



7. Rural Municipality of **YELLOWHEAD**

INTRODUCTION

Yellowhead is a Rural Municipality (RM) in Western Manitoba. It was formed when the municipalities of Shoal Lake and Strathclair amalgamated in 2015. The adjoining communities of Oakburn and Elphinstone make up the rest of the RM. The communities are clustered in pairs on the southern and northern sides of the RM. Shoal Lake and Strathclair are on the south, while Oakburn and Elphinstone are on the north.

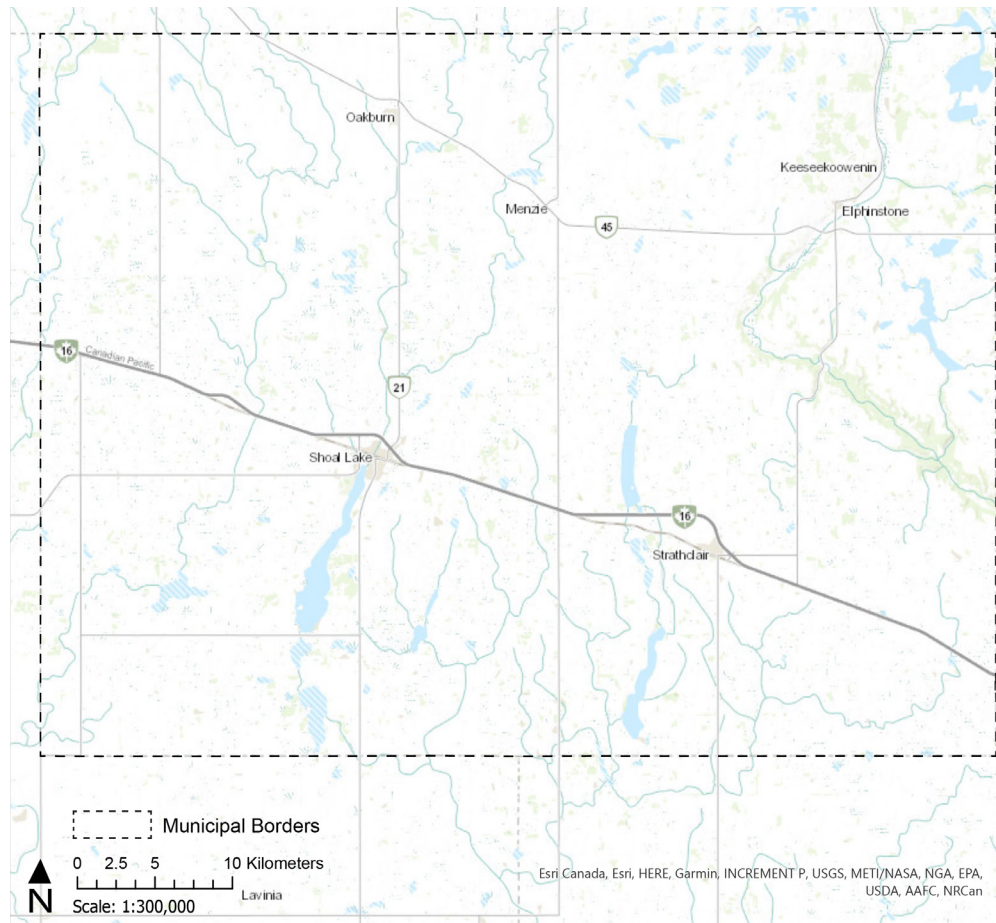


Figure 7-1. The towns that comprise Yellowhead are bisected by Highway MB-16 and Provincial Trunk Highway 45.

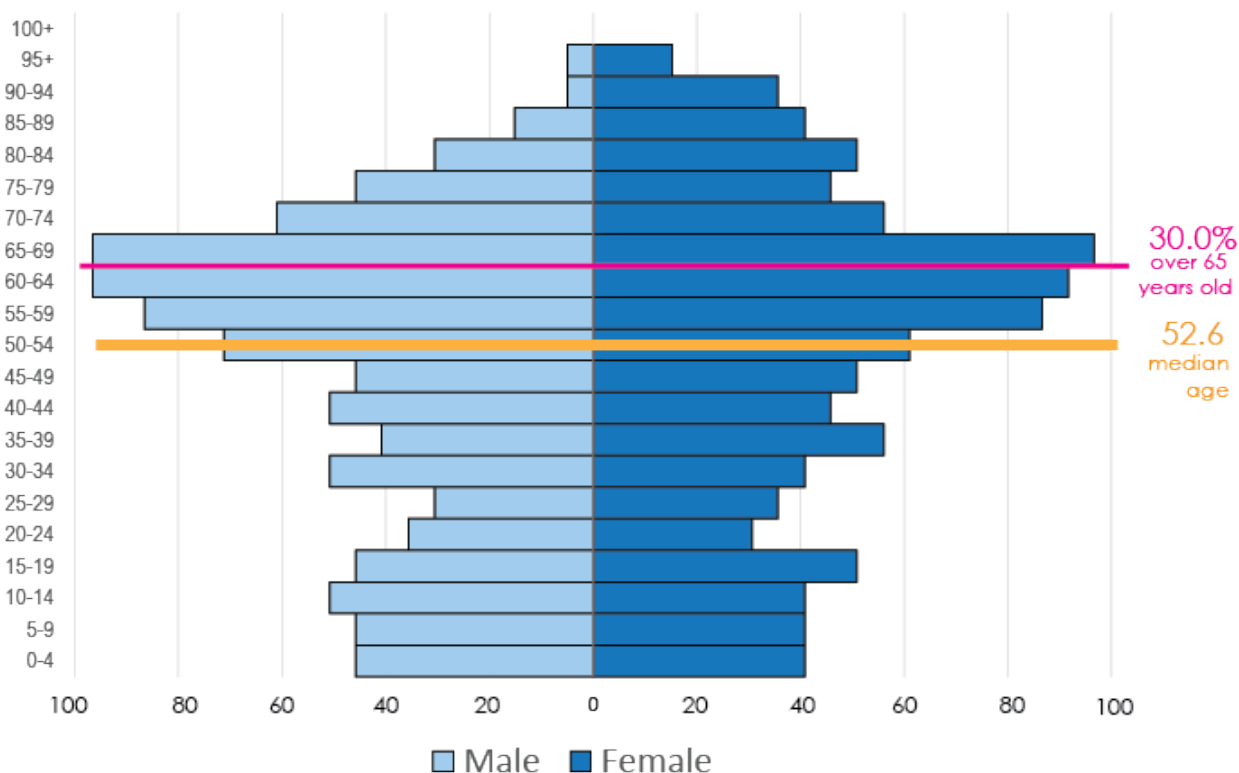
Rural communities face unique challenges that can impact seniors' health and healthy aging. These challenges were shared by the Age-Friendly (AF) Committee of Yellowhead to the project team. This chapter will contain the results of our consultation sessions with the AF Committee of Yellowhead. The groups met remotely four times over four months to discuss and exchange ideas on making the RM more age-friendly.

BACKGROUND

Figure 2 shows how the median age in Yellowhead in 2016 is 52.6 years old. This is significantly higher than the median age of Manitoba, which is 38.3 years old. There is also a notable gap between the median ages of females and males in the town. As illustrated in **Figure 2** about a third of Yellowhead residents are over the age of 65. This is almost double the provincial average of 15.6%.

The high median age and the significant proportion of seniors living in town highlight the importance of making Yellowhead more age-friendly. Making Yellowhead more age-friendly will help encourage active aging and social participation but more importantly, this will help make the everyday lives of seniors more comfortable.

Figure 7-2. Chart showing the median ages for males and females in Rosssburn, 2016.



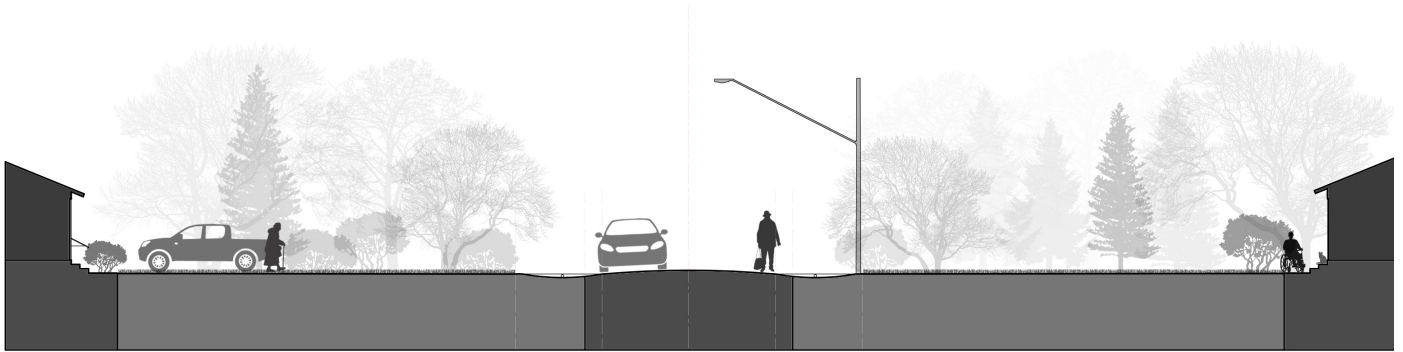


Figure 7-3. Residential Street Section of Wren Avenue, Oakburn.

WHAT WE LEARNED



Existing Housing

The majority of Yellowhead's seniors live in independent homes in town. Generally, houses are not fully visitable as the main floor is accessible by stepped entrances. Most homes do not have ramp access, causing a barrier for those intending to age-in-place. Many properties comprise smaller houses and larger lots that require more yard maintenance. Older adults are supported through programs run by volunteers, such as the Meals on Wheels program that delivers meals to homes. The AF Committee has noted housing is affordable in Yellowhead, but there is a need for more rental options.



Figure 7-4. Left: Home for sale in Shoal Lake.



Figure 7-5. Right: Home in Strathclair.



Seniors' Housing

When older adults desire less house maintenance, they will downsize by moving to one of the four retirement homes in Yellowhead. However, senior living is not available in every community, resulting in seniors being moved temporarily to neighbouring municipalities until there is availability in their desired location.

Retirement homes are generally affordable in the area, as rates are based on taxable income or set as a flat rate. Demand is high for the only personal care home in Yellowhead, which is in Shoal Lake. As there are no assisted living facilities in the area, there is a gap between independent and supportive care housing types.

Figure 7-6. *Ellice Centennial Lodge in Strathclair.*



Figure 7-7. *South Park Estates in Shoal Lake.*





Figure 7-8. Example of a no-step front entrance of a visitable home.

