



**AGENDA**  
**ACTIVE TRANSPORTATION & TRAILS**  
**ADVISORY COMMITTEE**

*May 23, 2013 at 6:15 p.m.*  
*River Plate Room, Town Hall*  
*Meeting No. 4*

**Online Agenda:** Anything in **blue** denotes an attachment/link. By clicking the links on the agenda page, you can jump directly to that section of the agenda. To maneuver back to the agenda page use the **Ctrl + Home** keys simultaneously **OR** use the "Bookmark" icon on the navigation panel to the left of your screen.



- 1. **Call to Order**
  - 1.1. **Staff Introductions**
- 2. **Disclosure of Pecuniary Interest**
- 3. **Approval of Minutes**
  - 3.1 **March 28, 2013**..... Page 2
- 4. **Presentation/Discussion Items**
  - 4.1 **Trailfest 2013 (6:15 – 6:40 p.m.)**  
Cheryl Dick, Festival & Event Assistant
  - 4.2 **2013 Bicycle Facilities (6:40 – 7:10 p.m.)**  
Julianna Petrovich, Traffic Analyst
  - 4.3 **Active Transportation to Schools Advocacy (7:10 – 7:30 p.m.)** R. Gill..... Page 6
  - 4.4 **Monthly Trail Walks**
- 5. **Standing Items**
  - 5.1 **Work Plan**..... Page 18
  - 5.2 **Durham Trails Coordinating Committee Update (R. Cooke)**
- 6. **Correspondence**
- 7. **Update from Council**
- 8. **New Business**
- 9. **Adjournment**

**Next Meeting:** Thursday, June 27, 2013 at 6:15 p.m., River Plate Room, Town Hall



**DRAFT MINUTES**  
**Active Transportation & Trails Advisory Committee**  
March 28, 2013  
*River Plate Room, Town Hall*  
*Meeting No. 3*

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Committee Members: Regional Councillor Shaun Collier  
Reg Lawrance, Co-Chair  
Richard Cooke  
Katheryne Jackson  
Marjorie Middleton  
Joanne Nightingale  
Ed Russell

Staff: Ranjit Gill, Senior Transportation Planner  
Sarah Moore, Committee Co-ordinator

Guest: Cheryl Dick, Festivals & Event Assistant  
Jeff Stewart, Manager of Environmental Services  
Andrew Jackson, Landscape Architect

Regrets: Kim Lendvay, Ute Sack, Stu Logan, Catherine Bridgeman

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**1. Call to Order**

Co-Chair Lawrance called the meeting to order at 6:20 p.m.

**2. Disclosure of Pecuniary Interest**

None

**3. Approval of Minutes**

Moved by: S. Collier  
Seconded by: M. Jakubcak

That the Minutes of the Active Transportation & Trails Advisory Committee Meeting held on February 28, 2013 be adopted.

CARRIED

**4. Presentations/Discussion Items**

**4.1 Trailfest 2013**

Ms. Cheryl Dick, Festivals & Events Assistant led discussion relative to the June 9, 2013 Trailfest event. She solicited participation from Members to assist with an event subcommittee. Co-Chair Lawrance, Ms. Middleton, and Ms. Nightingale volunteered to participate. Regional Councillor Collier offered to lead the family ride.

Ms. Dick noted that core activities at the event will include the ride with the Mayor, family ride, walk, BBQ by the Rod & Gun Club, a DJ, bike tune-up and collection of non-perishable food items for the Salvation Army.

The Committee encouraged Ms. Dick to assign an emcee for the event. A draft route for the Mayor's Ride was circulated for comment. Members proposed provision of water and sugar-free for participants. T-shirts were noted to be very popular in previous years, however distribution requires better coordination. Ms. Dick agreed to keep in contact with the Committee and attend the next Meeting to provide further updates.

#### **4.2 Greenwood Conservation Lands Master Plan**

Mr. Jeff Stewart, Manager of Environmental Services, and Mr. Andrew Jackson, Landscape Architect discussed the multi-year partnership between the Town of Ajax to restore the Brock North and South Lands as part of the Greenwood Conservation Lands. She provided information on the project background, deliverables and implementation relative to the Brock North and South Lands, Rodar property and existing Greenwood Conservation Area. Collectively the property will be known as the Greenwood Conservation Lands and will total 677 ha in area.

In consideration of planned development in the western Seaton community, the protection and future management of the land will be carried out in several phases. A map of management zones, indicating areas for protections of ecological features, including public use and restoration areas was discussed. Over time, the percentage of priority natural reserved zones will increase by 15%.

