

# CENTRETOWN ACTIVE TRANSPORTATION AUDIT REPORT: CENTRETOWN EAST-ELGIN ST. JANUARY 2014



Centretown Citizens'  
Community Association

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## Acknowledgements

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Shawn McGuire, Coordinator, Cycling and Pedestrian Safety

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## INTRODUCTION

The Transportation Committee of the Centretown Citizens Community Association (CCCA), in conjunction with Ecology Ottawa, organized an active transportation audit on August 7th, 2013 in the Elgin St. area. Another audit was organized in early October along Bank St. between Laurier and the Queensway.

The model was based on a June 19 active transportation audit in Lowertown, organized by Ecology Ottawa and the Lowertown Community Association. For their full report visit: <http://ecologyottawa.ca/2013/09/19/active-transportation-audit-calls-for-safe-and-accessible-streets/>

In a active transportation audit, a group of volunteers from a number of organizations, from different age groups and with different levels of physical ability roam through the community according to a predetermined route to identify obstacles to walking, bicycling and wheelchair use. As well as to comment on any positive elements that make the streets friendly and conducive to “hanging out.”

The audit looks at the condition of sidewalks and intersections, as well as a number of other factors that influence the friendliness of the environment and the comfort and safety of people moving around on the street.

Participants were provided with:

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

Participants performed the walk in a group and were accompanied by trained volunteers from Ecology Ottawa who helped document the experience.

## 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.
- Last year, 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 recent 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

*The audit we conducted in the Elgin St. area will be of interest to all citizens of Ottawa. Elgin St. is not only one of our neighbourhood's important streets, it is also the Sens Golden Mile and as such a central part of the entire city's entertainment/shopping experience and one of the main meccas for tourists. What happens here impacts Centretowners AND citizens of other neighbourhoods who visit us.*

Centretown is comprised of two distinct communities:

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

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 expected 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.

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





## ISSUES AND RECOMMENDATIONS (ELGIN ST.)

### 1. Broken Sidewalks, Drainage Problems and Overgrown Vegetation

There is a surprisingly large number of cracked, sunken and chipped sidewalks in Centretown East. On many side streets, water accumulates after storms and forms deep puddles, which reach halfway across the roadway. Participants in the Elgin Street active transportation audit observed situations where vegetation obstructed sidewalks.

Ecology Ottawa reported several of these deficiencies to Service Ottawa (see “Sidewalk and Street Repairs List” at Annex 1) and some have been resolved (see “No Longer of Concern” at Annex 2).

City operations staff are responsible for cutting back trees and bushes on City property. By-law services will contact property owners about trimming trees and bushes on private property.

City staff has an annual operating budget for sidewalk maintenance and this budget is allocated according to road classification and severity of sidewalk damage. Some of the sidewalk and drainage problems are related to construction projects in which case developers are obligated to repair the damage their projects have caused.

#### *Recommendations*

In the short term, audit team members should report outstanding deficiencies, which are not co-located with construction sites to Service Ottawa.

The Centretown community 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. The CCCA could coordinate and take the lead on political action.

In the longer term, CCCA representatives should revisit sidewalks adjacent to construction sites once construction is complete to determine whether problems persist.

### 2. Congested Sidewalks

The active transportation audit team observed several instances where the City’s standard for unencumbered sidewalks (1.8 metres) was not respected.

Sidewalks were obstructed by A-frame advertisements, improperly parked bicycles, restaurant customers gathering to smoke, and transit users waiting for buses.

Buildings along Elgin Street are, in many cases, built out to property lines. Where combined with relatively narrow sidewalks, there is little space for additional sidewalk uses.

During periods of heavy pedestrian traffic, the sidewalks on Elgin Street are difficult for people pushing strollers and walkers or in wheelchairs to make their way along the street. Pedestrians have been observed stepping down off the curb into the street to circumnavigate obstacles.

On the west side of Elgin Street south of Somerset, the City has authorized a pilot project whereby some restaurant owners construct seasonal patio enclosures, which extend onto the sidewalk. The pilot project is to be assessed at the end of the 2014 patio season by City staff and the results of the evaluation reported to the City Transportation Committee. The CCCA agreed to the City staff proposal for the sidewalk patio pilot project on Elgin Street.

