

MANOTICK ON THE MOVE: A Walking and Cycling Forum

A report prepared by the Manotick Culture, Parks and Recreation Association in collaboration with Michael Haynes, President, TransActive Solutions

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Lunch prepared by Terry McGovern

Photos courtesy of Douglas Frosst

Michael Haynes, for presenting, and

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Executive Summary

Over 150 years ago, residents and visitors to Manotick got around by walking, and the village core and shopping area remains quite walkable today. However, Manotick is growing and attracting new residents, businesses, and visitors. Programs, planning, policies, infrastructure, and education aimed at facilitating short trips on foot or by bicycle will:

- Reduce traffic congestion and pollution;
- Improve safety, look, and feel of streetscapes by putting more “feet on the street”, and
- Create more opportunities for exercise, thereby improving health outcomes.

The Manotick Culture, Parks, and Recreation Association (MCPRA) coordinated a one-day forum on April 17 to start the dialogue on ways to improve walking and cycling in the village. Representatives of many Manotick community organizations, City of Ottawa public health, police, transportation planning, and environmental sustainability departments, and interested residents came together for this one-day forum. Experienced Active Transportation (AT) facilitator, Michael Haynes, provided an AT overview and a series of exercises that required participants to evaluate village AT amenities and infrastructure.

Participants brainstormed and prioritized actions with a 6-12 month horizon that would result in more walking and cycling in the village. There was strong agreement on these short-term priorities, and a “top ten list” emerged (in order of priority):

1. One or two crosswalks on Manotick Main Street
2. One or two crosswalks on Bridge Street
3. Improve education to businesses, residents, drivers, and pedestrians
4. Create and distribute a pathway map
5. When Long Island Drive is repaved (2013), request sidewalk on west side of Drive between public schools and up to Cindy Hill Cr.
6. Ask Manotick BIA / Mews Association / City to put bike racks in Manotick Mews and on Manotick Main Street
7. Ask the City to re-instate maintenance of path connecting Long Island Drive and Dave Bartlett Park, along Rideau River
8. Determine options for public docking facilities to allow boaters to walk into the village
9. Encourage “Walk to School Week” – MCPRA to present forum results at schools
10. Highlight specific areas that need immediate attention i.e. sidewalks that disconnect, cracks, slopes, disrepair

Some of these actions are already in progress. The MCPRA—with the support of the Manotick BIA and local businesses/organizations—will release a Manotick Walking/Cycling Map in summer 2012. The City and Princiotta Developments are designing a crosswalk for Bridge St. at Mill St. and Dickinson Circle. The Forum concluded with a consensus to move forward collectively to take actions that will make Manotick a more walkable/cyclable community.

The Forum

On April 17, 2012, the Manotick Culture, Parks, and Recreation Association hosted a one-day forum entitled “Manotick on the Move” for Manotick community organization representatives, municipal staff responsible for public health, policing, transportation planning, and environmental sustainability, and interested Manotick residents. The Forum agenda is listed in Appendix A and a complete list of participants is in Appendix B. The workshop was held in the hall of St. James the Apostle Anglican Church, Bridge Street, Manotick.

This one-day session was the start of an ongoing dialogue introducing the concept of Active Transportation (AT) to the community, facilitating discussion from participants to determine what should be the direction and priority for improving and promoting walking and cycling in the village of Manotick.

The City Of Ottawa Community Environmental Projects Grants Program and the Manotick Culture, Parks, and Recreation Association provided funding for the workshop. This workshop was one deliverable in a “Manotick on the Move” program initiated by the MCPRA in 2011. Other deliverables include a printed and online walking/cycling map and an April 16th community education session on how other Canadian cities have improved their walking and cycling infrastructure. Over 50 people attended that session and their comments can be found in Appendix E.

Forum Objectives

One-day Forum Goals:

- Participants learn more about how to build a ‘walking/cycling’ village
- Participants identify Manotick’s walking and cycling barriers and needs
- Participants prioritize local walking/cycling initiatives
- Community groups become engaged in MCPRA’s efforts to build ‘Manotick on the Move’
- MCPRA identifies more ‘Community Champions’ for walking/cycling in the village
- Workshop becomes a possible walking/cycling engagement framework for Ottawa’s 25 other rural villages

Long-term Goals of “Manotick on the Move”:

- Manotick residents take more short trips by foot or cycling
- Less traffic congestion in village with fewer cars on the road
- Manotick becomes a cycling destination village

Overview and Presentation

Introduction by City Councilor Ward 21 Scott Moffat

Scott welcomed the participants and described some upcoming infrastructure plans for Manotick which may have a positive impact on walking and cycling amenities:

- Long Island Drive is due to be repaved in 2013 or 2014 and may include a sidewalk between the two schools (Manotick Public and St. Leonard)
- Rideau Valley Drive –shoulder paving to be done in 2012 [about 800 metres north of Bankfield that got missed when the sewer came in] – which will ensure a continuous paved shoulder on the west side of the Drive.
- Improving link from Manotick Estates to Manotick Mews to be done in 2012
- Dickinson Square – walking link to Bridge Street is planned, including a crosswalk between Dickinson Circle and Dickinson St. The city is partnering with the developer of the senior's residence to create the crosswalk.

