

# CENTRETOWN ACTIVE TRANSPORTATION AUDIT REPORT: CENTRETOWN WEST

## NOVEMBER 2014



OTTAWA, ONTARIO



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## INTRODUCTION

The Transportation Committee of the Centretown Citizens Community Association (CCCA), in conjunction with Ecology Ottawa, organized an active transportation “walkability audit” on the evening of May 21, 2014, in the Eastern part of Centretown (between Bank and Percy, and between Lisgar and Catherine).

In a walkability audit, a group of volunteers from a number of organizations, from different age groups, and with different levels of physical ability follow a predetermined route and roam through the community. The group identifies obstacles to walking, bicycling, and wheelchair use, and provides comments on any positive elements that make the street friendly and conducive to “hanging out.”

The audit also looks at the conditions of sidewalks and intersections, and a number of other factors that influence the friendliness of the environment and the comfort and safety of people moving around in the street.

The organizations had previously completed an audit in the Elgin St. area in August 2013 and along the Bank St. corridor (from Laurier to Catherine) on October 3rd, 2013 with a number of volunteers and partner organizations.

The model used for this audit was a June 19, 2013 “walkability audit” in Lowertown, organized by Ecology Ottawa and the Lowertown Community Association and utilizing a walkability checklist from the National Heart Foundation of Australia.

Participants were provided with:

- a map of the route to cover
- the checklist of criteria to use during the walk to discuss and evaluate the safety of the route, and its comfort, friendliness and convenience

Participants were also encouraged to take photographs where relevant.



## ABOUT US

### Ecology Ottawa

Ecology Ottawa is a not-for-profit volunteer-driven grassroots organization, working to make Ottawa the green capital of Canada. Ecology Ottawa provides residents with information and tools they need to understand local environmental issues and promote environmental leadership in city hall. Ecology Ottawa has focused on Smart Growth and Sustainable Transportation: aiming to help Ottawa adopt a sustainable urban form based on compact, complete and transit-supportive communities. <http://www.ecologyottawa.ca/>

### Centretown Citizens Community Association

The Centretown Citizens Community Association (CCCA) is a volunteer-based organization that seeks to represent and promote the interests of Centretown in Ottawa, Ontario. <http://www.centretowncitizens.ca/>

## WHY CONDUCT AN AUDIT?

There are many reasons why these active transportation audits are undertaken. Among the major ones are the following:

- City traffic and safety officials have explained to us in the past that they are **interested in receiving citizens' input** to help them identify problematic/unsafe intersections and sidewalks.
- In 2012, the Office of the Chief Coroner of Ontario completed a Pedestrian Death Review that looked at ways municipalities can increase citizens' safety, in particular in areas where there are large populations of pedestrians and many different uses and destinations, including school areas, seniors' homes, community and recreation centres and businesses (<http://www.mcscs.jus.gov.on.ca/stellent/groups/public/@mcscs/@www/@com/documents/webasset/ec161058.pdf>). Some of those recommendations include changes such as bulbouts at intersections, more visible crosswalks, advanced green lights for pedestrians, pedestrian countdown signal timers, or wider sidewalks to accommodate mobility aids. An audit will help us **identify where some of those fixes would be most appropriate**.
- Public health officials also like reminding us that our transportation choices have a significant impact on the environment, with fossil fuel engines of cars and trucks contributing up to 34% of Ottawa's greenhouse gas (GHG) emissions. Active transportation includes any form of human-powered transportation, walking, cycling, using a wheelchair, skateboarding, rollerblading. Active transportation choices help **promote healthier communities**.
- Centretown is an area of high pedestrian traffic and Centretown residents value accessibility for people of all ages and abilities. We envision a community featuring safe, comfortable, convenient, accessible, pleasant sidewalks with healthy trees and public art. At the spring 2013 public consultations for the City of Ottawa's Master Plan Review ("Building a Liveable Ottawa"), many **residents called for improved pedestrian, cycling accessibility** and vibrant public spaces.

## BACKGROUND

Centretown comprises two distinct communities:

1. an almost exclusively commercial Central Business District, north of Gloucester Street
2. a predominantly residential district, south of Laurier Avenue.

