



# Liveable Community Project

Timmins

*8-80 Cities  
Helping to create a more liveable and sustainable Timmins.*





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### Ministry of Health Promotion and Sport

The Ministry of Health Promotion and Sport was created in 2005 with a mandate to support and deliver programs promoting healthy lifestyles and healthy choices in the province of Ontario. The Ministry recognizes that health is determined by complex interactions between social and economic factors, the physical environment and individual behaviour.

The Ministry focuses on a number of key priority areas including active living, healthy eating, injury prevention, Ontario's smoke-free strategy, and mental health. As part of its work the Ministry of Health Promotion and Sport has established the Healthy Community Fund (HCF), designed to assist and support the projects and organizations that are dedicated to helping Ontarians lead a healthy and active lifestyle.

The HCF plays a key role in helping the Ministry achieve its vision of "Healthy communities working together and Ontarians leading healthy and active lives." The Fund consists of three streams, one of which is the HCF Grants Project Stream. The grants stream provides funding opportunities for eligible organizations to address two or more of the following health promotion priorities:

- Physical activity, sport and recreation;
- Healthy eating;
- Tobacco use/exposure;
- Substance and alcohol misuse;
- Injury prevention; and
- Mental health.

For more information about HCF, please visit the Ministry's website at:

<http://www.mhp.gov.on.ca/en/healthy-communities/hcf/default.asp>

### Knowledge to Action Partnership

Knowledge to Action Partnership (K2A) is composed of working groups in various communities within the Cochrane district working together to advocate for healthy public policies at the municipal government level in order to ease the burden created by the ever growing rates of obesity. K2A's partners include the Porcupine Health Unit, the Heart and Stroke Foundation, Rehab Plus, the Timmins and District Hospital, the Ministry of Health Promotion, Timmins YMCA, the City of Timmins and the Timmins Family Health Team.

# Table of Contents

---

- 3 Forward
- 5 Executive Summary
- 7 Snapshot of Timmins

## **Chapter One**

### Liveable Communities for All: Creating an 8-80 City

- 10 What is an 8-80 City?
- 11 The 8-80 Rule
- 12 What are the benefits of an 8-80 City?
- 18 Characteristics of a Great Place

## **Chapter Two**

### The Liveable Community Project: Engaging Timmins

- 22 Liveable Community Project Methodology
- 23 Public Presentations and Workshops
- 26 Recommendations
  - 26 Short-term Goals
  - 29 Long-term Goals

## **Chapter Three**

### Moving from Talking to Doing

- 34 Moving from Talking to Doing

## **Chapter Four**

### Tool Kit

- 42 Case Studies on Walkable, Bikeable Communities with Vibrant Parks and Public Spaces
  - Minneapolis
  - Ottawa
  - Copenhagen
  - Yellowknife
  - Brantford
  - New York City
- 50 [Appendix A](#) – Impatiens and Orchids Group Activity
- 51 [Appendix B](#) – Data from Impatiens and Orchids Goal-setting Activity
- 56 Endnotes
- 57 Image Credits



8 - 80 Cities is a Canadian based non-profit organization with an international outlook. Our goal is to contribute to the creation of vibrant cities and healthy communities, where residents live happier and enjoy great public places.

We promote walking and bicycling as activities and urban parks, trails and other public spaces as great places for ALL.

These activities and public spaces improve our environment, advance economic development, boost and complement our transportation systems, make better recreation for all, and enhance our personal and public health.

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# Forward by Gil Peñalosa

It has never been more obvious that the North American urban norm characterized by design and development dictated by the personal automobile must change. Obesity rates have never been higher, our population never older, our environment never more tested, resources never so strained and in recent memory, the economy never so delicate.

How we build and live in our cities affects all of these mounting challenges. We need to create cities that encourage physical activity, reduce our reliance of fossil fuels, provide mobility options for people young and old, and support our recovering economy in a sustainable and responsible way.

Cities across the province are growing at an incredible rate. In the Greater Toronto Area alone, the population is expected to grow by almost 50% by 2036. The urgency to change our normal development practices and shift to a focus on people-oriented design cannot be overstated. With newly elected officials across the province, we need to take advantage of fresh ideas. Our cities need to change and they need to change fast.

We are confident that with the support of dedicated local champions; gutsy politicians who uphold the general interest; and innovative members of the public, private and not-for-profit sectors, we can begin to develop healthy and sustainable people-oriented communities.

At 8-80 Cities we hope that through our community engagement projects, such as the one this report is based on, we can help contribute to this change.

I invite you to read this report, and I hope that it will help inspire you to push for the change we need to develop our cities in a new and more sustainable way.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gil Peñalosa'.

Gil Peñalosa  
Executive Director 8-80 Cities



# Executive Summary

Timmins is a city born out of metal. It is one of Canada's largest municipalities, encompassing over 3,000 square kilometres, and includes a variety of smaller communities. In addition to several mining and mill sites, the amalgamated city is home to many outdoor recreational areas. According to the 2006 Canadian Census, Timmins had a population of 42,997, a decline of 1.6% since the 2001 census.

The city expanded to include a variety of mill and mining sites, which allowed the city to capture greater tax revenues. This has not been without its problems. Xstrata, a major mining firm, closed its base metal metallurgical site in December 2009, eliminating 600 jobs and more than \$3 million in municipal tax revenue. The boom and bust nature of the city's economy has led to record deficits in recent years. In early 2011, the budget process has become a huge municipal issue. Timmins' financial situation puts pressure on the delivery of high quality municipal services. However, the city must invest in creating a more liveable community that encourages people to walk, bike and enjoy parks and public places as part of everyday activities.

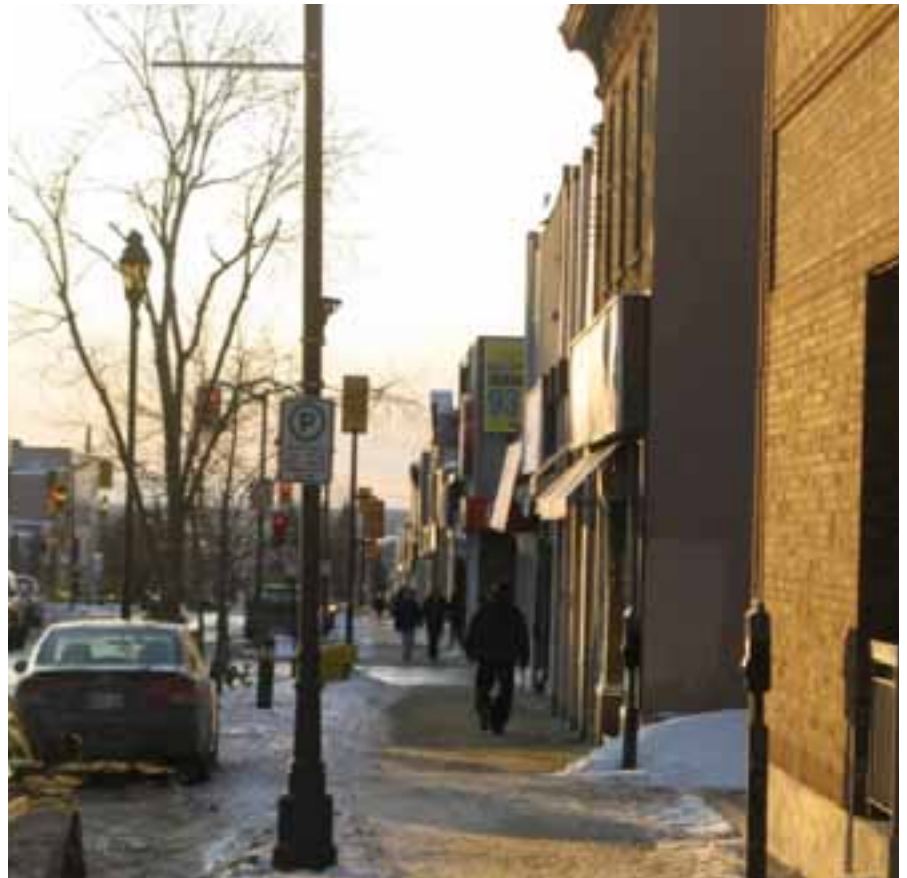
Timmins cannot afford to be complacent. Timmins' obesity rate approaches 28%, compared to the Ontario average of 17%. Including the overweight category, nearly two-thirds of Timmins residents are overweight or obese.

Although 49% of residents report that they are moderately active or active, Timmins is highly dependent on single occupancy vehicles for commuting purposes. Overall, 71% of residents travel to work in single occupancy vehicles, while another 13% ride as passengers. Only 10% of residents walk or bike to work, but this percentage is higher than the Ontario average. Considering that many arterial roads do not have sidewalks or bike lanes, and that trailways are poorly signed and lack connection points, it is no wonder that this rate is not higher. While Timmins has a public transportation system, only 4% of residents use it to get to work; more should be done to improve this usage rate.