AT Overview Michael Haynes, AT Consultant and Forum Facilitator

Active Transportation (AT), or human-powered transport, requires education, programs, infrastructure, policies, and planning to be successful. People should consider AT for “short” trips, defined as less than 30 minutes long or 2.5km of walking or 8km of cycling.

Why is AT important?

- 1) Traffic Management – Canada cannot support the road system at its current quality – vehicles on the road have increased, trip distance has increased, road management costs have dramatically increased
- 2) Greenhouse Gas emissions / Air Pollution – around 80% of short trips are taken now by vehicles, and 43% of a household's greenhouse gas emissions come from vehicles
- 3) Health – obesity levels for both adults and children have increased in the last decade; Canadians are less active and the incidence of lifestyle diseases (diabetes) has increased.

Why do people choose AT?

- Saves money (on car maintenance, gas, and parking)
- They feel safe doing so (i.e. by using bike lanes, sidewalks, and trails)
- Enjoyment (of environment, weather, company)

What kind of infrastructure facilitates AT?

- Pavement markers at intersections
- Coloured and textured pavement help guide pedestrians
- Coloured curbs, advanced stop lines, and special barriers
- Pedestrian signals

- Bicycle Signals
- Road signage
- Bike lanes
- Shared facilities on roads (paved shoulders) right of way
- Bicycle friendly design
- Bicycle parking (covered bicycle parking in ~20 transit stations in Ottawa)
- Crosswalk
- Bridges and tunnel crossings
- Connectivity between neighbourhoods

Michael Hayne's full presentation is available at www.mcpra.ca



The Walkabout

Following the introductory presentations, the workshop participants headed outside onto the streets of Manotick to observe the local walking and cycling infrastructure, and compare what they were seeing on the ground with what had been presented in the previous sessions.

The session facilitator, Michael Haynes, pointed out various examples of Active Transportation infrastructure, while encouraging participants to discuss whether they found what they were observing to be adequate or to require some improvement.

The Walkabout began on Bridge Street at the front (north) entrance to the St. James parking lot. From here they headed west to the main intersection in the village, Bridge and Main Street. They also considered bike parking and the street crossing situation along Main Street. The walk proceeded up to Mill Street, across to Dickinson Square, and back down Clapp Lane to the rear (south) entrance of the St. James parking lot. While participants did not traverse the whole village, they talked or pointed out other areas and concerns along the way.



Active Transportation Quotient

The Active Transportation Quotient (ATQ) is a tool that assists participants in identifying a community's Active Transportation strengths and weaknesses. It does so by posing a series of questions related to three areas: Walkability, Bikeability, and Other Uses of Active Transportation within the community (such as skateboarding, in-line skating, wheelchairs, and other non-motorized vehicles). The ATQ consists of 75 questions in total, with 25 questions devoted to each of three areas.

Each question has one of five possible rankings, which evaluates how well participants feel the community addresses the issue: Very Poor (0), Poor (1), Fair (2), Very Good (3), or Excellent (4). The total score for each section was obtained by adding the score for each of the 25 individual questions in that section, with a maximum possible score of 100. See Appendix F for copy of ATQ questions.

The facilitator divided the workshop participants into five groups of five or six people. Through discussion, each group completed one ATQ collectively during lunch.

Active Transportation Quotient Results Summary

The facilitator suggested that groups should not concern themselves too much with the specific scores that were obtained in the ATQ. These scores represent the opinion of these groups and results will vary every time a workshop is held. The ATQ is designed to provide a snapshot of the prevailing opinions, serving as the basis for discussion and fostering ideas for what the community may want to achieve in the future.

As illustrated in the table below, there was quite good agreement on the overall walkability and bikeability scores.

Community	Walkability/100	Bikeability/100	Other Uses*
Group #1	59	29	
Group #2	52	30	
Group #3	40	20	
Group #4	46	29.5	
Group #5	33	24	
Average of 5 groups	46	26.5	
Median of 5 groups	46	25	

*Note: Most groups did not have time to complete the “other uses” section of the ATQ. However, in large part thanks to the skateboard park at the corner of Beaverwood and Dr. Leach Drive (beside the Manotick Arena), most groups seemed to agree that Manotick served “other” active transportation uses fairly well.