#### *Recommendations*

Community members who encounter obstructions on sidewalks, which interfere with pedestrian traffic, should register complaints with the city through Service Ottawa (3-1-1).

During the 2014 patio season, complaints about patios on the sidewalks on the west side of Elgin Street should be sent directly to the By-law Administrator of the City's Planning and Growth Management Branch which is monitoring the pilot project.

In the longer term, wider sidewalks should be installed on Elgin Street to prevent pedestrian congestion. The City normally undertakes sidewalk redesign as part of larger infrastructure improvements (water main, sewer replacements).

The Walkability audit team recommends that patios not be permitted on Elgin Street sidewalks until broader sidewalks have been installed on the street.



### **3. Dangerous Intersection - Metcalfe and Argyle**

Metcalfe Street takes a jog through the Museum of Nature between Argyle Avenue and McLeod Street. There is a sidewalk along the north side of Argyle Street up to this jog. The sidewalk continues on the opposite side of the jog. There is no crosswalk or "yield to pedestrians" sign to afford pedestrians crossing Metcalfe Street protection from vehicles making a left turn from Argyle onto Metcalfe. The sidewalks on the east and west sides of Metcalfe Street between Argyle and McLeod end abruptly.

The need to improve pedestrian facilities through the Metcalfe Street jog has been heightened by the Beaver Barracks housing development, which has resulted in the addition of approximately 400 residents and several school-age children to the neighbourhood.

#### *Recommendation*

The safety of pedestrian facilities on and around the Metcalfe Street jog through the Museum of Nature 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. The use of Minto Park as an informal dog park, for example, is contentious given the recent construction of a purpose-built dog park at great cost (\$300,000) in Jack Purcell Park. Dog owners who let their dogs off-leash in Minto Park will need to be engaged on the issue.

### Animals

- Minto and Saint Luke's parks have waste bins with signs specifying no animal waste. No alternative for the disposal of animal waste is present. Should the signs be removed or should animal waste specific receptacles be provided?
- It was noted that dogs were frequently seen off-leash in Minto Park despite it not being a recognized dog park. Does Minto Park require signage reminding dog walkers to keep animals on their leash? Should directions to Jack Purcell dog park be provided or does this area of Centretown need another dog park?

### Beautifying

- The following sections of the route were identified by participants as aesthetically unpleasing: Elgin St. (no trees), Somerset St. W (apartment/condo buildings in particular), and Metcalfe St. (condo development). What can be done to improve their appeal?

### Bicycles

- Several participants noted areas where more bicycle parking was warranted: Lewis St., MacDonald St., and Waverley St.
- Improperly secured bicycles would sometimes slump into the sidewalk or onto the street. Is signage or general education needed to demonstrate how to properly lock a bicycle to a rack? Could the advertising portion of the blue bicycle racks be used for this purpose?
- Some bicycle racks contained bicycles that appear to have been abandoned as they were missing components and/or were very badly rusted. Is there some mechanism in place to ensure that bicycle racks are not occupied by abandoned bicycles and/or bicycle locks that prevent the legitimate use of the rack?

### Bus Stops

- Waiting transit users block the sidewalk when bus stops are located in areas where the sidewalk isn't wider than normal (Elgin and Cooper is especially bad). Would relocating certain bus stops alleviate this sidewalk crowding? Is there another solution?
- Bus shelters dominate sidewalks and force pedestrians around them unless the sidewalk has been designed to accommodate them.

- Buses will occasionally stop away from bus sign posts to avoid double stopping (when near an intersection) or pull-outs (when interspersed with public parking) when picking up or dropping off passengers. This can lead to passengers being let off near newspaper boxes, fire hydrants and other obstructions. Should these bus stops be moved to accommodate ease of mobility for the buses?

## Driveways

- Dips in sidewalks to accommodate driveways can be difficult to navigate for those with limited or lowered mobility. They also accumulate water, slush and ice in the winter months making sidewalks more hazardous. Is there an alternative that satisfies pedestrians and vehicle alike?