Previous CCA audits have focused on the areas surrounding Elgin Street and Bank Street, both vibrant commercial areas. Centretown West is a more residential, and thus quieter in comparison, and so the issues and recommendations highlighted herein are quite different from those previously discussed.

The needs of pedestrians in the Central Business District were analyzed in the “Downtown Moves” study report in 2013.

Most of the pedestrian traffic in the Central Business District is generated by commuters who arrive by private vehicle, transit or (when weather permits) bicycle and those who travel on foot to and from work. Pedestrian traffic peaks during the morning and afternoon rush hours on weekdays and declines on weekends.

In the predominantly residential neighbourhoods of Centretown, pedestrian traffic is more evenly spread over the entire week and into the evening with residents travelling between home and shopping, entertainment, and dining destinations along Elgin and Bank Streets.

Pedestrians in residential Centretown face the challenge of high volumes of vehicle traffic on their roads. The four road arterials that transport commuters between the Central Business District and Highway 417 (The Queensway) transect residential areas.

At the AM weekday peak, around 900 cars per hour travel north on Metcalfe Street with a lesser number later in the day. Traffic on O’Connor Street is even heavier with around 1,600 vehicles per hour at the afternoon peak.

In the latest Community Design Plan for Centretown, the community’s population is expect-



ed to grow by 10,000 residents over the next 20 years as development is targeted for areas within 600 metres of the Confederation LRT Line.

Population growth will entail a significant increase in the number of travellers on the streets of Centretown. If problems in the pedestrian realm remain unresolved, those who would ordinarily travel by foot will seek out alternative and less active modes of transportation.

Bronson was left out of this particular audit due to its very recent overhaul, which engaged a coalition of community groups. One Centretown West resident has made some comments on Bronson’s present state to round out the western border of this audit area.

“Sidewalks are quite wide in most places. Cement “curbs” have been placed along much of the streetscape to separate front yards and sidewalks. Most of these seem to work well. A few are awkward, such as the curved cement barrier at Somerset Street W. by the Scotia Bank parking spots. Metal benches and fairly large cement plant and flower boxes have been very nicely placed at every corner. Some new trees have been planted along the street. The streetscape, however, is somewhat derelict in appearance. Some shops closed up or moved because of the reconstruction and other shops and some residences look a little worse for wear. It’s hard to tell how long it might take for this area to revitalize.”  
- Stephen Thirlwall

The objective of the active transportation audit of Centretown West and environs was to assess whether the pedestrian network was safe, comfortable, convenient, and age-friendly.

## SHORT AND LONG-TERM RECOMMENDATIONS

### State of sidewalks and crosswalks

There are a surprisingly large number of cracked, sunken and chipped sidewalks in the audit area. Uneven asphalt creates tripping hazards at corners. Participants also noted that the paint in many crosswalks has faded, making it difficult to safely cross the road. Intersections were identified where the installation of well-marked and well-maintained crosswalks should be a priority. Participants felt that more pedestrian signage and lights would improve the safety and visibility of pedestrians crossing busy and dangerous intersections.

*Recommendations:* In the short term, audit team members should report outstanding deficiencies to the City's 311 service. The CCCA, in conjunction with other interested groups of citizens, should attempt to determine which sidewalk repairs cannot be addressed within existing City budgets and, if necessary, pressure politicians to increase resources allocated to sidewalk maintenance and widening. The upcoming municipal election campaign is a great opportunity for this.

The CCCA also calls on the city to improve crosswalk maintenance. One recommendation would also entail removing parking spaces in the immediate vicinity of crosswalks to improve visibility of oncoming traffic.

### Lack of trees, urban furniture and signage

Participants had many comments about the lack of trees for shade and aesthetic value. A particular problem identified was the lack of seating for participants to rest. The lack of areas to sit, and comments about the "unattractive" qualities of some streets, made participants feel as though this was not a place they would desire to stay for long periods of time. Numerous opportunities were identified for benches, fountains, and parklets on bulbouts as well as street signage and/or banners to draw attention to nearby parks, shops and transit stops. These are the elements that make urban streets not just "pleasant" or aesthetically pleasing thoroughfares, but destinations in their own right.

*Recommendations:* The CCCA will note the election of a new councillor to Somerset Ward and campaign for improvement in the next four year term of City Council. Signage can point out services and attractions, historically relevant locations and help to create a sense of place within the neighbourhood.