WHAT WE SUGGEST



Accessible Home Design

To maximize the amount of time older adults can live in their independent homes and minimize the risk of falling or injury, new housing construction should follow the basic features of visitable home design (Canadian Centre on Disability Studies, 2016). This includes no-step entrances, wider doorways and clear passages on the main floor and a fully accessible main floor bathroom. The benefits of visitable home design can be provided to home-buyers through educational materials. Existing materials are available at visitablehousingcanada.com

BASIC VISITABILITY HOME FEATURES



**No Step
Entry**



**Wide
Doorways**



**Accessible
bathroom**



Volunteer Programs and Recognition

Building upon the current supportive community culture, the municipality can formalize volunteering efforts to aid older adults in maintaining their homes. Established programs can organize regular snow clearing, yard maintenance or home maintenance for seniors. This provides an opportunity to engage the youth and can be further encouraged with volunteer acknowledgement.



Secondary Suites

Adding secondary suites as an additional dwelling on a property provides more housing options, rental opportunities and increases proximity to family or friend supports. Secondary suites have private entrances, kitchens, bathrooms and living spaces (Government of Manitoba, n.d.). No-step entry granny flats can be used on existing home properties with large lots.

Figure 7-9. *Secondary Suite as a separate dwelling from primary home.*



Figure 7-10. *Left. Example of a granny flat with a ramp.*



Figure 7-11. *Right. Example of a visitable granny flat.*





Figure 7-12. Possible Future Infill Housing Areas in Shoal Lake.



Infill Areas for Seniors' Housing

To ensure seniors' housing is walkable to services, shops and facilities while maximizing available land, future housing development should be located within 400m of the town centre (5-7 minute walk) and primarily focused on vacant building lots.



Home Modifications

Older adults requiring upgrades to their homes can consult with a certified Aging-In-Place Specialist. These specialized home builders are trained to work with occupational therapists to develop a home modification plan to fit safety and mobility needs (Gadacz, 2020).

FUNDING OPPORTUNITIES

Home Modifications:

The Federal Government offers the Home Accessibility Expenses and the Home Buyer's Amount.

There are no additional fees to consult with an Aging-In-Place Specialist.

Volunteer Programs:

The Provincial Government's Building Sustainable Communities Grant can help fund the development of a website to match volunteers with residents.



Figure 7-13.
Yellowhead's smaller handivan.

WHAT WE LEARNED



Vehicular Transport

Transportation affects how seniors access their daily necessities, from groceries to medical needs to determining their social participation. Most seniors in Yellowhead have their own vehicles as their primary mode of transportation. Some have a buddy system, where seniors drive each other for errands or carpool with friends and family. The communities do not have a public transit system. Following the termination of the Greyhound bus service, residents' reliance on their handivan system for external trips has increased.

Handivans are volunteer-driven, coordinated by the municipality's seniors services. They have two vans, with one as a minivan permitting anybody with a driver's license to drive while the larger van needs a class 3 license, limiting eligible drivers. Trip sharing is a common occurrence for medical needs and leisure outings out-of-town. The driver for excursions is compensated for day trips to Dauphin, Winnipeg and Brandon. Yellowhead does not have a limitation on who can use the service except for the maximum capacity of each handivan.



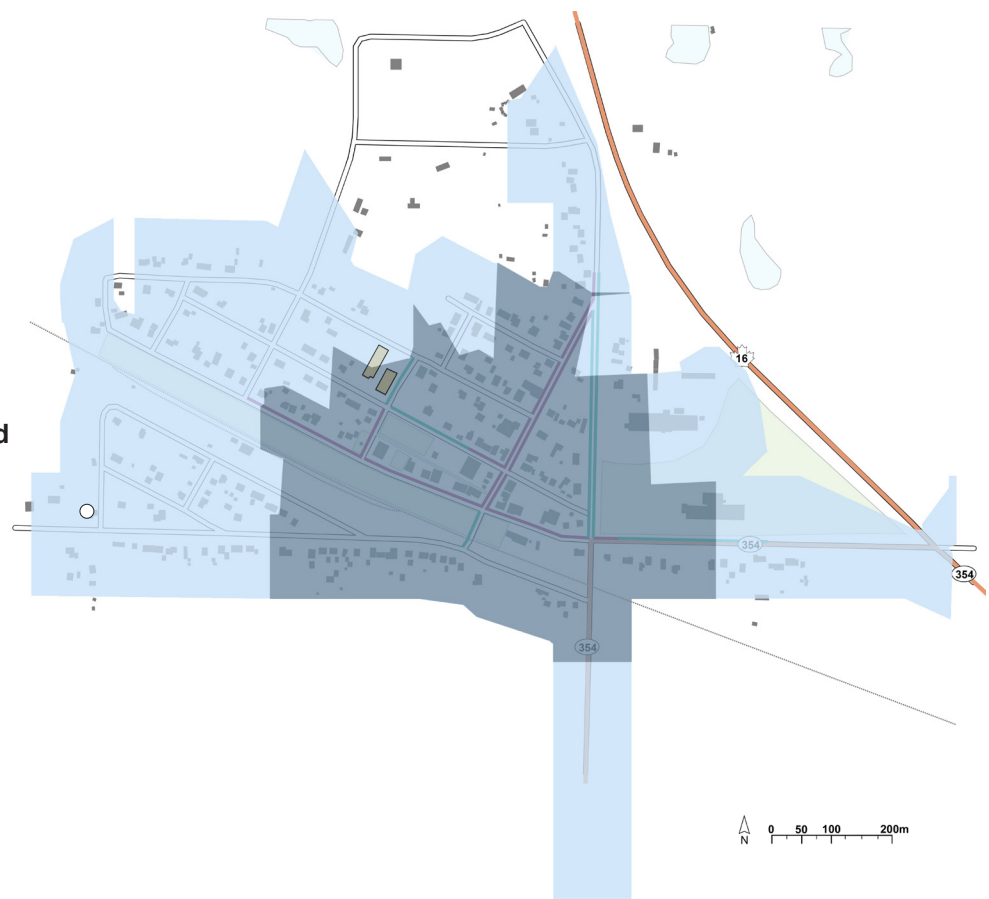
Walkability

Walking is an important transportation method and activity, providing exercise and social opportunities. Some Yellowhead seniors use scooters or walk for errands, but sidewalks are primarily built around businesses, such as Main Street. Sidewalks are discontinuous, with most residential areas having no designated pedestrian paths. Within the RM's four towns, most amenities and services are walkable within four to twelve minutes from homes, including senior housing.

Figure 7-14. Strathclair has the second highest urban density in the RM with senior housing within 4-7 minute walk distances from the town centre - marked by the white dot.

Walking Distances Map Legend

- Roadway
- Highway
- Green Space
- Water Body
- Building Parcel
- Existing Sidewalk
- Proposed Sidewalk
- Railway
- Trail Network
- 800m Walking Distance
- 400m Walking Distance
- Senior Housing



W.H.O. GLOBAL AGE-FRIENDLY CITIES GUIDE (2007):

“For many older people, their lives are guided by the available transport system” -Service Provider, Dundalk

Figure 7-15.

Elphinstone as the smallest and most topographic town of Yellowhead, has the most extensive sidewalk network. The sidewalk maintenance needs upgrading and better continuity. The town's buildings are more dispersed than other towns in the RM, but the whole town remain walkable within twelve minutes from the centre - marked by the white dot.