## Garbage Pick-up

- Walkability audit took place just before weekly scheduled garbage pick-up and some sidewalks were partially obstructed by bagged refuse. Are residents sufficiently informed of garbage pick-up dates as they are altered from statutory holidays? Are residents aware that placing their garbage out far too early is a by-law offence? Can garbage be gathered in such a way as to not obstruct the sidewalk at all?

## Intersection Design

- Some participants identified intersections that were confusing due to angled crosswalks caused by narrowing streets (like Elgin at Lisgar, or Gladstone at Elgin) or non-standard pedestrian crosswalk light timings. What can be done to correct the confusion? Should planners attempt to avoid such non-symmetry when designing intersections in the future?

## Landscaping

- Several participants noted areas where landscaping was lacking or not present where it would be beneficial to beautify the streetscape and provide shelter from the sun and/rain: Elgin St., Cartier St., and Gladstone Ave.

## Patios/Sandwich Boards

- Patios at Hooley's and Town greatly reduced the width of the sidewalk causing bottlenecks in sidewalk traffic. What action can be taken to discourage and/or prevent patios that intrude on the minimum sidewalk width of 1.8 m?
- Sandwich boards also intrude upon sidewalks, becoming hazardous in high wind conditions. Should the use of sandwich boards on Elgin St. be restricted or banned?

## Speeding/Traffic Calming

- Vehicles frequently speed along streets parallel to Elgin St. to avoid traffic congestion. What effect are current traffic calming measures (bulb-outs on Cartier and MacDonald, speed bumps on Gilmour and Gladstone) having and what measures can be added or improved?
- Participants criticized the bulb-outs along Cartier and MacDonald as counterproductive. They noted that they made it more difficult for cars and cyclists to make turns at intersections with these bulb-outs, some vehicles would even swing wide into opposing lanes of traffic to make their turns. Do these bulb outs also serve to capture snow and ice in the winter?

## Tourism

- A participant recommended more signage and maps to identify retail and tourist attractions in the area. Is there sufficient signage advertising local attractions in Centretown?

## Waste Disposal

- Garbage and recycling receptacles are difficult to find outside of Elgin St. and various parks (Minto, Saint Luke, Nature Museum). Are more garbage bins and recycling stations needed along less commercial but often travelled routes (Metcalf, O'Connor, etc.)?

# STREET-BY-STREET BREAKDOWN OF OBSERVATIONS

Below is the documented summary of the evaluated comment sheets completed by participants of the August 17, 2013 Centretown active transportation audit.



Map of Centretown active transportation audit route

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

Location	Observations	Action
<b>Lewis St.</b> Jack Purcell Community Centre to Cartier	<ul style="list-style-type: none"> <li>⊖ No place to dispose of animal waste</li> <li>⊖ Bicycle locked to rack had slumped into the street</li> <li>⊖ Needs more bicycle parking</li> <li>⊖ Sunken sidewalk (see Annex 1)</li> <li>⊖ Water accumulation (see Annex 1)</li> <li>⊖ Bulb-outs at Lewis and Cartier causing difficulties turning</li> <li>⊕ Picnic tables and benches in Minto Park</li> </ul>	<ul style="list-style-type: none"> <li>▲ Remove signs or add animal waste disposal bins</li> <li>▲ Add ring and post bicycle parking</li> <li>■ Repair sidewalk</li> <li>■ Restore proper drainage</li> <li>◆ Redesign traffic calming measures</li> </ul>