### Dangerous Intersection- Catherine and Lyon

Participants felt that the intersection of Catherine street and McLeod street was poorly designed, stating that the slope of the street does not match crosswalk markings. Participants noted that as pedestrians they did not feel that they were safely separated from road traffic while walking along this busy intersection.

*Recommendations:* The safety of pedestrian facilities on and around the Catherine and McLeod Street may be improved through the City's Pedestrian Safety Evaluation Project. Councillor Holmes should be requested to direct City staff that this intersection requires a safety review.

# AREAS IN NEED OF ATTENTION/ DISCUSSION

We acknowledge that community consultation and buy-in are essential to resolving what, if anything, needs to be done about the following identified issues:

## Beautifying

- The following sections of the route were identified by participants as aesthetically unpleasing: Percy St. (lack of signage and trees), Lyon St. (inadequate seating), Gilmor St. (lack of mature trees), Lisgar St. (need for green space, in particular). What can be done to improve their appeal?

## Bicycles

- Several participants noted that on Somerset St. (Lyon St. to Percy St.) more bicycle parking was warranted given the number of businesses.
- More signage is needed to signal to drivers when cyclists are entering the flow of traffic (in particular on Percy St.) Additionally, signage is needed to remind cyclists when counter flows of traffic are ending. Participants suggested that the bike lane on Percy St. should be repainted.
- On the southeast corner of Lyon St. and Arlington St. participants noted that the bike lane ends suddenly, with no indication to turn safely onto Argyle. Participants noticed that the sign to warn cyclists was obstructed by tree branches. Is there sufficient (and unobstructed) signage directing cyclists to safely enter and exit traffic flow?

## Intersections

- Participants noted that there are dips and holes at the curbs of most intersections. In addition, many crosswalks are in need of repainting. Kent St. in particular needs more crosswalks in order for pedestrians to safely cross the busy arterial street. Would an

increase in well-maintained crosswalks improve pedestrian safety along busy streets? Is there another solution?

## Sidewalks

- Several participants noted areas where it was difficult to walk safely on sidewalks: Lyon St. (sidewalks too narrow), MacLaren St. (curb ramps hard to navigate for assistive devices), Gladstone Ave. (uneven surfaces not accessible for wheelchairs). What can be done to improve the walkability of these areas and ensure safety and ease of access of pedestrians?

## Access to toilets and drinking water fountains

- Participants noted that access to public toilet facilities is difficult to find, in particular, in Dundonald Park, and on MacLaren Street to Gladstone Street.
- Some participants suggested that more drinking foundations should be available, in particular on Gilmour Street and in the centre of Dundonald Park. Are more toilet facilities and drinking water foundations needed in recreational areas such as Dundonald Park?

## Tourism

- Several participants recommended more signage and maps to identify retail and tourist attractions in the area. Is there sufficient signage advertising local attractions in Centertown?

## Safety Planning

- There was a general feeling of “placelessness” in the area where the audit was conducted. Some placemaking strategies are needed in order to make the area more liveable and improve feelings of safety. What can be done to build a sense of place in the neighbourhood? <http://www.endvawnow.org/en/articles/384-build-safety-directly-into-city-projects.html>

# STREET-BY-STREET BREAKDOWN

Below is the documented summary of the evaluated comment sheets completed by participants of the May 21, 2014 active transportation “walkability” audit.



Map of active transportation audit route

- ⊖ Negative comment
- ⊕ Positive comment
- Immediate Action
- Short-term action
- ▲ Mid-term action
- ◆ Long-term action