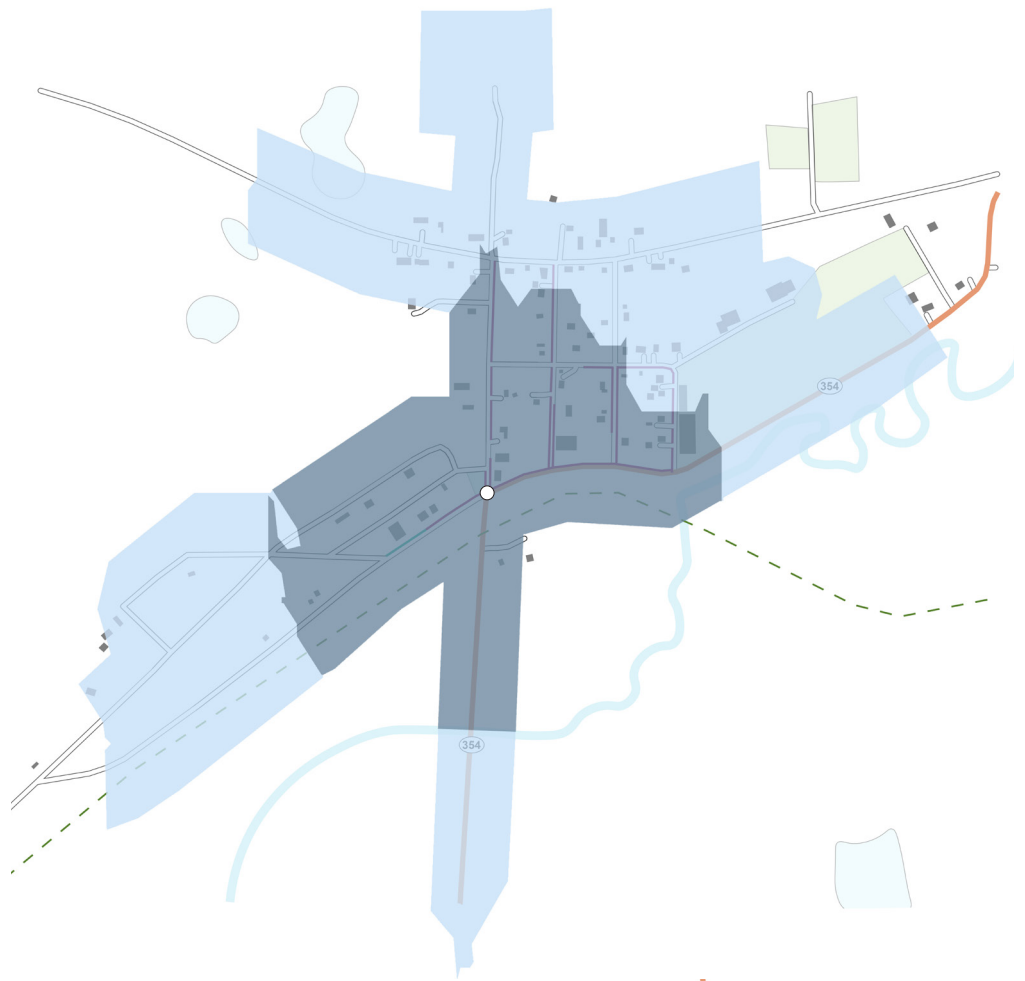
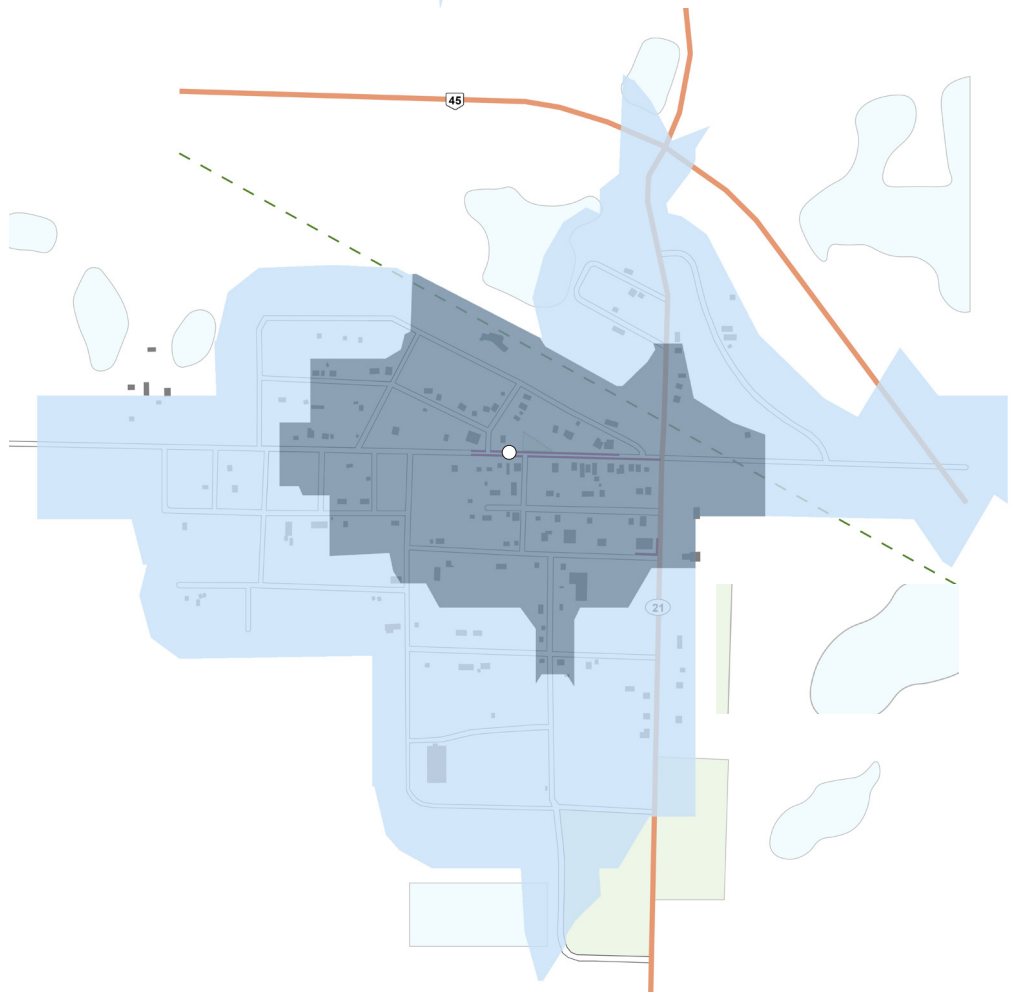


Figure 7-16. Oakburn is the second smallest town in Yellowhead and has the smallest amount of paved sidewalks, found along their Main St. - marked by the white dot.



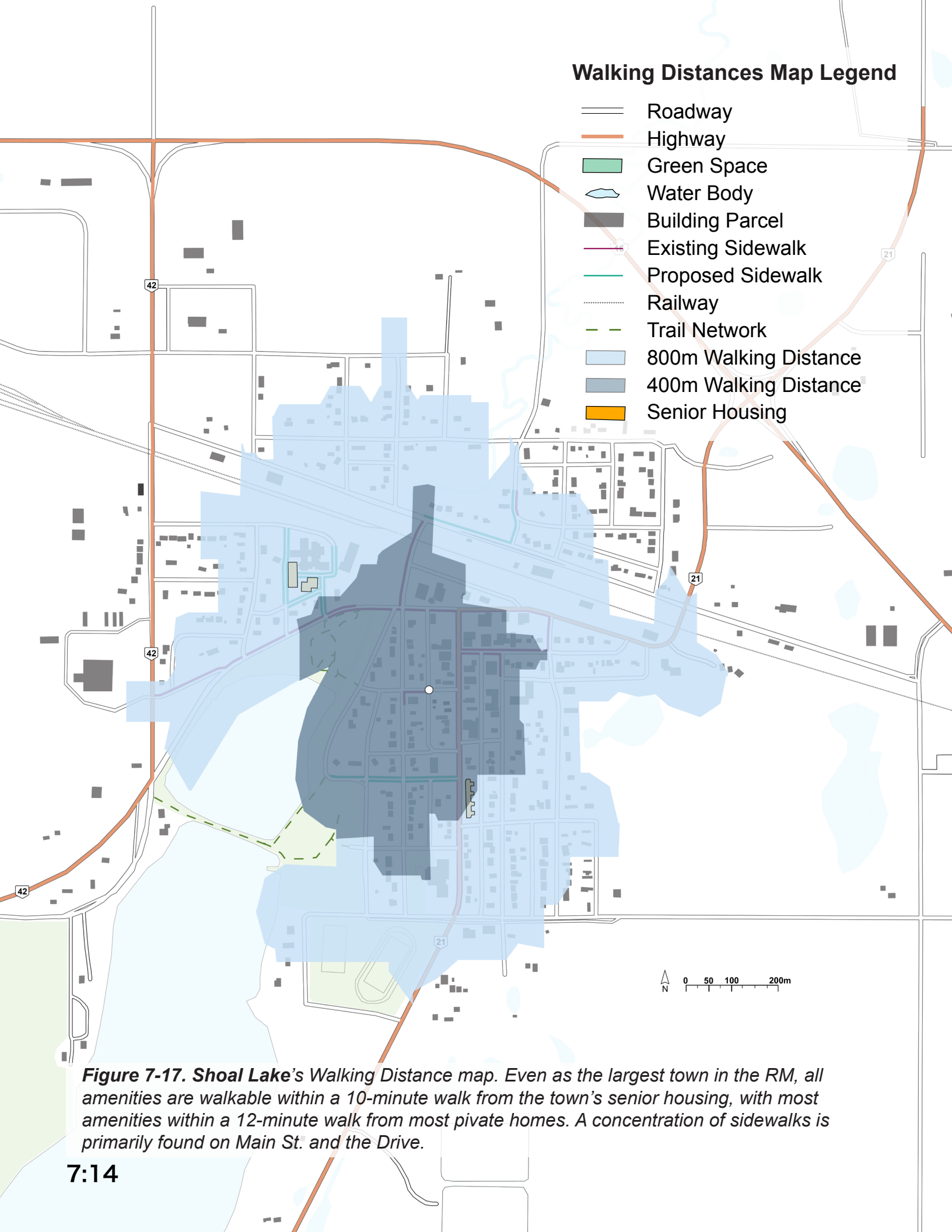


Figure 7-17. Shoal Lake's Walking Distance map. Even as the largest town in the RM, all amenities are walkable within a 10-minute walk from the town's senior housing, with most amenities within a 12-minute walk from most private homes. A concentration of sidewalks is primarily found on Main St. and the Drive.

WHAT WE SUGGEST



Carpooling App

Seniors depend on carpooling when the handivan is not available. Fare Share is a startup carpooling app that can provide online information to the communities on who is seeking to or can offer to carpool. A website alternative, similar to ordering groceries and pharmacies online is gomanitoba.ca. The introduction of technological services present seniors' concern with using technology, but future seniors will benefit from this service.

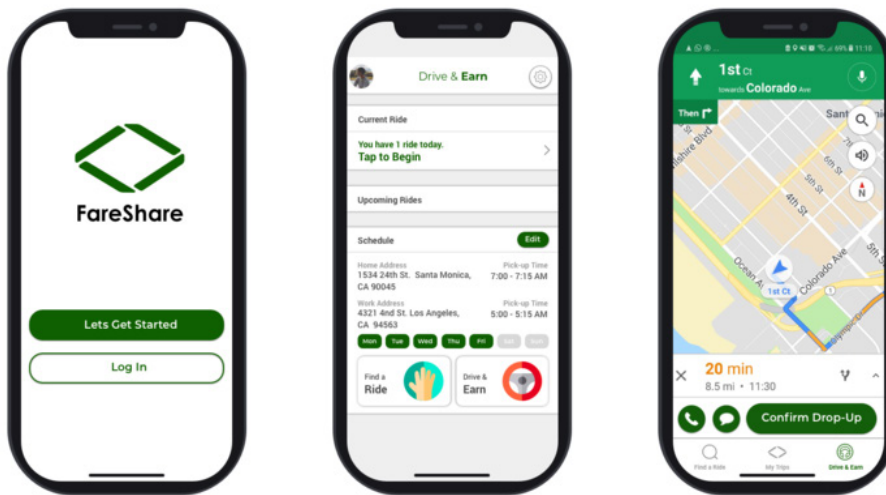


Figure 7-18. Carpooling Apps: Fare Share - a startup carpooling app; Super Pool - carpooling, bikepool & rideshare app.