Location	Observations	Action
<b>Gilmour St.</b> Lewis to Gilmour, Cartier to Elgin	<ul style="list-style-type: none"> <li>⊖ Sidewalk too narrow (1.6 m)</li> <li>⊖ Sidewalk on north and south side made from asphalt</li> <li>⊖ Low hanging tree branches (167 Gilmour)</li> <li>⊖ Dogs off-leash in non-dog park</li> <li>⊖ Overgrown hedge (181 Gilmour)</li> <li>⊖ Cracked sidewalks (see Annex 1)</li> <li>⊖ Sunken asphalt patches (see Annex 1)</li> <li>⊖ Water accumulation (see Annex 1)</li> <li>⊕ Beautiful park</li> <li>⊕ Speed bumps</li> <li>⊕ Advance pedestrian crossing signal</li> </ul>	<ul style="list-style-type: none"> <li>◆ Widen sidewalk</li> <li>▲ Replace asphalt with concrete sidewalk</li> <li>● Report to by-law and have tree trimmed</li> <li>▲ Install sign or make Minto a dog park</li> <li>● Report to bylaw and have hedge trimmed</li> <li>■ Repair sidewalks</li> <li>■ Replace patches</li> <li>■ Restore proper drainage</li> </ul>
<b>Elgin St.</b> Gilmour to Somerset	<ul style="list-style-type: none"> <li>⊖ Patios at Hooley's and Town narrow sidewalk (1.15 m)</li> <li>⊖ Sidewalk narrows greatly at Elgin and MacLaren, street light and hydro pole not offset</li> <li>⊖ Multiple sandwich boards</li> <li>⊖ Uneven sidewalk (see list)</li> <li>⊖ Water accumulation (see list)</li> <li>⊖ Cracked sidewalks (see list)</li> <li>⊕ Water bowls out for dog walkers</li> <li>⊕ Recycling stations</li> <li>⊕ Lots of bicycle parking</li> </ul>	<ul style="list-style-type: none"> <li>▲ Remove and ban patios that narrow sidewalk beyond 1.8 m limit</li> <li>◆ Relocate traffic light pole further from hydro pole</li> <li>▲ Relocate or ban sandwich boards that block pedestrian right of way</li> <li>■ Repair sidewalk</li> <li>■ Restore proper drainage</li> <li>■ Repair sidewalk</li> </ul>



Location	Observations	Action
Somerset St. W Elgin to Metcalf	<ul style="list-style-type: none"> <li>⊖ Signs in sidewalk</li> <li>⊖ Asphalt patchwork</li> <li>⊖ Sidewalk felt crowded</li> <li>⊖ Sidewalk dips frequently for driveways, potential for slush and ice accumulation in winter</li> <li>⊖ Water accumulation (see list)</li> <li>⊕ Trees</li> </ul>	<ul style="list-style-type: none"> <li>■ Replace patches</li> <li>■ Restore proper drainage</li> </ul>
Metcalf St. Somerset to Lisgar	<ul style="list-style-type: none"> <li>⊖ No garbage bins</li> <li>⊖ Lack of shelter from sun and rain</li> <li>⊖ Metro newspaper box fallen over into street</li> <li>⊕ Trees</li> <li>⊕ Grass verge</li> <li>⊕ Wait times for crosswalk good</li> </ul>	<ul style="list-style-type: none"> <li>■ Add garbage bins</li> </ul>
Lisgar St. Metcalf to Cartier	<ul style="list-style-type: none"> <li>⊖ People waiting at bus stops crowd the sidewalk</li> <li>⊖ Lack of shelter from sun and rain</li> <li>⊖ Ugly boarding at Lisgar and Metcalf at construction zone</li> <li>⊖ No benches at Lisgar and Elgin despite adequate space</li> <li>⊖ Trees leafless and dead looking</li> <li>⊖ Many unsightly construction zones</li> <li>⊖ Intersection at Elgin and Lisgar confusing for pedestrians, angled crosswalks and odd light timings</li> <li>⊖ Water accumulation (see list)</li> <li>⊖ Cracked sidewalks (see list)</li> <li>⊕ Benches</li> <li>⊕ Recycling stations</li> <li>⊕ Lots of bicycle parking</li> </ul>	<ul style="list-style-type: none"> <li>▲ Relocate bus stop</li> <li>■ Install bench</li> <li>■ Replace dead trees and heal sick trees</li> <li>■ Restore proper drainage</li> <li>■ Repair sidewalks</li> </ul>