Location	Observations	Action
Percy to Catherine to Lyon to McLeod to Bay to Gladstone	<ul style="list-style-type: none"> <li>⊖ No seating at all, not even ledges</li> <li>⊖ Toilet access only at McNabb</li> <li>⊖ Uneven asphalt, lots of tripping hazards at corners.</li> <li>⊖ Asphalt gouges Lyon &amp; McLeod</li> </ul>	<ul style="list-style-type: none"> <li>■ Install bench</li> <li>▲ Increase toilet access</li> <li>● Repair asphalt</li> </ul>
McLeod + Bay	<ul style="list-style-type: none"> <li>⊖ Sunk and missing bricks, curb missing (516), holes in sidewalk</li> </ul>	<ul style="list-style-type: none"> <li>● Repair sidewalks</li> </ul>
Gladstone, Bay to Lyon	<ul style="list-style-type: none"> <li>⊖ Crack in sidewalk</li> </ul>	<ul style="list-style-type: none"> <li>● Repair sidewalks</li> </ul>
Percy/Gladstone SW corner	<ul style="list-style-type: none"> <li>⊖ Pole in middle of sidewalk</li> <li>⊖ Walk button in bushes</li> </ul>	<ul style="list-style-type: none"> <li>● Repair sidewalk</li> <li>● Report to Bylaw and have bushes trimmed</li> </ul>
Percy/McLeod	<ul style="list-style-type: none"> <li>⊖ Dip and hole at curb – chunky poorly designed curb cut</li> </ul>	<ul style="list-style-type: none"> <li>● Repair sidewalk</li> </ul>

Location	Observations	Action
Catherine	<ul style="list-style-type: none"> <li>⊖ S-E corner Catherine/Percy sidewalks cracked badly in two spots, asphalt patch, also cracked in front of 403 Catherine, 399 Catherine for several addresses leading east</li> <li>⊖ 399 Catherine sidewalk leaved upwards by 2"</li> <li>⊖ 335 Catherine multiple cracks in sidewalk, and at entrance to parking lot across street</li> <li>⊖ 333, 331, 327, 319, 317 sidewalk badly cracked</li> </ul>	<ul style="list-style-type: none"> <li>● Repair sidewalk</li> </ul>
Lyon St. Catherine to McLeod	<ul style="list-style-type: none"> <li>⊖ West side Lyon intersection with Gilmour curb ramps hard to negotiate for assistive devices</li> <li>⊖ West side of Lyon to south of MacLaren sidewalk is only 1.4 m wide</li> <li>⊖ Florence and Lyon S-W corner hydro pole in front of crosswalk</li> <li>⊖ Gladstone and Lyon N-W corner brick pavers sunk 4 cm below curb</li> </ul>	<ul style="list-style-type: none"> <li>● Repair sidewalks</li> <li>▲ Widen sidewalk</li> <li>▲ Relocate hydro pole or create a different path to the crosswalk around the pole</li> <li>● Repair patch</li> </ul>
Percy St. Gilmour to Florence	<ul style="list-style-type: none"> <li>⊖ No trees for shade, shelter</li> <li>⊖ No seating</li> <li>⊖ No zebra crossings near schools/parks/shops</li> <li>⊖ Damaged cobblestone Gilmour/Percy</li> <li>⊖ Lack of mature trees</li> <li>⊖ Sidewalk in poor condition at 610 Gilmour</li> <li>⊖ No marked pedestrian crossing at Bay St., hard to see cars coming up Bay St</li> </ul>	<ul style="list-style-type: none"> <li>▲ Plant more trees</li> <li>▲ Install bench</li> <li>▲ Install crosswalk</li> <li>■ Repair sidewalk</li> <li>■ Replace dead trees and heal sick trees</li> <li>▲ Repair sidewalk</li> <li>▲ Install crosswalk</li> </ul>



