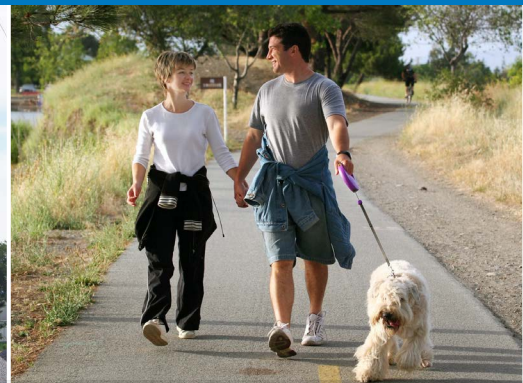


# WalkABLE ALBERTA

## Viking Community Report



TOWN  
OF **VIKING**



# Acknowledgements



**A special thank you to the following people and organizations for their contributions in the preparation of the WalkABLE Alberta Workshop in Viking:**

- Joanne Stewart, Health Promotion Facilitator, Public Health, Alberta Health Services

**Viking Walking/Biking Trail Committee:**

- Philip Brick (chairperson)
- Penny Hammer
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- Town of Viking
- AHS Health Promotion Facilitators
- AHS Area Manager – Acute Care
- AHS Area Manager – Allied Health
- AHS Exercise Specialist – Primary Care and Chronic Disease Management
- AHS Physiotherapist
- AHS Nursing Attendant, Viking Home Care
- Viking Community Health Foundation
- Beaver County – Community Development
- Viking School – Physical Education
- Community walkers

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# Introduction



WalkABLE Alberta, provided by Alberta Health Services (AHS), is an initiative that aims to improve walkability, create supportive walkable communities and encourage citizens in communities to walk more often.

In Viking, WalkABLE Alberta was implemented as a community workshop. The principles of the International Charter for Walking (Appendix A) are used as a guide to promote key actions that would improve the walkability of communities. This charter helps identify things already being done to support walkable communities, as well as determine current challenges and future opportunities for promoting walkability.

WalkABLE Alberta recognizes the great work already being done in communities and helps to build on this work. These workshops are a great way to spark ideas and initiatives for key actions to help advance this work, ultimately creating walkable communities across Alberta. Increasing physical activity levels through walking improves a community's physical and social environments. Walking can also have many health benefits. Walking, as part of a physically active healthy lifestyle, plays a role in chronic disease prevention. It also has a role in managing many of the following conditions: <sup>i, ii, iii, iv, v, vi, vii, viii</sup>

- cardiovascular disease
- type 2 diabetes
- metabolic syndrome
- obesity
- dementia
- mental health
- osteoporosis
- certain cancers (e.g., breast, colon)

***“The slower we travel  
the more we spend”***

– Dr. Rodney

In addition to the health of the population, walkability has many economic and social benefits for communities. Walk-in spending for downtowns has a larger influence than we think. Increasing walkability increases value. These increases are seen in:

- store rents
- property value—each point increases in [Walk Score](#) and increases home values by \$700–\$3,000 <sup>ix</sup>
- business and the local economy—the slower we travel the more we spend <sup>x</sup>
- space for people is valued more than parking for cars thus making the street more attractive for people to spend time and money

Social benefits include:

- community connection—where people live and the places they want to be
- safety – reduction of traffic-related pedestrian injuries <sup>xi</sup>

# Town of Viking Background



With a population over 1,040, the Town of Viking is located approximately 140 km southeast of Edmonton on Highway 14 at the intersection of Highway 36.

The Town of Viking is a beautiful community with a rich Scandinavian history and is walkable in many ways. There are places to stay in Viking such as a fully-serviced RV park or one of the motels in the community. A weekly farmers' market provides home baking and fresh produce. Recreational activities or sightseeing include a golf course, curling rink, historical museum, and the new Carena Complex. The Carena includes an 850-seat NHL size ice surface arena, a fitness/wellness centre for all ages, the municipal library, Viking preschool, and an indoor walking/running track. Many events are hosted in the community such as golf tournaments, curling bonspiels, rodeo and bull riding events, and summer festivals.

The restored CN Station is now the Viking Visitor Centre, Tea House and Station Gallery. Adjacent to the station is a park development that incorporates Troll Park and the Naturalization Park. Troll Park has a Scandinavian theme. The park also contains many Scandinavian native plants.

Historical walking trail maps are available at the Historical Museum or at the Visitor Centre.

***“ [I want] to help [the] Viking community enhance their trail system so more citizens have access to safe walking.”***

– WalkABLE Alberta workshop participant

## Documents that Support Walkability in Viking

### Municipal Development Plan <sup>xii</sup>

The Town of Viking Municipal Development Plan (MDP) provides an outline for strategic planning for land use and development planning. The plan outlines a broad set of goals, objectives, and policies concerning the community's vision for land management and growth.

