

Lambton County

# Active Transportation

Survey Report 2011



**Prepared by:**

Lambton County  
Active Transportation Committee

County of Lambton  
Community Health Services Department

# Lambton County Active Transportation Survey Report 2011

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## Reference:

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Lambton County "Have Your Say" Active Transportation Survey Final Report, June 2012

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## Background

The "Have Your Say" Active Transportation Survey was created to identify residents' barriers to being physically active and to gauge interest in having additional active transportation and outdoor recreation options in their respective community. Active Transportation is about using human-powered modes of transportation (walking, biking, transit, etc.) to get to your destination. Since transit users must walk or bike to access transit, it is considered a mode of active transportation.

## Methods and Limitations

An online survey was developed by the Lambton County Active Transportation Committee in partnership with Community Health Services Department staff. The survey was created using Fluid Surveys ([www.fluidsurveys.com](http://www.fluidsurveys.com)), a comprehensive online survey creation service with built in reporting features.

The online survey was available for a six week period from September 13th to October 21st, 2011. It was promoted through a variety of channels: News releases, radio interview, flyers, workplace distribution lists, local websites as well as social media options Facebook and Twitter. The survey was also promoted at the Green Show and The Sports Day in Canada events.

While these results may provide some insight into the practices of Lambton residents, this was not a random survey so the results likely don't reflect the entire population of Sarnia and Lambton County.

# Results

## Respondent Demographics

The online survey was completed by 470 residents. While this represents less than 1% of the population of Lambton County, it is considered a good response for this type of survey.

The majority of survey respondents were identified as women (61%), with 56% being between the ages of 40 and 59 years (Table 1). The municipality of the respondent is shown in Table 2. Sarnia, Bright's Grove and Point Edward residents made up 62% of the total responses. A map of respondent locations (not shown) revealed a good distribution of respondents across Sarnia and Lambton County.

**Table 1 - Age of Survey Respondents**

Response	Chart	Percentage	Count
12-19 years		2%	8
20-29 years		9%	40
30-39 years		15%	70
40-49 years		23%	106
50-59 years		29%	134
60-69 years		11%	52
70-79 years		4%	17
Not Stated		9%	43
<b>Total Responses</b>			<b>470</b>

**Table 2 - Municipality of Respondent**

Response	Percentage	Count
Brooke-Alvinston	0%	1
Dawn-Euphemia	1%	5
Enniskillen/Petrolia	6%	29
Lambton Shores	5%	24
Plympton-Wyoming	8%	39
Point Edward	2%	11
Sarnia	53%	247
Bright's Grove	7%	33
St. Clair	7%	31
Warwick/Watford	1%	3
Other	1%	6
Not Stated	9%	41
<b>Total Responses</b>		<b>470</b>

## Support for Active Transportation & Outdoor Recreation Investments

Survey respondents are supportive of investment into active transportation and outdoor recreation opportunities. The majority of survey respondents strongly agreed or agreed that the County of Lambton should invest in improvements that provide more opportunities for active transportation (95%) and outdoor recreation (92%) (Tables 3 & 4).

**Table 3 - Percentage of respondents who agree/disagree that the County of Lambton should invest in improvements that provide more opportunities for active transportation.**

Response		Percentage	Count
Strongly Agree		73%	341
Agree		22%	101
Neutral		3%	16
Disagree		1%	4
Strongly Disagree		1%	6
<b>Total Responses</b>			<b>468</b>

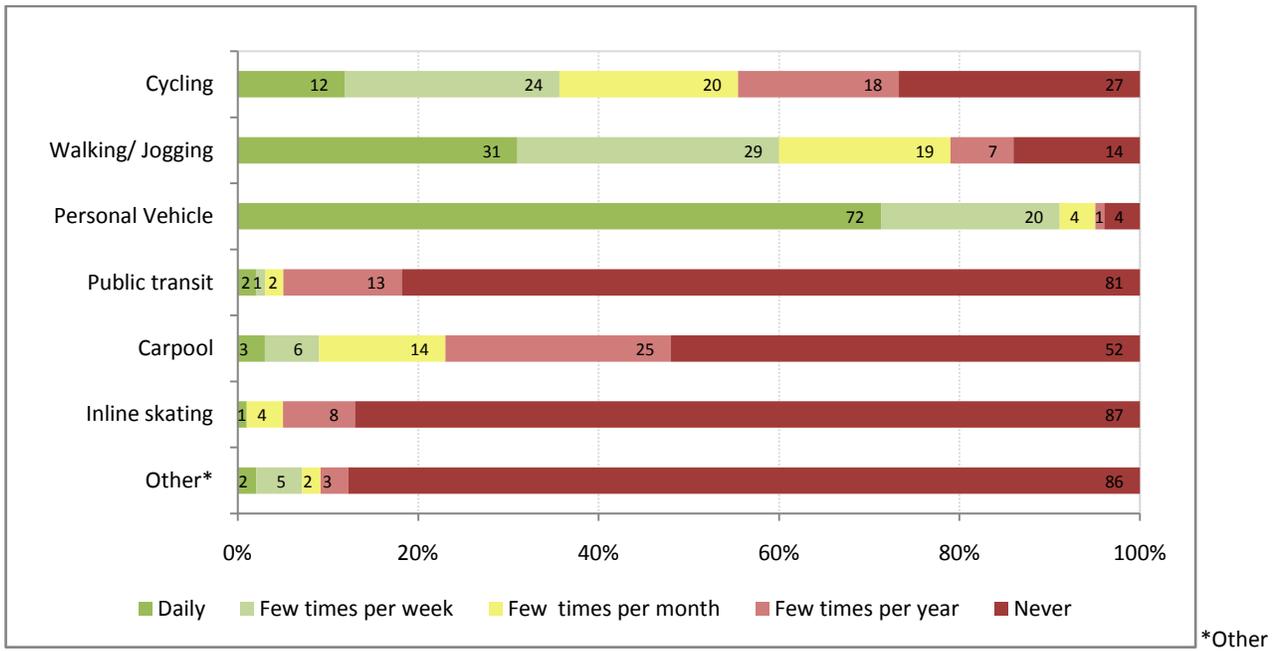
**Table 4 - Percentage of respondents who agree/disagree that the County of Lambton should invest in improvements that provide more opportunities for outdoor recreation.**

Response		Percentage	Count
Strongly Agree		64%	298
Agree		28%	129
Neutral		7%	35
Disagree		1%	5
Strongly Disagree		0%	2
<b>Total Responses</b>			<b>469</b>

## Modes of Transportation used by Respondents

The majority of respondents reported vehicle use as their main transportation option, with 72% reporting daily use and 20% reporting use a few times per week (Figure 1). Walking or jogging was the next most frequent mode of transportation, with 60% reporting using these modes at least a few times per week. Public transportation was only cited by 2% respondents as a daily transportation option.