Timmins requires a bold strategic vision to guide its path towards a more walkable, bikeable community with vibrant parks and public places. As this report went to print, Mayor Tom Laughren announced the development of a Community Vision / Strategic Action Plan for the next 10 years. 8-80 Cities applauds this initiative and urges Timmins to include the creation of a more liveable community as a key cornerstone of its plan.

Between Tuesday February 22nd and Thursday February 24th, 8-80 Cities held presentations and workshops with different groups across Timmins to discuss creating more walkable, bikeable communities with better parks and public places.

The recommendations included in this report are derived directly from what we heard from the public over the course of our consultation.



Downtown Timmins in midwinter



Downtown Timmins in early summer



Gillies Lake Boardwalk



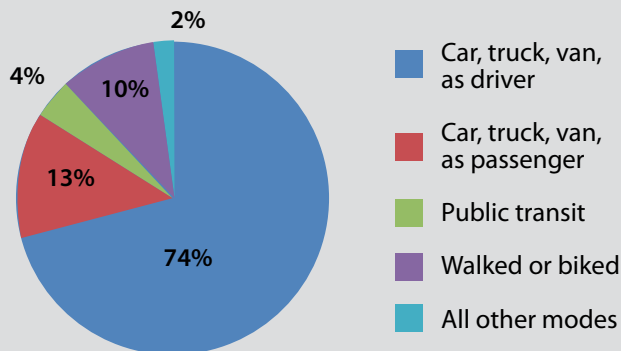
Students walking home from school

# Snapshot of Timmins

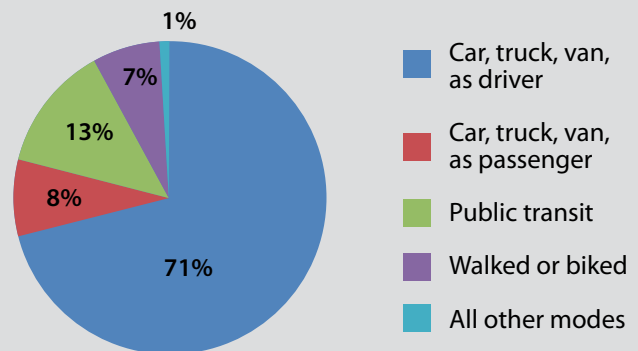
- Population 2006  
**42,997**
- Population 2001  
**43,686**
- 2001 to 2006 % growth:  
**-1.6<sup>i</sup>**
- Population density:  
**14.5** people per square kilometre

- Timmins obesity rate:  
**27.6%**
- Ontario obesity rate:  
**17.4%**
- Timmins overweight rate:  
**36.4%**
- Ontario overweight rate:  
**34.0%<sup>ii</sup>**

Mode of transportation to work  
(Timmins)



Mode of transportation to work  
(Ontario)





# Chapter 1

## Liveable Communities for All: Creating an 8-80 City

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*Creating a More Liveable and Sustainable Timmins*

# What is an 8-80 City?

## **8-80 Cities are communities built for people.**

They are cities that reflect social equality and promote people's happiness in their urban form.

They nurture our need to be physically active by providing safe, accessible and enjoyable places for everyone to walk and bike in their daily routines.

They recognise that people are social creatures and prioritise human interaction by fostering vibrant streets and great public places where people can rest, relax and play.

8-80 Cities encourage sustainable and healthy lifestyles for people regardless of age, gender, ability or social status.



# The 8-80 Rule

When roads are built, planners do not build one road for new drivers and a separate road for experienced drivers. When creating sidewalks and bikeways, we cannot make them only accessible to experienced cyclists and agile pedestrians.

8-80 Cities has created a rule of thumb to help individuals when they are evaluating bicycling and pedestrian infrastructure, we have dubbed it the 8/80 rule.

## Step 1:

Think of a child that you love and care for who is approximately 8 years of age. This could be a child, grandchild, sister, brother, cousin etc.

## Step 2:

Think of an older adult, approximately 80 years of age, who you love and care for. This could be a parent, grandparent, friend etc.

## Step 3:

Now, think about the pedestrian infrastructure and bikeways in your community. Would you send your child to cross that intersection? Would you send your grandmother out to buy milk riding her bike? If so, then the sidewalk or bikeway is safe. If not, then it must be improved.

Every citizen, including all elected officials and staff as well as community members should keep this rule in mind when thinking about their neighbourhoods.

What if the 8-80 Rule guided everything we did in our community including pedestrian and cycling infrastructure, parks and other public spaces? Eventually we'd end up with a great city for all.



# Key Concepts for Creating People-oriented Communities

## The Benefits of an 8-80 City

A city is only  
a means  
to a way of **life.**

If we choose to plan and design our cities for people, we must do it in a way that maximizes people's happiness and quality of life. For decades, city planning has been focused on cars' mobility. A human-scaled approach to planning recognizes the benefits to providing safe and convenient facilities for people to walk and bike as a means of transportation and recreation. This approach also emphasizes the importance of parks, trails, and public spaces as great places for interaction and community cohesion.

### Walking and bicycling: More than just fun and games

It would be easy to write a laundry list of the perfect conditions needed to make the case for active transportation. These could include increased public concern and awareness about environmental degradation, climate change, a global economic crisis, an obesity epidemic, and worsening traffic congestion. Today, all of these conditions exist, creating a perfect storm of challenges that make investing in safe and convenient walking and bicycling facilities a relevant solution to many of today's problems.

8-80 Cities has developed the **EARTH umbrella concept**, which represents a shelter from the storm of challenges we are facing today and highlights some of the most significant benefits of walking and bicycling and great public places.

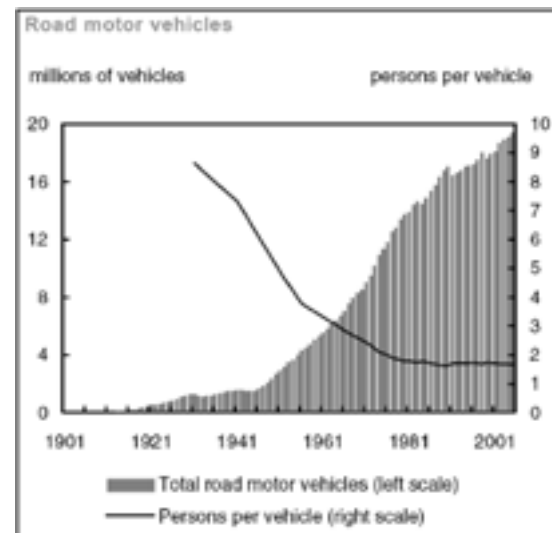
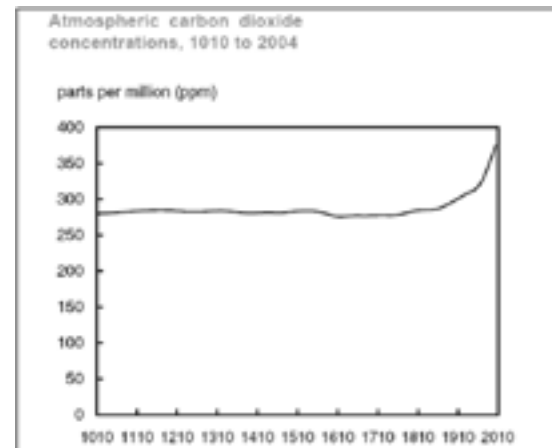


# The **EARTH** concept:

## **E**nvironment

Only a few years ago scientists questioned the very existence of human-induced climate change. Now there is general agreement within the scientific community that global atmospheric concentrations of greenhouse gases such as carbon dioxide have increased markedly as a result of human activities, particularly through the use of fossil fuels and land use change.<sup>iii</sup> In 2004, emissions from the transportation sector accounted for 25 per cent of all the greenhouse gases (GHGs) emitted in Canada. Private vehicles alone (passenger cars and trucks) account for over 11 per cent of total GHG emissions. With such a significant portion of our emissions released through transportation, moving toward more sustainable transportation options such as public transit, bicycling, and walking could drastically reduce Canada's carbon footprint.

Shifting away from private car use and toward non-motorized forms of transportation is less daunting than one might think. Research shows that a large percentage of trips made by car are within walking and bicycling distance. Metrolinx, the regional transportation authority in the Greater Toronto and Hamilton Area (GTHA), reported in 2008 that 40 per cent of the total trips taken across the GTHA were within biking distance (under 5 km) and 17 per cent were within walking distance (under 2km).



The number of motor vehicles on the road has increased sharply in the last 30 years, as the number of people per vehicle has decreased. A dramatic rise in Carbon Dioxide, the most prevalent Greenhouse Gas, has accompanied this trend.