The recreation plan was reviewed in detail and Mr. Stewart indicated features such as the existing Greenwood Conservation Area, a new community park proposed for the western Pickering property, a fishing platform, community garden space, a proposed off-leash dog area, concentrated cycling areas, nine parking lots, as well as the proposed closure of Church Street North, from Concession #5 south to Taunton Road. The street closure will provide better connectivity within the property. Mr. Stewart and Mr. Jackson reviewed the trail map for the area, outlining existing and proposed trails, trail heads and river crossings.

The project is anticipated to take seven years to complete and is estimated to cost \$3,415,000.00. Revenue resources from Durham Watershed, revenue from fill, TransCanada Trail grant money will contribute to funding the project. The Master Plan is scheduled to be presented to Pickering and Ajax Councils for approval in April.

Members posed several questions relative to revenue funding sources. Members inquired about the proposed closure of Church Street North through the conservation lands complies with the Regional Transportation Plan. Future connectivity of the TransCanada Trail to the North Duffin Trail was discussed.

*E. Russell entered the meeting. (7:00 p.m.)*

Moved by: R. Cooke  
Seconded by: J. Nightingale

That the Active Transportation & Trails Advisory Committee support the Greenwood Conservation Lands Master Plan.

CARRIED

#### **4.3 Monthly walks Communications Update**

Ms. Moore circulated copies of the monthly walk flyer and noted that it had been approved by Corporate Communications to display in the community. Members were encouraged to provide photos from previous hikes so that the poster could be updated each month. Members expressed appreciation for the full-year schedule of walks posted on the Town's website. Interest was noted in developing a registration for walk participants, or an online mailing list. Staff agreed that such features would be possible; however the Committee would be required to take the lead on monitoring response. Linking route maps to the event calendar posting was also discussed.

#### **4.4 Update to Council – Presentation Content**

Co-Chair Lawrance and Mr. Cooke previewed the five minute video presentation to be delivered to Council on April 8. Feedback was sought on the content, image quality and audio. Members were encouraged to attend the Meeting to show support. Ms. Moore agreed to circulate the meeting agenda once available.

### **5. Standing Items**

#### **5.1 Work Plan**

This item was not discussed in detail.

#### **5.2 Durham Trails Coordinating Committee Update**

Mr. Cooke provided an update on the Durham Cycle Tours Map anticipated for release in summer 2013. He noted that Trailfest was proposed as an ideal site to be included in the Region's promotional trail video. An opportunity to present information on the Town of Ajax Trails system was indicated for the DTCC September 5, 2013 meeting. Members inquired whether staff may be interested in taking part. Discussion will be revisited closer to the meeting date.

#### **5.3 Greenwood Conservation Lands Committee Update**

None

#### **5.4 Integrated Community Sustainability Plan**

None

## 6. Correspondence

### 6.1 Encourage Me Ajax 2013

*With consent of all Members present, the item of correspondence identified at the March 28, 2013 Meeting of the Active Transportation & Trails Advisory Committee was received for information.*

## 7. Update from Council

Regional Councillor Collier addressed Members' concerns with his attendance and emphasized his commitment to the Committee. He noted that schedule conflicts may arise on occasion and make it difficult for him to attend a Meeting. He noted that he makes a solid effort to attend at least a portion of the meeting when possible. He reviewed the role of the Committee to advise and provide feedback to Council and ensured that even when not present at a Meeting, that he will continue to follow up with any comments and inquiries.

## 8. New Business

### 8.1 TRCA Hike/Walk Partnership Opportunity

Ms. Moore provided details of a hike/walk partnership opportunity with TRCA during an Eco-Educators event at Greenwood on May 24, 2013. Those interested and available to participate were asked to contact Ms. Moore. Members proposed also invited the Environmental Advisory Committee to take part, as more volunteers would be required for such a large group.

## 9. Adjournment

Moved by: M. Jakubcak  
Seconded by: J. Nightingale

That the March 28, 2013 Meeting of the Active Transportation & Trails Advisory Committee be adjourned (8:10 p.m.).

CARRIED

## What is the Spark Advocacy Fund?

The Heart and Stroke Foundation of Ontario believes that Ontario must actively take steps to create an environment where active, healthy living flourishes. A core component of the Foundation's work is focused on generating greater public awareness, inspiring Ontarians to create sustainable policies that promote healthy living for children and youth. This is not about working alone, but about what we can do together to collectively **make a difference**.

The **Spark Advocacy Fund** is a grants competition that helps groups begin to spark action in their community. It provides financial support to groups to implement **advocacy** initiatives designed to **increase physical activity and/or access to healthy food for children** across the province. The goal of the fund is to **ignite and catalyze change** within Ontario's diverse communities.