**Figure 1 - Percentage of respondents reporting the frequency of using various modes of transportation.**

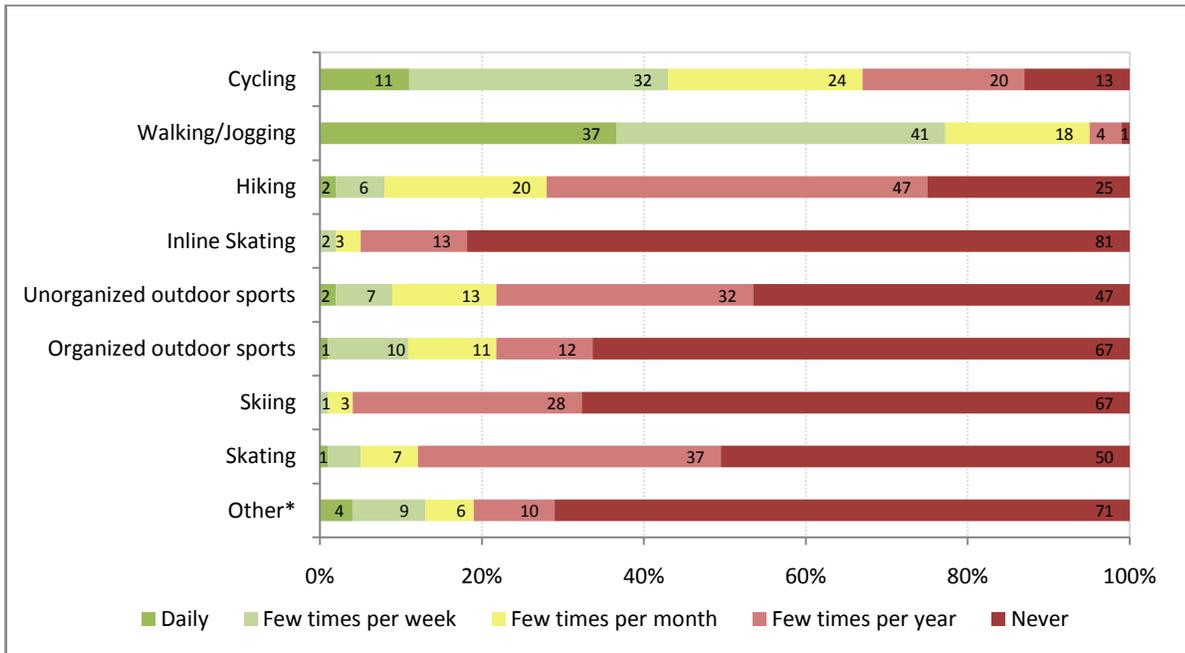


transportation options listed include: scooter, taxi, e-bike, skateboarding, cross-country skiing and rental car.

## Participation in Outdoor Recreation Activities by Respondents

Walking and/or jogging were identified as the most popular outdoor recreation activities, with 78% of respondents reporting doing these activities at least a few times per week. Cycling was cited as the second most frequent activity, with 43% reporting this activity at least a few times per week (Figure 2).

**Figure 2 - Percentage of respondents reporting the frequency of various outdoor recreation activities.**

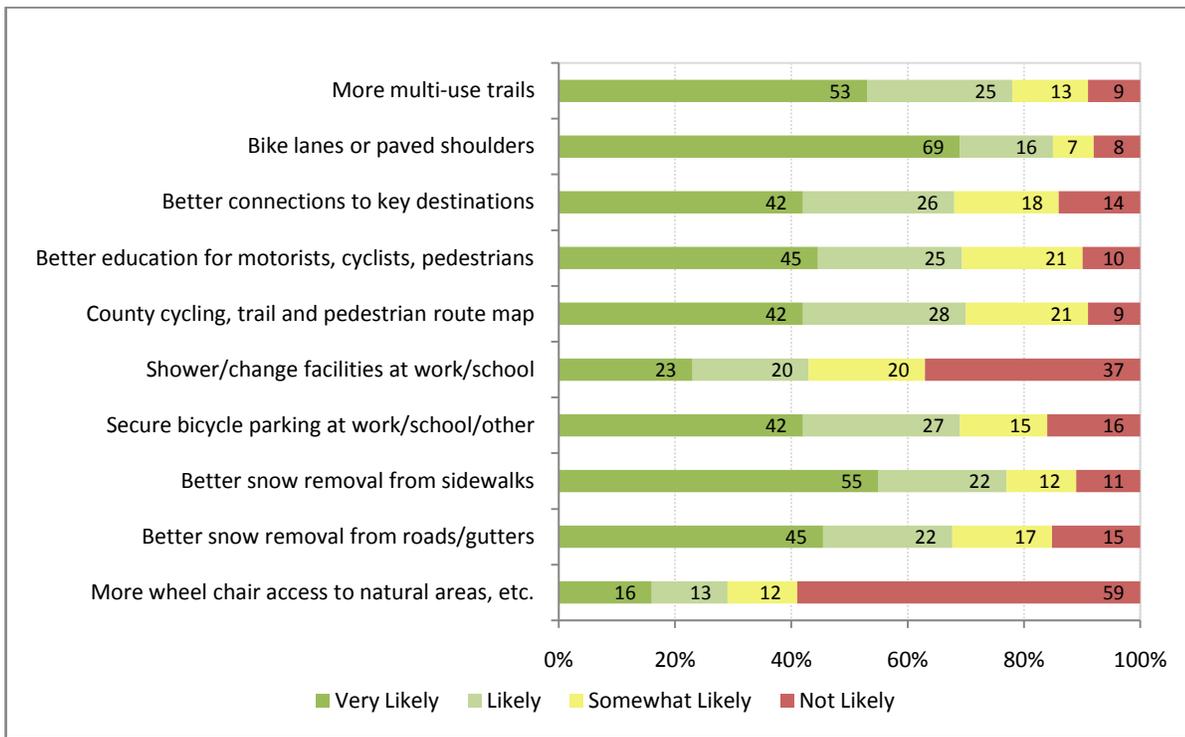


\*Other recreation options listed include: swimming, yard/house maintenance, kayaking, going to the gym, tennis, walking the dog, golfing, cross-country skinning, kite-boarding, sailing, canoeing, agility classes with dog, cross-fit, tai chi, camping, fly fishing, boating, snowshoeing, horseback riding, playing outdoors with my children, outdoor fitness boot-camps, skateboarding, windsurfing, shovelling snow, and geocaching.

## Improvements to Encourage Active Transportation and/or Participation in Outdoor Recreation Activities

While support was high for most proposed improvements, the improvements that were most likely to increase respondent's use of active transportation and/or increase participation in outdoor activities include: more on-road bike lanes or paved shoulders, better snow removal from sidewalks and more off-road multi-use trails (Figure 3).

**Figure 3 - Percentage of respondents reporting the likelihood that improvements would increase use of active transportation and/or participation in outdoor recreation activities.**



"Sharrows" are shared-lane pavement markings (bicycle symbols) that are placed on the road to guide cyclists to the safest place to ride and remind drivers to share the road with cyclists. There were mixed responses regarding whether sharrows would encourage drivers to share the road with cyclists and increase comfort levels for cyclists on area roads. While nearly half of respondents (47%) felt that sharrows were very likely or likely to encourage drivers to share the road, 35% felt that they were only somewhat likely and 18% felt that they were not likely to encourage sharing of the road (Table 5). When asked if they would feel more comfortable cycling on roads with sharrows, 60% indicated that they would feel more comfortable, 21% indicated that they would not and 20% did not know.