# Economic Activity

In the 19th century, wealth was measured in terms of land, making land the most valuable of any asset. By the 20th century the market's focus had shifted to capital. Today, knowledge is at the heart of the economy. Attracting and retaining highly educated, creative people is the greatest economic challenge facing cities in the 21st century.

In an ever-more globalized world, the most skilled people – be they carpenters, artists or doctors – can live anywhere they choose. Why live in Timmins and not Vancouver, Paris or Sao Paulo? A walk-able, bike-able community is a critical factor in creating lively, attractive neighbourhoods, and quality of life has become a main element of economic competitiveness.

Mercer's Quality of Living survey, used by thousands of companies to decide where to locate their offices, recognizes the importance of active transportation. Pedestrian and bicycling facilities positively influence 5 of the 10 categories used in the survey to determine the best places to set up a business.<sup>iv</sup>

Vibrant commercial districts, and the small businesses which populate them, rely heavily on foot traffic. Walkable, bikeable neighbourhoods are safer, more attractive, and more pleasant to shop in. Traffic calming is so good for business that business owners in affected areas often go from initial fear over the loss of parking to passionate support for further traffic calming, both in their own neighbourhood and others.<sup>v</sup>

Tourism is a billion dollar industry. Have you ever heard anyone return from a vacation in Paris and talk about how beautiful the highways were? Great public spaces, pedestrian plazas, parks and trails attract tourists and generate economic activity. In 2007, tourism in Canada generated \$19.7 billion in government revenue alone.<sup>vi</sup> Tourists in urban areas are primarily pedestrians. Increased investment in the unique beauty of Canadian cities through well-placed trails, parks and public spaces will add to the appeal – and bank accounts – of our neighbourhoods.



Local business owners in Copenhagen had a huge boost in economic activity from increased foot traffic after car dominated streets were replaced with pedestrian-only streets.

# Recreation

In the year 1700, most physical activity took place in the workplace. In North America in 2008, only about five per cent of our physical activity takes place in the work place, while recreational activities account for the highest percentage (Figure 1)

Walking, bicycling, and running are now some of the most popular forms of physical activities in the world. In addition, current trends show that people are turning increasingly to unscheduled and unorganized activities such as walking and bicycling as a form of daily exercise. According to Statistics Canada's 2005 Community Health Survey, walking is by far the most popular form of physical activity in Canada, with bicycling places in the top five.<sup>vii</sup> These activities are free of charge, enjoyable in groups or alone, and accessible to all ages.

In order to build communities that facilitate participation in these activities, it is important to provide city dwellers with the facilities that encourage spending time outdoors. Well-maintained and managed trails, urban parks and public spaces allow residents to enjoy, relax and take pride in their city.

In addition, more localized recreational facilities encourage more frequent use by community members because people have both a physical and mental connection to them. That is, these facilities are physically accessible to users through a short walk or bike ride and mentally connected to them as a result of frequent events, festivals and promotions. For example, you are probably more inclined to take your dog for a walk on a Thursday evening if you can walk to the nearby neighbourhood trail or park as opposed to driving to it. You may even be more inclined to take that walk if you can grab a coffee on your way, or if there are interesting things happening in and around the trails or park.

Recreation is something more than what people do on the weekend; by building and improving upon community trails, parks, greenways, and public spaces it can become part of people's daily routine and serve as a way to unwind, connect with nature, and to just have fun.

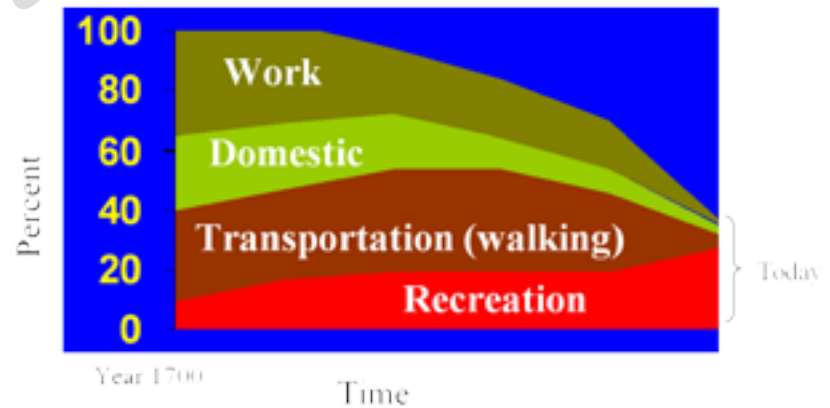


Figure1: The ways in which we get our physical activity have changed drastically in the past 300 years, as recreation has come to play an increasingly important role in our lives and our physical health

# Transportation

Transportation is about moving people, not about moving cars. Yet the way some North American cities have been built, it would appear the opposite is true. Thirty six per cent of Greater Toronto and Hamilton area residents do not have a driver's license.<sup>viii</sup> To live up to the Canadian principles of equity and accessibility, our cities must be built to allow the mobility of those who cannot - or choose not - to drive.

Furthermore, providing safe, extensive infrastructure for cyclists and pedestrians has been proven to alleviate congestion. Such infrastructure paves the way for affordable, convenient transportation, which in turn can have a profound impact on the economy. Traffic congestion contributes to delays in moving goods, lost productivity and higher fuel costs. Congestion costs Ontario over \$5 billion in lost GDP every year.<sup>ix</sup>

Cities like Copenhagen and Amsterdam have invested heavily in bicycling infrastructure and have achieved significant results. In Copenhagen, bike mode share has gone from less than 10% in 1975 to 36% in 2004, outperforming automobile mode share.<sup>x</sup> With 329 km of cycling tracks in place, Copenhagen has continuously been improving its infrastructure.<sup>xi</sup> Furthermore, it recognizes that increasing active transportation use is a matter of planning-for-people and creating a cultural shift.



Transportation infrastructure must be designed for the mobility of all users, not just drivers.

# Health

Many Canadians today find themselves driving to the gym to walk on a treadmill. Meanwhile, 23 per cent of Canadians over the age of 18 are obese.<sup>xii</sup> Obesity is at the root of a myriad of diseases and health problems, and inactivity is one of the major contributing factors to obesity. Sedentary living is creating a huge strain on our healthcare system and our wallets.

Today, health experts agree that 30 minutes of moderate physical exercise daily can cut vulnerability to heart disease in half, control blood pressure, and reduce cholesterol. Experts say that exercise also increases energy levels and improves moods, sleeping habits and digestion.<sup>xiii</sup>

Building convenient and accessible pedestrian and cycling infrastructure makes it easier for physical activity to become a part of our daily routine. A study from the American Journal of Preventative Medicine published in 2004 found that every additional hour spent in a car was linked to a six per cent increase in a person's chances of becoming obese. Conversely, each kilometer walked was linked to a 4.8 per cent decrease in the chance of becoming obese.<sup>xiv</sup>

Furthermore, as illustrated in Figure 2, obesity rates for several highly industrialized countries consistently drop when alternative forms of transportation, such as walking, cycling, and public transit are used.

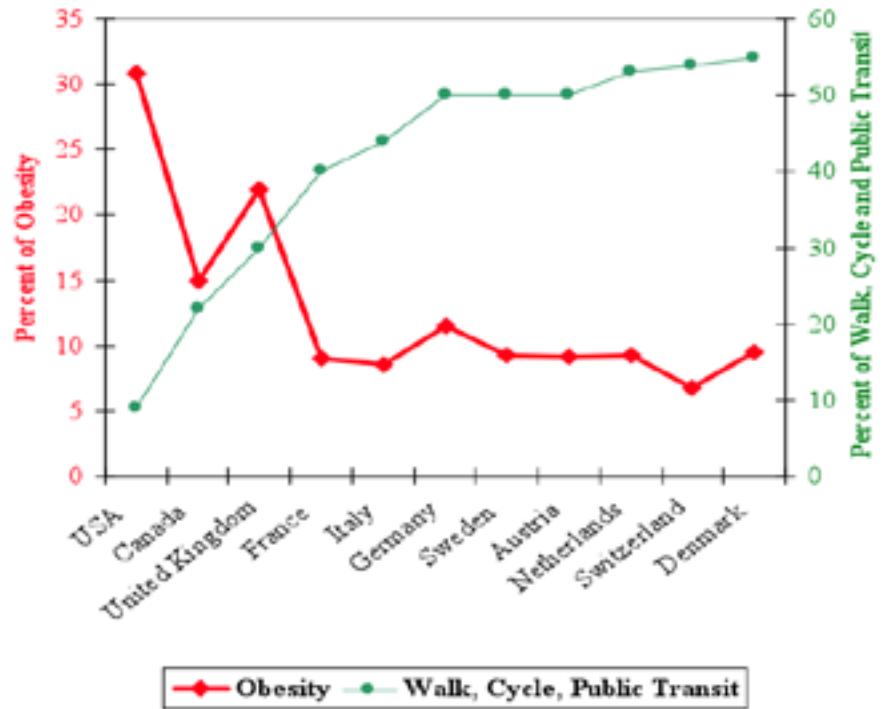


Figure 2: Obesity rates fall sharply with increased walking, bicycling and public transit use.