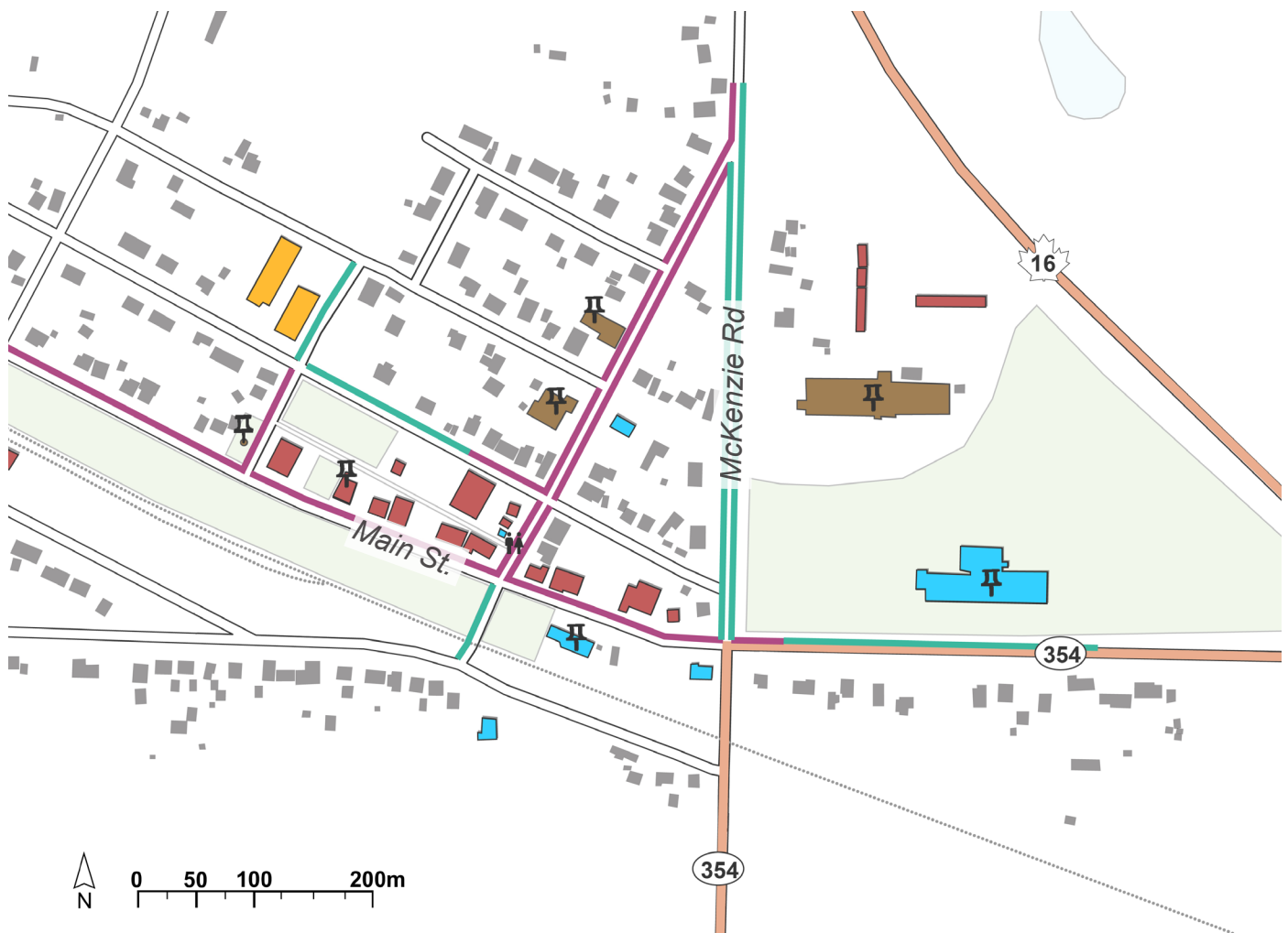


Figure 7-19. Carpooling website alternative. www.gomanitoba.ca



Pickup Spot or Muster Point

A designated pickup spot for carpooling and future handivan excursions will be a convenient spot for visitors and residents in emergencies or as a common gathering area with picnic tables and bike repair tools. The muster point can convert to a transit stop, correlating with potential regional transportation options.

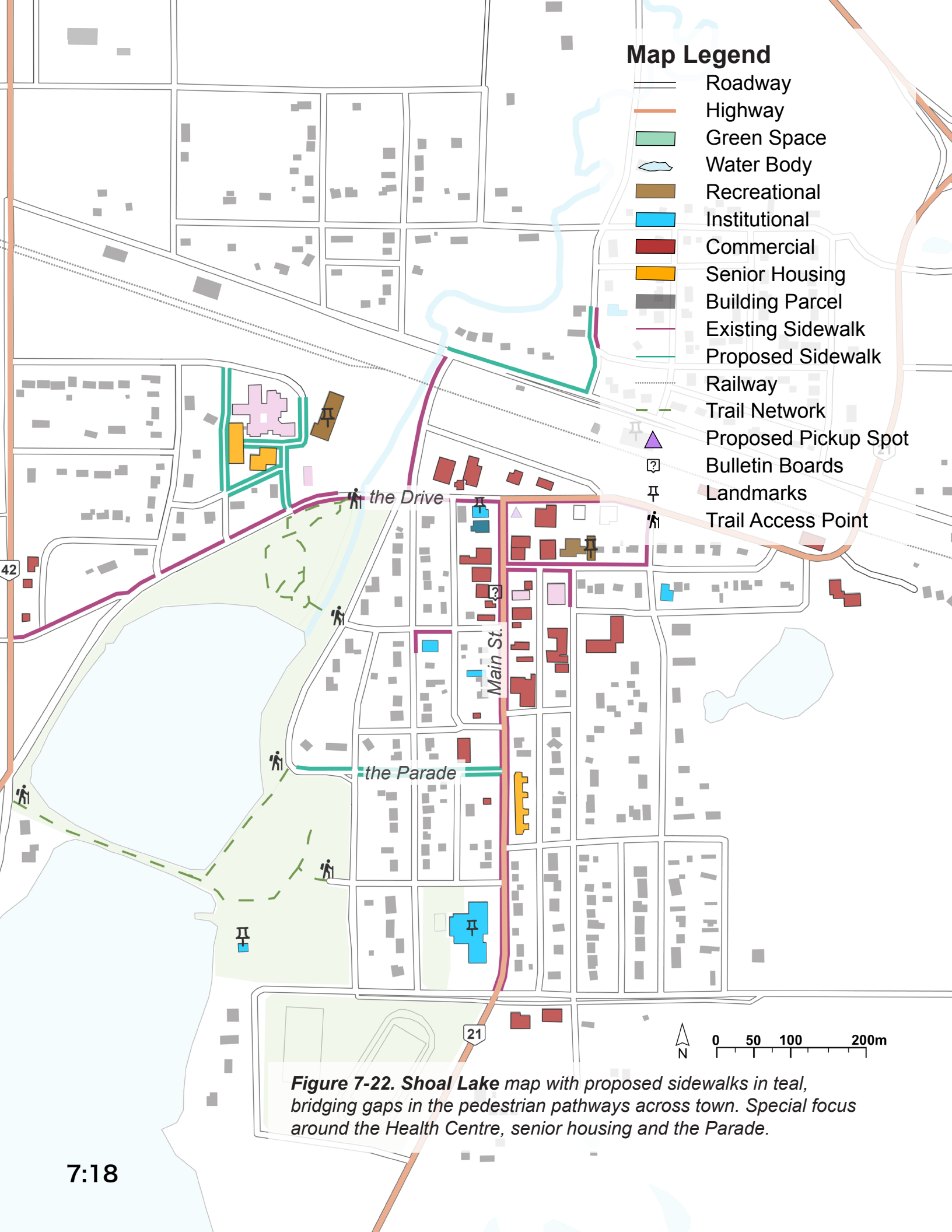


Sidewalk Improvements

Communities' sidewalks can use widening and improved streetscape features such as lighting and benches – more details elaborated in the Buildings and Open Spaces section. A sidewalk priority plan to upgrade sidewalks is beneficial in improving pedestrian networks in town. A better sidewalk connection and maintenance will encourage walking as an active transportation method.

This suggested strategy can be a short-term or long-term project depending on available funding and Yellowhead's priority budgeting. Manitoba Grant Watch is a good resource for potential grants for town projects. Orienting the improvements towards enhancing seniors active lifestyle might expand the project's funding qualification.

Figure 7-21. Strathclair map shows proposed sidewalk in teal along McKenzie Road, at the community school and around the retirement homes - marked as the orange buildings.



Map Legend

- Roadway
- Highway
- Green Space
- Water Body
- Recreational
- Institutional
- Commercial
- Senior Housing
- Building Parcel
- Existing Sidewalk
- Proposed Sidewalk
- Railway
- Trail Network
- Proposed Pickup Spot
- Bulletin Boards
- Landmarks
- Trail Access Point

Figure 7-22. Shoal Lake map with proposed sidewalks in teal, bridging gaps in the pedestrian pathways across town. Special focus around the Health Centre, senior housing and the Parade.

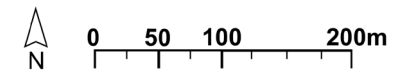
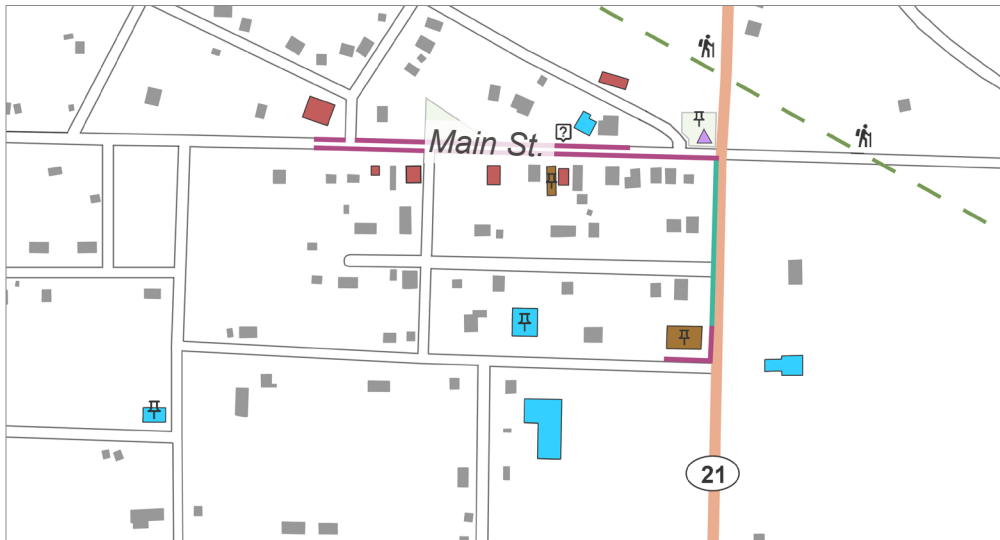


Figure 7-23. Oakburn had the least amount of sidewalks. The proposed sidewalk in teal links the disconnected sidewalks in town.