**Table 5 - Percentage of respondents reporting the likelihood that road "sharrows" would encourage drivers to share the road with cyclists.**

Response		Percentage	Count
Very Likely		23%	104
Likely		24%	109
Somewhat Likely		35%	158
Not Likely		18%	83
		<b>Total Responses</b>	<b>454</b>

## **Other Improvements (Comments) to Encourage Active Transportation and/or Participation in Outdoor Recreation Activities**

There were 230 responses to the question "Are there any other improvements that would encourage you to use active transportation and/or participate in outdoor recreation activities more often?"

Some respondents cited examples that were already listed in Figure 3, but provided more detail to these broad categories.

### *1. Bike Lanes*

- Addition to city streets, but also to county roads
- Recommended bike lane locations include main streets in Sarnia (Lakeshore Road, Michigan Avenue, Wellington Street, Highway 21)
- Pave shoulders in the county and pave the boulevard between sidewalk and road in the city to accommodate bikes as well as wheelchairs
- Consider bikes when new construction is being done

### *2. Connect current trails together*

- Connect the path under the bridge to Centennial Park

### *3. Increase safety*

- Create safer road crossings for current trails (e.g. Howard Watson across Exmouth and Michigan)
- Limit parking to one side of busy streets to make it easier to cycle
- Increase lighting in existing parks/recreation facilities

### *4. Driver education*

- Drivers need education about cyclists and how to create a safe space for cyclists
- Fast driving and unawareness of drivers was cited as one of the main reasons for not cycling

## Sarnia Transit Use

The majority of respondents reported that they have never used Sarnia Transit in the past year. This includes 83% of those who live in Sarnia/Point Edward/Brights Grove and 93% of those who live in the rest of the county.

## Barriers to Using Sarnia Transit

The most commonly cited barrier to using transit was that it was "quicker to drive to their destination" followed by "transit schedule is not convenient" (Table 6). Only 21% of respondents indicated that they were not interested in using Sarnia Transit.

In terms of connectivity, the comment "it is quicker to drive to London than to get transit to Lambton Mall" highlights the lack of service and connectivity in some areas of the city.

There were comments related to travelling with children which highlight affordability and trip length as barriers for some families. One respondent commented that "it is too costly and takes too long to use transit, particularly if you have children to transport" and "I have clients that decline accessing vital services because they can't take their 2 year old on a 4 hour bus ride to attend a 30 minute therapy session".

**Table 6 - Percentage of respondents reporting various barriers to using Sarnia Transit? (Check all that apply)**

Response		Percentage	Count
Do not live in Sarnia		29%	130
Transit schedule is not convenient		22%	98
Bus stop locations are not convenient		12%	55
Quicker to drive to destination		38%	166
Not interested		21%	92
Other*, please specify:		18%	78
		<b>Total Responses</b>	<b>442</b>

\*Other barriers reported include: cycling preference, lack of awareness of transit schedules, connectivity, affordability and trip length.

## Respondent Recommendations for Improvements to Sarnia Transit

There were 138 responses to "What improvements would make you more likely to use Sarnia Transit?"

Improved routes and frequency of routes were the most commonly cited recommendation for improvements. Several respondents that cited it takes too long to get to their destination recommended more buses to allow for fewer transfers and "schedule improvements" to enhance connections at major destinations.

Some respondents expressed an interest in increased transit frequency through Bright's Grove and linking to smaller communities such as Corunna, Petrolia, Camlachie and the Aamjiwnaang First Nations reserve.

Some respondents expressed frustration with accessing route schedules and recommended the creation of an accessible map, including an online transit planner (not aware that this already exists).

Some respondents, particularly those travelling with young children stated that transit was not affordable. A day pass option for travellers (child, families, youth) was suggested to reduce costs.

Other improvement suggestions include:

- Add service to:
  - Twin Lakes
  - Bluewater Health destination
  - Chemical Valley
- Better bus stop locations (not safe locations, no pedestrian path)
- Customer service improvements (on-time service, slow down transit drivers)
- Late night service for late work hours and bars and restaurants
- Improved promotion of bike racks
- Online tickets
- Covered bus shelters
- Ramp for hauling groceries onto bus
- Incentives
- Power-assisted bicycles sharing or leasing program
- Reduce air pollution from buses
- Smaller buses
- Longer transfer times
- Increase special event buses, with a specific example of creating a "Beach Bus" during summer months.

## **Sarnia Transit Bus Bike Racks**

The Sarnia Transit bus bike racks offer an opportunity to increase connectivity and flexibility to transit users; however, several survey respondents cited lack of awareness about the racks and how to use them. Of the 63 respondents who had used Sarnia Transit in the past year, 25% had used the bike racks. While many of the 46 transit users who hadn't used bike racks indicated that they were not interested in riding their bike (37%) or didn't own a bike (17%), 20% did not know the racks existed and 26% were unsure of how to use them (Table 7).

One respondent felt intimidated by their use and worried about delaying other passengers. One respondent cited that an effective strategy used in Germany is to "create a little alcove inside with no seats for people to bring them on and stand with them."

**Table 7 - Percentage of respondents reporting reasons why they haven't used Sarnia Transit bike racks? (Check all that apply)**

Response		Percentage	Count
I did not know the racks existed		20%	9
I do not ride the bus		4%	2
I do not own a bike		17%	8
I do not want to ride my bike to the bus stop		37%	17
I am not sure how to use bike racks		26%	12
Other, please specify:		15%	7
		<b>Total Responses</b>	<b>46</b>

## Transportation to School for Children

There were 159 responses to the question pertaining to school-aged children. When asked how your child gets home from school, 43% reported that they took the school bus, 30% walked, 29% were driven and 13% biked (Table 8). Distance and safety concerns were cited as the main reasons for not having children walk or cycle to school followed by the child bring too young to walk or cycle without an adult. When asked what would make it easier to have their child bike or walk to school the two most common responses were if they lived closer to the school or if dedicated bike lanes existed.

**Table 8: Percentage of respondents with school-aged children who report various modes of transportation used by their children to get to school.**

Response		Percentage	Count
Walk		30%	48
Bike		13%	21
Car (parent/caregiver)		29%	46
School bus		43%	69
Carpool		3%	5
Transit		4%	7
Other, please specify:		5%	8
		<b>Total Responses</b>	<b>159</b>

**Table 9: If your child does not walk or cycle to school, why not?**

Response		Percentage	Count
We live too far away		66%	62
Too young to walk/cycle without adult		18%	17
Child does not want to walk/cycle		7%	7
Traffic safety concerns		33%	31
Neighbourhood safety concerns		9%	8
Does not know how to bike		1%	1
Does not have a bike		1%	1
Fear of bike theft		14%	13
Other, please specify:		14%	13
		<b>Total Responses</b>	<b>94</b>

## Physical Activity Rates

When asked about personal physical activity levels, 33% of survey respondents meet current physical activity guidelines, 42% exceed the guidelines and 26% do not meet the guidelines. Survey respondents were considered more active than the general population when compared to the 2009/10 Canadian Community Health Survey, in which only 50.1% of Lambton County residents were moderately active or active during leisure time.<sup>2</sup>

## Respondent Recommendations for new or Better Connected Trails or Bikeways

While several areas and corridors were suggested as locations for new or improved trails or bikeways, the most frequently mentioned recommendations include: an east/west connection through the city of Sarnia (especially with the destination of Lambton Mall), completion of the River trail (including connecting the Chemical Valley to the trail), Lakeshore Road (in particular the connection from Sarnia to Bright's Grove), and north/south routes (Murphy, Colborne or Indian Roads).