## What is Advocacy? Why Advocacy?

Advocacy is often not easily understood. Advocacy represents the strategies developed, actions taken and solutions proposed to influence decision-making to create positive change for people and their environment. It is **not** an education kit, community program, or an advertising campaign, which are important contributions to increasing physical activity and healthy eating, but they are not the focus of this Fund. This fund is to support initiatives that **engage community members to influence policy level change** — which can mean influence on legislation and/or systemic organizational practices.

**The purpose of the fund is to build capacity in communities to engage in the following steps:**

- Identify, describe and analyze the specific changes needed
- Assess the current environment regarding barriers to the specific issues and policies that they want to change
- Identify partners/build a coalition and assess the individual roles and capacity needed
- Develop goals, objectives and options that lead them to the desired change
- Identify the decision makers and influencers who need to be reached
- Build awareness and support for the desired change among these decision makers
- Work with decision makers and stakeholders to establish, implement and sustain policy change
- Monitor and report on the their process and progress in affecting change

The Foundation recognizes that community groups may be at different stages or have different capacities to engage in the advocacy process, so the fund is designed to spark grassroots advocacy for active healthy living in two ways:

### Advocacy Development Projects

To aid groups in the **planning and development phase** of advocacy efforts that support increased access to physical activity and/or healthy food for children in Ontario.

**Funds available: Up to \$5,000**

### Advocacy Action Projects

Projects that engage communities in **direct** action to make significant policy level change that will have a **sustainable impact** to support increased access to physical activity and/or healthy food for children in Ontario.

**Funds available: Up to \$25,000 for one-year projects, or up to \$50,000 for two-year projects.**

## For More Information and How to Apply

**Application deadlines are May 1 and November 1.**

Visit [heartandstroke.ca/spark](http://heartandstroke.ca/spark) to receive a full copy of the **Spark Advocacy Fund Application Guidelines**, see **examples of funded projects**, access a **webcast** to assist in the development of your application, or to contact your regional **HSFO Community Mission Specialist** ([www.heartandstroke.ca](http://www.heartandstroke.ca)) for guidance and support.

*The Heart and Stroke Foundation, a volunteer-based health charity, leads in eliminating heart disease and stroke and reducing their impact through the advancement of research and its application, the promotion of healthy living, and advocacy.*

### WHICH TOMORROW SHALL WE CHOOSE?

We have a choice of two tomorrows for Ontario. One is the tomorrow we are heading towards right now. Where we will all continue to sacrifice our health to the expectations and way of life we have accepted as a society. Where our desires to raise active, healthy kids will be forever denied.

Where we will accept that inactive children and childhood obesity are the norm. Where chronic illnesses will multiply like a plague. Where health costs will escalate and families will struggle under the pressure. Because the way we are all living will continue to get in the way of living well.

That is one tomorrow.

The other tomorrow is a new and bright Ontario that we will create together. It will be a thriving community where health will flourish and children will be active and healthy. Where we will have sparked a collective change in the way we live our lives...as individuals, families and communities.

Where we will have ignited new possibilities for active, healthier living. It is a tomorrow that we must all play a part in creating. Because the more sparks we ignite, the brighter the world will be for all Ontario's children.

The choice is ours.

The time to act is now.

**SPARK**  
Together for healthy kids.



# Active Living Research

Building Evidence to Prevent Childhood Obesity and Support Active Communities  
[www.activelivingresearch.org](http://www.activelivingresearch.org)

RESEARCH BRIEF | May 2013



## How to Increase Bicycling for Daily Travel

### INTRODUCTION

Bicycling is healthy: it increases physical activity, improves cardiovascular health, and reduces obesity and disease. Bicycling also can be an excellent mode of transportation for people of all ages. In fact, bicycling to school has been shown to improve cardiovascular fitness and overall health among children and adolescents.<sup>1</sup> As with virtually any kind of sport or physical activity, bicycling poses some risk of injury, but recent studies show that the health benefits of bicycling far exceed the health risks.<sup>2-8</sup> Moreover, as bicycling levels increase, injury rates fall, making bicycling safer and providing even larger net health benefits.<sup>9-12</sup>

Only 1 percent of all daily trips in the United States are made by bicycle, including fewer than 1 percent of trips to school by children younger than age 16.<sup>13,14</sup> Many more trips could be made by bicycle, as 40 percent of trips made in the United States are shorter than two miles, which is a reasonable bicycling distance for most people. Recognizing this potential, many government



agencies and public health organizations have advocated for increasing bicycling as a way to improve people's health and reduce air pollution, carbon emissions, congestion, noise, traffic dangers, and other harmful effects of car use.<sup>15-20</sup>

But what are the most effective strategies cities can use to increase bicycling? A growing number of studies have assessed the effectiveness of many strategies for increasing levels of bicycling, including on-street bike lanes, off-street bike paths, and other bicycling infrastructure; promotional and educational programs, such as bike-to-work days and bicycle training classes; and policies, including parking restrictions and traffic-calmed neighborhoods. This brief summarizes the available evidence about strategies for increasing bicycling levels and encouraging bicycling as a mode of transportation. It also presents related policy implications.