### Intermunicipal Development Plan <sup>xiii</sup>

The Intermunicipal Development Plan (IDP) was created collaboratively by Beaver County and the Town of Viking in 2008. It provides a framework for land use and development around the Town of Viking within Beaver County. The IDP outlines development to ensure that the area surrounding the town is protected for potential future expansion.

***“ [As a family] we have discovered safe and not so safe routes to travel in the town of Viking.”***

– WalkABLE Alberta workshop participant

### Strategic Sustainability Plan <sup>xiv</sup>

The Town of Viking Strategic Sustainability Plan provides a framework to guide town council's long-term planning and decision-making processes. It demonstrates goals and strategies that will assist the Town of Viking in achieving its vision and mission. It includes strategic priorities, key results, and strategies for the future of Viking.

# Town of Viking

## WalkABLE Alberta Activities



### The Viking Walkable Workshop

The Viking Walking Trail Committee met in March 2016 to discuss the potential opportunity of having WalkABLE Alberta visit the community to conduct a workshop. Joanne Stewart engaged potential community stakeholders to attend a WalkABLE Alberta Workshop (Appendix B) hosted at the old town hall building. The workshop was a one-day event held on August 30, 2016. There were approximately 24 people who attended.

The workshop began with AHS Health Promotion Facilitator, Graham Matsalla explaining why improving walkability is important to health. He described what walkability means according to the International Charter for Walking, drawing on international, national, and provincial examples.

Participants were then split up into smaller groups to generate ideas focusing on the eight principles of the International Charter for Walking (Appendix A). For each principle, participants were asked to identify what the community has now, what could be done better, and to discuss new ideas to improve walkability (Appendix C). The groups reviewed everyone's ideas, added new ones and ranked the existing ones according to their priority. The groups summarized their top two ideas and shared them with the other groups. These ideas were then voted on (Appendix D).

Community images were taken the day before the workshop and those were shown to point out different aspects that represented positive and negative examples of the international charter for walking principles. Afterwards, attendees discussed the issues that had been identified as common and/or highlighted in order to set goals to address them. Groups discussed five themes that arose from the previous discussion of the principles from the International Charter for Walking and determined them to be the most relevant to Viking. Next, they identified who, when, and how the themes could possibly be addressed in the community (Appendix E).





**Town of Viking**

HOME Home Page RESIDENTS Living In Viking BUSINESS Business Resources VISITORS Things To Do GOVERNMENT Council & Departments SERVICES Online Services

YOU ARE HERE: HOME > BUSINESS > WALKING IN VIKING

Vikings at the festival

Town Contact Info  
Emergency and Public Safety  
Garbage  
Maps  
Transportation  
Utilities  
Assessment and Taxation  
Land and Economic Development  
Licensing and Permit Inspection  
Business Resources and Organizations  
Community Standards - Bylaws  
Municipal Government  
Local Business Directory

### Walking in Viking

PUBLISHED DATE

You are Invited to discuss Walking in Viking  
August 30, 2016 from 8:00am to 4:30pm in the Council Chambers

We need your input! Have your say about connection and expansion of our current trail system and actions to be taken to make Viking more walkable. Lunch will be provided.

Please RSVP to Wanda Law at the Viking Community Health Centre by phone: 780-336-4782 or email: [wanda.law@ahs.ca](mailto:wanda.law@ahs.ca) before Wednesday August 24th.

SHARE

## Media Coverage and Communication

Media coverage of the event and interviews during and after the WalkABLE Alberta Workshop in Viking was provided by the following:

- Online: Town of Viking [website](#)
  - pre-workshop survey (Appendix B)
  - workshop promotion
  - results
- Workshop invitations (Appendix F)

**YOU ARE INVITED  
TO DISCUSS  
WALKING**

**August 30, 2016 from 8 a.m. to 4:30 p.m.  
at the former Viking Town Council Chambers**

We need your input! Have your say about connection and expansion of our current trail system and actions to be taken to make Viking more walkable. Lunch will be provided.

Please RSVP to Wanda Law at the Viking Community Health Centre by phone: 780-336-4782 or email: [wanda.law@ahs.ca](mailto:wanda.law@ahs.ca) before **Wednesday August 17th**.





## Identification of Priorities

Based on the information contributed throughout the workshop, participants identified their priorities and shared them with their small group. These ideas were recorded and voted on (Appendix D). The top seven identified issues were:

- Engage authorities to increase support for planning (RCMP and EMS) (16 votes)
- Improving accessibility and designed and managed spaces between the lodge, hospital, and extended care facilities to downtown (13 votes)
- Increasing inclusivity mobility opportunities by improving school crossings (12 votes)
- Assess and address road dangers for priority routes such as children routes to school and priority destinations to town facilities for walkers (8 votes)
- Increase support from authorities through the development of a long-term plan (7 votes)
- Create signage to better demonstrate walking routes and distances. Include time to walk with links to historical information (6 votes)
- Improve designed and managed space and places for people through a direct, safe, and designated path to the Carena/Town office (4 votes)