The Map Exercise

Participants did not walk the entire village during the walkabout, so the map exercise provided an opportunity for each group to evaluate other sections of the village for Active Transportation uses. Groups 1 to 5 were each provided with a large hardcopy map, and invited to draw “good” routes in green, “bad” routes in red, and common AT destinations.

Summary of the Map Exercise

There was general consensus that Bridge St. was challenging for walkers and cyclists. Other ‘poor’ routes included Long Island and Rideau Valley Drive (Manotick Main St.) north and south.

Many ‘good’ routes were identified where there was low volume traffic and easy means of active transportation including, West River, McLean, Long Island Park Path, Cecil Rowat/Lockview, the Centennial Park link to Whitewood and Manotick Estates, and the south island on South River/ Van Vliet/ and South Island Park. The map exercise also identified a number of ‘key destinations’ such as Manotick Public Library, Manotick Arena, Main St. shopping, and more.

The next section provides a table with an overview of the map results of each group, and some particular comments from each group.



Detailed Results of Map Exercise

	Groups				
GOOD ROUTES	#1	#2	#3	#4	#5
West River/ McLean/ David Bartlett Park/ Long Island Park Path/ Riverside Cr./ Dr.	x	x	x	x	
Cecil Rowat/ Lockview		x	x		
South Island Park/ South River/ Millview	x	x	x		
Centennial Park / Whitewood/ Pettapiece	x	x	x	x	
Wicklow/ Revell/ Carrison		x	x		
Potter			x		
Mitch Owens				x	
POOR ROUTES					
Bridge St.	x	x	x		x
Main St.	X at Bridge	X			X at Bridge
Maple/ Beaverwood	x				
Long Island Dr./ Driscoll/ McLean		x		x	
Lena		x			
Potter (speed)		x			
Mahogany Harbour along Main St.			x	x	
Bankfield			x		x
Rideau Valley Drive (north)			x		X Bankfield to Bridge
Barnsdale				x	
DESTINATIONS					
Manotick Library	x	x	x	x	
Manotick Arena/ Community Centre	x	x	x	x	x
Watson's Mill	x	x	x	x	
Manotick Mews	x	x		x	x
Post Office				x	
Giant Tiger	x			x	
Manotick PS	x	x			x
St. Leonard's Catholic School	x	x		x	x
Long Island Aquatic Club	x	x	x	x	
United/Presbyterian/Anglican/Catholic Churches					
4-Corners – Tim Horton's/ Clinic/ River Rd. Mall		x		x	
Manotick Main St.			x		x
Curling Rink			x	x	
Rideau Valley Conservation Authority					x

Group 1 comments: Bridge St. is the most dangerous, but Scharfield, around the Legion, and Ann St. have poor visibility for pedestrians.

Group 2 comments: Concerns about pedestrians on Bridge St., plus poor visibility of walkers and cyclists on Manotick Main St. because of parked cars and off-centre intersections. Speeding drivers on Potter Drive exiting Manotick Estates put pedestrians at risk as there are no sidewalks on Potter Drive.

Group 3 comments: Pedestrians are at risk on Driscoll and Mclean where buses go, as there are no sidewalks. Drivers also speed through Bravar-Lena area in their haste to get on and off the island at the north end.

Group 4 comments: People drive very fast on Long Island Drive at Cindy Hill, where the hill creates poor visibility. It would be nice to be able to ride bike through Dave Bartlett Park to Nicoll's Island. Barnsdale from Rideau Valley to Prince of Wales has a poor shoulder, as does Bankfield in places. There is a bad spot for cyclists/pedestrians on Rideau Valley drive just south of Beryl Gaffney park where it is very narrow with a guardrail that comes very close to the road.

Group 5 comments: Getting from North Island to South is difficult unless you go through the one light. Bridge Street is too narrow for the safety of pedestrians and cyclists.



Improving Active Transportation in Manotick: Priorities for the next 6-12 months

After the map exercise, Groups 1 to 5 were asked to come up with as many specific suggestions as possible for improving Active Transportation in Manotick. These suggestions could be related to planning, promotion, education, infrastructure, development, or any mixture thereof. The only restriction was they had to be achievable in the next 6-12 months. Each group wrote their suggestions on large sheets of paper, which were then pinned to the wall. A complete list of the suggestions is in Appendix C.

After each group had explained the rationale for their suggestions, each participant was given five red stickers and one green sticker. Each participant “voted” for the priorities they felt were most important by placing their stickers beside a suggestion. Participants marked very important priorities with the red stickers, and the green sticker was reserved for what each individual felt was the most critical priority.