## Key Research Results

### **At the city level, bicycling infrastructure is strongly associated with overall levels of bicycling, especially with bicycling to work, school, or shopping.**<sup>21-24</sup>

- One study of 35 large U.S. cities found that each additional mile of bike lane per square mile was associated with about a 1 percent increase in the share of workers commuting by bicycle.<sup>21</sup>
- A more recent study using data from 90 large U.S. cities found that cities with 10 percent more bike lanes or paths had about 2 percent to 3 percent more daily bicycle commuters.<sup>25</sup>

### **It is less clear what type of infrastructure is most effective at increasing bicycling for daily travel.**<sup>26</sup>

- Simply living close to bike lanes or paths does not necessarily increase levels of bicycling.<sup>27-30</sup> However, a Seattle study found that adults living within a half-mile of a bike path were 20 percent more likely to bicycle at least once a week.<sup>29</sup>



Photo by Jennifer Dill

- Creating bicycle boulevards by adding traffic calming features, such as speed humps, curb extensions, and pedestrian crossways, on streets with a low volume of traffic and installing cycle tracks, which are on-street bike lanes that are physically separated from motor vehicle lanes, encourages bicycling on streets where they are installed. Studies in Copenhagen,<sup>31</sup> London,<sup>32</sup> Washington, D.C.,<sup>33</sup> and Montreal<sup>34</sup> found that bicycling increased after cycle tracks were installed and that cycle tracks attract more bicyclists than similar streets without cycle tracks. Although the studies did not examine whether bicycling increased overall or simply shifted from other streets to those with cycle tracks, the results confirm the popularity of cycle tracks. A Portland study found that cyclists went the furthest out of their way to use off-street bike paths, followed by bicycle boulevards, suggesting a general preference for facilities protected from motor vehicle traffic. Striped bike lanes (i.e., those without physical separation) helped offset the unsafe, uncomfortable feeling of bicycling on busy arterial roads, but were not preferred over residential streets that had a low volume of traffic and no lanes.<sup>35</sup>
- New forms of pavement markings, including bike boxes (see photo), shared lane markings or sharrows, and colored bike lanes, increase perceptions of safety, help guide bicyclists and motorists, and provide official, visible recognition that bicyclists are legitimate users of the road.<sup>36-40</sup> The impact of such markings on levels of bicycling has not been determined.



Photo by Nathan McNeil

- Other features of bicycle infrastructure also make a difference. Bicycling declines with the number of stops (e.g., due to stop signs or signals) along a route,<sup>41</sup> poor pavement quality<sup>23, 32, 42</sup> and inadequate bike parking.<sup>43</sup>
- Several studies have found that women prefer facilities that have less motor vehicle traffic or are separated from traffic.<sup>45-48</sup> One study also found that women felt less comfortable than men on off-street paths, perhaps because of personal security concerns, such as fear of assault in isolated areas.<sup>45</sup>

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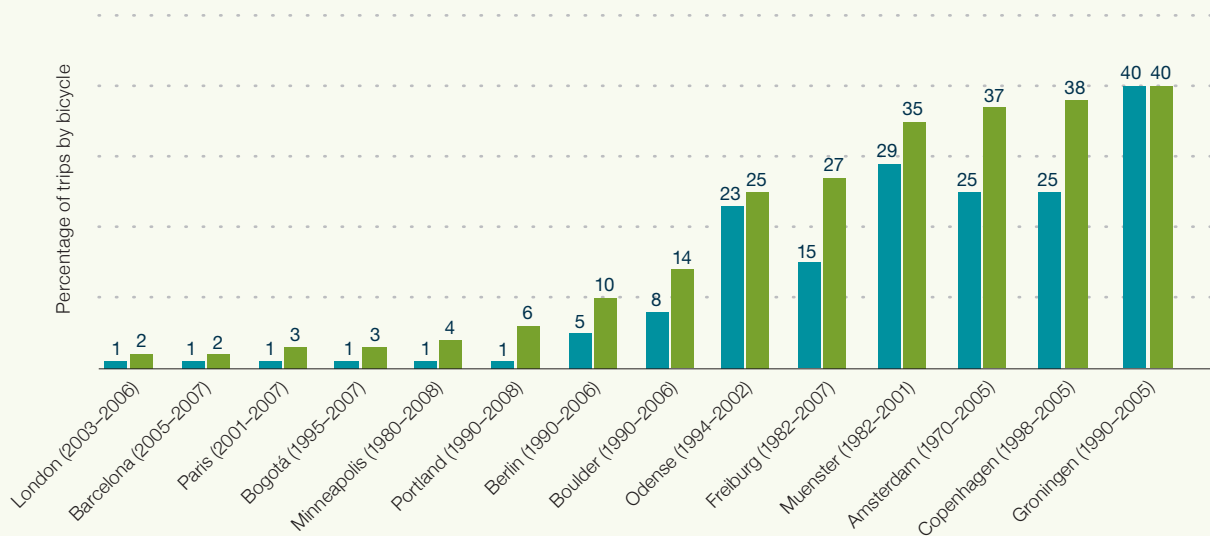
### Marketing and educational programs, as well as regulations, also can affect levels of bicycling.