## Recommendations

Recommendations for improving walkability in Viking based on the workshop are:

- Pedestrian strategy (walking plan)
  - Start with highlights from the following current plans:
    - » Town of Viking – Municipal Development Plan
    - » Strategic Sustainability Plan
    - » Beaver County and Town of Viking Intermunicipal Development Plan
  - Include actions that are currently part of council future plans to develop a pedestrian plan.
  - Engage groups to support walkability improvements to receive other perspectives and support multiple user groups. An engagement opportunity could be a session in which these groups share their experience and/or a walk-about with these groups for them to offer their unique opinions.
    - » EMS, police, and other community groups
    - » Those who use mobility aides and those who use strollers can provide a unique perspective of the walking environment within Viking.





Figure 1a



Figure 1b



Figure 1c



Figure 1d

- Infrastructure repair/maintenance
  - Sidewalk repair
    - » Certain spot repairs to walkway infrastructure were evident in Viking (1.a).
    - » Some walkways are in disrepair (1.b). A complete repair or replacement of walkways is not a practical or applicable solution. Priority routes and repair criteria need to be developed in order to efficiently and effectively invest in infrastructure improvements.
    - » Other repairs need to be made to surrounding infrastructure. The town should ensure that specific improvements are made to walkways like curb ramps (1.c and 1.d). These curb ramps need to be open enough to not force users into the intersection (1.c) and should lead from one curb ramp to another (1.d). These repair directions need to be mentioned in policy and planning documents to support this strategic change when there is a change in municipal government.



**Figure 2a**



**Figure 2b**

- Cross-walk painting
  - » Crosswalks should be painted to clearly indicate the safe walking route for pedestrians (2.a and 2.b).
- Address overgrown areas of concern and debris on walkways
  - » Community members can be engaged in a community spring clean-up campaign demonstrating the importance of walkability in the community (3.a and 3.b).
  - » Overgrown walking walkways (3.c) and pathways (3.d) discourage individuals from using the walkways and force them to change routes not using the infrastructure created for them.



