marguerite D’Youville) located just outside the 400 m centre of community buffer, on Principal St. There is no high school in Verner.

4.2 Recreational Facilities

Recreational amenities in the Verner urban settlement area 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:			
<ul style="list-style-type: none"> There are no designated or identified hiking or walking trails in Verner. 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Biking Path(s)	<input checked="" type="checkbox"/> No – community does not have this amenity		
Comments:			
<ul style="list-style-type: none"> There are no identified or designated cycling routes or paths in Verner. During the community assessment, the auditors did not observe cyclists on the roads or paths. 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Public Park(s)	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input type="checkbox"/> Average <input checked="" type="checkbox"/> Good <input type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input checked="" type="checkbox"/> Sidewalks & trails leading to amenity <input type="checkbox"/> Public transit leading to amenity <input type="checkbox"/> Designated parking for amenity
Comments:			
<ul style="list-style-type: none"> There is a small park in Verner, the Memorial Verner Park, located on D'Youville St, next to the Library/Municipal Services office and across the Club de L'Amite. The Memorial Verner Park is in very good condition, offers shade for users and provides seating. It has a manicured lawn and flower beds. There is no designated parking for this park; however, there is available parking at the Library/Municipal Services office and at the Club de L'Amite. 			

- There is a sidewalk on D'Youville St. leading to the park and provide users with a safe walking route.
- In addition, there is a small parkette on Principal Street, the Mari Claude Gingras Family Park. This parkette is in good conditions, it has planting and a decorative clock. There are sidewalks leading to the parkette.

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:

- No public swimming beach in Verner

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:

- No public use swimming pool in Verner

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

Comments:

- No river watersport access in Verner

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:

- There is no skate park in Verner.

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Ice Arena	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input 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 & 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"> • The Verner Arena is located in the eastern edge of town, on Principal Street E. • The Verner Arena is beyond 400 m of the community focal point, but is within walking distance of most of the residential streets. • Signage is prominent on the Verner Arena. There are also signs located along Principal Street directing residents and visitors to the arena. • There is an unpaved sidewalk leading to the Verner Arena, however it does not continue to the front of the facility. • There is designated parking and street lighting. 			

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"/> No – community does not have this amenity		
Comments: <ul style="list-style-type: none"> No community recreational centre in Verner. 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Private Fitness Facility	<input checked="" type="checkbox"/> No – community does not have this amenity		
Comments: <ul style="list-style-type: none"> No private fitness facility in Verner. 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Playground(s)	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input checked="" type="checkbox"/> Average <input type="checkbox"/> Good <input type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input checked="" type="checkbox"/> Sidewalks & trails leading to amenity <input type="checkbox"/> Public transit leading to amenity <input type="checkbox"/> Designated parking for amenity
Comments: There are two playgrounds in Verner: <ul style="list-style-type: none"> One is located on Principal Street, near the centre of the community (Park France Gareau). This park is in average condition, has parking (street parking), some lighting and seating. There are sidewalks leading to the playground, but they are in poor conditions. The other playground is located on Piette Street, in the western edge of town within the residential area. This playground is in average condition. There is a safe walking path leading to it; however, it is located on the opposite side of the street. There are security signage leading to the park (children playing sign). 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Baseball Diamonds	<input checked="" type="checkbox"/> No – community does not have this amenity		
Comments: <ul style="list-style-type: none"> There is no municipal baseball diamond in the community. 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Public Social Gathering Places (the public wharf, community halls, churches, indoor and outdoor public spaces, etc.)	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input type="checkbox"/> Average <input checked="" type="checkbox"/> Good <input type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input checked="" type="checkbox"/> Sidewalks & trails leading to amenity <input type="checkbox"/> Public transit leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
Comments: <ul style="list-style-type: none"> There are several churches in the community and outdoor public spaces. The Jean Baptist Church has a large landscaped area on the side, with seating and a historical plaque in honor of Reverend Charles Alfred Paradis. The Club L’Amitie is located on D’Youville Street. There is dedicated parking for this facility and sidewalks leading to the building. 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Snowmobile Trails	<input checked="" type="checkbox"/> No – community does not have this amenity		
Comments: <ul style="list-style-type: none"> No snowmobile trails were found in Verner. 			