- Programs that promote bicycling may help increase the effectiveness of investments in bicycle facilities.<sup>49–52</sup> Studies have reported long-term increases in bicycling following bike-to-work days,<sup>53, 54</sup> “ciclovias,” and similar events that close streets to cars for the enjoyment of cyclists, pedestrians, and others.<sup>55, 56</sup> One study of the impact of Safe Routes to School programs found an increase in bicycling,<sup>57</sup> but a second study found no effect.<sup>58</sup>
- Cities that have implemented bicycle sharing programs report substantial increases in bicycling.<sup>59</sup> For example, the proportion of trips made by bicycle increased from 1 percent to 2.5 percent in Paris<sup>60, 61</sup> and from 0.75 percent to 1.76 percent in Barcelona.<sup>62</sup> In London, the OYBike bike share program has encouraged bicycling as a mode of transportation—6 percent of users reported shifting from driving and 34 percent reported shifting from transit. Another 23 percent reported that without the bike share program, they would not have traveled at all.<sup>63</sup>
- Helmets can help prevent head injuries in falls and crashes,<sup>64</sup> but laws requiring helmet use have been shown to reduce bicycling among adults in Canada and Australia.<sup>65–67</sup>
- Lower speed limits for vehicles make bicycling safer and more attractive. One study conducted in Germany found that reducing general speed limits led to a significant increase in bicycling.<sup>68</sup>

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### A comprehensive package of infrastructure, programs, and policies is likely to have the greatest effect.<sup>69</sup>

- Countries and cities with high levels of bicycling have extensive infrastructure, as well as pro-bicycle policies and programs, whereas those with low levels of bicycling have done much less.<sup>70–72</sup>
- Some cities, even very large cities, have dramatically raised bicycling levels but only with a multifaceted, coordinated approach that involved careful planning and ongoing input from residents. Figure 1 shows the increase in bicycling rates for 14 cities that implemented a wide range of measures to increase bicycling. The rates reflect bicycling for all purposes or only for commuting, depending on the data source.<sup>73</sup>
- Because cities have implemented a wide range of measures at the same time, sometimes over many years or decades, it is difficult to isolate the separate impact of individual measures on bicycling levels.
  - Bike sharing programs in Paris (Velib’) and Barcelona (Bicing) have unquestionably increased cycling,<sup>59</sup> but several other efforts occurred at the same time, including expansion of the bikeway system and bike parking, bicycling education, and traffic calming.
  - The daily fee charged to cars for accessing central London, which is a 21-sq.km zone, has been widely credited for increased bicycling there, but it is only one of many programs that have encouraged more bicycling since 2000.

FIGURE 1. Increase in Bicycling for Transportation in 14 Cities with Comprehensive Efforts<sup>69</sup>

- Integrating bicycling with public transportation increases the viability of each. Bicycling can expand the service areas of rail transit stations and bus stops. Trains and buses, in turn, can transport bicyclists over much longer distances than would be feasible by bicycle alone. Studies show that bike racks on buses and good bike parking at rail stations increase both bicycling and transit use.<sup>44</sup>
- In contrast to North American cities, European cities have implemented many deterrents to driving along with efforts to increase bicycling.<sup>69-72</sup> In northern Europe, the much higher cost of owning, using, and parking a car, combined with car-free zones, comprehensive traffic calming, more compact land use, lower overall speed limits, and the limited availability of parking for cars, reduce the convenience and attractiveness of car use.<sup>78,79</sup> Cities such as Berlin have installed traffic calming features on many of their streets, thus discouraging and slowing down driving. While it is likely that policies that deter driving also serve to encourage bicycling, their impact on bicycling has not been directly tested.