Location	Observations	Action
<b>Cartier St.</b> Lisgar to Somerset	<ul style="list-style-type: none"> <li>⊖ Grass verge ill kept, mostly dirt</li> <li>⊖ Vehicles driving too fast</li> <li>⊖ Sunken manhole cover in sidewalk (see list)</li> <li>⊖ Water accumulation (see list)</li> <li>⊕ Quiet street</li> </ul>	<ul style="list-style-type: none"> <li>■ Re-seed and maintain verge</li> <li>▲ Implement traffic calming measures</li> <li>■ Repair sidewalk</li> <li>■ Restore proper drainage</li> </ul>
<b>Somerset St. W</b> Cartier to The Driveway	<ul style="list-style-type: none"> <li>⊖ Double intersection of Somerset at The Driveway and Queen Elizabeth potentially dangerous, vehicles roll their stops and don't signal their turns</li> <li>⊖ Sidewalk corners raised too high above street level (see list)</li> <li>⊖ Raised asphalt patches (see list)</li> <li>⊖ Broken sidewalk (see list)</li> <li>⊖ Water accumulation (see list)</li> <li>⊕ Attractive and calm</li> <li>⊕ Pedestrian bridge over canal.</li> </ul>	<ul style="list-style-type: none"> <li>■ Repaint crosswalks and stop lines</li> <li>■ Repair sidewalk</li> <li>■ Replace patches</li> <li>■ Repair sidewalk</li> <li>■ Restore proper drainage</li> </ul>
<b>MacDonald St.</b> The Driveway to MacDonald, MacLaren to Waverley	<ul style="list-style-type: none"> <li>⊖ Overgrown vegetation (creeping plant at 17 MacLaren)</li> <li>⊖ Lack of bicycle parking</li> <li>⊖ Garbage put out for pick-up blocked sidewalk</li> <li>⊖ Cracked sidewalks (see list)</li> <li>⊖ Sunken sidewalks and brick inlay (see list)</li> <li>⊕ Small park at MacLaren and MacDonald</li> </ul>	<ul style="list-style-type: none"> <li>● Report to bylaw and have plant trimmed</li> <li>▲ Install ring and post bicycle parking</li> <li>■ Repair sidewalks</li> <li>■ Repair sidewalks</li> </ul>
<b>Waverley St.</b> MacDonald to Cartier	<ul style="list-style-type: none"> <li>⊖ Overgrown hedge (at MacDonald and Waverley)</li> <li>⊖ Lack of bicycle parking</li> <li>⊖ Bulb-outs at MacDonald and Waverley, Cartier and Waverley causing difficulties turning</li> <li>⊖ Cracked sidewalks (see list)</li> <li>⊖ Shifted sidewalk slabs (see list)</li> <li>⊖ Water accumulation (see list)</li> </ul>	<ul style="list-style-type: none"> <li>● Report to bylaw and have hedge trimmed</li> <li>▲ Install ring and post bicycle parking</li> <li>■ Redesign traffic calming measures</li> <li>■ Repair sidewalks</li> <li>■ Repair sidewalk</li> <li>■ Restore proper drainage</li> </ul>

Location	Observations	Action
<b>Cartier St.</b> Waverley to Gladstone	<ul style="list-style-type: none"> <li>⊖ No place to dispose of animal waste</li> <li>⊖ Cars spilling over from driveways onto sidewalk</li> <li>⊖ Cracked sidewalks (see list)</li> <li>⊖ Slanted sidewalk (see list)</li> <li>⊖ Sunken brick inlays (see list)</li> <li>⊖ Water accumulation (see list)</li>   <li>⊕ Trees</li> <li>⊕ Benches</li> <li>⊕ Grass verge</li> </ul>	<ul style="list-style-type: none"> <li>▲ Remove signs or add animal waste disposal bins</li> <li>● Report to by-law</li>   <li>■ Repair sidewalks</li> <li>■ Repair sidewalk</li> <li>■ Repair sidewalks</li> <li>■ Restore proper drainage</li> </ul>
<b>Gladstone Ave.</b> Cartier to Elgin	<ul style="list-style-type: none"> <li>⊖ Hydro poles and guide wires partially located within bicycle lane</li> <li>⊖ Litter and broken glass on ground</li> <li>⊖ Needs more lighting at night</li> <li>⊖ Intersection of Gladstone and Elgin confusing to pedestrians due to angled crosswalk</li> <li>⊖ Too many newspaper boxes at the corner of Gladstone and Elgin, feels cluttered and is an eyesore</li> <li>⊖ Sidewalk only on south side of Gladstone</li>   <li>⊖ Sunken asphalt patch (see list)</li>   <li>⊕ Park with play structure</li> <li>⊕ Bicycle lane</li> </ul>	<ul style="list-style-type: none"> <li>▲ Widen bicycle lane to compensate</li> <li>● Report to the city for clean-up</li> <li>◆ Install more light posts</li>   <li>■ Remove or relocate newspaper boxes</li>   <li>◆ Install sidewalk on north side of Gladstone (as part of the Gladstone Reconstruction Project, we have learned that project managers have rejected the suggestion of installing a sidewalk on the north side of Gladstone in favour of a wider sidewalk and bicycle lane on the south side of the street)</li> <li>■ Replace patch</li> </ul>