4.3 RALA Community Wide Assessment (CWA) Scoring Tool

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

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

Trails	Assigned Points	My Points
There is a <u>Hiking or Walking</u> Trail	Yes, within 400 m of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point (2 points) No (0 points)	+ 0 points
There is a Biking Path	Yes, within 400 m of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point (2 points) No (0 points)	+ 0 points
There is some <u>Other</u> Type of Trail* * “Other” can include a different type of trail used for physical activity, or an additional hiking/walking/biking trail	Yes, within 400 m of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point (2 points) No (0 points)	+ 0 points ----- -- = 0 Points TRAILS

Parks And Playground	Assigned Points	My Points
Public Park	Yes, within 400 m of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point (2 points) No (0 points)	+ 8 points
Public Playground (If playground is within park, assign points to both)	Yes, within 400 m kilometre of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point (2 points) No (0 points)	+ 8 points
School Playground	Yes, within 400 m kilometre of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point (2 points) No (0 points)	+ 8 points
Other** **Other can include a different type of park or playground, or an additional public/school park or playground	Yes, within 400 m kilometre of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point (2 points) No (0 points)	+ 0 points ----- -- = 24 Points Parks

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

Facilities			
Community Recreation Center (community-owned or private like the YMCA)	Yes, within 400 m of community centre point	(8 points)	+ 0 points
	Yes, beyond 400 m and within 1 kilometre of community centre point	(5 points)	
	Yes, beyond 1 kilometre of community centre point	(2 points)	
	No	(0 points)	
Playing Field or Courts	Yes, within 400 m of community centre point	(8 points)	+ 5 points
	Yes, beyond 400 m and within 1 kilometre of community centre point	(5 points)	
	Yes, beyond 1 kilometre of community centre point	(2 points)	
	No	(0 points)	
Skateboard Park	Yes, within 400 m of community centre point	(8 points)	+ 0 points
	Yes, beyond 400 m and within 1 kilometre of community centre point	(5 points)	
	Yes, beyond 1 kilometre of community centre point	(2 points)	
	No	(0 points)	
Ice Skating Rink	Yes, within 400 m of community centre point	(8 points)	+ 5 points
	Yes, beyond 400 m and within 1 kilometre of community centre point	(5 points)	
	Yes, beyond 1 kilometre of community centre point	(2 points)	
	No	(0 points)	
			----- = 10 Public Recreation Facilities
Private Recreation	Assigned Points	My Points	

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

5.0 PROGRAM AND POLICY ASSESSMENT

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

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 - As the community considers and builds new infrastructure projects, there is no community requirement or guideline for incorporating lanes and/or walkways for bikes and pedestrians
Does the community have a program/policy in place to ensure regular clearing of snow and ice from sidewalks?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know <input type="checkbox"/> N/A	Yes - When there is snowfall or ice in the community, sidewalks are promptly cleared to create safe, passable sidewalks for residents to walk to school or work.
Does the community have a public recreation department that offers physical activity programming?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
If yes, do they offer...		
<ul style="list-style-type: none"> Programs for youth? Ages served: 4+ 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	Yes - for seniors only (discounted rates) No - there are no financial supports/sliding scale for any other ages
<ul style="list-style-type: none"> Programs for adults? Ages served: 18+ 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
<ul style="list-style-type: none"> Programs for older adults? Ages served: 65+ 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
<ul style="list-style-type: none"> Are physical activity resources/facilities available for local resident use outside of formal programming? 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
<ul style="list-style-type: none"> Does the community services department responsible for the programming provide a sliding-scale fee for lower income residents? 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	