## Conclusion

Research shows that infrastructure, programs, and policies that support bicycling can significantly increase levels of bicycling for daily travel. However, it is difficult to generalize about the effectiveness of specific strategies or particular kinds of bicycle infrastructure.

Many studies only measure the impact of incremental expansions and do not capture the full impact of a completed bicycle system. Indeed, the most compelling evidence comes from communities that have implemented a fully integrated package of strategies to increase bicycling. The evidence reviewed in this brief suggests that a comprehensive approach produces a much greater impact on bicycling than individual measures that are not coordinated.

### POLICY IMPLICATIONS

- To maximize bicycling opportunities, cities must build a network of safe and comfortable routes using a mix of bike lanes, bike boulevards, cycle tracks, and bike paths that connect residents to potential destinations.<sup>26</sup> Infrastructure that maximizes the separation between bicyclists and motor vehicles, without making bicyclists travel too far out of their way, may be more effective for encouraging new bicyclists than on-street pavement markings.
- Investments in infrastructure should be supported by promotional programs, such as bike-to-work days and bicycle training, Safe Routes to School programs, and other programs that facilitate bicycling, including bike sharing systems and those that accommodate bicycles on buses and trains.
- Policies that make driving more expensive (e.g. higher gasoline taxes and parking fees) and less convenient (e.g. reduced parking supply and reduced speeds) may be necessary to maximize the effectiveness of infrastructure investments in encouraging bicycling.
- To encourage bicycling as a mode of transportation, communities also must implement land use and development policies to help ensure that destinations for daily needs, such as school, work, and shopping, are within convenient bicycling distance from home.<sup>77</sup>

This brief was prepared by Jennifer Dill, PhD, Nohad A. Toulon School of Urban Studies and Planning, Portland State University; Susan L. Handy, PhD, Department of Environmental Science and Policy, University of California at Davis; and John Pucher, PhD, Edward J. Bloustein School of Planning and Public Policy, Rutgers University, with support from the Active Living Research staff. Peer review was provided by David R. Bassett, Jr., PhD, The University of Tennessee, Knoxville and Daniel A. Rodriguez, PhD, The University of North Carolina, Chapel Hill.

For updates and a Web-based version of this brief, visit [www.activelivingresearch.org](http://www.activelivingresearch.org).

*Active Living Research*, a national program of the Robert Wood Johnson Foundation, stimulates and supports research to identify environmental factors and policies that influence physical activity for children and families to inform effective childhood obesity prevention strategies, particularly in low-income and racial/ethnic communities at highest risk. Active Living Research wants solid research to be part of the public debate about active living.

#### Active Living Research

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## Endnotes

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# Active Living Research

Using Evidence to Prevent Childhood Obesity  
and Create Active Communities

## ARTICLE SUMMARY

February 2013

## Reaching the Goal of 60 Minutes of Physical Activity for Children

### Introduction

Physical activity has many health benefits in children, including increased physical fitness, reduced body fat, reduced risk of heart disease, stronger bones, and improved mental health. Despite overwhelming evidence of the health benefits of physical activity, most American youth are not meeting the national recommendation of 60 minutes per day. Lack of physical activity has contributed to high obesity rates among children.

There are many ways of increasing physical activity among children, but identifying specific ways to achieve the 60-minute goal has not been easy. This study estimates the number of minutes in physical activity that different approaches, such as walking or biking to schools, increasing physical education time, or having access to parks, could provide for children.

### Key Findings

The key finding of the study is that schools and communities can reach the 60-minute goal in several ways. Three primary ways, such as mandatory daily physical education, classroom physical activity breaks and walking or biking to school, can alone provide 58 minutes of physical activity. The chart below shows other ways of reaching the 60-minute goal (Figure 1).

### Methods

The authors conducted a literature review to identify strategies for increasing physical activity in children and adolescents. An expert panel read the research, rated the quality of the studies, and estimated the energy expenditure resulting from 10 different approaches to increase physical activity. The minutes of physical activity resulting from individual approaches were calculated using averages from various studies.

### SOURCE

Basset, D.R. et al. (2013). Estimated Energy Expenditures for School-Based Policies and Active Living. *American Journal of Preventive Medicine*, 44(2), 108-113.