The table below captures the top ten priorities of the group:

Suggested Priority	# votes as “the most important priority” (green)	# votes as “very important priority” (red)
One or two crosswalks on Main Street	7	9
One or two crosswalks on Bridge Street	5	7
Improve education	3	8
Create and distribute pathway map	0	14
When Long Island road is repaved (2013), request sidewalk between public schools and up to Cindy Hill Cr.	0	11
Ask Manotick BIA / Mews Association / City to put bike racks in Mews and on Manotick Main Street	1	6
Ask City to re-instate maintenance of path connecting Long Island Drive and Dave Bartlett Park, along Rideau River	1	6
Determine options for public docking facilities to allow boaters to walk into the village	1	6
Encourage “Walk to School Week” – MCPRA to present forum results at schools	1	5
Highlight specific areas that need immediate attention i.e. sidewalks that disconnect, cracks, slopes, disrepair	0	6

Improving Active Transportation in Manotick: Longer-term suggestions

Participants were also encouraged to list any suggestions for longer-term priorities. However, the participants did not vote on the relative importance of these suggestions. The list below is not in order of priority.

- *School to School Sidewalk* – connecting the two elementary schools in Manotick, Manotick Public (Bridge St.) to St. Leonard’s Catholic School, along Long Island Road, a very busy vehicle arterial and OC Transpo bus route
- *Rideau Valley Pathway* – on the east side of Rideau Valley Drive north, commencing at the Municipal Operations garage, running along the top of the berm, until just south of Barnsdale; spectacular view of the back channel and much more pleasant than the shoulder. (Approx. 1000 feet)
- *School to Pool Pathway* – running from St. Mark’s High School to Long Island Aquatic Club; generally desired to be off-road (not on the shoulder). Michael de Waal is the contact (MVCA).
- *Path through Chris’s Field* – connect path from Millview (existing), cross South River Dr. to Chris’ Field; build path through the treed area, across the creek to connect to the soccer field and existing path. Consider also putting a bridge over the creek near the Curling Club parking lot – to encourage people to not park on Van Vliet.
- *David Bartlett Park* – pathway commencing from the entrance at Bravar (south end of park) going along the shoreline and connecting to the Park’s parking lot at the north end. (Approx. 650 feet)
- *Mahogany Harbour* – board walk connecting the sidewalk on the east side of Main St. to homes just south of Village, running along the Harbour. (See Appendix G, draft concept design) This is a project of the Manotick BIA, MCPRA, and Manotick Kiwanis
- *Mud Creek Pathway* – on the west side of Mud Creek, build a pathway along the entire edge (in the Special Development Area Concept Plan). Jeff Ostafichuk, City of Ottawa contact
- *Waterfront Boardwalk* - to connect the Long Island Aquatic Club, south through City-owned natural area to pathway that runs from Brandywine to the River.

Connecting to other Communities:

- Manotick to Greely
- Paved shoulder along Barnsdale to Richmond – a preferred route to Bankfield where there is higher volume and speed
- Link to Stonebridge – paved cycling

- Prince of Wales – connection between Beryl Gaffney Park Pathway and the Chapman Mills pathway network
- Long Island Locks to Claudette Cain Park (Riverside South) – safe cycling route needed



Appendix A: Agenda for Manotick on the Move: A Walking and Cycling Forum

Tuesday, April 17, 9 a.m. – 4 p.m., St. James Anglican Church, Bridge St.

9:00-9:05	Welcome by Scott Moffatt, Councillor
9:05-9:15	Introductions and Goals of the Session
9:15-9:45	The “Big Picture” - What is Active Transportation? - Why is it important?
9:45-10:00	Break
10:00-10:45	Design of Pedestrian and Cycling Facilities
10:45-11:30	Manotick Walkabout
11:30-12:30	Lunch (provided) – while completing Community Infrastructure Assessment (Active Transportation Quotient)
12:30-1:00	Report on Community Infrastructure Assessment (ATQs)
1:00-1:30	Map Exercise – Destinations and Needs
1:30-2:00	Report on Map Exercise
2:00-3:00	Action Plan – Advancing Walking/Cycling in Manotick
3:00-3:15	Break
3:15-3:45	Implementation of an Active Transportation plan
3:45-3:55	Final Comments from participants
3:55-4:00	Final Comments – Moderator