Programs and Policies	Check One	Comments
Does the town have a private organization (such as the YMCA or a religious organization) that offers physical activity programming?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
If yes, do they offer...		
<ul style="list-style-type: none"> Physical activity programming for local youth? Ages served: All 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	<p>The community has a private organization offering physical activity programming for youth.</p> <p>All physical activity programming is free.</p>
<ul style="list-style-type: none"> Physical activity programming for local adults? Ages served: Yes 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
<ul style="list-style-type: none"> Are there membership requirements to participate in these programs? 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
<ul style="list-style-type: none"> Are physical activity resources/facilities available for local resident use outside of programming? 	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know	
<ul style="list-style-type: none"> Does the organization provide scholarships or offer a sliding fee scale for lower income residents? 	<input 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	
Are there any long-distance public transportation options available in your town, such as a train or Greyhound Bus?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know <input type="checkbox"/> N/A	There are long-distance public transportation options available in the community (buses).

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

5.1 RALA Program & Policy Assessment (PPA) Scoring Tool

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

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

Community has a public recreation department	Yes No	(10 points) (0 points)	+ 10 points
Community has a private recreation organization (e.g. YMCA).	Yes No	(4 points) (0 points)	+ 4 points
Either public or private department/organization (or both) offers physical activity programming for youth.	Yes No	(4 points) (0 points)	+ 4 points
Either public or private department/organization (or both) allows resources/facilities to be available for local resident use outside of programming.	Yes No	(4 points) (0 points)	+ 4 points
Either public or private department/organization (or both) provides scholarships/sliding fee scale for lower income residents.	Yes No	(4 points) (0 points)	+ 4 points
There is organized transportation options (either public or private) that help children get to/participate in physical activity opportunities.	Yes No	(4 points) (0 points)	+ 4 points
			----- =30 Points Community Programs
School Policies	Assigned Policies	My Points	
Schools in the community allow public access to their recreation facilities after school hours.	Yes No	(15 points) (0 points)	+ 15 points
Public schools offer a late-bus option for children that stay after school for sponsored activities.	Yes No	(15 points) (0 points)	+ 15 points
			----- = 30 (TOTAL SCORE: SCHOOL POLICIES)

School Programs	Assigned Points		My Points
There are “Walk to School” programs or other programs that encourage children to walk or bike to school. (Page 3)	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. (Pg3)	Yes No	(5 points) (0 points)	+ 0 points
Schools offer other sponsored physical activity initiatives for students (do not include gym/physical education classes). (Page 4)	Yes No	(10 points) (0 points)	+ 10 points ----- = 10 (TOTAL SCORE: SCHOOL PROGRAMS)
			GRAND TOTAL= 73

6.0 RESULTS OF THE STREET SEGMENT ASSESSMENT TOOL

Two street segment analyses were completed for Verner, including one for Principal Street (Verner's main street), and another for all the residential land uses within the urban area. Principal Street runs through the town's urban area and transverses through the primary and secondary radii.

A Primary Central Zone was created using a 400 metre 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 metre and 1 kilometre, respectively, to capture additional segments and land uses. The secondary radius also encircles the urban area while the tertiary radius encircles the vast majority of the Town.

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

SEGMENT DESCRIPTION – Principal Street

Boundaries:

- West: Champlain Street
- East: West of Des Erables Street

Primary Streets:

- Principal Street

Land Use:

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

Terrain:

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

Segment Zone Type:

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

WALKABILITY

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good
Sidewalks	<input checked="" type="checkbox"/> Both sides of street (<i>west of D'Youville St</i>) <input type="checkbox"/> One side of street <input type="checkbox"/> Intermittent <input type="checkbox"/> Footpath only <input checked="" type="checkbox"/> Unpaved (<i>east of D'Youville St</i>)	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Buffers & 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 type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Cross-walks, Pedestrian & Cycling Signage	<input checked="" type="checkbox"/> Crosswalks <input type="checkbox"/> Crossing Signals <input type="checkbox"/> Pedestrian/Cycling Signs <input checked="" type="checkbox"/> Children at Play Signs <input type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Street Amenities	<input type="checkbox"/> Street furniture <input type="checkbox"/> Waste bins <input type="checkbox"/> Shade protection	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Other Safety Features	<input type="checkbox"/> Traffic Lights <input checked="" type="checkbox"/> Stop Signs <input checked="" type="checkbox"/> School Zone <input type="checkbox"/> Speed Bumps <input type="checkbox"/> Public Lighting <input checked="" type="checkbox"/> Curb cut for wheelchair access <input type="checkbox"/> Accessible entrances <input type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input 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 type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Road/Traffic Characteristics	<input type="checkbox"/> Road Type: <input type="checkbox"/> Paved / Multi-lane <input checked="" type="checkbox"/> Paved / Single lane <input type="checkbox"/> Unpaved roads <input type="checkbox"/> Road Condition: <input type="checkbox"/> Poor	<input type="checkbox"/> Posted Speed Limit: <input type="checkbox"/> 40 km/hr (in School Zone) <input type="checkbox"/> None posted <input type="checkbox"/> Traffic Volume: <input type="checkbox"/> High

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good																								
	<input type="checkbox"/> Average <input checked="" type="checkbox"/> Good	<input type="checkbox"/> Medium <input checked="" type="checkbox"/> Low																								
Barriers	<input type="checkbox"/> Highway <input type="checkbox"/> Train Tracks <input type="checkbox"/> Private Property <input type="checkbox"/> Industrial Zone <input type="checkbox"/> Natural Features <input type="checkbox"/> Other <input checked="" type="checkbox"/> None	<table border="0"> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> </table>	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
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<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3																								
<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3																								
Connectivity: Do sidewalks, bikepaths or other trails link and connect this segment to other parts of the community or another segment or road? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Condition of Connectors: <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3																								

LAND USE – Principal Street

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good		
Residential Density: <input checked="" type="checkbox"/> Moderately dense settlement	Housing Type: <input checked="" type="checkbox"/> Single family detached <input type="checkbox"/> Multi-family dwelling <input type="checkbox"/> Mobile homes <input type="checkbox"/> Other: _____ <input type="checkbox"/> Other: _____ <input type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 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 checked="" type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3
Public / Civic	<input checked="" type="checkbox"/> Library <input type="checkbox"/> Museum <input type="checkbox"/> Community Centre <input checked="" type="checkbox"/> Post Office <input checked="" type="checkbox"/> Town Offices <input type="checkbox"/> Emergency Services <input checked="" type="checkbox"/> Church/Religious institution <input type="checkbox"/> Hospital / Health Centre <input checked="" type="checkbox"/> Athletic Fields / Courts <input checked="" type="checkbox"/> Playground <input type="checkbox"/> Other: _____ <input type="checkbox"/> Other: _____ <input type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input checked="" type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3
Commercial	<input 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 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"/> 2 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input 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"/> 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"/> 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"/> 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
Industrial / Agricultural	<input type="checkbox"/> Light Industrial <input type="checkbox"/> Heavy Industrial <input type="checkbox"/> Farmland Area <input type="checkbox"/> Other: _____ <input checked="" type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Comments: <ul style="list-style-type: none"> • Observed some pedestrian traffic along Principal Street. • The sidewalks west of D’Youville Street has been recently reconstructed, while east of D’Youville Street are unpaved. 		