Areas that were identified by multiple respondents are ranked in order of frequency:

- London Road / Lambton Mall Area: 99
- River Trail - completion and connections from Chemical Valley to trail: 85
- Lakeshore Road (within Sarnia and out to Bright's Grove): 83
- North/south routes for Sarnia (Murphy Road, Colborne Road, Indian Road): 60
- North East Lambton: 56
- Howard Watson Trail- Keep it as is or expand. Connect it to an east/west trail: 52
- Petrolia / Oil Springs (connecting Petrolia to Sarnia and to Wyoming): 41
- Exmouth Street (east/west): 30
- Wyoming (connecting to Petrolia): 29

- Confederation Street (east/west): 23
- General City of Sarnia: 110 (Downtown: 11, North-end: 5, South-end: 7, Front Street: 8)
- Wellington Road (east/west): 16
- Modeland Road (north/south): 15
- Plank Road: 11
- Blackwell Road: 11
- Canatara Park: 10
- General east/west connections: 5

## **Main Barriers to Using Active Transportation and Participating in Outdoor Recreation Activities**

There were 308 answers to the question "What are the main barriers to using active transportation and participating in outdoor recreation activities in Lambton County? The main concerns were related to safety. In particular:

- Traffic and drivers' behavior: 112.
- Need for more bike lanes and bike paths: 70
- Lack of sidewalks or poor condition: 44

Cold weather, lack of snow clearing, and laziness were also noted as barriers to active transportation. Some were looking for additional organized sports opportunities and for maps of the trails.

## **Comments on Active Transportation or Outdoor Recreation Opportunities in Lambton County**

A wide variety of responses were given to this question including more requests for bike lanes, trails, improved driver safety and potentially an outdoor ice rink for Sarnia. Positive comments were made about the efforts to make our community more active and the positive impact it will make. Comments were also made about bike bells and the concerns about the need for them or why they are being policed (note: this survey was completed following a Sarnia Police blitz on bike laws). Comments also agreed that existing trails are great but more education is necessary to let people know about them.

There were 165 response(s) to this question (see Appendix B).

## Discussion and Recommendations

According to respondent results there is strong support for investments in active transportation (95%) and outdoor recreation (92%) opportunities in Lambton County.

While transportation choices are consistent with the 2006 Canadian Census data citing that vehicle use is the main mode of transportation in Lambton County, strong support was identified for:

- Walking/Jogging (60% reported using this mode at least a few times per week)
- Cycling (36% reported using this mode at least a few times per week)

Similar results were identified as the most popular outdoor recreation activities:

- Walking/Jogging (78% reported doing this activity at least a few times per week)
- Cycling (43% reported doing this activity at least a few times per week)

Walking/jogging and cycling opportunities are strongly supported and should be a focus moving forward in terms of removing barriers to access.

### Barriers to Access

While support was high for most proposed improvements, the improvements most likely to increase respondent's use of active transportation and/or increase participation in outdoor activities included:

- **More on-road bike lanes or paved shoulders** (85% stated very likely or likely).
  - Although adding specific markings called "sharrows" received mixed responses for support. This response may be limited since more education on traffic rules is also noted as a limitation.
  - Safety issues were highlighted as a main concern including traffic and driver's behavior and parking on 2 sides of busy streets.
  - Responses supported the addition of bike lanes on main city streets, but also adding paved shoulders to county routes.
  - Connect with municipal planners to consider bikes and accessibility with any new construction development.
  - Continue public education strategies to reduce safety concerns, increase confidence and raise awareness for cycling opportunities.
- **More multi-use trails** (78% stated very likely or likely)
  - Several areas and corridors were suggested as locations for new or improved trails or bikeways, the most frequently mentioned recommendations include:
    - an east/west connection through the city of Sarnia (includes Lambton Mall destination)
    - completion of the River trail system (includes a route connecting the Chemical Valley)
    - Lakeshore Road (connecting Sarnia to Bright's Grove)
    - north/south routes in Sarnia (Murphy, Colborne or Indian Roads)
  - Connect with municipal planners to consider bikes and accessibility with any new construction development.

- Continue public education strategies to promote trail system access options including system maps (print and digital) and partnerships with Sarnia Transit's on-bus bike racks (schedules and how-to promotion).
- **Better snow removal from sidewalks** (77% stated very likely or likely)
  - Distance and safety issues were highlighted as main concerns for children walking or cycling to school. Safety related to snow removal on sidewalks would likely allow more walking to continue during winter months.
  - Continue public education strategies to reduce safety issues and concerns, and connect neighborhoods with supports. Several free community initiatives such as the Walking School Bus, or the Kiss N Ride programs can be setup to encourage children to use active transportation to get to school safely.

Questions related to accessing the public transit bus system connect to a range of barriers suggested by respondents including limited service (locations and timing), cost to users, promotion of access points, and service enhancements [promotion of bike racks, covered bus shelters, ramp for improved access, and increasing special event buses (i.e., beach bus)].

Sarnia Transit provides a tremendous opportunity for the community to reduce greenhouse gas emissions from vehicles and increase physical activity levels of residents. Research shows that transit users are almost four times more likely to meet physical activity guidelines than their driving counterparts as users must walk to and from transit to get to their destination (*Lachapelle*).

- Continue public education strategies to increase awareness, change public attitudes and promote the integration of a bus transit system that supports access to the community trail system, access to recreational opportunities, and provides some physical activity to riders to access the system and reach destinations.

## Next Steps

Engaging the community, generating ideas and motivating community support can often start discussions and future planning. Lambton County's Active Transportation Committee can use the information presented to prioritize actionable recommendations discussed based on community readiness, capacity, and partnerships that must continue or develop.

Walking/jogging and cycling opportunities are strongly supported by survey respondents as preferred modes of transportation and recreation in communities. It will be important to commit to the themes established from survey responses in order to focus on broader systematic improvements that will impact a community.