# Characteristics of a Great Place

## Public spaces have both “Emotional” and “Quantifiable” benefits.

The “Emotional” benefits greatly increase the quality of life of public spaces’ users and local residents. They are social equalizers and sources of happiness for community members. They also strengthen communities and improve safety in neighbourhoods.

The “Quantifiable” benefits of public spaces are ones that can be calculated in terms of several different criteria. They provide benefits that increase property values, increase tourism, increase economic activity, lower healthcare costs, and create greener and more environmentally sound cities by reducing GHG emissions.<sup>xv</sup>

Creating great public places is one of the main characteristics of a successful city. One challenge that many cities face is the lack of such places and poor connections to surrounding neighbourhoods. It is difficult to define what exactly makes a great place; it is a subjective topic. Although each great place will be different to almost anyone, NYC’s Project for Public Spaces has come up with some common characteristics of great public spaces.<sup>xvi</sup>

## Good places to sit



It is simple but often overlooked. Seating is critical to creating an inviting space for people to rest, people watch and/or interact.

## Sociability/People in groups



People meeting in groups and being social with one another is an indicator of a great public space.

## Diversity



A place with a diversity of ages, ethnicities and abilities is another indicator of a great public space that is accessible and inviting to all.

## Affection



People are generally affectionate when they feel comfortable in a place

## High proportion of women



Women are much more discerning when it comes to choosing a place. If there are a high proportion of women in a place it usually means the area is safe, clean and aesthetically pleasing.

In a general sense, these symptoms paint the image of a safe, socially active, comfortable, and happy place. The place can be either a neighbourhood corner, a park, an entire community, a district, or a whole city. A variety of these places connected by a great active transportation system can create a city that has so many great places in it that it eventually becomes one great city. This is the goal of many cities; however, as big as they are, cities tend to forget that city life blooms on the street corner.



# Chapter 2

## The Liveable Community Project: Engaging Timmins

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*Creating a More Liveable and Sustainable Timmins*

## Liveable Community Project Methodology

At 8-80 Cities, we recognize that citizens have the greatest expertise when it comes to the communities in which they live, work and play. 8-80 Cities' Liveable Community Project uses this idea as the basis for its approach to community engagement in promoting more walking and cycling-friendly places. From Tuesday February 22nd to Thursday February 24th 2011, 8-80 Cities conducted presentations and workshops with department heads, elected officials, community groups, students and seniors from across Timmins.

## Public Presentations and Workshops

From Tuesday February 22nd to Thursday February 24th 2011, 8-80 Cities conducted a series of presentations and workshops with different groups across Timmins. In each case, Gil Penalosa delivered an inspiring presentation filled with international and local best practices for creating more walkable, bikeable communities with great parks and public places. Each presentation was followed by a question and answer period and in some cases, a workshop that sought participant input into short and long term goals for specific communities and the county at large. The recommendations in this report are derived directly from this input.



Gil Penalosa makes a presentation to the Porcupine Ski Runners Group



Participants discuss short-term goals to create a more liveable Timmins



Gil Penalosa discusses the relationship between economic resilience and liveable communities at the Timmins Chamber of Commerce



Jared Kolb asks students what it would take to get them walking and cycling more often

## Presentations:

### **Tuesday February 22nd**

Porcupine Ski Runners Group  
7:00 – 9:00 pm  
Included Workshop

### **Wednesday February 23rd**

City of Timmins Department Heads Meeting  
10:00 – 11:15 am

Timmins Chamber of Commerce  
12:00 – 1:15 pm

Ross Beattie Intermediate School  
Grade 7 Students  
1:30 – 2:15 pm

Ross Beattie Intermediate School  
Grade 8 Students  
2:15 – 3:00 pm

Public Forum  
7:00 – 9:30 pm  
Included Workshop

### **Thursday February 24th**

Porcupine Health Unit: Grand Rounds  
9:00 – 10:15 am

Northern College  
11:30 – 1:30 pm

The Walford (Retirement Centre)  
2:00 – 3:00 pm



Community members listen to a presentation by 8-80 Cities at a public forum



Community members discuss long-term goals to make Timmins a more liveable community



Gil Penalosa makes the case for creating more walkable, bikeable communities at the Porcupine Health Unit's Grand Rounds



Seniors at the Walford listen to a presentation by 8-80 Cities

## Recommendations

# Short-term Goals

Create and implement a strategic vision to guide decision making that has walking, cycling and parks and public spaces as central tenets of the vision.

- Walking, cycling and parks and public places should play a key role in any strategic vision for the city. Considering the worrisome obesity rates, the city should make it easier to live a physically active lifestyle through investments in vibrant pedestrian and cycling infrastructure, including parks and public spaces. It is also crucial that the city consider the infrastructure necessary to continue active living through the winter months.

- Throughout each of our workshops, we repeatedly heard residents talk of the need for a bold vision for the community.

- Considering the recent shocks to Timmins' economy, such as the closure of the Xstrata metallurgical site, Timmins requires a bold vision to guide its economic and community development. The city should integrate walking, cycling and parks and public spaces directly into the vision and use this as a jumping-off point to create a strong Sustainability or Active Transportation Plan that lays out how a more liveable community will be created over the next 2, 5 and 10 years.

- Active Transportation Plans are comprehensive documents that provide direction for the development of active transportation infrastructure. AT infrastructure could include networks of walking and cycling trails, requirements for sidewalks and bike lanes or the development of parks and public spaces. Plans typically include direction on technical guidelines for infrastructure design.

- Sustainability Plans take a broader approach and incorporate more subject matter. Markham's Greenprint Sustainability Plan is a strong example of this type of approach. The plan creates a framework for creating a sustainable Markham, identifies priorities, sets specific goals and adopts a timeline.<sup>xvii</sup> The final report is due out in mid 2011.

- Whether Timmins chooses to create an Active Transportation Plan or a Sustainability Plan, it is crucial that the city includes walking, cycling and parks and public places as core components of its strategic vision.



Winter cycling in Copenhagen

The City of Timmins should create a city-wide advisory committee to oversee the move towards creating a more sustainable and liveable Timmins.

- This advisory committee would create a strong business case for creating more walkable, bikeable communities with great parks and public places. The members would also support extensive local community engagement to gain input into the process from citizens, businesses and bureaucrats. This committee would also be tasked with building partnerships with businesses and community groups.

Create a Car-Free Sunday program along main streets in Timmins.

- As our largest public space, streets are an important resource for promoting recreational activities. Car-Free Sunday programs happen around the world and are an inexpensive way to close the streets to cars and open them to people to walk, bike, run, skate and dance. Car-Free Sunday programs have evolved to include innovative programming such as large-scale aerobics classes, rock climbing walls and yoga.

- Timmins could initiate their Car-Free Sunday program by closing a network of streets two Sundays per month throughout the summer months. The program should connect different neighbourhoods to provide incentive for residents to get out, explore and set specific destinations.

- Algonquin Blvd is a useful arterial that could serve as the spine of the network. The whole of Algonquin need not be closed; car traffic could travel on one half of the street while the other half would be open for walking, running, cycling and skating.

- Car-Free Sunday programs are inexpensive and novel ways to get people outdoors, have fun and put the spotlight on creating more liveable communities.



Car-Free Sunday programs, such as this one in Bogota, involve all sorts of recreational programming.

Provide more cycling facilities. Add more bike parking to transit nodes and hubs, malls and along major streets. Add more bike lockers to transit hubs and malls.

- People ride bicycles for many different reasons. Some cycle for recreation, while others cycle to pick up groceries or to commute to work. Regardless of the reasons for cycling, a city with an active population of bicycle users has fewer cars on the road, releases less greenhouse gas emissions and has a healthier population. However, people will never switch to bicycling without adequate infrastructure promoting safety and convenience. 8-80 Cities recommends that the City of Timmins continue its investment in cycling infrastructure by adding more facilities such as bike parking to major streets and destinations and bike lockers to transit hubs and malls.



Ring and post bicycle parking in downtown Collingwood

# Long-term Goals

Revitalize parks and public spaces by using existing infrastructure in a better way and by building new infrastructure across Timmins.

## Outdoor Skating Rinks

- Considering Timmins' cold winters, the city should invest in infrastructure to bring more people outdoors in the snowy season. Outdoor skating rinks are a fantastic way to do this. The city need not go alone in this; Timmins could partner with the Porcupine Health Unit, the school boards or various mining companies on a public-private partnership that would see a major increase in the number of skating rinks in the city.

## Signage

- Signage in parks and public places is another important component of revitalizing these spaces. Signage all often too describes only what one cannot do. Some of the best parks and public spaces in the world are filled with positive signage that sets the tone of what you **can** do in that space.

