



HALIBURTON

Complete Streets in a rural area

The Communities in Action (CIA) committee was formed in Haliburton, to help build healthy, active communities through active transportation. They do research that helps encourage the planning and implementation of active transportation in rural areas, and develop partnerships with a variety of stakeholders in order to build knowledge and capacity in the active transportation field. Recent population growth in the rural Municipality of Dysart et al has led to the emergence of a commercial area a short distance from downtown Haliburton, along County Road 21. This 2.4 km stretch of road is the area's most densely populated and needs to be suitable for both short and long trips. In its current configuration it has enough space for vehicle traffic, but few safe, fluid spaces for pedestrians, cyclists or reduced-mobility users.



CHALLENGES SPECIFIC TO A RURAL MUNICIPALITY

To keep improving the roads and public spaces in their community, the CIA wanted to adapt the Complete Streets concept to the particular conditions of a county road in a rural municipality. The committee then expressed its interest in joining Active Neighbourhoods Canada for support in designing the project. They saw an opportunity to encourage residents to identify their needs and concerns while enlisting professionals, municipal employees and decision makers to identify obstacles to the implementation of new street configurations. The approach has been useful because it exposed a key barrier: county roads are intergovernmental spaces, where the municipality has decision-making authority over sidewalks and other peripheral elements, while the county is responsible for the road's traffic lanes.

OVERCOMING BARRIERS THROUGH AN EFFECTIVE PARTNERSHIP

In this context, a profile of the Haliburton area was created, to facilitate the sharing of residents' knowledge with local professionals. During a professional workshop organized for the purpose of refining the complete street concept for a rural area, the Toronto Centre for Active Transportation worked with professionals from both levels of government. With some co-developed ideas in hand, it was time to get to work on the ground. After securing approval from municipal council, a first step was taken: traffic calming measures were designed and temporarily tested, to clearly define the space reserved for vehicles and pedestrians on a particularly busy part of County Road 21.

The next step for Haliburton will be to secure support from municipal council to further the vision of implementing a complete street, with goals and solutions planned on five, ten and 20-year timelines. Thanks to this project, the Haliburton community will be able to continue to build streets as public spaces for all residents, regardless of their transportation preferences - and will show how complete streets are just as important in rural Ontario.

What are Complete Streets ?

A Complete Street is designed for all ages, abilities, and modes of travel. On Complete Streets, safe and comfortable access for pedestrians, bicycles, transit users and the mobility-impaired is not an afterthought, but an integral planning feature.

A Complete Streets policy ensures that transportation planners and engineers consistently design and operate the entire street network for all road users, not only motorists.

Complete Streets offer wide ranging benefits. They are cost effective, sustainable, and safe.

Complete Streets is also called *rue conviviale* in French.



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