Appendix B: List of Forum Participants

Noel Norenus – President, MCPRA
Scott Moffat – City Councillor, Ward 21, Rideau-Goulburn
Lori Gadzala – Director-at-Large, MCPRA, South Island resident
Pascale Messier – City of Ottawa Public Health Dietician
Janice Tughan – City of Ottawa Public Health Nurse
Constable Peter Jeon – Rideau-Goulburn Community Police Officer
Kris Schulz – President Manotick Lions Club, Vice President MCPRA
Brian Sawyer – Sliders and Gliders organizer, Ottawa Rideau Valley Probus Club
Birget Iserhagen – City of Ottawa, City Planner Environmental Sustainability
Alex Culley – City of Ottawa, Transportation Planning Branch
Jan Hynes – Vice President, Manotick Village and Community Association
Pete Marshall – Resident on Firefly Lane
Terry Watson – Communications/Outreach Manager, Rural Ottawa South Support Services (ROSSS)
Isabelle Geffrion – Executive Director, Watson’s Mill
Peter Davies – MCPRA volunteer; 12 year North Island resident
Winston Spratt – Sits on board of Watson’s Mill; Legion volunteer
Brian Cromie – Director and Officer, Manotick Kiwanis
Donna Cooper – Executive Director, Mantoick Business Improvement Association
Richard Coles – President Manotick Legion; Village Walk resident
Terry McGovern – Sits on boards of MCPRA and Watson’s Mill
Bruno Oullet – resident, Manotick Estates
Sue Hale – MCPRA, resident, Manotick Estates
Anne Robinson – Secretary, MCPRA, North Island resident
Al Micus – Board of Directors of ROSSS , resident of Village Walk
Sue Johns – Project Manager, Minto Communities
Kristy Giles – Manager of Conservation Lands, Rideau Valley Conservation Authority
Joe Aubrey – Outdoor Education teacher, St. Mark High School
Bernie White – South Island resident, organized path through South Island Park
Vivian Mitchell – MCPRA volunteer, North Island resident
Mary Riley – Volunteer, Miller’s Oven
Neil Usher – 54 year resident and member of Manotick Kiwanis

Appendix C: Complete list of suggestions for improving Active Transportation in Manotick

	Suggested Priority	# votes as “most important priority”	# votes as “very important priority”
1	One or two crosswalks on Main Street	7	9
2	Create and distribute pathway map	0	14
3	One or two crosswalks on Bridge Street	5	7
4	Improve education	3	8
4	When Long Island road is repaved (2013), request sidewalk between public schools and up to Cindy Hill Cr.	0	11
6	Ask Manotick BIA / Mews Association / City to put bike racks in Mews and on Manotick Main Street	1	6
6	Ask City to re-instate maintenance of path connecting Long Island Drive and Dave Bartlett Park, along Rideau River	1	6
6	Determine options for public docking facilities to allow boaters to walk into the village	1	6
9	Encourage “Walk to School Week” – MCPRA to present forum results at schools	1	5
9	Highlight specific areas that need immediate attention i.e. sidewalks that disconnect, cracks, slopes, disrepair	0	6
11	Get community agreement on Mahogany walkway design	0	4
11	Install bike “track” on stairs at Mill dam to facilitate taking bikes over dam to and from village	0	4
13	Divert truck traffic to Roger Stevens (Kars) Bridge	1	2
13	Continue vision building	1	2
13	Target community associations/groups	1	2
16	Participate in Jane’s Walk	0	2
16	Refurbish path from Millview to South River	0	2
16	Create more concept plans (graphical displays) for potential AT projects to focus community attention and encourage participation in decision-making	0	2
16	Run Manotick cycle workshop	0	2

Appendix D: Summary of Participant Feedback from One-Day Forum

Each participant was asked to fill out a participant feedback form at the end of the day. We received 14 responses from 31 participants.

On a scale of 1-5, with 1 being poor and 5 being excellent, please rate:

	1	2	3	4	5
The Publicity for the Forum			4	4	6
Registration process for the Forum	1		1	5	7
The location (Manotick)				1	13
The venue (St. James Church)				1	13
Goals of the Forum				5	9
Overview of Active Transportation				3	11
Manotick Walkabout				8	6
Lunch				3	11
Active Transportation Quotient		1	1	6	5
Map Exercise			1	4	9
Development of an Action Plan				5	7
The expertise of the speaker (Michael Haynes)				2	12
The ability of the speaker to present well				3	11
The MCPRA, as host				1	13

Other comments/suggestions:

- Well Done!
- Glad that personal calls were made to request participation; would like more variety during the walkabout; perfect length as a one-day workshop; very to the point and constructive
- Thank you for providing an opportunity for agencies / organizations to have input into the future steps/initiatives of improving accessibility and education for walking/cycling
- Michael's talk was fast paced and slides were excellent. Group discussion always enlightening.
- Going in a great direction and pleased to support the initiative.
- Too much time spent on overview of transportation (preaching to the converted); interesting ideas presented.