- Timmins should also consolidate its existing trail system and invest in strong wayfinding signage that communicates where people are on the trail and how long they should expect to take to reach upcoming distances by walking, cycling and cross-country skiing.

- Communities such as Wasaga Beach have adopted a wayfinding strategy. The Wasaga Beach Wayfinding Project is a comprehensive plan to "...include a hierarchy of wayfinding signage including town gateways, trailhead signage for hiking and cycling trails, interpretive display and signage, destination identifiers, on-road bicycle signage, and a series of iconic beach markers."<sup>xviii</sup> The project not only encourages people to get outside and enjoy their parks and public spaces, but it also increases the sense of place of Wasaga Beach.

## Moveable Street Furniture

- Fantastic street furniture is an important component of vibrant parks and public space. Moveable tables and chairs allow people to modify their environment in ways that suit them best. During hot summer days, people can move their chairs into shaded areas, and adjust them as the shade moves with the position of the sun. It creates more flexible urban space by allowing people to sit alone or assemble in groups. Moveable furniture also respects the needs of different groups who may need more or fewer seating areas.

- For all of these reasons, 8-80 Cities recommends adding moveable furniture to parks and public spaces in towns across Timmins.



Moveable tables and chairs, such as those shown at Bryant Park in New York City, allow people to adapt the public space for their needs.

## Implement a Complete Streets policy.

- As our largest public space, our streets are the places where we interact, shop, negotiate, relax, laugh and travel. Considering the different needs of our citizens, our streets should be complete for everyone. Emerging out of the United States, Complete Streets is a policy that requires that whenever major streets are repaved or upgraded, they are modified to include a sidewalk, bike lane and safe crossing infrastructure. Complete Streets policies allow municipalities to upgrade roads over time rather than all at once.

- Many American cities and states have adopted Complete Streets policies, as has the City of Waterloo, which makes their Complete Street policy a “cornerstone” of their new Active Transportation plan.<sup>xix</sup> 8-80 Cities recommends that the City of Timmins adopt a Complete Streets policy to create more equitable streets.

## Increase traffic-calming measures including reduced speed limits on neighbourhood roads, speed bumps and better crosswalks.

- Speed limits have a remarkable impact on the severity of incidents resulting from collision. Evidence from the United Kingdom suggests that about 45% of pedestrians hit by cars travelling at 30 m / hr (48 km / hr) are severely injured or killed. Incredibly, only 5% of pedestrians hit by cars traveling at 20 m / hr (32 km / hr) are severely injured or killed. 8-80 Cities recommends reducing speed limits and increasing traffic-calming measures on neighbourhood roads.<sup>xx</sup>

Create a network of physically separated bike lanes along arterial roads.

- The City of Portland conducted a major study to understand the needs of their citizens with respect to cycling facilities. They found that 1% of their population cycle regardless of cycling facilities. Another 7% cycle if cycling infrastructure gives the perception of safety (this includes bike lanes with painted lines). Thirty percent of the population do not cycle regardless of the infrastructure provided. Surprisingly, 62% of the population indicated they would cycle if the streets had physically separated bike lanes.<sup>xxi</sup>

- The City of Portland's study indicates that safety is a crucial motivating factor shaping individual cycling preferences.

- The City should work to build a network of physically separated bikeways that would enable people to go North/South and East/West in a safe and convenient manner.



A pedestrian-friendly street in Ottawa, Ontario where there is physical separation between the different users of the street.



# Chapter 3

## Moving from Talking to Doing

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*Creating a More Liveable and Sustainable Timmins*

# Moving from Talking to Doing

## NEXT STEPS



A group of concerned citizens and stakeholders have the power to advocate real change.

Applying this form of people-oriented planning can help cities become more liveable, enjoyable, and overall world-class destinations. But how do we turn these ideas into action? 8-80 Cities has spent many years working on walking, bicycling, parks, public spaces and trails in cities. After reflecting on its successes, 8-80 Cities has identified the following five elements that are necessary in order to move from talking to doing:

### Leadership

A movement needs many leaders. Having passionate, committed and knowledgeable leaders can inspire people to not only understand these issues but also act upon them. It's not about knowing everything; it's about motivating others and making them understand the importance of your work.

Planning and transportation issues can be incredibly complex and controversial. However, by having leaders who are more focused on doing the right things rather than doing things "right," cities can begin to develop on a human-focused scale.

Leaders often occupy positions of power, but this is not always necessary. You can become a leader in your community by gathering the knowledge and resources necessary to inspire and create action. Getting involved in relevant community events is a great way to get yourself connected to other actors within your community. Even if you are not leading, it is imperative that you make your voice heard by those who are. This can be done through emails, letters, petitions or events.

Although having passionate, progressive leaders in your area makes it much easier to implement change, don't give up if this is not the case. There are still four more factors that can turn [talking into doing](#).



## Ann C. Fenton

Physical Education Teacher  
Montgomery Village Public School  
Orangeville, Ontario, Canada

Ann was fed up with the chaos and idling that accompanied the drop-off time in the morning at her school, so she **took action!** When the students came back to school after the Christmas holiday, the school parking lot was blocked off and five zones were set up outside of the school where parents could drop off their children. Volunteers would help the children walk to school the remaining kilometre—in the middle of winter! Initially, many parents were upset with this change, but Ann dressed up as a pylon, the kids loved her, and parents soon warmed up to the idea as well.

## Political Will

When it comes to building infrastructure in a city, community members can only do so much. The plans and proposals for new roads, trails, public spaces and parks need to come from our politicians. It takes guts to take an innovative idea and move forward with it—but the rewards of being that person are considerable and long lasting. In Copenhagen, the first steps toward improved public spaces met with an intense backlash on multiple fronts. Not only were business owners worried about the impact on their profits, but drivers were worried about decreased car mobility. Despite this reaction, the leaders in office had a long-term vision that they stuck with—and now residents are grateful for their politicians' foresight. With the improved economic activity and decreased congestion brought about by their plans, Copenhagen's placemakers proved that great politicians and city staff with the courage to create real change can build world-class cities.

That having been said, politicians work for the people. If there is no visible constituent support for an issue, then politicians will be much less likely to fight for it. We cannot expect politicians with so many matters on their minds to focus on issues that are not being brought to their attention. Local groups and citizens must work together to make these topics visible to politicians as well as encourage them to make the gutsy decisions necessary to create real change.



One of Copenhagen's successful pedestrian plazas

## “Doers” in the public sector

It's not enough for politicians to talk about their goals and ideas; someone needs to do the work to follow through on those promises. An excellent example of this is Janette Sadik-Khan, Transportation Commissioner for New York City who was inspired by the cycling facilities that she saw around the world. Thirty days after she announced New York City's new bike plan, a physically separated bicycle lane was set up on 9th Avenue. Sadik-Khan is now transforming the meaning of transportation in New York City and being hailed as a visionary for her actions.

It is a common theme within the public sector to find different departments, who often work on similar or neighbouring infrastructure, to lack communication or cohesion. Often you will find work being duplicated because certain departments don't think to, or prefer not to, work together. Local organizations, citizens, and politicians must work to bring these departments together in order to improve co-operation and efficiency. For example, many municipal, regional and provincial transportation and public works departments build infrastructure without consulting each other. This often leads to different areas of the same road or public space being worked on at different times or with different characteristics. This is not only a waste of time, but a massive waste of money. Promoting a more cohesive communication system will help to align departments in both principle and practice. This alignment will in turn lead to more efficient and effective action.

Everyone in the public sector should remember that citizens are paying them to get things done, not to have 20 reasons why things can't be done.



New York City's first physically separated bicycle lane.

## Community Engagement

It takes the work of a strong and active community to make change in our cities. Everyone has their own cause, so if you aren't writing letters and making calls to city officials, then someone else is. If city representatives are not hearing about an issue, they have no way of knowing that it is a priority to their constituents. So citizens need to speak up, speak to their elected officials and make it known that transportation is an important issue in this community – politicians are paid to listen. Get involved through public meetings or the media (e.g., letters to editors).

## Sense of Urgency

With carbon emissions pushing the globe's temperature to rise at record rates and unpredictable fuel prices making it difficult for households and public agencies alike to budget from one year to the next - transportation is one of the most urgent issues facing us today.<sup>xxii</sup> So why aren't we feeling the pressure to invest in active transportation? The connections are not being made concerning the important role that transportation will play in meeting the great challenges of this generation. A lack of urgency permits complacency and procrastination – attitudes that cities cannot afford. The importance of this issue must be made clear so that all stakeholders pay attention and begin taking action now. With the issues of traffic congestion, obesity, global warming and the financial crisis, this should be very clear, but it is not.