For full study, go to:

<http://www.sciencedirect.com/science/article/pii/S0749379712008057>

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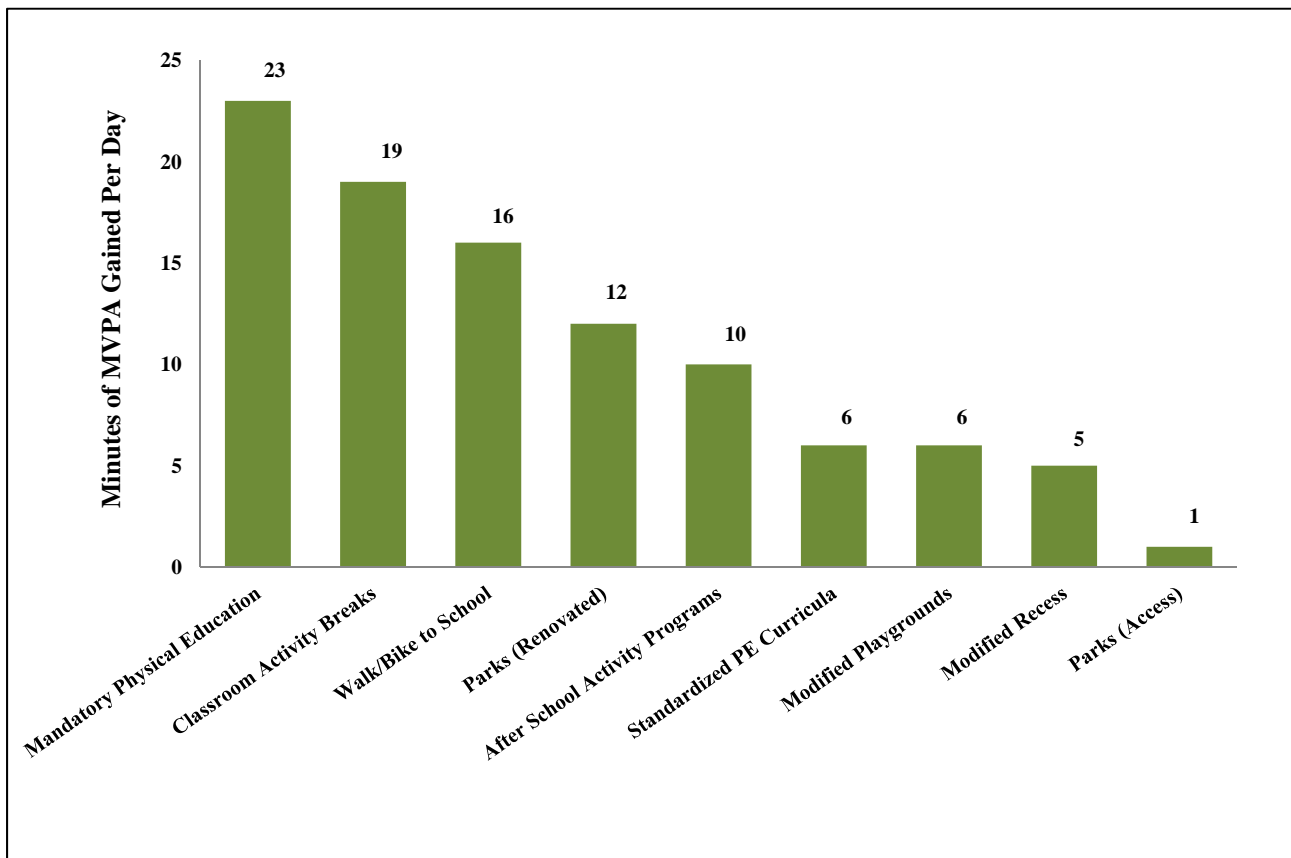
For more information on *Active Living Research*, visit: [www.activelivingresearch.org/](http://www.activelivingresearch.org/)

## Implications

This information can help legislators, school officials, and other policy-makers make well-informed decisions that can enhance physical activity in youth. Several school policies (physical education classes, recess, etc.) and built environment changes (bike lanes near schools, access to parks, etc.) have been shown to increase the amount of time children spend being physically active during a normal school day. If multiple policies were implemented, it could help children achieve, or even exceed, the national guidelines for physical activity in youth. Each school or community could select a combination of policies to reach the 60-minute goal.