Location	Observations	Action
Lisgar St. Bay to Kent	<ul style="list-style-type: none"> <li>⊖ Kent to Lyon “very unpleasant”</li> <li>⊖ Could easily accommodate some green space between sidewalk and cars</li> <li>⊖ No seating</li> <li>⊖ No crosswalk across Kent’s three lanes of traffic.</li> </ul>	<ul style="list-style-type: none"> <li>◆ Add signage, urban furniture, trees, and other beautifying elements</li> <li>▲ Install bench</li> <li>▲ Install crosswalk</li> </ul>
Gladstone Ave. Lyon to Kent	<ul style="list-style-type: none"> <li>⊖ No trees for shade or points of interest</li> <li>⊖ No seating</li> <li>⊖ Paths are difficult to walk on, uneven surfaces, not accessible for wheelchairs and learner cyclists.</li> <li>⊖ Potentially unsafe at night, quiet street</li> </ul>	<ul style="list-style-type: none"> <li>▲ Plant more trees</li> <li>▲ Install bench</li> <li>■ Repair sidewalks</li> <li>◆ Increase more light posts and signage</li> </ul>
MacLaren St. Bay to Kent	<ul style="list-style-type: none"> <li>⊖ More seating</li> <li>⊖ Badly lit</li> <li>⊖ More pedestrian signage</li> <li>⊖ No crosswalks or pedestrian lights</li> <li>⊖ 507 MacLaren 3 cm deep hole at curb</li> <li>⊖ 503 MacLaren 2 large cracks in sidewalks 2/3 cm deep, marked for repair by city</li> <li>⊖ 556 – 2 cm deep vent discontinuity sidewalk, marked for repair by city</li> <li>⊖ 488 – hole in sidewalk 20 cm x 6 cm x 1.5 cm deep</li> <li>⊖ 464 – cracks in sidewalk where curb cut for laneway</li> <li>⊖ 458 – hole in sidewalk 2 cm deep, joint in sidewalk slabs badly eroded at curb</li> <li>⊖ 450 – crack across sidewalk 3cm deep</li> <li>⊖ 459 – large asphalt patch 2 cm deep</li> <li>⊕ Street canopy good</li> <li>⊕ Light road traffic</li> </ul>	<ul style="list-style-type: none"> <li>▲ Install bench</li> <li>▲ Install more light posts</li> <li>◆ Increase crosswalks and pedestrian signage</li> <li>● Repair sidewalks</li> </ul>



Location	Observations	Action
Percy St. Gladstone to Catherine	<ul style="list-style-type: none"> <li>⊖ More trees needed</li> <li>⊖ Needs more points of interest</li> <li>⊖ Needs more aesthetic focus</li> <li>⊖ Needs more seats</li> <li>⊖ Needs more pedestrian signage</li> <li>⊖ Curbs not lined up with sidewalks</li> </ul> <p>Flora/Percy</p> <ul style="list-style-type: none"> <li>⊖ Curb drop 5.5" into sidewalk (N-E corner) (?)</li> <li>⊖ Paint on crosswalk/bike lanes are problem</li> <li>⊖ Warning to drivers that bikes are coming counter to flow</li> <li>⊖ Reminder to bikes that counterflow is ending, more paint</li> <li>⊖ Signage to remind cyclists to turn at Flora and not go wrong way down Percy (or just extend counterflow bike lane to Gladstone since everyone seems to want to go there anyway)</li> <li>⊖ Bike lane needs to be repainted</li> </ul> <p>Percy/Arlington</p> <ul style="list-style-type: none"> <li>⊖ N-W corner - Bricks sunk – curbs too high, big bumps for strollers and other wheels. S-W corner – post in middle of intersection</li> <li>⊖ Big crack in front of 251 – 49" long</li> </ul> <p>Percy/McNabb</p> <ul style="list-style-type: none"> <li>⊖ S-E bushes obscure button</li> <li>⊖ Signs on S-W corner too low</li> </ul> <p>Percy/McLeod</p> <ul style="list-style-type: none"> <li>⊖ N-W – hedge @ corner needs trimmed</li> <li>⊖ Gap @ curb</li> <li>⊖ Brick inlay sunken</li> </ul>	<ul style="list-style-type: none"> <li>◆ Increase pedestrian signage</li> <li>■ Repair sidewalks</li> </ul> <ul style="list-style-type: none"> <li>▲ Increase signage for cyclists</li> </ul> <ul style="list-style-type: none"> <li>▲ Repaint bike lane</li> </ul> <ul style="list-style-type: none"> <li>▲ Repair sidewalks</li> <li>■ Relocate post or create a different path to the intersection around the pole</li> <li>● Repair sidewalks</li> </ul> <ul style="list-style-type: none"> <li>● Report to Bylaw and have bushes trimmed</li> <li>■ Raise signs to a visible level</li> </ul> <ul style="list-style-type: none"> <li>● Report to Bylaw and have bushes trimmed</li> <li>● Repair sidewalks</li> </ul>