Public education strategies developed should include a comprehensive approach to:

- Raise awareness
- Provide education and skill building opportunities
- Develop environmental supports (physical and social)
- Support policy (so future decisions, practices, and social and physical environments support healthy lifestyles)

Some of the suggested activities that will be aligned to public education strategies:

1. Where possible, add cycling lanes (paved shoulders, multi-purpose paths) to roads as they are re-developed. Consider prioritizing routes identified in this report.
2. Where bike lanes are not possible, consider adding "sharrows" to reduce safety concerns and create space for increased accessibility.
3. Promote the use of less travelled routes (less automotive traffic) to increase cycling and walking access and confidence.
4. Bike Safety Education:
  - a. An educational campaign on sharing the road and cycling/pedestrian safety, particularly the hazards of cycling on sidewalks and the purpose of bicycle safety devices (light, bell).
  - b. Efforts to decrease cycling on sidewalks should be investigated to support police enforcement initiatives.
5. Sarnia Transit service integration:
  - a. Promote the physical activity benefits of transit and additional connections to access bike or trail routes.
  - b. Promote educational materials developed to safely use transit bike racks. Bike rack video and instructional brochure: <http://www.city.sarnia.on.ca/visit.asp?articleid=1126>.
  - c. Collaborate on transit service barriers presented and look at options and potential solutions based on capacity issues for delivering the service.
  - d. Integrate trail promotion maps and access points with transit access supports to help clients be more active through a seamless system of support. One access point to plan a trip.
6. Investigate options to advertise free recreational programs and options in the Lambton County.
7. Promote the program Active and Safe Routes to School (ASRTS) that encourages safe cycling and walking to school should be promoted to encourage greater active transportation rates to schools, particularly amongst students that are driven to school.

8. Investigate options to increase bike rack availability at shopping centres, schools, workplaces, and other key public destinations.

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# Appendix A: Additional Comments

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## Do you have any additional comments about active transportation or outdoor recreation opportunities in Lambton County?

#	Response
1.	We need to consider pedestrians and cyclists first and then vehicles. More effort is required to connect people to their destinations via walking and biking. Not everyone has access to a vehicle.
2.	survey was too long
3.	My husband bought me a bike bell today. He said I need a bell, the Chief of Police said so! You get a ticket, apparently, if you don't have a bell & they have been doing spot checks in the City. I think it's really important to have a good bike map, on recycled paper, and should the "off the beaten trail" & interesting connections in the City. Today, a couple from Washington State was biking through our City, en route to Boston. Their destination was the bike shop on Front Street. Keep in mind that we serve a community bigger than ourselves. We're a border town & should think about how we integrate our trails at international border crossing points. Link biking to cultural heritage, and restaurants, festivals. Make biking as much an experience as it is a mode of transportation or form of exercise.
4.	I'm very glad to know this is being looked at. In order to have a healthy society we should offer some good options to play and stay outdoors!
5.	Yes, quit talking about it and get on with it. We have been discussing this issue for years. Other cities/counties know what to do and have been doing it for years.
6.	trails are great but bikers need to slow down and warn walkers when they are passing. it scares the heck out of us.
7.	We need to be proactive at making our community more active, and less couch potatoes. This way we could prevent our hospital emergency rooms being overused.
8.	Wish all trails were paved (blacktop) - hard for 55+ people to bike on dirt trails
9.	Why are we so far behind other cities on getting on board with bikepaths! I want them now and lots of them!!!!
10.	Generally, I think that Lambton Co. has some very nice areas for outdoor recreation. I do think that the lack of bike trails and bike lanes on roads is causing problems.
11.	our parks are great, the waterfront is a great place for a brisk walk and so is the howard watson trail. cycling in Sarnia is not safe unless you ride on side streets. attempting to turn left while riding a bicycle at any main intersection is folly. bicycle lanes separated from traffic by some sort of barrier are the only safe option i can think of
12.	as it pertains to sarnia transit, the bosses need to sit down with its workers - you know the drivers the front line-guys, and ask them.... which routes can be improved, how do you think we can get more ridership, etc.... and listen to them, it's my understanding that a decade ago a group of drivers prepared a report on their own time which was immediately shredded.

13.	More lights in parks. Running through Canatara at 6am (only time I have to work out) no lights. Pretty scary and very dark. Also in winter runners have to go on the road due to sidewalks not being cleaned off and motorists get very angry. As a person who works outside and uses the sidewalks I think more penalties should be given to home owners who do not clean up their sidewalks in winter. Why should I have an injury (work related or not and be unable to work) because someone was too lazy to clean off their sidewalk.
14.	Having a bell on a bike does not make a difference in a vehicle noticing you. having a bell should be made optional. I find not enough motorist use their passenger side mirrors when turning right, and get cut off frequently by these drivers while bicycling.
15.	My suggestion is to make a bundled Bicycle Safety Kit that people can purchase (at a reasonable price) that includes all the required safety items (like a light) and a bike safety and rules pamphlet or something.
16.	Wonderful idea and concept. My experience is that the younger people are actually better about other alternative forms of transportation. More education for the middle aged and senior people on being more considerate to people using active transportation.
17.	Police crackdown is a deterrent to biking
18.	Public awareness???
19.	Thanks for trying to make my days and life safer and healthier!
20.	Blggest issue is the corssing at Exmouth street and the safety concerns beneath the 402. Would very much like to see asidewalk along 40 for bkiing/walking/jogging between wellington and confederation and west on Confed to Finch.
21.	I'm an avid cyclist and it really worries me that there's no bike lanes. It's sad that Chemical Valley/Vidal south is the safest place to bike...I mean your lungs will hurt but hey bike lanes!!! I've been almost hit several times in my life, and it's usually because of a driver not paying attention. The flashing light at vidal and davis (i think, just past bayside mall) is the worst because drivers don't even look at me, they just blow right through there.
22.	Look at the Ottawa model and see how the new subdivisions are built with sidewalks and convenient shopping so that people can walk or bike and not have to take their cars.
23.	More street markings and bicycle friendly streets.Multi use trails through the county
24.	I am a sr. citizen who walks daily...and occasionally bikes ... I bike on the sidewalks to trails/the few bike routes we have..as it is just too scary to ride on the roads...in order to get to any of the safe bike lanes/trails you inevitably have to choose between unsafe roads/or the sidewalk.
25.	Education and Bike / pedestrian friendly routes
26.	no
27.	Love the bike/walking path from grand bend to pinery park and the Howard Watson trail.
28.	a lot can be done , just by using some paint, changing old by bi-laws, education
29.	This survey seemed to focus on walking, jogging and biking. An outdoor skating rink would be well received in the Sarnia area. With the arenas being so busy with hockey teams it is hard to find somewhere to just leisurely skate. centennial Park would be a wonderful central place.
30.	I currently pay almost 30,000 dollars of property tax to City of Sarnia and Village of Point Edward for the properties I own in this area. If I was assured the money would go directly into active transportation initiatives I would gladly and willing accept a 10% increase to my annual