6.1 Subjective Assessment & Overview

SUBJECTIVE ASSESSMENT – Principal Street

Please answer the following questions last (once the rest of the assessment tool has been completed).				
Walkability – how strongly do you agree with the following statement?				
“This segment is walkable.”				
Strongly Disagree	Disagree	Not Sure	Agree	Strongly Agree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comments:				
<ul style="list-style-type: none"> Principal Street, particularly west of D’Youville Street is very walkable. This street concentrates most of the community oriented services, including the school, the library, municipal services, police department, and the Verner Arena. Pedestrian linkages to Principal Street are found at Cot� Street, Beaudin Street, Champlain St. D’Youville Street, Dubeau Street, and Sylvestre Street, which connects Principal Street to the residential neighbourhood to the north and south. The municipality could consider infrastructure investments to improve the condition of sidewalks east of D’Youville St., to increase safety along Principal Street, particularly for youth attending the school and the Verner Arena. Is there a need to extend west to Cartier and east to Telesphore Street? 				
Aesthetics – how strongly do you agree with the following statement?				
“This segment is aesthetically pleasing?”				
Strongly Disagree	Disagree	Not Sure	Agree	Strongly Agree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comments:				
<ul style="list-style-type: none"> Principal Street is a clean and aesthetically pleasing street. 				

6.2 Street segment Assessment Tool

SEGMENT DESCRIPTION – Residential Uses Surrounding Principal Street

Boundaries:

- North: HWY 17
- South: Gingras Avenue/ St. Amour Road

Primary Streets:

- Cartier Street
- Aurele Street
- Coté Street
- Beaudin Street
- Pilon Street
- Champlain Street
- Heritage Crescent
- St. Jean Baptiste Street
- Laurier Street
- Piette Street
- Paquette Street
- Racette Street
- D'Youville Street
- Dubeau Street
- Sylvester Street
- Des Erables Street
- Telesphore Street
- Principal Street
- Vercheres Street
- St. Laurent Street

Land Use:

- Residential
- Commercial
- Industrial
- Public/Civic
- Community Park/Open Space
- Mixed Use (all/more than 1 of the above)
- Note : Except the main street segment
- Other: _____

Terrain:

- Flat
- Hills
- Valley
- Forest/Agricultural/Undeveloped
- River/Creek/Ocean
- Winding Roads
- Note: Steep at Piette St.
- Other: _____

Segment Zone Type:

- Community Centre/Main Street
- Thoroughfare
- Neighbourhood
- Commercial
- Industrial
- School Zone
- Community Park/Open Space
- Other: Residential

WALKABILITY

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good		
Sidewalks Length:	<input type="checkbox"/> Both sides of street <input checked="" type="checkbox"/> One side of street <input type="checkbox"/> Intermittent <input type="checkbox"/> Footpath only <input checked="" type="checkbox"/> None	<input type="checkbox"/> 1 <input checked="" 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
Buffers & Shoulders Width:	<input type="checkbox"/> Sidewalk Buffer <input checked="" type="checkbox"/> Defined Shoulder <input type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3
Cross-walks, Pedestrian & Cycling Signage	<input type="checkbox"/> Crosswalks <input type="checkbox"/> Crossing Signals <input type="checkbox"/> Pedestrian/Cycling Signs <input checked="" type="checkbox"/> Children at Play Signs <input type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 3 <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"/> 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
Other Safety Features	<input type="checkbox"/> Traffic Lights <input checked="" type="checkbox"/> Stop Signs <input type="checkbox"/> School Flashing Lights <input type="checkbox"/> Speed Bumps <input checked="" type="checkbox"/> Public Lighting <input type="checkbox"/> Curb cut for wheelchair access <input type="checkbox"/> Accessible entrances <input type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1 <input type="checkbox"/> 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 checked="" type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 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
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 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 type="checkbox"/> Medium <input checked="" type="checkbox"/> Low	

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good																					
	<input type="checkbox"/> 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	<table border="0"> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> </table>	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
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<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3																					
Connectivity: Do sidewalks, bikepaths or other trails link and connect this segment to other parts of the community or another segment or road? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Condition of Connectors: <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3																						

LAND USE

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

	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 checked="" type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Industrial / Agricultural	<input type="checkbox"/> Light Industrial <input type="checkbox"/> Heavy Industrial <input type="checkbox"/> Farmland Area <input type="checkbox"/> Other: _____ <input checked="" type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Comments: Verner is surrounded by agricultural areas.		