Location	Observations	Action
Kent St.	<ul style="list-style-type: none"> <li>⊖ Needs more trees</li> <li>⊖ Needs more points of interest</li> </ul>	<ul style="list-style-type: none"> <li>▲ Plant more trees</li> </ul>
Kent St. Gladstone to Lisgar	<ul style="list-style-type: none"> <li>⊖ Parking spaces abut sidewalks - cars are parked very near where people walk. A driver who makes a bad maneuver could hit someone.</li> </ul>	<ul style="list-style-type: none"> <li>◆ Redesign spacing</li> </ul>
MacLaren to Gladstone	<ul style="list-style-type: none"> <li>⊖ Needs more seating (on bulbouts), restrooms</li> <li>⊖ Broken sidewalks</li> <li>⊖ Cyclists seen on sidewalks</li> <li>⊖ Needs more marked crosswalks</li> <li>⊖ Long wait to cross Kent at pedestrian light</li> <li>⊖ Traffic too fast - speeding</li> <li>⊖ Needs more pedestrian signage</li> </ul> <p>James/Kent</p> <ul style="list-style-type: none"> <li>⊖ Crosswalk to cross James is uneven and potholed.</li> <li>+ West crosswalk nicely paved with red brick!</li> </ul> <p>Kent (west side) between Gilmour &amp; James</p> <ul style="list-style-type: none"> <li>⊖ Sidewalk is broken in many places. Also has a number of parking cutouts.</li> </ul> <p>Kent (east side) between Gilmour &amp; James</p> <ul style="list-style-type: none"> <li>⊖ Sidewalk uneven close to Gilmour intersection</li> </ul>	<ul style="list-style-type: none"> <li>◆ Install bench</li> <li>▲ Replace sidewalks</li> <li>▲ Increase signage for cyclists showing bike paths</li> <li>◆ Install crosswalk</li> <li>■ Adjust timing of pedestrian timing to provide sufficient time for all users to cross the street</li> <li>▲ Redesign traffic calming measures</li> <li>◆ Increase signage for pedestrians</li> <li>■ Repair crosswalk</li> <li>■ Repair sidewalk</li> <li>■ Repair sidewalk</li> </ul>
Kent to Cooper	<ul style="list-style-type: none"> <li>⊖ Needs more seating, restrooms</li> <li>⊖ Crossing Kent feels unsafe</li> </ul>	<ul style="list-style-type: none"> <li>◆ Install bench and toilet facilities</li> <li>▲ Install crosswalk and stop lines</li> </ul>
Cooper w from Kent to Lyon	<ul style="list-style-type: none"> <li>⊖ Needs more points of interest</li> <li>⊖ No pedestrian lights</li> <li>⊖ Bulbout at cooper/kent slows traffic</li> </ul>	<ul style="list-style-type: none"> <li>▲ Install crosswalk and pedestrian lights</li> </ul>

Location	Observations	Action
Gilmour to Lisgar	<ul style="list-style-type: none"> <li>⊖ Litter and broken glass</li> <li>⊖ No dog litter bags or bins in parks</li> <li>⊖ Limited seating</li> <li>⊖ No drinking fountains</li> <li>⊖ No shelter from rain or sun</li> <li>⊖ No pedestrian Lights/zebra crossing located with schools, parks, etc.</li> <li>⊖ Parked cars near park limit view</li> </ul> <p>Bay/Gilmour</p> <ul style="list-style-type: none"> <li>⊖ MacLaren/Bay sidewalk markings faded.</li> <li>⊖ Poor visibility of pedestrians crossing MacLaren</li> </ul>	<ul style="list-style-type: none"> <li>● Report to the city for clean-up</li> <li>■ Add garbage bins</li> <li>▲ Install bench</li> <li>◆ Add drinking fountains</li> <li>▲ (MT)Install crosswalk and stop lines</li> <li>▲ Repaint sidewalk markings</li> <li>◆ Redesign intersection, add crosswalks and pedestrian signals, prioritize pedestrian traffic</li> </ul>
Somerset/Lyon to Percy	<ul style="list-style-type: none"> <li>⊖ No mature trees on north side</li> <li>⊖ Not enough bike parking for number of businesses</li> <li>⊖ No trees from Percy to Bronson, lack of greenery is unappealing</li> </ul>	<ul style="list-style-type: none"> <li>▲ Plant trees</li> <li>▲ Install additional ring and post bicycle parking</li> <li>▲ Plant trees</li> </ul>
Lyon	<ul style="list-style-type: none"> <li>⊖ Lyon just south of cooper could use more trees on the east side</li> </ul>	<ul style="list-style-type: none"> <li>▲ Plant trees</li> </ul>
Dundonald Park	<p>Lyon/Maclaren</p> <ul style="list-style-type: none"> <li>⊖ Steps to the park are closed in the winter (which forces people to walk next to stairs down a slippery slope risking injury). Also not accessible to wheelchairs.</li> <li>⊖ Park could use fountain in centre</li> <li>⊖ No restroom</li> <li>⊖ Some asphalt uneven, making it difficult for people with walkers to use</li> <li>⊖ Low visibility, can't see other people</li> <li>⊖ Cyclists use paths rather than streets</li> <li>⊖ Asphalt leaved around base of trees middle of park</li> <li>⊕ Lots of Balconies looking onto park, good visibility/safety</li> <li>⊕ Water fountain in good working order</li> <li>⊕ Well-lit at night</li> <li>⊕ Lots of benches, paved pedestrian paths</li> <li>⊕ Good number of bicycle rings in front of park on Somerset</li> </ul>	<ul style="list-style-type: none"> <li>◆ Create a maintained seasonal path, safe for pedestrians to use in the winter months</li> <li>◆ Install fountain as focal point of the park</li> <li>◆ Install toilet facilities</li> <li>▲ Repair sidewalks</li> <li>◆ Install more light posts</li> <li>◆ Increase signage for cyclists about bike lanes</li> <li>■ Repair sidewalks</li> </ul>