**Figure 3a**



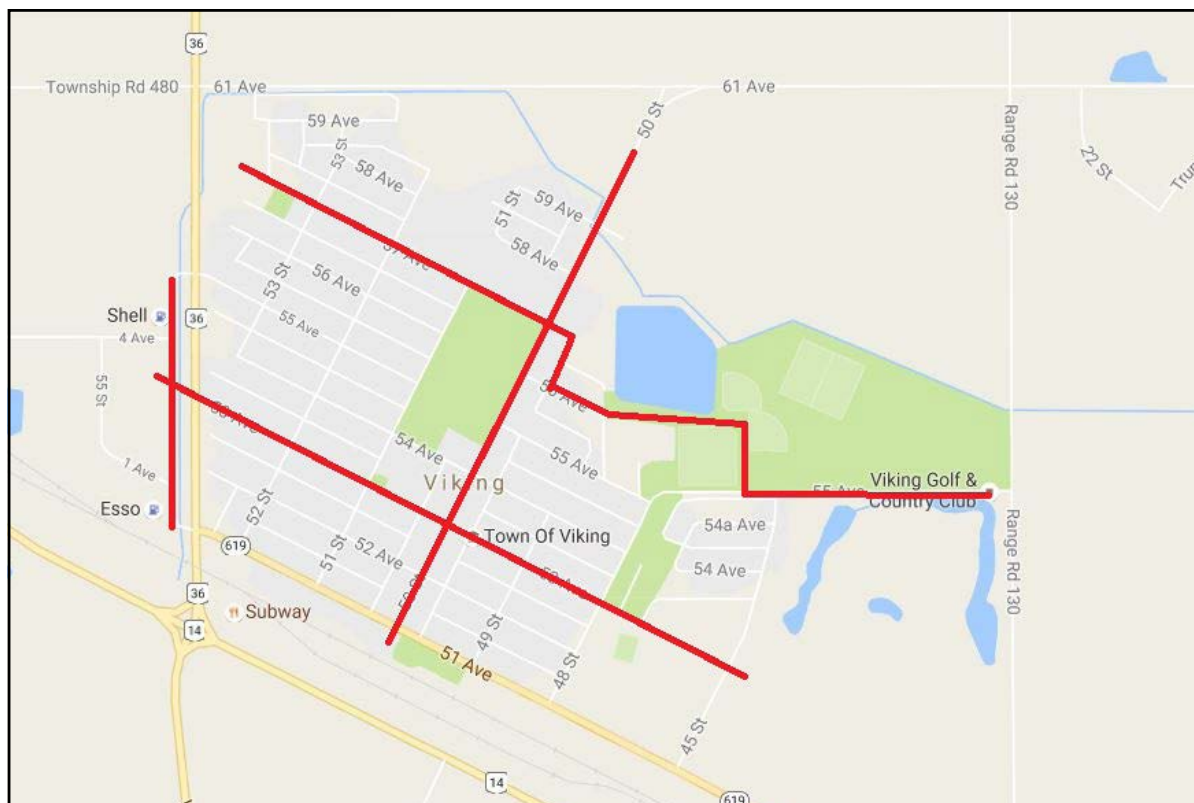
**Figure 3b**



**Figure 3c**



**Figure 3d**



**Figure 4a**

- Expand the scope of the trails committee
  - The trails committee could begin to look at the walkability of Viking as a whole. This can provide support for the Town of Viking administration and town council.
  - The committee could be used as a citizen interest group to influence or support community walkability initiatives.
- Address a complete walking network
  - Future work could include a complete walking corridor running through town from north to south and east to west (4.a). Priority routes could be determined between destinations to adapt routes accordingly. Engaging user groups to determine priority destinations can determine priority routes based on community feedback. Creating prioritization based on citizen feedback will help encourage walking in Viking.



**Figure 5a**



**Figure 5b**

- Gaps within the current walking network need to be addressed. Prioritization of where these gaps are should occur first (5.a and 5.b). Decisions can be based on encouraging visitors of Viking to walk to specific destinations. Individuals visiting the Eastview Park Campground (the Recreational Vehicle Park – RV Park) should encourage engaging the rest of the community by visiting businesses and other destinations. A walkway along the Eastview Park Campground (RV Park) is required (5.a).
- Lack of sidewalk infrastructure is a barrier to walkers. Providing the infrastructure will encourage walkers to walk to destinations that Viking should highlight. It is also important to address other barriers to walkers that do not link them to destinations like Troll Park (6.a) and other sidewalk networks that end suddenly (6.b) or where infrastructure exists but the functionality is not ideal (6.c). An assessment should be made to determine where pedestrian barriers occur so that walking routes are linked.



**Figure 6a**



**Figure 6b**



**Figure 6c**



**Figure 7a**



**Figure 7b**

- Citizens of Viking and visitors can demonstrate where they would like to visit by walking based on destination pathways that have been created. Several were seen in the community (7.a and 7.b). These demonstrate gaps within the walking network that need to be addressed.



- The Town of Viking should consider routes that they would like visitors to take when they visit the community. Creating supports for walkers based on where visitors would walk in the community can help them experience all of the great destinations and support local businesses. For example, the walking path (8.a) leads to Eastview Park Campground (8.b), but does not take visitors downtown or other possible destinations. The sidewalk passing along a great walking route (55th avenue) ends suddenly (8.c). This route could be continued, addressing a gap in the walking network and encouraging visitors to use the infrastructure to visit Viking businesses. This link would also provide a walking route for residents that live in that part of the community (8.d). People will use walking paths if they lead them to destinations that they would like to reach. The current path leads into Viking Recreational Park but should continue through the park leading people to destinations and contributing to the walking network for the community.



**Figure 8a**



**Figure 8b**



**Figure 8c**



**Figure 8d**





**Figure 9a**



**Figure 9b**

- Accessibility limitations should be addressed. Certain obstacles were seen (9.a) that would create limited accessibility for those requiring mobility devices. Obstacles force pedestrians, those pushing strollers, and other mobility aides to adapt routes and limit their ability to reach destinations. The trailer park area in Viking does not have any walking facilities (9.b). This limits accessibility and inclusive mobility support to individuals who require them.



- Destinations are not exclusive to businesses. They include other areas and services that people would like to visit on foot. Other examples include greenspace (10.a), Viking Recreational Park (10.b), the golf course (10.c), or the museum (10.d) where walkers clearly want to access. These areas should also be considered when determining priority routes to destinations.



**Figure 10a**



**Figure 10b**



**Figure 10c**



**Figure 10d**



**Figure 11a**



**Figure 11b**



**Figure 11c**



**Figure 11d**

- Connections to the Viking-Beaver Business Park and the community should occur. Certain structures have already been created like the bridges over ditches (11.a and 11.b) and the pedestrian crossing over highway 36, but the connection between the businesses in that area for those that have walked to get there is missing (11.c). The crosswalk over highway 36 is clearly signed, but visibility would be increased by re-painting this crosswalk (11.d). Connecting visitors to the Caledonia Motor Inn and the business to the rest of the community encourages visitors to experience the rest of the community and reduces the disconnected feeling of these businesses from the community itself.



- Destinations that are a priority would vary depending on the citizen groups engaged. Some groups would identify the lack of connectivity of infrastructure between the extended care facility, Viking Health Centre, and Vialta Lodge. The lack of sidewalks in front of the buildings limits access to those that require service and are not arriving by vehicle (12.a). Access between services is inhibited by barriers (12.b). The sidewalk across 57th avenue (12.c) does not link walkers into the buildings. Crosswalks lead walkers into parking lots (12.d) instead of buildings.