Appendix E: Summary of Public Feedback from WALKING/CYCLING Community Success Stories Presentation: Monday, April 16, 2012 April 16th, 2012

On a scale of 1-5, with 1 being poor and 5 being excellent, please rate:

	1	2	3	4	5
The Publicity for the Presentation		4	5	5	6
The location (Manotick)	1			6	13
The venue (Knox Presbyterian Church)		1	1	8	10
The information presented			3	8	7
The expertise of the speaker (Michael Haynes)			1	9	10
The ability of the speaker to present well			2	8	10

20 responses received from 50+ participants.

Other comments/suggestions:

- I never heard about tomorrow's forum
- No bike racks in the Mews
- No sidewalks on Currier and Beaverwood to walk to the Mews
- No pedestrian walk to Mews via Eastman Entrance
- Pedestrians can't get past end of Mews to bus stop
- Need a public restroom in Manotick
- All concessions should be in the village
- Looking forward to seeing how some of the presentation examples could be applied to Manotick
- Wanted to see more emphasis on what Ottawa is doing, what citizens can do to lobby those who make the decisions
- Crosswalks on Main St.; connectivity to reduce walking barriers
- Needed to show more options i.e. drawing and plans of bike lanes in Ottawa
- Sensitize the public to cyclists and walkers
- We encourage the development of the Mahogany Harbour pathway link
- Interested in safety along the paths and measures against bike theft. Any steps being taken?
- Problem areas: Ann St, Maple St, Beaverwood at Mews, crossing Main Street, biking on Bridge St (scary!), road that goes from Manotick P.S. to St. Leonard's school (no sidewalk), signage for biking in Mews
- Suggest daytime/evening walking club
- Would have liked more time for input and discussion as is taking place at the forum
- Prioritize ways of moving children and adults walking and cycling across bridges in village, including dam bridge
- Suggest a rail for bike wheels at dam to make it easier to bring bike across dam so it can become an alternative bike route

- Nice to see some awesome infrastructure; would have liked more discussion on changing people's attitudes and ideas to support active transportation
- Need more driver education to keep cyclists safe on roads - Perhaps some simple signage and awareness marketing will help educate motorists regarding the presence of cyclists and pedestrians.
- High volume traffic, parking on both sides of Main Street, make it less than ideal for pedestrians and cyclists
- There is no paved shoulder from the pumping station to Bankfield on the west side of Manotick Main.
- Problem: A tiny section of sidewalk (that leads nowhere) juts out into the shoulder at the north-west corner of Bankfield and Manotick Main. This section forces cyclists into the road at a point that it is particularly narrow.
- No places to lock your bike on Manotick Main, the Mews, the school, the plaza at Bridge and Main, or almost anywhere else, except the library.
- There is a cycling lane switch from the edge of the left lane to the edge of the right lane just southeast of Bankfield and Manotick Main. If I follow the rules of the road I should wait until the dashed white line but that would mean biking down the center of the road for a considerable scary distance.
- With numerous parked cars on Manotick Main from Bridge Street to Currier Street, I have been almost doored many times. I now bike a full meter away from the cars putting me right into the lane, frustrating the cars behind me.
- I have my children bike on the sidewalk because Main and Bridge are too busy with no safe place for them. They had difficulty dealing with the improperly made curb cuts on the northeast side of Manotick Main from O'Grady to Clapp. One curb cut along this section is particularly bad and my son fell.
- The lights at River and Mitch Owens are also very poorly set up for pedestrians. One time I stood on the southeast corner trying to cross to the bank and I never got the white man walking even though I pushed the only button on the pole there (that seemed for going to the dentist corner). I waited through a couple of cycles of the lights and then just dashed at an appropriate time.

Are there other speakers on Walking/Cycling that you'd like?

- *City of Ottawa planners*
- *Jane Estabrooks (?) on Volks marching/Nordic walking*
- *Theresa Grant @ Bryere Hospital- she has completed walkability research on older adults in Ottawa, she has lots of good suggestions and ideas*

Are there other topics/speakers that you would be interested in?