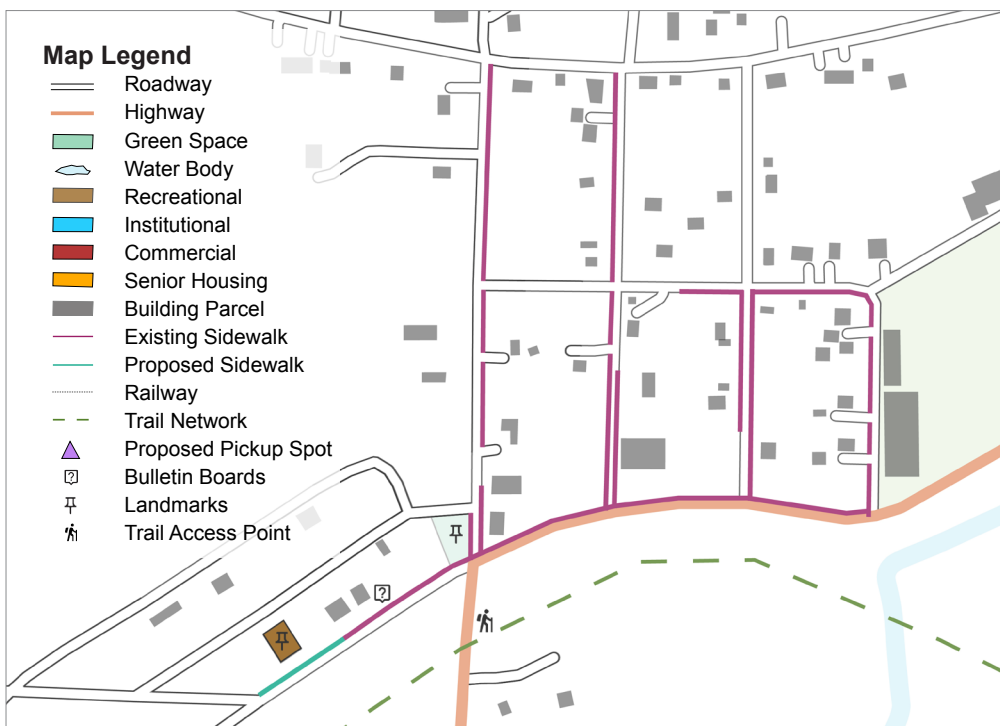


Figure 7-24. Elphinstone's sidewalks require a lot upgrading and maintenance. One area suggested for new sidewalk is at Memorial Hall - brown in the map, - which is the town's main gathering area.



Bike Rental System

The bike rental system is an alternative public transportation method for residents and visitors, which can include up to a 6-8 people leisure bike, alleviating pressure from the handivan service as the community's public transit. Some notable funding opportunities are the FCM Green Municipal Fund and the new Federal Rural Transit Funding. A few local sources in Manitoba that make age-friendly bikes are Prairie Vélo and Freedom Concept.

Figure 7-25. Left: Freedom Concept have handcycles which utilizes arm pedals rather than feet pedals.



Figure 7-26. Right: Prairie Vélo can customize Adaptive Bikes to specific needs.



Community Bike Programs

A community bicycle program promotes active transportation, provide volunteer options and increase opportunities for intergenerational interactions. The Bike Dump and W.R.E.N.C.H. are examples in Winnipeg. Both are are volunteer-run programs that provide bicycle education through hands-on experience. This partner suggestion can form later if not in tandem with the rental system. Bikes built in the program can contribute to the bike rental system.

The FCM Green Municipal Fund and Manitoba's Building Sustainable Communities Program are potential funding options - the W.R.E.N.C.H. received funding for year 2021.

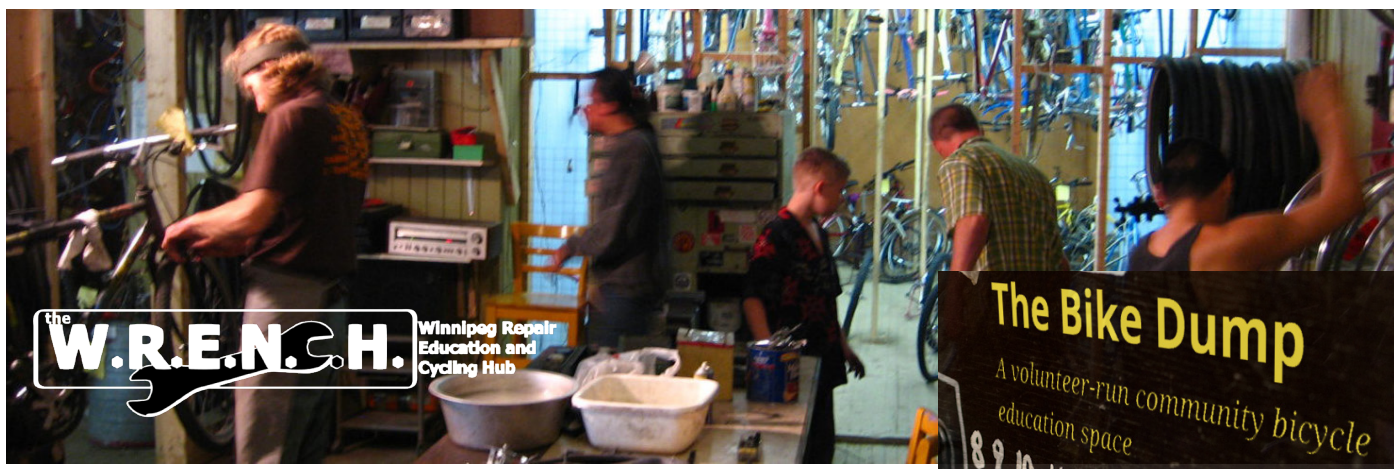


Figure 7-27. Bike workshop at the Bike Dump with the WRENCH logo also stamped on the photo.

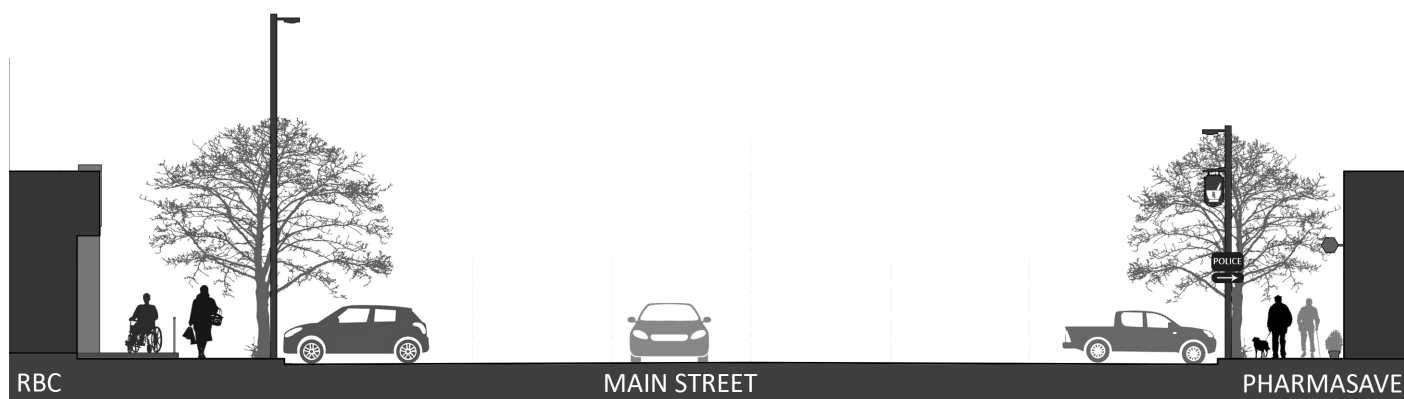


Figure 7-28. Section through Main street, Shoal Lake

WHAT WE LEARNED



Buildings and Open Spaces

We found that the open spaces in these four towns, present a variety of conditions across the rural municipality of Yellowhead. While the main streets in Shoal Lake **[Figure 28]**, and Strathclair are well developed, containing signages, sidewalks with dropped curbs, light poles with banner arms, etc., most residential streets do not have sidewalks. The AF committee was satisfied with the condition of park spaces in these towns but did agree that snow removal could be better.

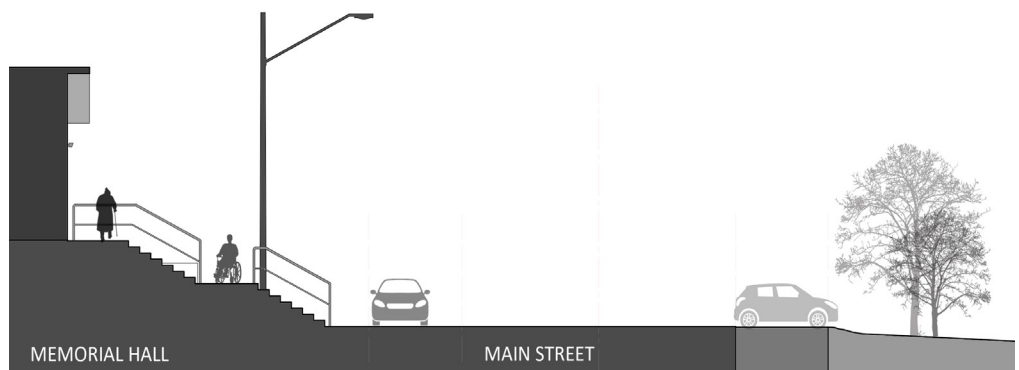


Figure 7-29. Gazebo in a public garden, Main Street, Strathclair

Figure 7-30. A bench next to the Pioneer's Club, Main Street, Oakburn



Figure 7-31. Section through Main street, Elphinstone



While most public buildings are equipped with ramps for universal access, some such as the restaurant at Strathclair still need to become universally accessible. The railway line passing through these two towns is operational. Oakburn and Elphinstone's sidewalks, which are limited to the town centres, need to be repaired. Park spaces in these towns are very limited and street furniture comprises of an assortment of benches put out by the stores themselves. The topography of Elphinstone further challenges walkability. This is demonstrated in a section through The Memorial Hall situated on its Main street **[Figure 31]**. The AF committee informed that semi-trailer trucks pass through the Main streets in Shoal Lake and Strathclair. A quick exercise was done to assess which parts are most affected by their movement, to ensure our suggestions do not hinder these.

WHAT WE SUGGEST

Our suggestions work towards increasing pedestrian safety, making streets more active and more connected. These also promote active transportation such as biking and intergenerational engagement. We recognize that arranging for funds and mobilizing public opinion for drastic changes can be challenging in rural Manitoba. For this reason, an incremental approach has been adopted. Most of the suggestions start as pilots or pop-ups which can be made permanent later.



Bump-out Protected Crossings

Protected crossings in busy areas in Shoal Lake and Strathclair can help make these streets safer for all users.