**Figure 12a**



**Figure 12b**



**Figure 12c**



**Figure 12d**



Figure 13a



Figure 13b



Figure 13c

- Improvements can be made to pedestrian specific infrastructure like way finding and signage. This would include using pedestrian designed signage and maps encourage local citizens and visitors to experience the community by foot.
  - Route(s) for walking need to be effectively established throughout Viking that residents can use for recreation and/or destination walking that links recreational trails and utilitarian walkways and creates a continuous walking network.
  - Businesses should be engaged to create a destination map for those visiting the community. These can be posted or virtual maps (13.a). Other groups or organizations within the community should be engaged to link this type of walking route to include historical landmarks, other community highlights, or destinations.
  - Visitors staying at hotels (13.b and 13.c) are looking for destinations to visit during their stay in Viking. A walking map including destinations for those staying at the hotels to visit not only provide a service to guests, but also could provide economic benefit to businesses in the community.



Figure 14a

- The Town of Viking could address vehicle speed through a longer-term goal of limiting the width of streets.
  - Narrowing the streets through pilot programs using temporary methods like paint or planters can provide easier crossing points for pedestrians, but can also increase the inviting look of the downtown area (14.a) for walkers.
- The Town of Viking has already provided many examples of an enhanced walking environment. The town should continue to engage the skills of community members who can provide murals (15.a and 15.b) that enhance the walking experience and add to the unique feel of the community. Community parks and flowers on the light standards (15.c and 15.d) also add to the experience of walking through the community and provide destinations. It is critical to ensure that parks are linked to walking infrastructure to encourage people to visit these areas.



Figure 15a



Figure 15b



Figure 15c



Figure 15d



**Figure 16a**



**Figure 16b**



**Figure 17a**

- Within Viking there are many highlights of walkability that can be expanded upon. The Viking Carena Complex is a clear highlight of the community. It is not only a destination, but also provides essential services that should be accessible to members of the community of all levels of mobility.
  - The entrance provides a pedestrian friendly area (16.a and 16.b). It keeps vehicles back and the use of planters creates an area that is safe from vehicles.
  - The parking lot provides some general organization for parking (17.a). If the parking lot is further developed in the future, pedestrians who want to reach the building should be considered.



**Figure 18a**



**Figure 18b**

- The Carena, which is a major destination for the community, should feel more connected to the community by improving the walkability to the facility. The destination pathway through the Viking Alliance Church (18.a) demonstrates the need to access the facility. This destination pathway is demonstrating a need for access. As the area behind the Carena is developed, (18.b) consideration for pedestrian traffic should proactively address the lack of access to the Carena from where 53rd avenue will be expanded. Future development should consider the route for students to access the facility from Viking School. Completing access to the Carena along 45th street would be beneficial. The sidewalk along the 45th street ends (18.c) without connecting walkers to the facility (18.d).
- The traditional grid pattern of development is very conducive to walkability. The links created through back lanes that feel comfortable to walkers are typically well used (19.a). Back lanes are not typically as much of a focus for maintenance, nor are they typically visually appealing. There are several areas in the community where the lane feels as comfortable as the street. This approach should be encouraged and could be a way to engage citizens within the community to participate in the positive look and feel of Viking.



**Figure 18c**



**Figure 18d**



**Figure 19a**





## International Charter for Walking

Walk21 Taking walking forward in the 21st Century ...

### International Charter for Walking

**Creating healthy, efficient and sustainable communities  
where people choose to walk**

I/We, the undersigned recognise the benefits of walking as a key Indicator of healthy, efficient, socially inclusive and sustainable communities and acknowledge the universal rights of people to be able to walk safely and to enjoy high quality public spaces anywhere and at anytime. We are committed to reducing the physical, social and institutional barriers that limit walking activity. We will work with others to help create a culture where people choose to walk through our commitment to this charter and its strategic principles:

1. *Increased inclusive mobility*
2. *Well designed and managed spaces and places for people*
3. *Improved integration of networks*
4. *Supportive land-use and spazial planning*
5. *Reduced road danger*
6. *Less crime and fear of crime*
7. *More supportive authorities*
8. *A culture of walking*

Signed \_\_\_\_\_

Name \_\_\_\_\_

Position \_\_\_\_\_

Date \_\_\_\_\_

[www.walk21.com](http://www.walk21.com)

<http://www.walk21.com/papers/International%20Charter%20for%20Walking.pdf>



## Agenda



**WalkABLE Workshop**  
**Tuesday, August 30<sup>th</sup> from 8:00 a.m. to 4:30 p.m.**  
**Former Viking Town Council Chambers (4920 – 53 Ave)**

1. Meet & Greet
2. Welcome from Mayor/Designate
3. Introduction from Graham Matsalla, Alberta Health Services Health Promotion Facilitator
4. Interactive Workshop – working through the International Charter For Walking
5. Virtual Town Walkabout
6. Moving Forward
  - Theme discussion points
  - Review and Goal Setting
  - Initiative Sharing & Wrap Up