6.3 Subjective Assessment & Overview

SUBJECTIVE ASSESSMENT – Residential Neighbourhood

Please answer the following questions last (once the rest of the assessment tool has been completed).				
Walkability – how strongly do you agree with the following statement?				
“This segment is walkable.”				
Strongly Disagree	Disagree	Not Sure	Agree	Strongly Agree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comments:				
<ul style="list-style-type: none"> • Road conditions are generally very good in the residential areas. • Sidewalks have been recently paved in some residential streets and are in very good condition; however, other residential streets have sidewalks in poor conditions and are in need of repair. • Residential streets with new sidewalks have paved shoulders or buffers. The paved shoulders are not designated for specific use and are unsigned. Streets with old sidewalks have buffers next to them. The buffers are in fair condition. • During the assessment, the auditors did not observe pedestrians or cyclists in the residential areas. • Traffic volume is low on residential street. • The town has good signage, including way finders pointing to the key points of interests as well as safety signage, including “children at play zone” and “school zone” signs. 				
Aesthetics – how strongly do you agree with the following statement?				
“This segment is aesthetically pleasing?”				
Strongly Disagree	Disagree	Not Sure	Agree	Strongly Agree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comments:				
<ul style="list-style-type: none"> • Verner’s residential areas are well maintained and inviting for residents to walk. • Streets are well-lit and the small scale of the town enables quick and direct travel within the residential areas and between the residential areas and commercial corridor. 				

GENERAL CONDITIONS

Season:

- Spring
 Summer

- Fall
 Winter

Current Weather Conditions:

<input checked="" type="checkbox"/> Sunny / Clear	<input type="checkbox"/> Rain
<input type="checkbox"/> Partly Cloudy	<input type="checkbox"/> Snow
<input type="checkbox"/> Overcast	<input type="checkbox"/> Other: _____

Day of Week:

<input type="checkbox"/> Sunday	<input type="checkbox"/> Thursday
<input type="checkbox"/> Monday	<input type="checkbox"/> Friday
<input type="checkbox"/> Tuesday	<input type="checkbox"/> Saturday
<input checked="" type="checkbox"/> Wednesday	

7.0 OBSERVATIONS AND RECOMMENDATIONS FOR VERNER

The following highlights Dillon's specific observations and where possible, recommendations for Verner to consider. All photographs were taken by Dillon Consulting Limited on October 2nd, 2013.

Principal Street (Commercial Core and Service Core of Verner)



This segment illustrates the right of way in front of Principal Street. There is an unpaved sidewalk that terminates just west of the Verner Arena.

Recommendation:

Improving sidewalks is recommended in the eastern portion of Principal Street East, west of D'Youville Street. The Verner Arena and the School are located in this area and new/paved sidewalks will improve the walkability of the area and the security of students and youth around these facilities.



There is a recently developed subdivision located on the eastern edge of Principal Street East. There are no sidewalks connecting this residential area to the Verner Arena, or school on Principal Street. The school and Verner Arena are located near this area.

Recommendation:

Building sidewalks, and possibly cycling lanes, is recommended in this area in order to improve connectivity to/from this residential neighbourhood and offer connections to the school and the Verner Arena.



View of Principal Street West at D'Youville Street towards west. Sidewalks are new and include a shoulder providing a separation between pedestrians and motorists. Parking is not marked, however cars park on the street and in some cases on the shoulder.

Recommendation:

Consider installing a shared roadway signage to support cycling along Principal Street. Principal street provides a direct connection for residents to travel to the library, the school and the Verner Arena.



Sidewalks along the western portion of Principal Street West have been recently paved and are in good condition, with curb cuts for accessibility.

Recommendation:

However, consider including street furniture and streetscaping enhancements (e.g., planters, street trees, garbage receptacles, benches) to improve the pedestrian experience.



View of Principal Street East at Dubeau St Street looking east. This segment of Principal Street E. has older sidewalks that are in need of repair. There are wide shoulders providing a separation between pedestrians and motorists.