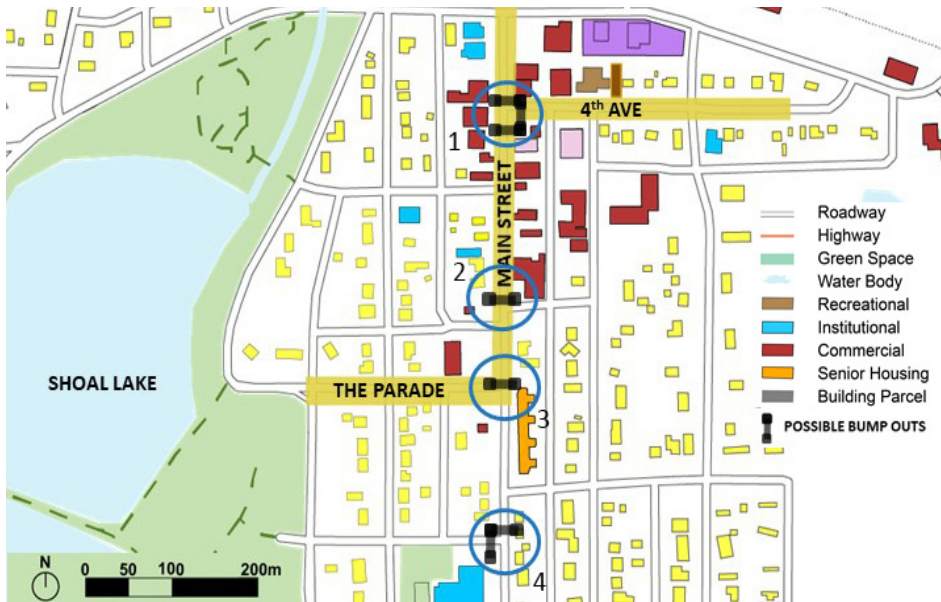


Figure 7-32. Suggestions for for Main Street, Shoal Lake. These bump-outs are located near frequented amenities. The are also appropriately sized so they do not hinder the movement or turning of semi-trailer trucks.



Figure 7-33. Suggestions for Main Street, Strathclair



Increasing Road Safety

These bump-outs will also contain benches, signages, landscaping, etc. resulting in an active public space. As pictured in **Figures 35 & 37**, island medians can also be added in the centre of the road to enhance safety.

Figure 7-34. Left: A Sketch for suggested bump out protected crossing, Shoal Lake.

Figure 7-35. Right: Bump out protected crossing with a median at Main Street, Carman, MB.

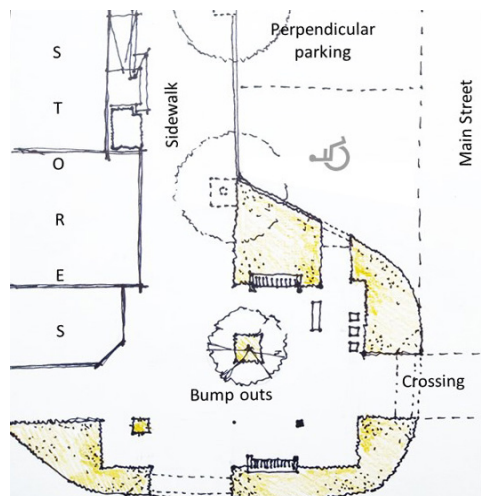


Figure 7-36. Left: A typical bump out with benches, dropped curbs, and landscaping.

Figure 7-37. Right: An Island median, Sherwood, Oregon, USA





Figure 7-38. A typical 'pop up' patio dining zone, St Petersburg, Florida, USA.

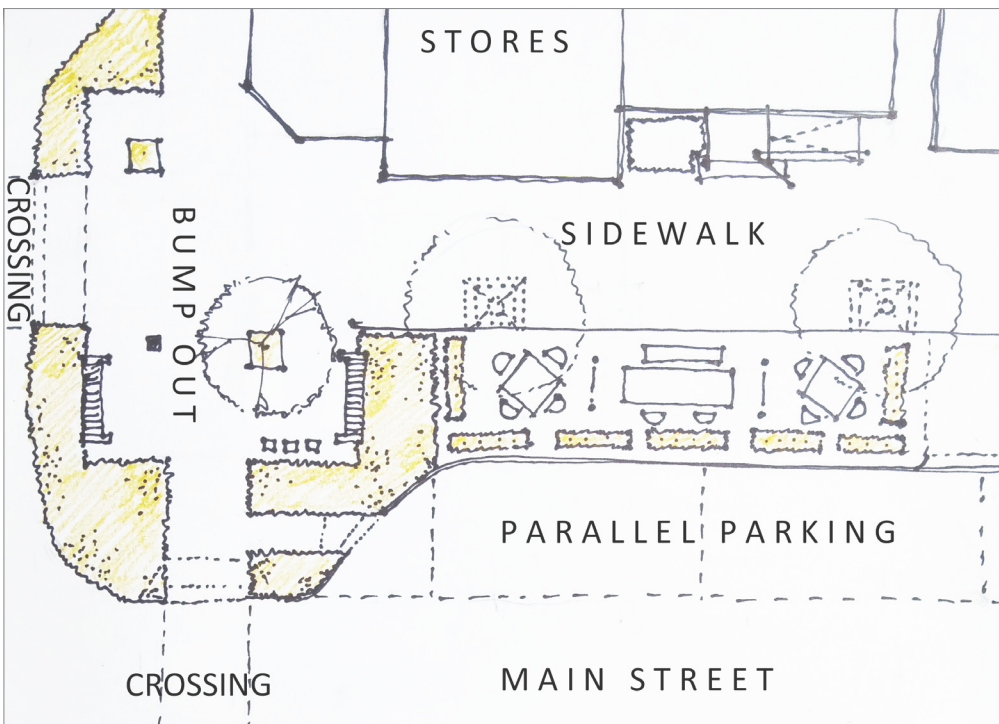


Figure 7-39. A Sketch showing a permanent pedestrian amenity zone



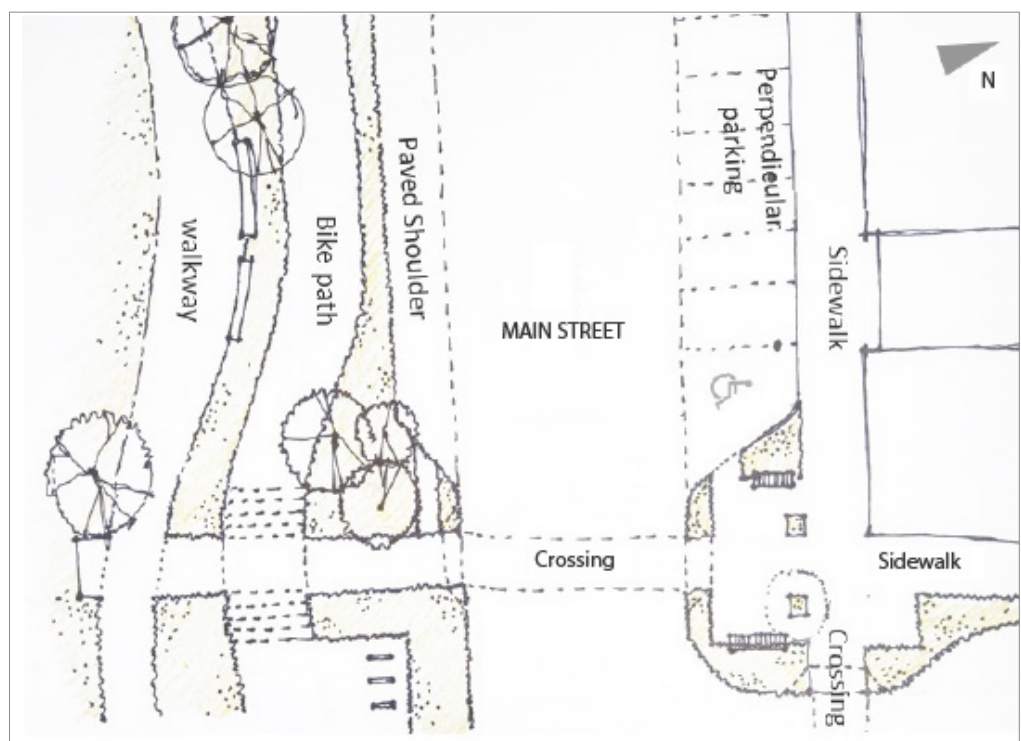
Pop-up patio dining and amenity zone

This could be started as a weekend-long pilot. Stores can be encouraged to assemble patio-dinning spaces or parkettes by reclaiming parking bays [Figure 38]. This may be made permanent later, by converting perpendicular parking to parallel parking [Figure 39].

Figure 7-40. Segregated walkway and bike path in Humber park-river trail, ON



Figure 7-41. Sketch for a suggested bump-out protected crossing at the Main street in Strathclair, along with the proposed pedestrian promenade



Parkside Promenade at Strathclair

As more funding becomes available, a Parkside promenade [Figures 40 & 41] running along the railway right of way at Main street be constructed. This may contain a bike path and a segregated walkway, connected further to a regional Active transportation corridor. A paved shoulder replacing the existing gravel edge may also be constructed along this promenade.



Bike Paths and Boulevards

These are bike priority streets where cars and bikes share the same space. We also suggest completing the sidewalks and adding bump-outs to enhance walkability. As funding becomes available, they may be later converted into segregated bike paths. 4th Avenue at Shoal Lake and Arnit St. [Figure 42] are possible locations for these boulevards.