Please RSVP to Wanda Law at the Viking Community Health Centre by phone: 780-336-4782 or email: [wanda.law@ahs.ca](mailto:wanda.law@ahs.ca) **before Thursday August 25th. Lunch will be provided.**





## Flip Chart Notes on the International Charter for Walking Principles

### 1. Increased Inclusive Mobility

- Some curb cuts for strollers, bikes, etc.
  - 2 dots
  - Grade of curb cuts
  - More are needed. Use a walker on sidewalks and to businesses
  - Transition for mobility devices
- Road crossings painted
  - once a year starting with priority areas
- Painted crosswalk on 36 highway/53 Avenue and foot bridge to Cal
  - And at intersections
- Curb cuts can be improved – 3 dots
- Crossings more visible at school – 12 dots
- Access to Carena and Library
  - Goat paths have developed in several spots
  - Need connection, lack of sidewalks
- Along Eastview Park – no sidewalks on either side – 3 dots
- People use 53 Avenue (East side) as a connector
  - destination path behind Arena
- Adding trail behind lodge/hospital/Extendicare/manor – 3 dots
- Add Walking trail along highway 36 or the service road
- No way to walk to Subway – RR Crossing, highway, etc
- Trail along the golf course 619 is too busy to walk around
  - Impairment for strollers
- Access to Museum

### 2. Well Designed and Managed Spaces

#### *What we have now:*

- Some trails
- Sidewalks downtown
- Some crosswalks are marked
- Traffic stops at each downtown intersection
- Wide main street
- New parallel parking at homecare office on north side
- Other wide streets “westside”

#### *What we can do better:*

- Better sidewalk connection around hospital and long-term care – 5 dots
- Better lighting
- Marked and better crosswalk for accessibility to businesses west of Highway 36
- More direct, safe, designated path to Carena/Town office – 4 dots
- No sidewalk Northeast of school on Main street
- More sidewalks need accessible ramps
- Connections between destination points – 1 dot
- Increase access to washrooms/port-a-potty 3 dots
- Increase signage to navigate through town
  - back-out parking onto 619 change by Home Hardware
- Increase signs (walking routes/distances/information ‘historical’)



#### **What we can add:**

- Large trail system that goes around the existing town with spokes connecting to destination locations. – 2 dots
- Safe pedestrian access to businesses across Highway 36 and 14 – 3 dots
- Signs showing walking routes and distances, time to walk from point A to point B, historical information on walking routes – 6 dots
- Clear signs to navigate around town
- Add porta-a-potty(s) by main walking areas – 1 dot
- Add more benches

### **3. Improved Integration of Networks**

#### **What we have now:**

- Good w/c scooter accessible corners and nice wide smooth sidewalk in front of Legion, Ambulance garage
- East of post office access good for all
- Handi-van
- Elks van – can rent
- Walkway Eastview Park to golf/curling
- Pedestrian crossway on highway
- Some sidewalks (not all connected)
- Have destinations – tea house
- Space to expand walking
- Desire to make this vision come alive

#### **What we can do better:**

- Wheelchair/scooter /strollers, etc., corner accesses are narrow and steep
- Sidewalk – ending ie: in front of Extencicare. Uneven sidewalks scooters – 1 dot
- “Goat Trail” “Destination Pathway”

- Walk Bridge at ditch by Caladonia, no walkway to bridge. Do have crosswalk on highway but no connection – 1 dot
- Limited walkways around hospital, Extencicare, lodge, Carena
- Painted crosswalks needed ie: Downtown – 1 dot
- Network sidewalk from Extencicare down the main street along school yard
- Don't stop upgrading sidewalks, curbs, etc.

#### **What we can add:**

- Walkway from town to Carena/Town office – 3 dots
- Increase access hospital walkway
- Recreation wading around ball diamonds, H2O reservoir, golf course, Westside of town, old Hospital Road, 619 – 1 dot
- Taxi service
- Increase wheelchair /scooter sidewalk corners
- Better grade of sidewalks
- Include playgrounds in planning and rest areas/points of interest – 3 dots
- Painted and dedicated bike lane walking
- Town distance map (ideas where to walk) – 2 dots
- Dedicated staff/volunteers



## 4. Supportive Use and Spatial Planning

### *What we have now:*

- Plans:
  - MSP, lots of reference to walkability
  - Strategic Sustainability Plan – 2014
  - County Intermunicipal Plan
- A lot of space
- Need and desire from residents
- “Invitation to walk”, event walking, day sites, brochure of historic sites/info, maps of routes and distances, scavenger hunt, museum, where to eat, washrooms
- Need to think about access to arena to school – 2 dots

### *What we can do better:*

- Expand walking trails for leisure and more active transportation options
- Accountable to “Plans” (review and update)
- Connect playgrounds to trails

### *What we can add:*

- Benches
- Plaques - points of attraction
- Dog park with poop bags
- Cross-country ski trails
- Lighting
- Garbage cans