Recommendation:

Consider improving the sidewalk along Principal Street East and transforming a portion of the shoulder to enable on-road cycling, which will provide a direct connection for residents to travel to the library, the school and the Verner Arena.



Sidewalks leading to the Municipal/ Provincial Services office and library on Principal Street East.

Recommendation:

Consider improving the sidewalk along Principal Street East to allow better connectivity and accessibility to the municipal and provincial services.



School zone in front of Ecole Ste. Marguerite D'Youville.

Recreation



Park France Gareau, located on Principal Street East, next to the Police Station, Library and Municipal Services building.

Recommendation:

The park is connected by sidewalks; however, they are in poor condition and in need of repair. Lighting could also be improved at the park to promote a safe play environment.



The Verner Arena, located on the eastern edge of Principal Street East and across from Ecolé Ste. Marguerite D'Youville.

Recommendation:

Consider building sidewalks and cycling lanes leading to the arena, from the east (new residential area) and improving/completing the sidewalk from the west (Verner's main street).

Recommendation:

Consider installing bicycle racks to encourage the use of cycling as a mode of active transportation. In addition, consider improve lighting to provide enhanced safety.



Local playground located in the residential area on Piette Street. There is a sidewalk leading to the playground; however, it is located on the opposite side of the street.

Recommendation:

Consider expanding the sidewalk on Piette Street to improve the playground's connectivity and safety. Consider the installation of lighting on the playground to provide increased safety for users.



The Parc Memorial Verner, located on D'Youville Street, is dedicated to honour the veterans. This park is very well maintained, has some seating and has a safe pedestrian path leading to it.

Recommendation:

Consider adding destination signage.



The Saint Jean Baptiste Church has a large landscaped area adjacent to it. It provides some seating and shade. There is a historical plaque commemorating the legacy of Reverend Charles Alfred Paradis. Located on Principal Street West, this park has excellent pedestrian access. Parking is available behind the church.

Residential Neighbourhoods



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

Recommendation:

On street cycling could be promoted and facilitated using “share the road” signs.



Sidewalks in Verner residential areas are provided on most of the streets. Some have been recently paved while others are in need of repair. Buffers provide a wide separation between pedestrians and motorists.



Newer residential neighbourhood located on the eastern edge of town, along Heritage Crescent. This neighbourhood is located in short distance to the school and the Verner Arena; however, there are no pedestrian connections to these facilities. The streets are wide, and have potential to accommodate pedestrians, cyclists, and motorists.

Recommendation:

Pedestrian circulation and on street cycling could be promoted and facilitated using “share the road” signs.

8.0 CONCLUSION

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



Verner is a compact community that offers a range of uses, community services, amenities, and spaces within a small geographic area. The urban structure in Verner provides a strong foundation to support walking, cycling, and active living.

Verner offers a variety of focal points and amenities within an 800 m radius from the centre of the community on Principal Street and D'Youville Street. Verner's physical terrain includes mostly flat areas, which create an opportunity to increase physical activity. Moreover, the community's semi-grid pattern enables its residents to walk or cycle quickly and efficiently within the residential areas, from their homes to the mainstreet (Principal Street), and from their homes to the community's recreational areas (parks and arena). Traffic volumes are low and road widths are ample, enabling residents to walk or cycle on the shoulders.

Verner also has a base infrastructure to support walking. Sidewalks are built along its mainstreet (Principal Street) and along most of its residential streets. There is a range of recreational spaces and facilities for people of all ages to participate in both formal and informal spaces. In addition, directional signage is prominent throughout Verner, creating a visually pleasing and welcoming environment for residents and visitors to walk to the community's assets and neighbourhood focal points. Enhancements are already well implemented along Principal Street. Additional enhancements including streetscaping, planting, and street furniture can only create a more walkable environment for residents. Maintaining assets and repairing broken and uneven sidewalks along Principal Street East and some residential streets can improve pedestrian safety and encourage walkability. Different pavement types (i.e. paving stones) may also be considered to delineate pedestrian areas to slow traffic down and encourage pedestrian activity.