	property tax for as long as it took till we had a system that rivals what they have in a place like Holland. Consider tax incentives for active transportation users.
31.	Every major North American City has a recreational path for walkers, joggers, cyclist etc. Why is the City of Sarnia going to tear theirs up! Values have changed since City Council passed a motion (1990's) to create a roadway under the 402. We are more focused today on physical activity and leaving the existing natural environment as is! This needs to be brought to their attention.
32.	I think the county has many great trails and maps to guide us. Lets put more focus within the communities for awareness and more bike trails.
33.	They committee is doing a great job and it is wonderful to see that they are still trying to improve opportunities for better conditions.
34.	A newspaper that would accommodate clubs sponsoring bike rides, walks, special events at no cost to club.
35.	The bell and light issue is silly. I could see the light being important only if you were riding between dusk and dawn.
36.	We seem to have plenty of outdoor facilities - some need upgrading - some need to be expanded... but most of all we need more regular events to get people off their butts
37.	none
38.	If Lambton County wants to position and market itself as "green" and for retired segment then accommodating cyclists/walkers/runners is a large part of that. More people wish to remain active and healthy
39.	PLEASE get bike routes in place..do you realize what an attraction that is to all the "Boomers" that will be retiring soon as they look for a community to move to???? We biked everywhere when we were young and returning to our bikes is a natural evolution...please encourage it as biking is one exercise most individuals can participate in despite things like knee replacements etc
40.	A wonderful place to live and work. We should continue to add native plants and trees and natural spaces as well as more bike trails.
41.	Need more safe play areas
42.	I think lots of progress has been made but more needs to be done. There are some beautiful biking opportunities in Sarnia around Centennial Park and over to the bridge and Canatara etc. To really promote commuting on bikes there needs to be more bike lanes and consistent enforcment of the laws relating to biking rather than a blitz that seemed heavy handed.
43.	I think improvements would benefit the County of Lambton in a possitive way.
44.	Continue to add nature paths for walking, riding. Paved areas are nice for small children learning how to ride
45.	Sarnia needs to get their act together. Too many old people in charge for TOO long...this city hasn't had a great idea for waterfront, tourist or locals for a long time.
46.	The cost to add an extra 2ft on every road cannot outweigh the benefits to this community(?)
47.	The shortage of bike lanes on the city streets is the most significant barrier to the route I take to / from work. I tend to stay away from the busier streets. Perhaps less traveled routes could have bike lines and these routes could be published. For example, a free brochure could be

	produced with a map of the quieter streets in Sarnia with bike lanes.
48.	Outdoor recreation opportunities abound throughout Lambton County and farther afield through the Lambton Outdoor Club. They offer organised outings in Hiking, Canoe / Kayaking, Cycling and XC Skiing and many other specialised outdoor activities.
49.	I would also like to see a county hiking trail along Bear Creek, connecting Warwick, Petrolia, Brigden, Wilkesport and the St. Clair River. This would require a lot of cooperation between landowners, the County and local organizations, like Bluewater Trails and the Lambton Outdoor Club.
50.	there need to be crosswalks whenever the trail crosses a road. It is VERY difficult to cross the trail at Exmouth Street and it is becoming more difficult to cross at Michigan.
51.	It is very pleasing to find that the County of Lambton is persuing something that has always been a concern for me, we all know who comes out the best on a vehicle/bicycle collision
52.	I am glad for the trail coming between Wyoming and Reeces Corners. The city needs to retain the north-south trail that crosses Exmouth street near Sarnia Christian School. A similar East-West trail is needed.
53.	I would hope that Lambton County would look at cities like North Bay that promote walking in the winter by having sidewalks cleaned immediately after snowfall or St. Mary's that offer dog poop collection stations that provide recepticles to drop off bagged dog poop (and they also provide poop bags). I know these things cost money - but I also think that Sarnia has done little in the way of promoting daily physical exercise for everyone (especially the disabled). Walking is inexpensive & great for you. If that was the only way everyone in this city could get to where they needed to go - then it would be done without question.
54.	My bicycle was recently stolen
55.	Improve existing dog park, more appealing to the eye. also some lanscaping wouldnt hurt. Add new dog park with a trail in it
56.	I would bike more in the area if I felt safer driving on the shoulder of Hwy 21
57.	Sarnia is set up for cars not for bikes. If I felt safer on a bike in traffic I would ride most of the time and most of the year.
58.	With it's flat terrain Sarnia could be a cycling destination with many enjoyable rides. This could be a boost to local tourism and our economy.
59.	Bike paths on main streets would encourage people to use bikes more often.
60.	The more of this the better!
61.	Need places for cyclists on more main roads, also new tickets for people on bicycles without bells or light or bells etc. Are a deterance for people who would ride heir bikes
62.	Need more safe places like London's bike path that is heavily used
63.	City of Sarnia may put more priority on making the city ore bicycle friendly. The county is way ahead of the city.
64.	thank ypu
65.	Until such time as bike paths are developed feel strongly we should be able to use sidewalks - especially in busy areas where it is very dangerous and disrupts traffic which is trying to change lanes to avoid a bycle.

66.	reopen Dow - racquetball, provide affordable drop in facilities - who can afford to join YMCA or \$500/year facilities with a busy family
67.	I think if bike paths were installed in the city center itself many more people would bike to work and we need a bike pathway that is accessible and travels for some distance throughout the city. Many of my friends and their families do not bike as often as they would like for the same reasons (ie safety concerns, no paths and no destinations).
68.	Please please do something about all the traffic congestion in Canatara park. This is a beautiful place, and the rights that people have to go to a quiet place are eroded by speeding,loud motorcycles, cars etc.
69.	Sarnia is not equipped properly for this movement, other cities have shadeways, bike racks outside every establishment, walkways and bikeways thru public and community parks, rest areas (even a bench here or there will do) throwing a bike rack on a city bus that is to much in a hurry to get to the terminal to be on time is just ridiculous. i believe Sarnia should have a list of all parks and amenities in the park posted on the entrances so you know what to expect.
70.	No
71.	.Recommend that cyclists use the specific pathways where provided.. Recommend that cyclists not bike on busy Lakeshore between Mandaumin and Camlachie.
72.	Cyclists need to be educated in the rules of the road if they choose to ride on it.
73.	Overall I am fairly please and glad when any improvements are made with cyclist safety in mind...
74.	The County has to concentrate some of the money and energy on making the area people friendly.We have travelled extensively around the world and sometimes one would think that we live in an underdevelopd country.
75.	Grand Bend has a wonderful bicycle path which our Rotary Club made from the town to the Pinery. It is very well used.
76.	Hold annual fun runs or biking events as fundraisers to help support maintenance costs for off road trails
77.	need more winter programs for young and older children
78.	I think it would be a great idea to build better facilities for children to participate in outdoor activities
79.	Keep up the good work, nice to see the community involvement.
80.	I work for an agency that supports adults with disabilities. Accessibility is a HUGE barrier for many of these people. The winter sidewalks are treacherous and cause many people to be housebound in winter months because they cannot get through the snow. Not well maintained in Petrolia area.
81.	Accessibility is an issue and also lack of transportation throughout the County.
82.	Michigan Ave is a great opportunity for 3 lanes of traffic (one as a shared turning lane) which would leave room available for a designated bike lane on both sides. Right now, the 2 lanes in each direction is only used for passing vehicles to drive 70-80 km/hr in a 50 km/hr zone.
83.	My teens are afraid to ride their bikes on busy roadways as they've both almost been hit by vehicles not sharing road...crowding them against curb.Biking areas too far from our house.