## 5. Reduce Dangers

### *In Place:*

- 4 way stops on main street
- Speed limits:
  - In town: 40km
  - School zone: 30km
- 619 East out of town: 40 – 60km
- 36 highway crossing at 53 Avenue needs a better marking
  - signal late
- Street lights – lit streets
- Majority of town has sidewalk

- Good program for snow removal (Town Guys)
- Blocked lighting by mature trees
- Narrow older sidewalks
- Low traffic on most streets

### *Ideas:*

- News
- Unleashed pets: not allowed
- Educate Public respect for:
  - Cyclists
  - Wheelchair
  - Walkers
  - Pets
  - Driver
  - Motorized cars

### *Good:*

- Flexible / long term planning
- Develop path/walkway to arena from existing town sidewalks
- Prioritize: “destination” walking
- Children to school/town facilities/etc. – 8 dots
- Businesses on highway 36
- Access between 57 Avenue and 50/51 Street to main and Extencicare

## 6. Less Crime and Fear of Crime

*This principle was not included to save time since the workshop group members felt that this was not of a high priority for discussion.*

- Lighting
- Dogs off leash
- Crime watch – Citizens on patrol
- Vikings in the streets
- Santa parade
- Back ally access



## 7. More Supportive Authorities

- Town council and school very supportive
  - money a concern
- Citizens supportive – mostly – 5% vocal nay-sayers
- Highways
  - have restrictions liability concerns
- Railroad
  - restrictions – liability
- Provincial grant money
- Health care system supportive
  - Viking Health Foundation – thanks
- Get big businesses on board
  - ie: Cargill
- Local businesses
- Beaver County – helped with projects if they can
- RCMP – included in planning – 8 dots
- EMS – will need access to trails for assistance – 8 dots
- Having authorities educate residents about funding, what the issues are and the benefits
- Changes to planning documents to focus more on walkability - 3 dots
- Meeting regularly to discuss walking – 2 dots
- Develop a long term plan – 7 dots
- Identify monomaniacs (passionate movers and shakers – champion) and support them – 2 dots
- Engage local organizations (ie: figure skating, youth group, senior citizens) – 1 dot
- Round up your utility bill and designate money for trail ways – 2 dots

## 8. A Culture of Walking

*This principle was not included to save time since the workshop group members felt that this principle would be covered in the discussion of the other principles.*



## Top Priorities by Participant Votes

### 1. Increased Inclusive Mobility

- Some curb cuts for strollers, bikes, etc. – 2 dots
  - Grade of curb cuts
  - More are needed. Use a walker on sidewalks and to businesses
  - Transition for mobility devices
- Curb cuts can be improved – 3 dots
- Crossings more visible at school – 12 dots
- Along Eastview Park – no sidewalks on either side – 3 dots
- Adding trail behind lodge/hospital/Extendicare/manor – 3 dots
- Better accessibility between lodge/hospital/extended care facilities and to downtown – 8 dots
- Work with homeowners about trees/shrubs beside sidewalks – 1 dot

### 2. Well Designed and Managed Spaces

- Better sidewalk connection around hospital and long-term care – 5 dots
- More direct, safe, designated path to Carena/Town office – 4 dots
- Connections between destination points – 1 dot
- Increase access to washrooms/port-a-potty – 3 dots
- Large trail system that goes around the existing town with spokes connecting to destination locations. – 2 dots
- Safe pedestrian access to businesses across Highway 36 and 14 – 3 dots
- Signs showing walking routes and distances, time to walk from point A to point B, historical information on walking routes – 6 dots
- Add porta-a-potty(s) by main walking areas – 1 dot



### 3. Improved Integration of Networks

- Sidewalk – ending ie: in front of Extendicare. Uneven sidewalks scooters – 1 dot
- Walk Bridge at ditch by Caladonia, no walkway to bridge. Do have crosswalk on highway but no connection – 1 dot
- Painted crosswalks needed ie: Downtown – 1 dot
- Walkway from town to Carena/Town office – 3 dots
- Hospital Road, 619 – 1 dot
- Include playgrounds in planning and rest areas/points of interest – 3 dots
- Town distance map (ideas where to walk) – 2 dots

### 4. Supportive Use and Spatial Planning

- Need to think about access to arena to school – 2 dots

### 5. Reduce Dangers

- Children to school/town facilities/etc. – 8 dots

### 6. Less Crime and Fear of Crime

*No priorities identified*

### 7. More Supportive Authorities

- Some curb cuts for strollers, bikes, etc. – 2 dots
  - Grade of curb cuts
  - More are needed. Use a walker on sidewalks and to businesses
  - Transition for mobility devices
- Some curb cuts for strollers, bikes, etc. – 2 dots
  - Grade of curb cuts
  - More are needed. Use a walker on sidewalks and to businesses
  - Transition for mobility devices
- Some curb cuts for strollers, bikes, etc. – 2 dots
  - Grade of curb cuts
  - More are needed. Use a walker on sidewalks and to businesses
  - Transition for mobility devices
  - ie: Cargill
- RCMP – included in planning – 8 dots
- EMS – will need access to trails for assistance – 8 dots
- Changes to planning documents to focus more on walkability - 3 dots
- Meeting regularly to discuss walking – 2 dots
- Develop a long term plan – 7 dots
- Identify monomaniacs (passionate movers and shakers – champion) and support them – 2 dots
- Engage local organizations (ie: figure skating, youth group, senior citizens) – 1 dot
- Round up your utility bill and designate money for trail ways – 2 dots