- Plans to make the Mews "accessible"
- Green space & vegetation/urban tree planting etc.
- Safety in walking and cycling – by the Police
- Minto - Subdivision
- Physiotherapist, how to avoid injury etc
- Canbike safe cycling

- Dick Louch – Capital Velofest – great ideas on making cycling fun
- How to change Manotick traffic patterns to improve walking/cycling access and safety



Appendix F: Active Transportation Quotient Questionnaire

Active Transportation Quotient

Manotick, April 17, 2012

Section 1: Walkability

Walkability Indicator Questions	Importance Pick the five most important walkability issues and rank from 1-5 1=Most Important	Score Assign each question a number grade of between 0-4 0 = Very Poor 1 = Poor 2 = Fair 3 = Good 4 = Very Good
Do sidewalks/walkways/paths exist?		
Are Sidewalks/walkways/paths wide enough for side-by-side walking, passing?		
Are sidewalks/walkways/paths often obstructed by signage, light posts, parking meters, or other obstacles?		
Where sidewalks do not exist are pedestrians given consideration through reduced speed limits and/or traffic calming measures?		
Can streets be easily, safely and conveniently crossed?		
Are there separations between pedestrians and fast traffic (greater than 60km/h)?		
Are sightlines sufficient to see and be seen by cars?		
Are sidewalks and roadways kept free of snow/ice and are they well drained to avoid pools of water after rains and spring melt?		
Is there sufficient lighting on streets and in walking areas for pedestrians to see and be seen by?		
Do drivers 'respect' walkers?		
Do walkers sensibly obey traffic regulations?		

Are sidewalks/walkways/paths well maintained?		
Do walking areas have garbage/recycling containers? Do they look and smell clean?		
Do sidewalks/walkways/paths have protection from weather and sun by trees and otherwise?		
Are sidewalks, walkways, and paths attractive and appealing?		
Do walking trails exist?		
Do walking trails connect with one another and other active transportation infrastructure (sidewalks, etc.)?		
Do walking trails form a component of an active transportation network?		
Are existing walking trails useful for transportation?		
Are walking trails clearly marked with appropriate signage and directions?		
Do printed trail guides and maps exist and are they easily accessible?		
On roads without sidewalks are there sufficiently wide and/or paved shoulders?		
Are there active transportation community based organizations such as walking/hiking clubs, etc?		
Does your community have an official pedestrian and/or Active Transportation plan?		
Is there a public advisory committee that addresses Active Transportation and/or pedestrian concerns?		
Manotick Walkability Total Score (max. = 100)		

Active Transportation Quotient

Manotick, April 17, 2012

Section 2: Bikeability

<p>Bikeability Indicator</p> <p>Questions</p>	<p>Importance</p> <p>Pick the five most important bikeability issues and rank from 1-5</p> <p>1=Most Important</p>	<p>Score</p> <p>Assign each question a number grade of between 0-4</p> <p>0 = Very Poor 1 = Poor 2 = Fair 3 = Good 4 = Very Good</p>
Do off-road bike/recreational use paths exist?		
Are there dedicated and identified on-road bike lanes?		
Are young people encouraged to ride their bicycles to school and other locations?		
Are bicycles given consideration in road and traffic planning and design (through on street bike lanes, signage, special by-laws, etc.)?		
Are streets and roads able to safely accommodate bikes as well as other traffic?		
Do bike paths and bike lanes have clear signage and markers for direction and regulations?		
Are bike paths and lanes kept free of obstructions, litter and loose material?		
Are there convenient bicycle parking facilities both on the streets and in designated locations, such as schools?		
Do businesses provide safe and secure bike parking for staff and customers?		
Do public transit systems provide facilities for bicycles such as parking?		
Do buses have bike racks?		

Do bike paths link or connect with one another and other active transportation infrastructure (sidewalks, etc.)?		
Are bike paths and lanes integrated into the transportation network?		
Are existing bike paths useful for transportation to work and/or school?		
Do bike paths and bike lanes bring riders to useful destinations?		
Do roads in your community have paved shoulders or wide curb lanes?		
Do parks and public spaces accommodate bicycling safely?		
Do police enforce bicycle by-laws?		
Do printed bike route maps exist and are they easily accessible?		
Are there regular security patrols on trails and bike paths by police or volunteer patrols?		
Does your community have an official bicycle and/or Active Transportation plan?		
Are bike paths and lanes attractive and appealing?		
Are bicycle training courses regularly available?		
Where bike lanes do not exist, is there "Share the Road" signage?		
Is there a public advisory committee that addresses Active Transportation and/or cycling concerns?		
Manotick Bikeability Total Score (max. = 100)		