Why aren't we feeling the  
pressure to invest in

# ACTIVE TRANSPORTATION?





SÖTORVET

Fridolfstend

# Chapter 4

Tool Kit: Case Studies on Walkable, Bikeable Communities with Vibrant Parks and Public Spaces

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*Creating a More Liveable and Sustainable Timmins*

# Case Studies on Walkable, Bikeable Communities with Vibrant Parks and Public Spaces

Sometimes you need to see it to believe it. Each of the following cities had hurdles to overcome similar to those faced in Timmins. Taking inspiration from their innovation and experiences can help us to work towards building our cities into unique, healthy and happy communities.

## Chain of Lakes – Minneapolis

Minneapolis has 64 km of dedicated bicycle lanes along its streets and 134 km of off-street bicycle paths.<sup>xxiii</sup> The city has placed a lot of emphasis on getting their commuters to bike, walk or use transit. The Minneapolis Pedestrian Program has resulted in 92% of streets having sidewalks on both sides which totals 2900 km of sidewalks.<sup>xxiv</sup> There are also 100 pedestrian/cycling bridges.<sup>xxv</sup>

The Bike Walk Ambassador Program has also been implemented, where ambassadors work in Minneapolis and in the 13 adjacent communities to educate people about the importance of increasing walking and biking and minimize driving.<sup>xxvi xxvii</sup>

Another program that has recently been initiated is the Bicycle Rack Cost Share Program where the city shares the cost of putting in bike racks in front of private businesses to encourage employers to do so.<sup>xxviii</sup>

Much of the rapid walking and cycling promotion and infrastructure improvement is due to the Non-motorized Transportation Pilot program which has been providing Minneapolis and its adjacent communities as well as three other communities in the US with

Putting their beautiful waterfront scenery to good use, Minneapolis created their famous “Chain of Lakes.” With parks and trails located along the lakeshore and 21.4 kilometres of walking/jogging/biking friendly pathways, the Chain of Lakes provides a safe and accessible opportunity for residents to actively transport and enjoy themselves.

The Chain of Lakes system is a part of an even larger system of trails that totals 80.6 kilometres. This is the Grand Rounds National Scenic Byway. This trail system connects users from many parts of the city, and provides its users with a variety of activities. Along the Grand Rounds there are many hiking, biking and skiing trails. There are also golf courses, scenic pathways, historic sites, gardens and many other natural features to explore.<sup>xxxi</sup>



Integrating walking into one's daily routine means providing safe infrastructure for people to do so, such as this bridge that is exclusively for walking and cycling



This section of Franklin Avenue in Minneapolis is a high quality pedestrian environment, including benches, trees, garbage cans, pedestrian-level lighting and comfortable sidewalk widths.



Minneapolis residents and visitors making the most of their waterfront location.

They have also implemented programs to promote cycling such as the Guaranteed Ride Home program, which provides free transit passes to cycling commuters for use in an emergency.

the funds for walking and cycling community improvement projects.<sup>xxix xxx</sup>

It draws over 14 million visitors a year. With the purchase of food, services and accommodation that those visitors make, the trails are generating millions of dollars in revenue for the city.

## Ottawa, Canada A City That Embraces All Seasons

Ottawa is home to the Rideau Canal Skateway in the winter, which is the largest outdoor skating rink! With a length of 7.8 km, this is a great site for outdoor events and festivals that often take place on the weekends.<sup>xxxii</sup> Not only do many people come out to the canal for recreational skating, many also use it as a means of transportation to work or school.



Rideau Canal Skateway in Ottawa spans 7.8km.

Ottawa is also home to a network of 180 km of bike paths throughout the city known as the Capital Pathway.<sup>xxxiii</sup> Gatineau Park is another highlight of Ottawa, where one can enjoy the 361 square km for one's recreational activity of choice – in addition to the protected wildlife and green space there are many trails for biking, hiking or cross-country skiing.<sup>xxxiv</sup>



Pedestrian street through shopping district with outdoor cafes creates a safe public space.



Ottawa River pathway is shared among different users.

## Car Free Sunday

Every Sunday from Victoria Day to Labour Day between 6am and 1pm, Ottawa closes its streets to cars and opens them to people. Over 65 km of roadways are shut down each week allowing citizens and tourists to actively enjoy the city's streets. There are attractions to see along the route as well, such as the Hog's Back Falls, the Experimental Farm, Dow's Lake Pavilion, Mooney's Bay and the Parliament buildings. <sup>xxxv</sup> Car free Sundays are a great way to foster a community atmosphere – not only do they keep people active, but they change our perceptions by presenting our well paved, wide and comfortable roads as public places for all citizens.



Sunday Bikedays in Ottawa — enjoying wide open road space on the city's summertime Car Free Sunday program.

## Copenhagen, Denmark The best cycling city in the world

83% of residents think Copenhagen is great to cycle in.

2006 → 36% cycled to workplaces

2015 → goal is 50% of commuters cycling

## Every day 1.2 million kilometres are cycled in Copenhagen

Serious cyclist casualties dropped from 124 to 92 between 2004 and 2006

388 km of cycle routes

**55% of all trips are cycled!** <sup>xxxvi</sup>



The best cycling city in the world was not created overnight; the City of Copenhagen has spent the last 30 years transforming the roads and communities into cycling-friendly environments, starting primarily in the 1970s and 1980s. The 1973 oil crisis struck a nerve in Denmark and it is then that residents witnessed how much they were relying on cars and how easily that could be compromised. Thus, decisions were made in the city of Copenhagen to begin to minimize how much they rely on oil by promoting green energy production and walking and cycling.



Bicycle parking can be found everywhere in Copenhagen.

Significant funds were allocated towards the implementation of adequate cycling infrastructure and programs. It is the consistent planning and prioritizing of cyclists that has created the city as it is today.<sup>xxxvii</sup>

Not only was Copenhagen transformed into a cycling city through proper infrastructure, such as bike routes and bike parking, but also through various programs such as the bike-sharing program. Cars are also highly taxed through parking and insurance which has incentivised the use of bikes.

Because the infrastructure for cycling is safe and separated from motor vehicles, cycling in Copenhagen is in no way limited by clothing or shoes. It is common to see businessmen in their suits or ladies in their high heels. In fact, it has turned into a fashion statement. The evidence can be found everywhere throughout the city that cycling is highly valued, promoted and prioritized. Not only is there a vast cycling infrastructure network but there is also an amazing network of pedestrian-only streets where people can enjoy the shops, markets and cafes. There are public self-cleaning washrooms that have been placed all around the city. There are parks, green spaces and events to enjoy throughout the city and with the abundance of bicycle parking (both indoor and outdoor), riding your bike to all these areas is made easy and convenient!

## Winter Cycling in Copenhagen, Denmark

In light of Ontario's winters, some might say that cycling infrastructure is a waste of time and money, claiming that even if bike-ways were cleared and salted, no person would want to leave the comfort of their car for the cold of winter. In fact, a number of cities with cold, snowy winters have looked past this perceived impediment and found such perceptions to be unfounded. In Copenhagen, Denmark, 30% of residents cycle to work and 70% of those cyclists continue to bike even during Copenhagen's cold, snowy winters.<sup>xxxviii</sup>



Copenhagen is filled with public spaces such as parks, markets, pedestrian-only streets, cafes, beach trails and more.



Commuters make their way to work during a Copenhagen winter. 70% of cyclists continue to ride during Copenhagen's winters.



Public washrooms such as this one can be found all over Copenhagen.

## Yellowknife, Northwest Territories

Spans: 105km<sup>2</sup>

Population: 18,700

Population density per square kilometre: 177

24% of the Yellowknife community who work, walk or cycle to get there!<sup>xxxix</sup> Yellowknife is considered a 'City in the Wilderness' as you can find 17 lakes and 38 acres of parks within the city. There is also a network of trails which connects many of the main destinations within the city, such as the Heritage Centre, Assembly Building, Long Beach and various parks including Fred Henne Territorial Park.<sup>xi</sup>

Every year Yellowknife hosts various events and festivals which bring the community out to enjoy the streets and the surrounding areas. These events include Caribou Carnival, Canadian Championship Dog Derby, Aboriginal Day, Raven Mad Daze, Midnight Sungolf Tournament, Snow King Winter Festival and Folk on the Rocks, Yellowknife.<sup>xi</sup>



Yellowknife is embedded in lakes, forests, and rocky terrain allowing for plenty of trails to explore and opportunities for recreational activity.



Raven Mad Daze, an annual event celebrating the longest day of the year. The festival runs all day and night with live bands, street sales and plenty of food.