84.	Bike/walking paths like the one from Sarnia to Sombra would be great - however - I have seen some people pass on the right side using the paved path along the river - this is of course dangerous. I realize that the police can't be everywhere - but we refuse to bike or walk in the country without a separate path as someone was killed almost in front of our house on a bike a few years ago, and we are afraid of the drivers.
85.	police should enforce speed limits in the city better.
86.	it made me sick to hear the police were fining people for riding their bikes on sidewalks. it's the only safe place for all ages to ride. like I said before when was the last time someone was hit on a sidewalk.
87.	I felt much safer using the sidewalk but since they made a crackdown on bikers using sidewalks, I rarely go biking. With all the new streets being repaved and repaired, I have not seen a bike lane being incorporated on them!!!! This city (Sarnia) is absolutely not bike friendly and does not make any efforts to do so. I used to go on the nature trails and enjoy myself because most trails were multi-purpose, paid by the same taxpayer as the walker, runner and biker., now the bike is parked, now waiting for a motorized wheelchair to again be able to enjoy biking.
88.	We are fortunate to have generally level terrain (no appreciable hills or valleys). We are fortunate that our climate allows outdoor activities almost year round in the urban area.
89.	Sorry I do not agree with the fact of not allowing people to ride bikes on the sidewalks, there are too many stupid drivers on the roads, and every one is in a rush. I feel that it would be safer for a bike to share the walk ways in the city. I feel it very unsafe for a smaller child to be forced to ride his bike on the road, if he gets hit by a +- 3000lbs car/truck well the outcome would be, a lot worse than someone walking on the sidewalk to get hit by someone on a bike. and well prove me wrong.....
90.	See above
91.	I do find it difficult riding my bike on major roads.
92.	I think it's a great idea and definitely something that would encourage people to become more active.
93.	More off-road, multipurpose trails are an imperative.
94.	More dog parks in Sarnia City and other communities...program in place when resurfacing or construction done on roadways rural or city, shared bicycle path/walkways included... Crossing lights are installed when bicycle paths cross roadways in City/town's...
95.	be great to have some loosely organized daily walks/bike rides along waterfront to motivate people to participate. In Windsor a CBC employee invited people to join her for daily morning walks which started in the winter 2011 and continues with growing following of fitness & fun
96.	public tennis courts or pickle ball courts (an up and coming new sport for all age groups w/ very little investment costs needed)
97.	I'd like to see property owners and businesses receive subsidies for bike racks. designate 2 spaces right next to the handicap spots as cycle parking.
98.	Compared to other communities, Sarnia is sorely lacking in these areas although there has been some improvements over the past few years. Transit system is sorely lacking and cutbacks continue to hamper people's ability to get anywhere in a timely fashion. Lack of bike lanes is also an inhibitor.

99.	think bike on the road would be greater if dedicated bile lanes were available. Especially on the real busy streets such as Exmouth Street, London Road, etc.
100.	Lots of great locations to walk or bike just a bit of an issue in getting there.
101.	I am in full support of initiatives increase activite transportation in our community.
102.	Wyoming has a dog walking group and I think if Wyoming had more trails especially if the trails could somehow be looped back on each other, so you are not going back the way you came, maybe joining up with the old railway line would help, it would be the incentive for more group activities such as walking, running and bike groups
103.	Should have included skateboarding as an option - I have two sons who skateboard as a means of transportation - it is a healthy activity - and deserves more respect.
104.	See previous comments.
105.	More bicycle paths needed
106.	any provisions for reliable and regular outdoor skating would be appreciated
107.	Fix the bus schedules,and make roads safer for cyclists.Add more trails connecting key areas that people need to get to from any area of town.
108.	I am very pleased that this issue is being looked at. Improvements that encourage people to be active outside, and commuting as a pedestrian or on bike, increases social interation, and has a positive effect on creating a sense of community. The essence of "Community" is diminishing in our society and anything that promotes this brings rewards.I would like to see an increase in public events, example: The River boat racing this summer drew many people to the riverfront to enjoy the surroundings. Create a temporary "Pedestrian areas" connected to an event. Encourage market stalls for vendors/artists/merchants to set up in the area of the event. Example: First Saturday of the month for June, July, August, have market stalls (metal framework, vendor supplies the tarps) along the riverfront.
109.	Would love to bike more for an extended period of time. If biking in town there is too much stopping and starting so cannot keep up a good pace. Need many more trails in the county
110.	No
111.	We have to educate Drivers. They don't believe we should share the roads. My husband and I constantly get almost run over and yelled at and we follow the rules of the road.
112.	1.Restore public access to CN Fairy Dock by Imperial OIL.2. Restore acces to the land spit that is located south of Pertis Fishery accross form Bridge View Merine.3. Conect Bike path by Venition vilage to Saint Clair Park.
113.	The Howard Watson trail is wonderful. however I have been told that we are going to lose part of it due to the making of a street. I don't understand why this has to happen. If that trail is taken away...where do I go next? Apparently the police don't want us on the sidewalks...tough. Where else do we go?
114.	Bike paths on the busy streets or widen the sidewalks to allow bikers to be off of the roads.
115.	Walking, biking, blading, boarding lanes would and should encourage people to travel in a more active manner because they would feel much safer.
116.	Need to have a by-law passed to make it a ticketed offence to ride bicycles on the sidewalks - especially in the downtown area where the store doors open directly onto the sidewalk and into the path of the bicylces. By doing this, the by-law officer who enforces parking offenses

	could also ticket for riding a bike on the sidewalk. As it is, a police officer gives a summons for court - being a small offense, it is RARELY enforced - except during the 1 week blitz.
117.	The City of Sarnia needs safe routes to cross in all directions on bicycles. I donot think dedicated bicycle lanes are the only answer. Designated safe routes with signs & sharrows may be a good start.
118.	Need more markings. Drivers need to be charged when they come to close to cyclists to make a statement. (I have felt the wind from side mirror of angry drivers who feel inconvenienced that they have to go around me.). They yell and swear when they drive by. There was a big bike safety biltz by Sarnia Police recently but you never see any targeted enforcement relating to dangerous driving (around cyclists), running red lights (I have never lived in place where a red light is considered to be a suggestion like it is in Sarnia), and motorists have no idea that they are actually supposed to stop when a pedestrain enters a cross walk. We need the police to start ticketing for these type of offenses (and it would not be hard. they only have to stake out a cross walk, a busy intersection or roads frequented by cyclists. Other than than....need more markings on the roads for cyclists !!!!!)
119.	that side walk for london line (east of murphy)
120.	Regarding clean sidewalks with snow conditions. Sarnia is TERRIBLE for wheelchair access for people with a disability.Imagine being trapped in your house because your neighbours do not clean there walkways. When I tour Sarnia after a snowfall I see clean driveways but the sidewalks are clean? As arunner I can manage to get around and I am forced to run on the roads...Safety ...but at least I can get around!
121.	My son in law was knocked off his bike this summer by a motor vehicle that turned a corner too sharp, no permanent injuries involved. I myself took a tumble on the road when a parked vehicle on Russell St across from the hospital, opened their car door as I was passing. Ouch, no permanent injuries. My daughter who walks to work daily in an area where there are no sidewalks endures a very difficult journey when vehicles choose not to share the road in winter icy conditions at speeds that do not allow good control of the vehicle (skidding).
122.	keep Turnbull Park skateboarding and need downhill longboard skate run --> please forward to skateboard commitee
123.	Perhaps making London Road and Exmouth One way streets with one lane becoing a bike path. This may make traffic flow better also.
124.	I would like to see a sidewalk and bike path between Arkona and the soccer fields so that people could walk or bike there in a safe manner. I would like a walking path the complete block for Rock Glen Falls.
125.	I love the trip planner for the bus and use it regularly when travelling to places taht I haven't gone before.I am nervous about using the bike rack.
126.	I'm very encouraged that the community is undertaking this survey. I feel if we have a socialized health care system we need a culture of "fitness" to minimize costs to the system and maintain a healthy society. Governments have a moral obligation to promote healthy lifestyles as opposed to promoting casinos, lotteries, and adding lanes to the 402 so that we can breathe in the fumes of idling trucks!!
127.	If the city was smart, they would make an annual event out of the bridge walks that took place here twice in the 1990's. Each year it could alternate starting points between Port Huron and Point Edward, and walkers would be barred from physically exiting the bridge on the opposite side. This eliminates any Customs concerns. Backpacks would be banned, so the need for any