### 8. A Culture of Walking

*No priorities identified*





## Short, Medium and Long-Term Actions to Address Top Priorities Identified by Participants of the International Charter for Walking Principles

### Develop Long-Term Plan

#### Short Term:

- Proper decision making process
  - council discussion on priority
- Identify plan already in place and work already done
- Committee to get work started. Keep vision alive. Own it
- Consult community and get ideas
- Do – able stages to the plan
  - short-term “wins”
- Put article in the news. Create interest and controversy
- Elected official support

#### Mid-Term:

- Community engagement at mid-process.
  - Elective - Cosmetic (Owner funds)
  - Core (Tax funded)
- Embed in policy (masterplan) so doesn't get stopped
  - 5 year Capital Plan (incorporate issues)
- Continue to look for grants and sponsorship
- Evaluate and assess priorities

#### Long Term:

- Orientation of new town councils to “The Plan”
- Keep improving, programming and partnerships to encourage people to use trail
- Linking a l.t. plan into manageable stages

### Access to Carena

#### Short Term:

- Extend 53 Avenue (road bed).
  - Prep expansion
- Sidewalk behind Alliance Church
  - 48 Street to Carena
- Sidewalk by Eastview Park
- Revisit subdivision plan
  - Housing along 53 Avenue

#### Mid-Term:

- Improve curb drop-offs existing sidewalks (48 Street)
- Marked crosswalks and signage

#### Long Term:

- Sidewalk through community East-to-West
- Develop sub-division north of the Carena
- Sidewalk along 54 Street.
  - Who? Walking community with council



## Wayfinding & Signage

*(Walking Routes & Distances, Time to Destinations – Walking Routes)*

### **Short Term:**

- Small successes – “here is what we have” ie: downtown to Troll Park
- Develop theme and motif
  - Standardization
- Investigate cost of signage
- Develop a committee – Working Group
  - Who should be at table
  - Regular meetings
- Commitment from council for dollars
  - planning

### **Mid-Term:**

- As trail system is developed, continue signage
- Continue to look for ways to leverage funding dollars
- All new non-residential development permits would have a requirement to contribute towards signage and wayfinding
- Map highlighting destinations (recreation, businesses, trails). Geo-Caching

### **Long Term:**

- Complete signage showing trails, destination distances along routes and digitally
- Long-term plan for both walkability and signage

## Better Access Between Lodge/Hospital/Extended Care to Downtown

*AHS get sidewalk to increase accessibility*

### **Short Term:**

- Poll/Interview people and AHS living or access area to determine need
  - Assessment
  - Identify priorities
  - Create plan re: funding, what this would look like, stakeholders, budget
  - Convince town why this is a priority
  - Barrier and how to tackle team

### **Long Term:**

- Sidewalks
- Safe ramps (less grade and wider)



## Prioritization of Destination Walking

### Short Term:

- Carena (immediate)
- Downtown – Clinic
- Museum
  - ‘Abundant community’
    - » Community itself
    - » Leading change

### Mid-Term:

- Community Consults
  - Ask where people are walking or where they want to walk
  - Older adults, youth, young families
- Mayor and Council Breakfast/Coffee with Business People
  - Business Network
  - Buy-In as a destination location
  - Map – donate a bench
  - Champions “Fresh New Ones”
    - » get people talking and excited”
  - Community Connector Program (Abundant community model)
  - Get to know your neighbours, Block part

### Long Term:

- Beautification Project
  - Explore new ideas
  - Flowers
  - Lights
  - Art
- 100% buy-in from residents
- More Money
  - Grants
  - Selling idea’s that contribute to increasing capital: benches, plaques
  - County dedicated funds
- Dedicated time and Human Resources to implement recommendations in all municipal plans



## Invitation to WalkABLE Viking Workshop

# YOU ARE INVITED TO DISCUSS WALKING



**August 30, 2016 from 8 a.m. to 4:30 p.m.  
at the former Viking Town Council Chambers**

We need your input! Have your say about connection and expansion of our current trail system and actions to be taken to make Viking more walkable. Lunch will be provided.



Please RSVP to Wanda Law at the Viking Community Health Centre by phone: 780-336-4782 or email: [wanda.law@ahs.ca](mailto:wanda.law@ahs.ca) before **Wednesday August 17th**.

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