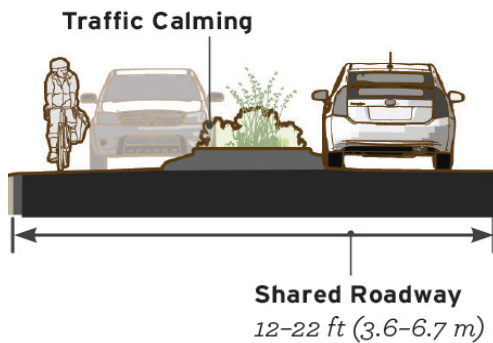


Figure 7-43. Left: Typical section of a protected bike boulevard

Figure 7-44. Right: Bike Visually separated bike boulevard at Arcata, California, USA

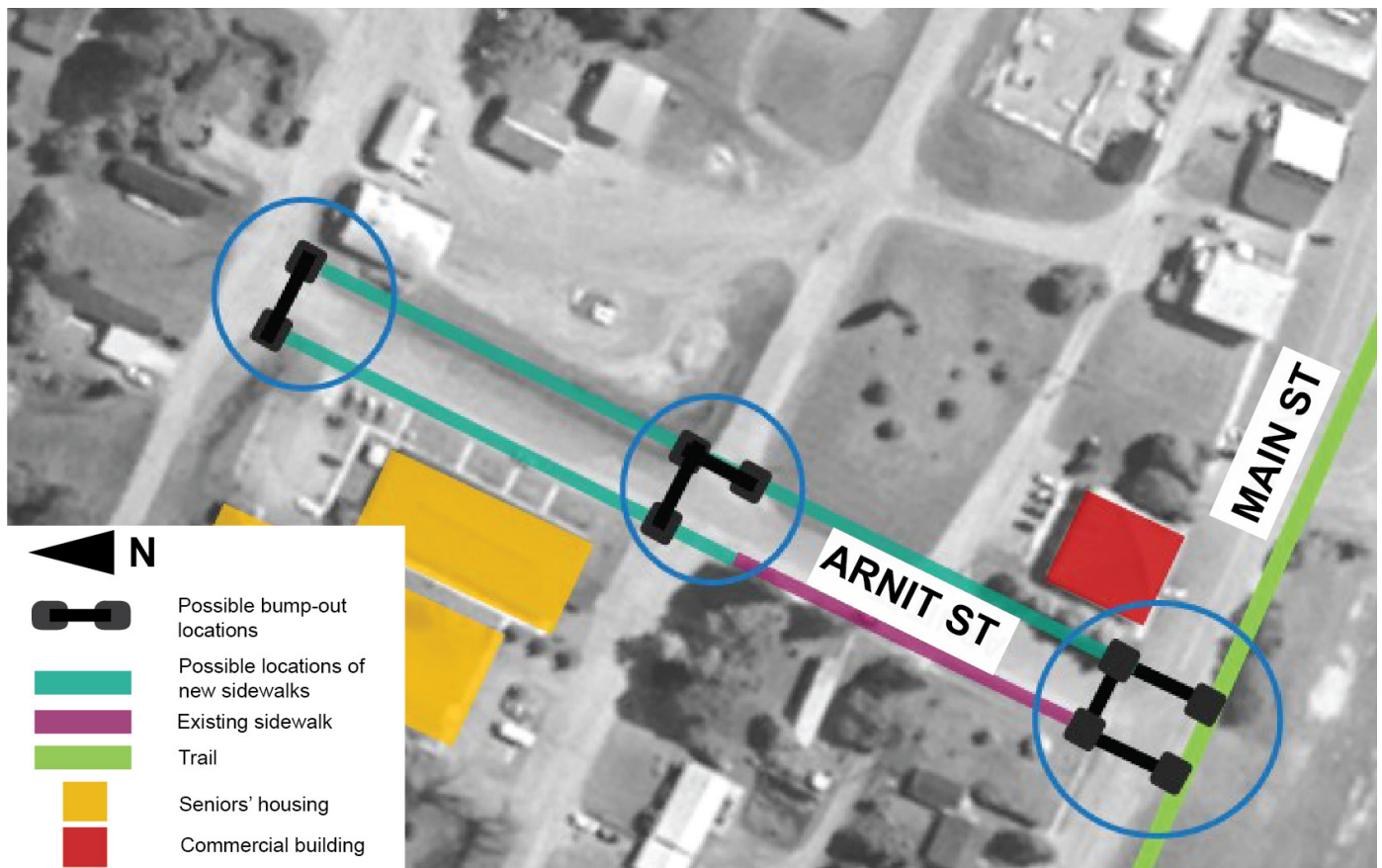


Figure 7-42. Suggested Bump outs at Arnit Street. 7:27

Figure 7-45. Proposed Bump outs at 4th Avenue, Shoal Lake, Shoal Lake. The RCMP station & the seniors' drop in centre are shown in blue

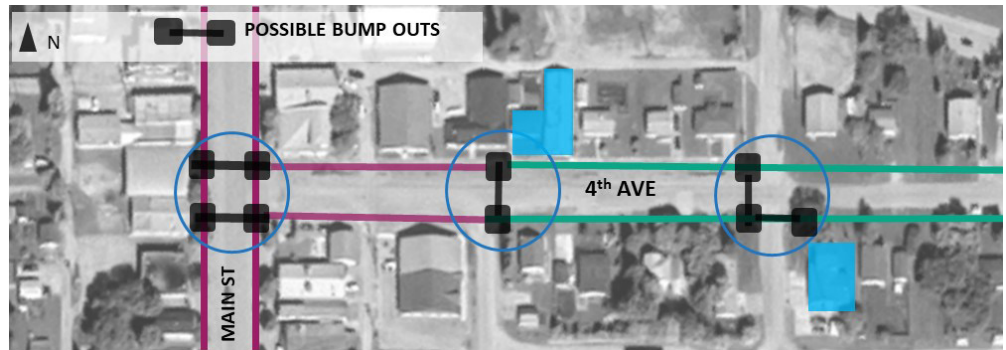


Figure 7-46. Left: A visually separated bike-friendly pedestrian path at Detroit, Oregon, USA

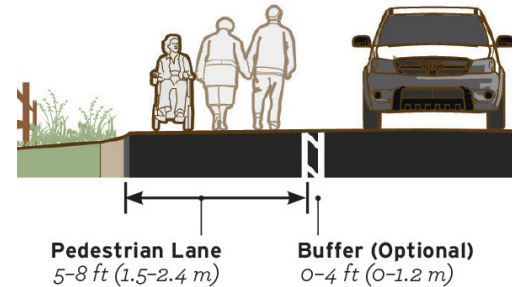


Figure 7-47. Right: A section through a bike-friendly pedestrian path

Figure 7-48. Improving in-town connectivity through The Parade, Shoal Lake



Bike-friendly Pedestrian Paths

Designated pedestrian walking paths [Figures 46 & 47] painted on the road that also allow biking could be added on The Parade in Shoal Lake [Figure 48]. These would enhance connectivity between the lakeside amenities and seniors' lodges in Shoal Lake. This path could end it a small bike parking area.



Figure 7-49. Low impact exercise equipment is safe and easy to use, especially for seniors.



Figure 7-50. Community gardens can help create intergenerational spaces for all Rossburn residents.



Utilizing Vacant Lots

We also suggest utilizing vacant lots as intergenerational spaces such as community gardens **[Figure 50]**. Some of these may be co-managed by the school as a part of their extracurricular activities. Other vacant lots could also contain seniors' workout zones **[Figure 49]** both suggestions shall promote active aging and reinforce social connections.



Figure 7-51. Satellite photo of Strathclair



Small Steps Matter

An incremental approach might work best! Pop-ups and small pilots are a great way to measure effectiveness and support. Starting with pilots and pop-up versions and gradually making them permanent as funding and public support is gathered.

APPLICABLE OR AVAILABLE FUNDING

Provincial:

- **Building Sustainable Communities Program (2019)**
- **Manitoba Grant Watch**

Federal:

- **Rural Transit Fund (2021)**

Others/Private:

- **FCC Agrispirit Fund**
- **Thomas Sill Foundation Grant**

WHAT WE LEARNED

For this section we focused on tourism and communication strategies to enhance quality of life for the senior population of the four towns within the municipality. Social participation is especially important for seniors, as the later in life stage has been shown to sometimes feature an increase in social isolation and depression (Mazzola, 2020). Seniors need activities to increase social interaction, and strong visual and verbal communication in order to make materials accessible when their senses are muted. Our suggested strategies in this category will enhance the lives of not just the senior demographic but the entire population in these towns overall.



Figure 7-52. A dock in Lakeview Park

Campground Tourism

Our initial idea to revamp the marketing materials of the Lakeview Park campground had to be changed somewhat due to the additional 58 fully serviced sites the Lakeside golf course is opening. The AF committee confirmed that these sites, in addition to the 27 existing ones in Lakeview Park, are fully operational bringing the total camping sites up to 85. Lakeview Park is already bringing in some tourism to the Shoal Lake area, so for our suggested strategies we would be building on an existing strength.



Heritage Tours

Another idea we floated past the community was walking tours around points of interest in Strathclair, including the Bend Theatre and Strathclair museum. We believe these could be coordinated with the theatre to provide free or discounted tickets for participants. One member of the AF committee, who has experience with the local theatre, said this may be possible. The Bend Theatre recently installed assisted listening devices as part of its new sound system upgrade, so some concrete steps towards being more age friendly are already being considered.

In Yellowhead, Elphinstone and Oakburn are two of the smallest communities, with a population of less than 100 each. Our heritage village idea did not provoke much of a response from the AF committee, but there was a response in the open spaces section about plaques in Rossburn (see Rossburn ‘What We Heard’).



Figure 7-53. *The Bend Theatre in Strathclair, MB*



Figure 7-54.
*Exterior of Strathclair
Museum (formerly
a Canadian Pacific
Railway Station)*

Journalism Course

The final idea in this category we pitched to the AF committee was having high school students enrolled in a journalism course or club contribute to Crossroads this week, the local newspaper. One member of the committee thought this was a good idea, and that it could be feasible given cooperation with Shoal Lake School and the Park West School Division.

WHAT WE SUGGEST

The common thread through all of our tourism and social participation related ideas is an improvement of quality of life for seniors can lead to greater prosperity for the overall population.

Walking tours, camping and trails access keeps seniors physically fit, well going to performances on discounted affordable tickets is good for social interaction and overall happiness. One strategy we suggest for the town of Stratclair specifically is tapping the local senior population as tour guides for a guided tour to locations such as the Bend Theatre and Strathclair museum. There is a mutual benefit to this, as the seniors would provide their wealth of knowledge, and this would also give them a valuable activity to get out of the house for.

In terms of communication, a subcategory of social participation, in the yellowhead region the newspaper Crossroads this week is widely circulated. High school students could contribute to this, as those with the highest quality submissions as judged by teachers and the editorial staff would be included in the monthly paper.

Figure 7-55. A sample of the Crossroads This Week Newspaper



CONCLUSION

The four towns that make up the RM of Yellowhead contain a wealth of points of interest and have a lot of potential in terms of the quality of life of seniors. From bike lanes to accessible housing to handivan expansion, we have provided an extensive list of suggestions to build upon the strengths and capitalize on opportunities within the municipality. Our recommendations range from the short to the long term and provide a vision for the municipality that is sustainable and age-friendly going forward into the future. One of the common refrains we heard in our meetings with the community was about funding. In particular, the main street revitalization options would be costly, so we have attempted to account for this in the final report. Some strategies were well received, and the AF committee thought they could be quite doable, such as the creation of community gardens or seniors workout spaces in vacant lots around the towns.