## Brantford, Ontario

The City of Brantford is located on the Grand River with a population of 90,192 in 2006. The City has recently invested heavily in the downtown in reaction to the dwindling economy in the 1980s and 1990s as a result of manufacturer bankruptcies. In order to bring people into the downtown, the City created Harmony Square which serves as an attraction and meeting place for the community with various events involving music, art and movies as well as the ice rink which is open in the winter. For a video on Harmony Square go to <http://www.brantford.ca/harmonysquare>. The streets of Brantford have also been enhanced through various streetscape designs. These changes have brought more people into the downtown as it has become more appealing and enjoyable. Wilfred Laurier opened a campus in downtown Brantford 10 years ago and since then the size of the student body has grown significantly. This is largely due to the creation of Harmony Square, a public space which the students can enjoy while attending the university. Thus, not only has this new space enhanced the lives of the community members, it has also revitalized the local economy.



Harmony Square in downtown Brantford. The town has recently invested heavily in this destination for the downtown and has reaped the rewards. This space is used for skating in the winter and movie nights and festivals in the summer.



Brantford, Ontario has recently invested in beautification of its downtown streets.

## World Class Streets – New York

New York's World Class Streets program is developing several new streetscape projects across the city to enhance public spaces. The World Class Streets initiative incorporates several methods for enhancing public spaces. It includes: a public plaza program, Broadway boulevard project, complete street projects and design standards, safe streets for seniors and students, a public art program, coordinated street furniture and weekend pedestrian and cycling streets. New York is committed to achieving its goal of having a public open space for residents within 10 minutes' walk for every resident. To do this, the city is creating or enhancing a public plaza in every community. In June 2008, New York launched the NYC Plaza Program that established long-term partnerships between the NYC Department of Small Business Services and community groups in order to maintain and program the plazas so they continue to be well managed and active destinations. One of the great accomplishments of the project is the revamping of 9th Avenue. The before and after photos show the extensive transformation through which the street went.



Madison Square after the PPS pilot project.



9th Avenue Before.



9th Avenue After.

# Appendix A – Impatiens and Orchids Group Activity

Participants were asked to break into groups and asked to discuss the following questions from the perspective of either walking, cycling or parks and public spaces.

## Walking, Cycling, & Public Spaces City of Timmins Workshop

### Group Activity Sheet

**1.** Imagine Timmins in 20 years. What would it take to make Timmins an 8-80 Community with healthy and happy residents?

**2. IMPATIENS:** low cost, low risk, high visibility ideas that are easy to implement.

List at least two low cost actions that could be taken this year.

(Note- these recommendations can include physical improvements, policies, programming and education)

**Pedestrian-friendly**

**Cycling-friendly**

**Great Parks and Public Places**

**3. ORCHIDS:** higher cost, longer-term ideas with a greater need for planning and resources.

List at least two actions that could be taken in 2-5 years that would have the biggest impact.

(Note- these recommendations can include physical improvements, policies, programming and education)

**Pedestrian-friendly**

**Cycling-friendly**

**Great Parks and Public Places**

# Appendix B – Data from Impatiens and Orchids Goal Setting Activity

## Liveable Community Workshop

Tuesday February 22nd, 2011  
Porcupine Ski Runners

### Group 1

1) Imagine Timmins in 20 years. What would it take to make Timmins an 8-80 Community with healthy and happy residents?

- Improved public transit
- Linked trails and walkways
- Bike friendly roadways
- Restricted routes for large trucks (logging trucks)

2) Impatiens: Low cost, low risk, high visibility ideas that are easy to implement.

#### Pedestrian Friendly

- Increase frequency of snow removal on side-walks
- Reduce speed limits
- Improved lighting at night

#### Cycling- Friendly

- Widen roads
- Reduce speed limits
- Driver education/awareness for cyclists
- Paint markings on roads

#### Great Parks and Public Places

- Connectivity among parks and trails

3) Orchids: Higher cost, longer-term ideas with a greater need for planning and resources.

#### Pedestrian-Friendly

- Properly pave spruce overpass (Allow walking access to downtown)
- Close a downtown road and open it to a pedestrian walkway/market

#### Cycling- Friendly

- Build a bypass for heavy vehicular traffic
- Eliminate a vehicular lane on Algonquin and designate the space as a cycle track

#### Great Parks and Public Places

N/A

### Group 2

1) Imagine Timmins in 20 years. What would it take to make Timmins an 8-80 Community with healthy and happy residents?

N/A

2) Impatiens: Low cost, low risk, high visibility ideas that are easy to implement.

#### Pedestrian-Friendly

- Signage promoting awareness for cyclists and pedestrians
- Linkage to existing trails to the downtown core (ie. Terry Fox, Rotary/Mattagomi Conservation)
- Increase pedestrian space (ie. along Riverside dr.)

## Cycling-Friendly

N/A

## Great Parks and Public Places

- Increase use of Hollinger Park in the winter (ie. skating rink)
- Encourage vendors to set up in the park
- Live music
- Close down a street on Sundays to motorized vehicles for events, socializing and activities

3) Orchids: Higher cost, longer-term ideas with a greater need for planning and resources.

## Pedestrian-Friendly

- Increase visibility of sidewalks at night (lighting)
- Include pedestrian space in new subdivisions
- Connectivity between new subdivisions and trails

## Cycling-Friendly

N/A

## Great Parks and Public Places

- Public involvement for new policies (via an Advisory Committee)
- Residents do not feel safe on trails due to wildlife (bears)
- They would like a solution

## Group 3

1) Imagine Timmins in 20 years. What would it take to make Timmins an 8-80 Community with healthy and happy residents?

- Revitalize the downtown core
- Introduce a farmer's market
- Limit streets available for cars (increase pedestrian space)

2) Impatiens: Low cost, low risk, high visibility ideas that are easy to implement.

## Pedestrian-Friendly

- Maintain the old train line from ONR Station to Schumacher

## Cycling-Friendly

- Implement cycling lanes
- Encourage group cycling rides
- Increase signage and markings

## Great Parks and Public Places

- Car free Sunday on certain streets

3) Orchids: Higher cost, longer-term ideas with a greater need for planning and resources.

## Pedestrian-Friendly

- Increase pedestrian access to sidewalks (ie. along HWY 101)

## Cycling-Friendly

- Implement a cycle track connecting Porcupine to Timmins along the highway

## Great Parks and Public Places

- Public involvement via an advisory committee for more bicycle and pedestrian oriented space and connectivity

## Group 4

1) Imagine Timmins in 20 years. What would it take to make Timmins an 8-80 Community with healthy and happy residents?

- Trails Umbrella Organization

2) Impatiens: Low cost, low risk, high visibility ideas that are easy to implement.

## Pedestrian-Friendly

- Increased frequency of snow removal on sidewalks
- Traffic control measures

## Cycling-Friendly

- More bicycle parking
- Designated cycling lanes/tracks

## Great Parks and Public Places

- More trees/foliage
- Increased access to arenas and other facilities year round (including snow removal)

3) Orchids: Higher cost, longer-term ideas with a greater need for planning and resources.

### **Pedestrian-Friendly**

- Increased pedestrian space (Pedestrian streets and sidewalks)

### **Cycling- Friendly**

- Designated cycling lanes  
- One way streets downtown

### **Great Parks and Public Places**

- Permanent outdoor skating facility

### **Liveable Community Workshop**

Wednesday February 23rd, 2011

Public Meeting

## Group 1

1) Imagine Timmins in 20 years. What would it take to make Timmins an 8-80 Community with healthy and happy residents?

N/A

2) Impatiens: low cost, low risk, high visibility ideas that are easy to implement.

### **Pedestrian-Friendly**

-Extend the Length of time for Crosswalk Signals; Seniors rarely have enough time to cross.  
-Create connectivity among the various trails (ie. Terry Fox Trail)  
-Create an Advisory Committee to reinforce community values  
-Introduce sidewalk sales and farmers markets into the downtown core

### **Cycling Friendly**

- Introduce signage for cycling priority and routes

### **Great Parks and Public Spaces**

- Wildlife Awareness (Signage)

3) Orchids: Higher cost, longer-term ideas with a greater need for planning and resources.

### **Pedestrian-Friendly**

- Create linkage between Timmins, Schumacher and Porcupine  
- Addition of sidewalks (Particularly along Shirley St. to the Big Box retail)

### **Cycling- Friendly**

- "Chip and Dust" railroad from South Porcupine to Timmins  
- Integrate cycle tracks on all new roads (ie. 655 HWY)  
- Open up an entire lane of Algonquin to cyclists and pedestrians on Sundays  
- Involve the public for road maintenance/repairs

### **Great Parks and Public Places**

- Canada Day Fireworks  
- Build an outdoor auditorium  
- Close off area to motorized vehicles

## Group 2

1) Imagine Timmins in 20 years. What would it take to make Timmins an 8-80 Community with healthy and happy residents?

- Increased connectivity  
- Larger sidewalks  
- Paved walkways to trails and parks  
- Linkages between communities (ie. Porcupine to South Porcupine)

2) Impatiens: Low cost, low risk, high visibility ideas that are easy to implement.