Figure 1

### Minutes of Physical Activity Gained Per Day Resulting from Various Policy and Environmental Changes



## 2012 Active Transportation and Trails Advisory Committee Work Plan

	Objective/Project	Task	Lead	Timeline	Status
1.	Implementation of the Pedestrian and Bicycle Master Plan	<ul style="list-style-type: none"> <li>• Review proposed pedestrian and cycling routes</li> <li>• Review proposed trails/cycling network signage</li> <li>• Review goals and recommendations within the Plan</li> <li>• Comment on planned/ongoing capital projects relating to Active Transportation &amp; Trails system</li> <li>• Regular consultation between Operations and Environmental Services staff and committee regarding sidewalk, trails and cycling network maintenance issues</li> </ul>	<ul style="list-style-type: none"> <li>• C. Bridgeman</li> <li>• R. Gill</li> <li>• A. Jackson</li> <li>• T. Murphy</li> </ul>	March / November	November 2012 update
2.	By-Law and Policy Review	Review existing or proposed by-laws or policies relating to support and strengthen Active Transportation	<ul style="list-style-type: none"> <li>• D. Hannan</li> <li>• R. Gill</li> </ul>	As Required	
3.	Public Education and Outreach	Spearhead active transportation public education and outreach for cycling, walking and trails <b>Trailfest – Sunday June 9</b>	<ul style="list-style-type: none"> <li>• ATTAC</li> <li>• Communications</li> </ul>	As Required	ongoing
4.	Active and Safe Routes to School	Provide input on active transportation promotion Discuss active transportation to schools advocacy opportunities.	<ul style="list-style-type: none"> <li>• ATTAC</li> <li>• K. Smith</li> </ul>		ongoing
5.	Durham Trail Coordinating Committee Update	Regular consultation/updates between ATTAC committee and the Durham Trail Coordinating Committee	<ul style="list-style-type: none"> <li>• R. Cooke</li> </ul>	ongoing	monthly
6.	Active Transportation and Trails Website	Promote Active Transportation & Trails by providing related information on the new Town website <a href="http://www.ajax.ca">www.ajax.ca</a>	<ul style="list-style-type: none"> <li>• R. Lawrance</li> </ul>	Target: April/May 2012	ongoing
7.	Monthly Walks	Provide comments and assist with facilitation of monthly community walks and communications of such	<ul style="list-style-type: none"> <li>• ATTAC</li> </ul>	ongoing <i>Monthly</i>	2013 Schedule complete
8.	Trailfest	Provide input on planning, organization, routes and venue of event.	<ul style="list-style-type: none"> <li>• S. Toole/C. Dick</li> </ul> Festivals & Events staff	June 9, 2013 9 a.m.	in progress

# 2011-2014 Active Transportation and Trails Advisory Committee Work Plan

Objective/Project		Task	Lead	Timeline	Status
9.	Canada Day Celebration	Provide input on planning and organization of Active Transportation/Trails event.	<ul style="list-style-type: none"> <li>S. Toole/C. Dick Festivals &amp; Events staff</li> </ul>	July 1, 2013 Time: TBD	
10.	Celebrate Ajax	Provide input on planning and organization of Active Transportation/Trails event	<ul style="list-style-type: none"> <li>S. Toole/C. Dick Festivals &amp; Events staff</li> </ul>	August X, 2013 Time: TBD	
11.	Pumpkinville	Provide input on planning and organization of Active Transportation/Trails event at Pumpkinville	<ul style="list-style-type: none"> <li>S. Toole/C. Dick Festivals &amp; Events staff</li> </ul>	October 19, 2013 Time :11-5	
12.	Winterfest	Participate in planning and organizing of activities to promote Active Transportation	<ul style="list-style-type: none"> <li>U. Sack</li> <li>M. Middleton</li> </ul>	February 3, 2013 11 – 4 pm	complete
13.	Car Free Day/Bike to Work Day	Council Proclamation of "Car-free Day" to promote Active Transportation as a viable option for commuting. ( <i>open street festival?</i> )	<ul style="list-style-type: none"> <li>R. Gill</li> </ul>	Target: May 2013	<i>deferred</i>
15.	External Committees	Participation & updates between ATTAC and: - Integrated Community Sustainability Plan S.C. - Greenwood Conservation Master Plan S.C. - Volunteer Recognition Awards Selection Committee	<ul style="list-style-type: none"> <li>E. Russell</li> <li>K. Jackson</li> <li>R. Lawrance</li> <li>R, Cooke</li> <li>K. Lendvay</li> </ul>	monthly updates to Committee	ongoing
16.	Active Transportation User Profile	Develop a profile of active transportation users in Ajax; conduct survey to gather base line information	<ul style="list-style-type: none"> <li>U. Sack</li> <li>M. Jacubcak</li> </ul>	Start: April/June 2012	ongoing
17.	Capital Projects Review	Opportunity to discuss priorities for future capital projects as they relate to implementation of the Pedestrian Bicycle Master Plan and trail construction/development prior to budget process	<ul style="list-style-type: none"> <li>A. Jackson</li> <li>R. Chalmers</li> </ul>	June 2013	2013 overview – Feb.
18.	Interim Report to Council	Brief delegation to Council to present update on committee activity and accomplishments	<ul style="list-style-type: none"> <li>TBD</li> <li>S. Moore</li> </ul>	April 8 2013	complete