Active Transportation Quotient

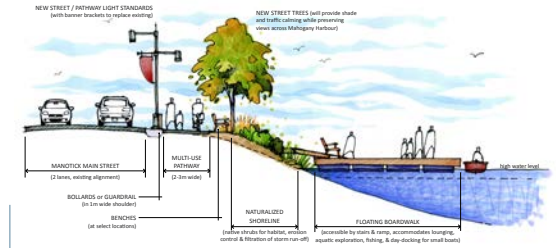
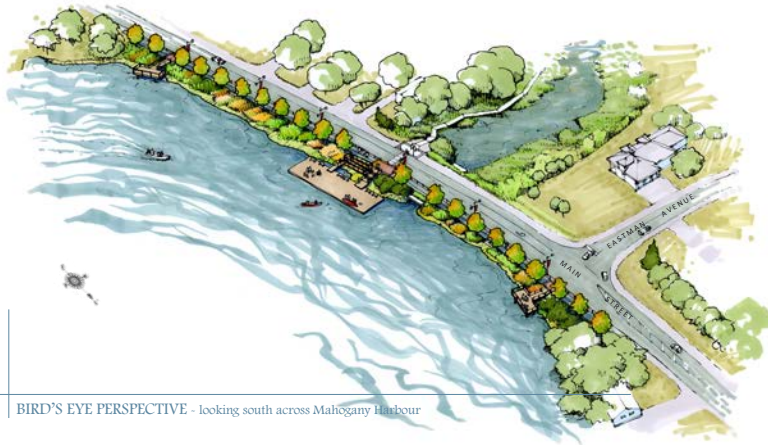
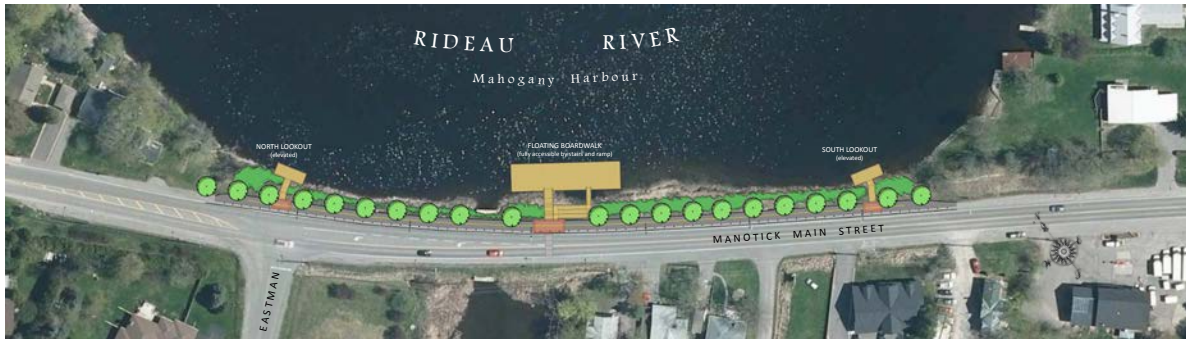
Manotick, April 17, 2012

Section 3: Other Uses

Other Uses Indicator Questions	Importance Pick the five most important other use issues and rank from 1-5 1=Most Important	Score Assign each question a number grade of between 0-4 0 = Very Poor 1 = Poor 2 = Fair 3 = Good 4 = Very Good
Is skateboarding permitted on sidewalks in your community?		
Is skateboarding permitted in community parks?		
Do schools permit students to use/park their skateboards?		
Is there a skateboarding park in your community?		
Is the skateboarding park close enough to residences/schools, etc. to permit users to walk/bike?		
Is the skateboarding park connected to sidewalks and other Active Transportation infrastructure?		
Does your community accommodate skateboards in its official planning?		
Do businesses permit their employees to arrive by and “park” their skateboard?		
Do schools have safe skateboard parking facilities?		
Is there a public advisory committee that addresses skateboarding/inline skating concerns?		
Do businesses permit their employees to arrive by and “park” their inline skates?		

Is inline skating permitted on sidewalks in your community?		
Is inline skating permitted in parks?		
Do schools permit students to bring their skateboards?		
Does your community accommodate inline skating in its official planning?		
Is there an inline skating park connected to sidewalks and other Active Transportation infrastructure?		
Are off-road trails designed to be used by skateboards and/or inline skates?		
Is there formal youth input into transportation infrastructure decision-making?		
Are sidewalks designed to accommodate wheelchairs?		
Are wheelchair accessible washrooms facilities available in parks and on paths/trails?		
Are sidewalk intersections equipped with “curb-cuts”?		
Does your community accommodate wheelchair use in its official planning?		
Are pathways designed to accommodate wheelchairs?		
Does the community encourage other forms of non-motorized recreation?		
Are other forms of non-motorized recreation reflected in community planning?		
Manotick Other Uses Total Score (max. = 100)		

Appendix G: Mahogany Harbour Draft Concept Design



Mahogany Harbour Pathway Link CONCEPT PLAN

April 2012

f.d. fountain
landscape architecture