One common theme running through the transportation, open spaces and social participation sections of this chapter is the health and wellness of seniors. The late in life period can sometimes be associated with an increase in isolation and depression, so to counteract this, opportunities to engage with others and get out of the house should be provided in order to encourage a physically and mentally healthy seniors population.



Figure 7-56. Aerial
photo of Shoal Lake

Figure List

Cover Photo: Canadian Dragonfly <http://www.canadiandragonfly.net/strathclair-a-small-manitoba-hometown/#jp-carousel-5015>

Figure 7-1: Municipal borders of Yellowhead. Illustration by Jack Flaminiano

Figure 7-2: Median ages of males and females, Yellowhead, 2016. Illustration by Jack Flaminiano and Pauline Ordonez

Figure 7-3: Statistics Canada (2016). Yellowhead Census Profile, 2016. Source: <https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/prof/details/page>.

Figure 7-4: Home for sale in Shoal Lake. Source: https://manitobabbs.net/property/house/1709356-shoal_lake-2bedrooms-624_manitoba_street

Figure 7-5: Home in Strathclair. Source: <http://www.canadian.dragonfly.net/strathclair-a-small-manitoba-hometown/>

Figure 7-6: Ellice Centennial Lodge in Strathclair. Source: <http://www.canadiandragonfly.net/strathclair-a-small-manitoba-hometown/>

Figure 7-7: South Park Estates in Shoal Lake. Photo by Richard Milgrom

Figure 7-8: Example of a no-step front entrance of a visitable home Source: <https://www.ventura.mb.ca/home/baywood-visitable-15-front-elevation-right/>

Figure 7-9: Secondary suite diagram example. Source: <https://www.gov.mb.ca/mr/plups/pdf/mpgss.pdf>

Figure 7-10: Example of granny flat with a ramp. Source: <http://www.grannyannexe.com/how-we-build-granny-annexes/>

Figure 7-11: Example of a visitable granny flat.

Source: <https://pacific-homes.com/2013/02/15/cottagechaletcabin-garden-suite/>

Figure 7-12: Future Infill Housing Areas in Shoal Lake.

Illustration by Pauline Ordonez and Katie Lee

Figure 7-13: Yellowhead Handivan, (2019). Source: [https://](https://www.facebook.com/groups/1707300619594136/media)

www.facebook.com/groups/1707300619594136/media

Figure 7-14: Strathclair Walking Distance. Illustrated by

Pauline Ordonez

Figure 7-15: Elphinstone Walking Distance. Illustrated by

Pauline Ordonez

Figure 7-16: Oakburn Walking Distance. Illustrated by

Pauline Ordonez

Figure 7-17: Shoal Lake Walking Distance. Illustrated by

Pauline Ordonez

Figure 7-18: Fare Share - Startup Carpooling App. Source:

<https://www.mattsanislodesign.com/fareshare>

Figure 7-19: GoManitoba - Carpooling Website. Source:

<https://www.gomanitoba.ca/Public/Home.aspx>

Figure 7-20: Shoal Lake Pickup Spot. Illustrated by Katie

Lee and Pauline Ordonez

Figure 7-21: Strathclair Sidewalk Maps. Illustrated by Katie

Lee and Pauline Ordonez

Figure 7-22: Shoal Lake Sidewalk Maps. Illustrated by

Katie Lee and Pauline Ordonez

Figure 7-23: Oakburn Sidewalk Maps. Illustrated by Katie

Lee and Pauline Ordonez

Figure 7-24: Elphinstone Sidewalk Maps. Illustrated by

Katie Lee and Pauline Ordonez

Figure 7-25: Freedom Concept - Handcycles. Source:
<https://www.freedomconcepts.com/product-lines/handcycles/defier/>

Figure 7-26: Prairie Vélo - Adaptive Bikes. Source: <https://www.prairievelo.ca/adaptive-bikes-store/p/fun2go-zkwa5>

Figure 7-27: The Bike Dump and the W.R.E.N.C.H..
Source: <http://bike-dump.ca/build-a-bike/> and <https://thewrench.ca/Buildings and Open Spaces>

Figure 7-28: Section through Main Street, Shoal Lake.
Illustrated by Anuj Kathuria

Figure 7-29: Gazebo in a public garden, Main Street, Strathclair. Source: Google maps <https://www.google.com/maps/@50.4040042,-100.3975861,3a,75y,302.05h,82.34t/data=!3m6!1e1!3m4!1s1ED5saLPnxLD9f73MaqduA!2e0!7i13312!8i6656?hl=en>

Figure 7-30: A bench next to the Pioneer's Club, Main Street, Oakburn. Source: Google maps <https://www.google.com/maps/@50.5649783,-100.5789316,3a,48.5y,169.54h,96.79t/a=!3m6!1e1!3m4!1s6O8jwFLL77wGAzJCDxvwYg!2e0!7i13312!8i6656>

Figure 7-31: Section through Main Street, Elphinstone.
Illustrated by Anuj Kathuria

Figure 7-32: Suggestions for Main Street, Shoal Lake.
Illustrated by Anuj Kathuria and Jack Flaminiano

Figure 7-33: Suggestions for Main Street, Strathclair.
Illustrated by Anuj Kathuria and Jack Flaminiano

Figure 7-34: A sketch for suggested bump out protected crossing, Shoal Lake. Illustrated by Anuj Kathuria

Figure 7-35: Bump out protected crossing at Main Street, Carman, Manitoba, Source: Google Maps: <https://www>.

google.com/maps/@49.505871,-98.0016753,3a,32.6y,43.29h,98.24t/data=!3m6!1e1!3m4!1sLRcvF35LxfTZq40c7vCS-Q!2e0!7i13312!8i6656?hl=en

Figure 7-36: A typical bump out with benches, dropped curbs, and landscaping. Source: <https://www.sfbetterstreets.org/find-project-types/pedestrian-safety-and-traffic-calming/traffic-calming-overview/curb-extensions/>

Figure 7-37: An island median, Sherwood, Oregon, USA. Source: https://safety.fhwa.dot.gov/speedmgt/ePrimer_modules/module3pt3.cfm

Figure 7-38: A typical ‘pop up’ patio dining zone, St Petersburg, Florida, USA. Source: https://www.wayblaze.com/project_ideas/allow-coffee-shops-and-restaurants-to-set-up-in-a-street-parking-space/

Figure 7-39: A Sketch showing a permanent pedestrian amenity zone. Illustrated by Anuj Kathuria

Figure 7-40: Segregated walkway and bike path in Humber park-river trail, Ontario. Source: <https://ontariobiketrails.com/item/humber-river-park-trail/>

Figure 7-41: A Sketch for a suggested bump-out protected crossing at the Main Street in Strathclair, along with the proposed pedestrian promenade. Illustrated by Anuj Kathuria

Figure 7-42: Suggested bump outs at Arnit Street. The Seniors’ Lodges are shown in Orange. Source for base image, Google Maps, Source for base image: <https://www.google.com/maps/place/Strathclair,+Rural+Municipality+of+Yellowhead,+MB,+Canada/@50.4052137,-100.400389,1118m/ox52e65b20536b1667:oxd806a276a07aa57!8m2!3d50.4270508!4d-100.3430569>. Illustrated by Anuj Kathuria and Jack Flaminiano

Figure 7-43: Typical section, Bike Boulevard, Source:

Source: Rural Design Guide: <https://ruraldesignguide.com/mixed-traffic/bicycle-boulevard>

Figure 7-44: Bike Boulevard at Arcata, California, USA, Source: Rural Design Guide: <https://ruraldesignguide.com/mixed-traffic/bicycle-boulevard/>

Figure 7-45: Proposed bump outs at 4th Avenue, Shoal Lake, Shoal Lake. The RCMP station & the senior's drop in centre are shown in blue. Source for Base Image, Google Maps,: <https://www.google.com/maps/search/Shoal+LAke/@50.4349278,-100.5941723,930m/data=!3m1!1e3>. Illustrated by Anuj Kathuria and Jack Flaminiano

Figure 7-46: A visually separated bike-friendly pedestrian path at Detroit, Oregon, USA, Source: Rural Design Guide, <https://ruraldesignguide.com/visually-separated/pedestrian-lane>

Figure 7-47: Section through a bike-friendly pedestrian path, Source: Rural Design Guide, <https://ruraldesignguide.com/visually-separated/pedestrian-lane>

Figure 7-48: Improving in-town connectivity through The Parade, Shoal Lake, Source for base image: Google Maps: <https://www.google.com/maps/search/Shoal+LAke/@50.4349278,-100.5941723,930m/data=!3m1!1e3> Illustrated by Anuj Kathuria

Figure 7-49: A typical seniors' workout zone, Source: https://www.google.com/imgres?imgurl=https%3A%2F%2Fwww.collectiviteslocales.fr%2Fwp-content%2Fuploads%2F2019%2F07%2Fsport-senior-velo-elliptique_%25C2%25A9Adobe-Stock.jpeg&imgrefurl=https%3A%2F%2Fwww.collectiviteslocales.fr%2Fdossier

Figure 7-50: A typical community garden, Source: <https://videohive.net/item/concept-of-farming-family->

business-granny-and-her/29930412

Figure 7-51: Satellite photo of Strathclair, Source: Google Earth Pro

Figure 7-52: Lakeview Park, Source: <https://www.travelmanitoba.com/directory/lakeview-park/>

Figure 7-53: The Bend Theatre, Source: <http://www.hillmanweb.com/strathclair/bend/>

Figure 7-54: Strathclair Museum, Source: <http://www.mhs.mb.ca/docs/sites/strathclairemuseum.shtml>

Figure 7-55: Crossroads Newspaper, Source: <https://crossroadsthisweek.newspaperarchive.com/>

Figure 7-56: Aerial Photo of Shoal Lake, Source: <https://shoallakehistory.files.wordpress.com/2015/06/aerial-sl-photo-circa-1982.jpg?w=768&h=547>

References:

Canadian Centre on Disability Studies. (2016). What is VisitAble Housing? VisitAble Housing Canada. <http://visitablehousingcanada.com>

Government of Manitoba. (n.d.). Municipal Planning Guidelines for Secondary Suites. Secondary Suites - Government of Manitoba. Retrieved April 24, 2021, from <https://www.gov.mb.ca/mr/plups/pdf/mpgss.pdf>

Gadacz, R. (2020, April 1). Get certified - The CHBA's Canadian Certified-Aging-in-Place Specialist program is launching soon. Myhomepage.ca. <https://myhomepage.ca/get-certified-chbas-canadian-certified-aging-place-specialist-program-launching-soon-od2020/>