Cycling infrastructure was not observed during the RALA audit. Verner is a compact community surrounded by agricultural areas that should be enjoyed by its residents. Cycling should be encouraged and facilitated within the community. For convenience, end of trip facilities such as bike racks would ideally be located at community destinations, including the Post Office, the grocery store, the Verner Arena, the school, the library/municipal services

building, and playgrounds. Shared roadway signage and pavement markings should be considered within the residential areas to promote cycling, especially around the school.

The results of the RALA provide an opportunity for Verner to develop an integrated plan to support active living, community connectivity and economic vitality. Improving connectivity into Verner supports safe and accessible travel for people residing in neighbouring areas. The results captured in this report should provide a launch point for further discussion and action, as the details captured in the audit can provide a baseline for the municipality to develop implementation plans to address active transportation, active living, parks and recreation planning, and program delivery.



Appendix A: Assessment Methodology

WALKABILITY

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

Sidewalks

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

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



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



Q12. Buffers and Shoulders

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

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

Shoulder



Sidewalk Buffer

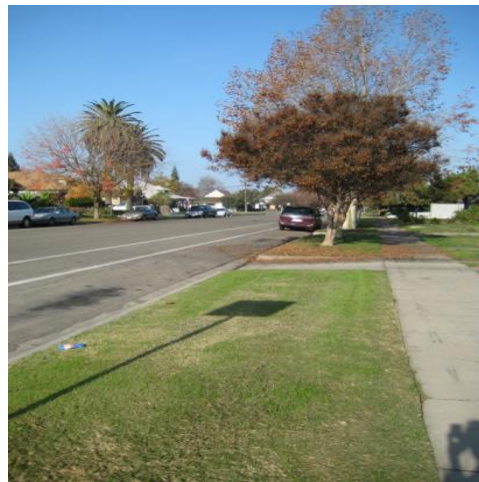


- *2-Good/Excellent* - The sidewalk buffer or shoulder are generally well maintained in this segment and are in good or excellent condition. There is little or no apparent neglect and/or deterioration. Examples: Good/Excellent condition

Shoulder



Sidewalk buffer



Q13. Crosswalks and Signage

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

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

Crosswalk



Pedestrian Sign



Q14. Other Safety Features

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

Q15. Road/Traffic Characteristics

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

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

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

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

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

Q16. Barriers

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

Q17. Connectivity

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

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

LAND USE

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

Q18. Residential

In the [first column](#) of question 14, please indicate how densely settled the segment is by checking one of the following options:

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



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



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



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

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



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



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

Q19. Public/civic

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

- *Library*
- *Museum*
- *Community center*
- *Post office*
- *Community offices*
- *Courthouse*

- *Police station*
- *Fire station*
- *Church/religious building*
- *Hospital/health center*
- *Athletic fields/courts*
- *Playground*
- *Other (please specify)*
- *None*

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

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

Q20. Commercial

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

- *Restaurant/café*
- *Bar*
- *Food market*
- *Theater*
- *Gas station*
- *Convenience store*
- *Small retail store*
- *Big box retail store*
- *Fitness center*
- *Private medical office*
- *Private other office*
- *Office building*
- *Other (please specify)*
- *None*

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

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

Q21. Schools

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

- *Elementary school (public)*
- *Middle school (public)*

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

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

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

Q22. Industrial/agricultural

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

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



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



- *Farmland area* – any agricultural, livestock, or other farmland area. Example:



- *Other* (please specify)
- *None*

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

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

Q23. Stop Time

Please indicate at what time you completed the Segment Assessment.

Q24. Time to complete assessment

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

SUBJECTIVE ASSESSMENT

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

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

“This segment is walkable.”

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

“This segment is aesthetically pleasing.”

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

GENERAL CONDITIONS

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

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

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

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

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