### **Pedestrian Friendly**

- Increased availability of places to sit  
- Close streets downtown once a week to facilitate space for events and activities  
- Provide some trails with snow clearing to allow for year round access  
- Extend the time for crossing at crosswalks (ie. Algonquin)

## Cycling-Friendly

- Introduce cycling lane pilot projects
- Integrate cycle parking into the downtown core

## Great Parks and Public Places

- Advertise trails and Gillies Lake for out of town visitors
- RV parking/promotion for visitors to Timmins
- Outdoor skating oval in the winter
- Activities in the water ways (Marina on the River)

3) Orchids: Higher cost, longer-term ideas with a greater need for planning and resources.

## Pedestrian-Friendly

- Layer sidewalks
- Arena walks

## Cycling-Friendly

- Paved cycle tracks on new roads
- Include more cycle paths

## Great Parks and Public Places

- More parks and places for people to meet
- RV and Camping grounds

# Group 3

1) Imagine Timmins in 20 years. What would it take to make Timmins an 8-80 Community with healthy and happy residents?

- A Shared vision
- More public spaces
- More green space
- Revitalized downtown

2) Impatiens: Low cost, low risk, high visibility ideas that are easy to implement.

## Pedestrian Friendly

- Publicize existing walking trails
- Increased safety through lighting in the Downtown and "suburbs"
- More crosswalks
- Open Algonquin and 1st Ave once a month for non-vehicular users

## Cycling-Friendly

- Open streets to cycling priority on Sundays (closed to motorized vehicles)

## Great Parks and Public Places

- Create a new green public space
- Transform Old bus depot into a farmer's market
- Relocate public seating arrangements to allow for better view of the surrounding area
- Provide an area/park permitting off leash dog walking

3) Orchids: Higher cost, longer-term ideas with a greater need for planning and resources.

## Pedestrian-Friendly

- Increased frequency of snow clearing on sidewalks
- Increase cycle tracks to provide safe adequate space for pedestrians
- Discourage large trucks (logging trucks) from using Algonquin

## Cycling-Friendly

- Create a bike path linking South Porcupine to Timmins

## Great Parks and Public Places

- Outdoor skating rink at Hollinger Park
- Kayak and paddle boat rentals at Gillies Lake

# Group 4

1) Imagine Timmins in 20 years. What would it take to make Timmins an 8-80 Community with healthy and happy residents?

N/A

2) Impatiens: Low cost, low risk, high visibility ideas that are easy to implement.

## Pedestrian Friendly

- Maintain current lighting in laneways
- Overall lowering of speed limits

## Cycling-Friendly

- Reduce on street parking and use space towards implementing cycle tracks

- Increase bicycle parking

## **Great Parks and Public Places**

- Dog park for off leashed dog walking
- Enforce dog leashes on trails (or designated off-leash dog walking trails)
- Provide a separate track for motorized vehicles
- Open streets to pedestrian use only in the downtown
- Extend hours of the pool

3) Orchids: Higher cost, longer-term ideas with a greater need for planning and resources.

## **Pedestrian-Friendly**

N/A

## **Cycling- Friendly**

- Introduce speed bumps along (some) residential streets
- Increase bicycle parking

## **Great Parks and Public Places**

- Open downtown streets to the public

# Foot Notes:

- <sup>i</sup> <http://www12.statcan.ca/census-recensement/2006/dp-pd/prof/92-591/details/page.cfm?Lang=E&Geo1=CMA&Code1=586&Geo2=PR&Code2=35&Data=Count&SearchText=timmins&SearchType=Begins&SearchPR=01&B1=All&Custom=>
- <sup>ii</sup> <http://www12.statcan.gc.ca/health-sante/82-228/details/page.cfm?Lang=E&Tab=1&Geo1=HR&Code1=3556&Geo2=PR&Code2=35&Data=Rate&SearchText=porcupine&SearchType=Contains&SearchPR=01&B1=All&Custom=>
- <sup>iii</sup> IPCC, p. 2.
- <sup>iv</sup> Categories positively affected by high-quality pedestrian and bicycle infrastructure: Medical and Health Considerations (Air Pollution), Natural Environment (Climate), Public Services and Transit, Recreation (Sport and Leisure Activities), Socio-Cultural Environment (Limitation on Personal Freedom).
- <sup>v</sup> Drennen, E. 2003.
- <sup>vi</sup> Statistics Canada, 2007.
- <sup>vii</sup> Statistics Canada, 2008.
- <sup>viii</sup> Metrolinx, 2008, p. 62.
- <sup>ix</sup> Ontario Chamber of Commerce, 2004, p. 8.
- <sup>x</sup> Nelson et al., 2007, p. 9.
- <sup>xi</sup> Unknown author.
- <sup>xii</sup> Statistics Canada, 2005.
- <sup>xiii</sup> Heart and Stroke Foundation of Ontario, 2008.
- <sup>xiv</sup> Frank, Anderson, & Schmid, 2004.
- <sup>xv</sup> Ontario Trails Council.
- <sup>xvi</sup> Project for Public Spaces.
- <sup>xvii</sup> [http://www.markham.ca/Markham/aspc/sustainability/PDFs/Green-Print\\_Draft\\_AccesWeb.pdf](http://www.markham.ca/Markham/aspc/sustainability/PDFs/Green-Print_Draft_AccesWeb.pdf)
- <sup>xviii</sup> <http://www.wasagawayfinding.com/>
- <sup>xix</sup> <http://www.completestreets.org/complete-streets-fundamentals/complete-streets-atlas/>  
<http://www.torontocat.ca/main/node/870>
- <sup>xx</sup> Reducing the speed limit to 20 mph in urban areas. Pilkington, Paul. British Medical Journal. <<http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1127572/>>
- <sup>xxi</sup> "Portland Bicycle Plan for 2030." City of Portland Department of Transportation. <[ftp://ftp02.portlandoregon.gov/PBOT/Bicycle\\_Plan\\_for\\_2030/Plan\\_Documents/Complete\\_Plan/Portland\\_Bicycle\\_Plan\\_for\\_2030\\_as-adopted.pdf](ftp://ftp02.portlandoregon.gov/PBOT/Bicycle_Plan_for_2030/Plan_Documents/Complete_Plan/Portland_Bicycle_Plan_for_2030_as-adopted.pdf)> P. 11.
- <sup>xxii</sup> Ontario Ministry of Public Infrastructure Renewal, 2006, p. 3.
- <sup>xxiii</sup> City of Minneapolis, Minnesota. "Minneapolis: Bicycling in Minneapolis."
- <sup>xxiv</sup> City of Minneapolis, Minnesota. "Minneapolis: Walking in Minneapolis."
- <sup>xxv</sup> City of Minneapolis, 2009.
- <sup>xxvi</sup> City of Minneapolis, Minnesota. "Minneapolis: Walking in Minneapolis."
- <sup>xxvii</sup> Transit for Liveable Communities, 2009.
- <sup>xxviii</sup> City of Minneapolis, Minnesota. "Minneapolis: Bicycle Rack Cost Share Program."
- <sup>xxix</sup> City of Minneapolis, Minnesota. "Minneapolis: 2007 & 2008 NTP Funded Projects."
- <sup>xxx</sup> City of Minneapolis, Minnesota. "Minneapolis: Non-Motorized Transportation Pilot Program."
- <sup>xxxi</sup> Minneapolis Board of Parks and Recreation.
- <sup>xxxii</sup> National Capital Commission, 2008.
- <sup>xxxiii</sup> National Capital Commission, 2009a.
- <sup>xxxiv</sup> National Capital Commission, 2009a.
- <sup>xxxv</sup> Ottawa Information Guide, "Biking in Ottawa."
- <sup>xxxvi</sup> City of Copenhagen: The Technical and Environmental Administration, 2007.
- <sup>xxxvii</sup> Savage, M., BBC News, 2009.
- <sup>xxxviii</sup> Unknown author (a), 2007.
- <sup>xxxix</sup> Statistics Canada. 2006c.
- <sup>xl</sup> NorthWest Territories Tourism.
- <sup>xli</sup> Northern Frontiers Visitors Association. "Things to do: Visitor's Top Ten."

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Images thanks to the City of Timmins and Jared Kolb

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## Chapter 4

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Image of Franklin Street and pedestrian bridge taken from The City of Minneapolis Master Plan

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Copenhagen Cycle Chic image retrieved from: [http://www.rogerkramercycling.org/HTML/2007\\_11\\_01\\_archive.php](http://www.rogerkramercycling.org/HTML/2007_11_01_archive.php)

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### Yellowknife Case Study:

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Image of Raven Mad Daze taken by Denie Olmstead, NFVA and retrieved from Northern Frontiers Visitors Association at [http://www.discovernorth.ca/08\\_Thingstodo/photoGallery.html](http://www.discovernorth.ca/08_Thingstodo/photoGallery.html).

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# Liveable Community Project

Timmins

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