	security would be minimal. This was a huge tourist draw on the 2 occasions bridge walks were scheduled. BWB Canada has the capability of making one span multi-directional, so vehicle traffic could still continue for the duration of the event. This would be a very simple thing to organize, with a huge payoff for both sides of the bridge.
128.	help my blind friend walk every day, walking club would be a good idea
129.	We cycle quite a bit in the North end, and other than the intersections along Cathcart and Lakeshore/Murphy, traffic is fine and drivers courteous. Cycling to get groceries and run errands would be great, but I don't want to cycle on busy streets. Dedicated bike lanes along Murphy and Indian would be ideal, but perhaps not practical given current road width.Thanks for the opportunity to complete this.
130.	North and South buses on Christina, Russel/ Colborne, Indian Road, Murphy Road, Finch and modeland.East and west lakeshore, michigan, rosedale/ Errol, Exmouth, London road, Wellington , Devine, confederation . That is approximately 12 routes
131.	None
132.	I am encouraged by the revamping of Sarnia's waterfront areas with trendy stores, coffee shops and trails. I would like to see this extended out to the rural communities. I would be encouraged to get out more if there were interesting things to go to.
133.	It would be nice if the City of Sarnia would lower the rental rates for using ball diamonds in Sarnia.
134.	we have good facility
135.	not sure
136.	public outdoor skating rink in sarnia in winter
137.	1. Lack of showers at work made this very difficult. I work for the County and they were very supportive of my cycling, but showering in the sink was problematic.2. I can't stress enough that Plank Road is the most obvious and logical way to get into Sarnia from the county, as it is the hypoteneus of the triange. Simple math. It is necessary to take it, or you must go very far out of your way. It is dangerous with all of the big transports racing down it, but that has been reduced a bit since the speed limit was lowered to 60 km/hr between Modeland and Indian Rds. Vehicles were very respectful towards me, but it just takes one impatient driver to get hurt.3) Police enforcement of the "bell" rule was a waste of time and money. Last year I logged thousands of kms on my bike, navigating long stretches of dangerous road during rush-hour traffic, and there was not an instance where a bell would have made me safer. The only person that would suggest otherwise is someone that has little/no cycling experience. Enforcement of this rule was a money grab. I do not have a bell, I will not purchase a bell, and I have not rode my bike since this "blitz": Who needs to have a cop harass you while on a bike ride? Go after the motorists that cause the accidents!!!
138.	I think it's a great idea to invest in active transportation not only for the environment but to truly get people more active. We live in a great city and the more we provide to our community and promote better living will be attractive to all those who live here and visit. I personally would ride my bike or run to work if I had the facility to get ready for work after.
139.	longer hiking trails with moderate to high difficulty, more challenging, or stop at points of interest on the way
140.	I really appreciate the wider shoulders on newly paved roads. Keep it up!

141.	For people who live in the county, distances are too great, the roads are narrow, and there are many big trucks and many speeders. Pedestrian and bicyclist safety are therefore not adequate.
142.	The potential exists for a looped bicycle path running around Sarnia. Use the river trail, connect it to the trails in Point Edward and Canatara park, connect it with Cathcart to the Howard Watson Trail. Then connect it with Wellington and/or Talfourd to Rainbow Park. From this network of paths, cyclists could get close to any destination in Sarnia without having to struggle with vehicular traffic.
143.	I feel this survey is a start, if the County of Lambton can make outdoor activities easier, everyone would benefit from the advantages of physical activity.
144.	I generally like walking in Sarnia. It's a compact city, and the places I need to visit are often within 2 km of home. It compares well to other towns I've lived in, except for the lack of snow removal in winter. Let's also get that air quality under control!
145.	Once again, a bike park in small towns, including Forest.
146.	I like to bike when the weather and wind conditions allow it. Time is also sometimes a factor that stops me.
147.	when doing resurfacing of roads or widening of roads work bike lanes in or pave curbsides.
148.	nope
149.	Bikers are supposed to ride on the roads and use the hand signals but from my experience most drivers do not notice them let alone understand them so educating drivers is important.
150.	I would take full advantage of more bike lanes in Sarnia. I use the Howard Watson trail regularly and think more of these kinds of trails would be great for the city.
151.	Ideally there would be sidewalks or bike lanes everywhere, but it all comes down to community priorities and funding.
152.	As above
153.	I just moved here. Trying to find information on what is available in our community has been difficult.
154.	It was shocking that Sarnia City Council saw fit to ban power-assisted bicycles on area trails. "ebikes" are a great environmental initiative that are taking the world by storm and there is no evidence they are any less safe than the pedal bicycle. Using our parks as barriers to the acceptance of tiny electric vehicles shows myopic perspective.
155.	No
156.	Many of our streets have a grass boulevard between the road and the sidewalk. In some cases this area has utility poles or trees, but on many streets this grassy area could be made into a bike path. It is a shame that the new subdivisions being developed are not even allowing space for bike lanes.
157.	Sarnia drivers make it very hard to walk safely. Just because there are no other cars around doesn't mean signals are optional. Also, many drivers do not look both ways before turning a corner. I was a foot away from being hit by a POLICE CAR while walking across a street. He simply held up his hand to say "it's ok"
158.	I'd like to use Canatara more often. It seems silly to drive somewhere to go for a walk. The trail between Wellington Street and London Road (within walking distance of my home) is

	surprisingly nice.
159.	it ig lambton not sarnia y do my taxes go to sarnia bus
160.	no paths, no bikers, no exercise , no health , few family get together and lots of sick people to end up unfit ready for the hospital . Big bills for Ontario.
161.	I have used trails that connect Port Elgin to South Hampton. It is a beautiful trail and is very well used by runners, walkers and bikers. I would use such a trail around here for running and cycling as part of my personal triathlon training.
162.	there should be more driver education in regard to bikers' safety.
163.	As stated above
164.	Better signs and directions for connection points for some trails.
165.	I feel that more people would use cycling as a means of basic transportation and recreation around the city and to a lesser extent the county if the road system were improved to accomodate them. Unfortunately I doubt that the various governments have the finances these days to invest in the improvements needed for SAFE cycling.