Location	Observations	Action
Bay/Somerset	<ul style="list-style-type: none"> <li>⊖ Parking should be moved further from the corner and a crosswalk installed</li> <li>⊖ No dog waste bins in Parks.</li> <li>⊖ Poor visibility to eastbound traffic on Somerset.</li> <li>⊖ More of an issue for cyclists (and drivers), less so for pedestrians although it creates a dangerous situation.</li> <li>⊖ No crosswalk clearly marked, cobblestone crosswalk without signage, busy intersection</li> <li>⊖ No crossing to park, four lanes of traffic</li> </ul>	<ul style="list-style-type: none"> <li>◆ Redesign intersection, add crosswalks and pedestrian signals, prioritize pedestrian traffic</li> <li>◆ Increase signage for cyclists, and widen bicycle lane to compensate</li> <li>▲ Repaint crosswalks and increase pedestrian signage</li> <li>▲ Install crosswalk</li> </ul>

## FOR MORE INFORMATION

Lowertown Active Transportation Audit Report

<http://ecologyottawa.ca/2013/09/19/active-transportation-audit-calls-for-safe-and-accessible-streets/>

Building a Liveable Ottawa 2031: City of Ottawa strategic documents under review in 2013 includes: Official Plan; Transportation Master Plan; Infrastructure Master Plan; Cycling Plan; and Pedestrian Plan.

<http://ottawa.ca/en/city-hall/official-and-master-plans>

Pedestrian Death Review, Office of Chief Coroner for Ontario, September 19, 2012

<http://news.ontario.ca/mcscs/en/2012/09/chief-coroner-releases-pedestrian-death-review.html>

Neighbourhood Walkability Checklist, National Heart Foundation of Australia, 2011

<http://www.heartfoundation.org.au/active-living/Documents/Neighbourhood-walkability-checklist.pdf>

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## GLOSSARY

### Complete Streets

Complete Streets is a planning framework that holds transportation planners and engineers to designs that ensure streets are accessible to all users, not just cars. Streets are designed to accommodate all ages, abilities and modes of travel, including forms of Active Transportation. This includes infrastructure that provides safe and comfortable access for pedestrians, cyclists, transit-users and the mobility-impaired.

<http://completestreetsforcanada.ca/what-are-complete-streets>

### Active Transportation

Active transportation refers to all human powered forms of transportation, particularly walking and cycling, but also skateboarding, rollerblading and skiing, and using a wheelchair. Active transportation can also be combined with other modes, such as public transit that together can decrease dependency on vehicles and promote healthy households by increasing exercise. Active transportation also helps to build bustling, safe and complete communities. <http://www.phac-aspc.gc.ca/hp-ps/hl-mvs/pa-ap/at-ta-eng.php>