Location	Observations	Action
<b>McLeod St.</b> Gladstone to McLeod, Elgin to O'Connor	<ul style="list-style-type: none"> <li>⊖ Pedestrian crossings at McLeod and Metcalfe unsafe, prioritizes cars and lacks crosswalks and pedestrian signals</li> <li>⊖ Garbage put out for pick-up blocked sidewalk</li> <li>⊖ Untended undergrowth in small park between Metcalfe and Elgin possible safety concern, a potential place to hide at night</li> <li>⊖ Cracked sidewalks (see list)</li> <li>⊖ Water accumulation (see list)</li> <li>⊖ Sloping sidewalk (see list)</li> <li>⊕ Bixi bikes</li> </ul>	<ul style="list-style-type: none"> <li>◆ Redesign intersection, add crosswalks and pedestrian signals, prioritize pedestrian traffic</li> <li>■ Remove undergrowth and regularly maintain the vegetation in the park</li> <li>■ Repair sidewalks</li> <li>■ Restore proper drainage</li> <li>■ Repair sidewalk</li> </ul>
<b>O'Connor St.</b> McLeod to Argyle	<ul style="list-style-type: none"> <li>⊖ Hydro poles placed near centre of east sidewalk</li> <li>⊖ Pedestrian light too short when crossing O'Connor at McLeod (11 secs.)</li> <li>⊖ West sidewalk half asphalt</li> <li>⊖ Cracked sidewalk (see list)</li> <li>⊕ Trees</li> <li>⊕ Park with walking paths</li> </ul>	<ul style="list-style-type: none"> <li>◆ Widen sidewalk to compensate</li> <li>▲ Adjust timing of pedestrian timing to provide sufficient time for all users to cross the street</li> <li>▲ Replace asphalt with concrete sidewalk</li> <li>■ Repair sidewalk</li> </ul>
<b>Argyle Ave.</b> O'Connor to Elgin	<ul style="list-style-type: none"> <li>⊖ Pedestrian crossings at Argyle and Metcalfe unsafe, prioritizes cars and lacks crosswalks and pedestrian signals</li> <li>⊖ Sidewalk randomly ends where no crossing exists</li> <li>⊖ No sidewalks exist on Metcalfe between Argyle and McLeod</li> <li>⊖ Museum west parking lot has reduced sidewalk to bumpy asphalt and potholes</li> <li>⊖ Heaved asphalt patch (see list)</li> <li>⊖ Cracked sidewalks (see list)</li> <li>⊖ Water accumulation (see list)</li> <li>⊕ Lots of bicycle parking</li> </ul>	<ul style="list-style-type: none"> <li>◆ Redesign intersection, add crosswalks and pedestrian signals, prioritize pedestrian traffic</li> <li>▲ Rebuild sidewalk using concrete</li> <li>■ Replace patch</li> <li>■ Repair sidewalks</li> <li>■ Restore proper drainage</li> </ul>

Location	Observations	Action
Elgin St. Argyle to Lewis	<ul style="list-style-type: none"> <li>⊖ Intersection of Elgin and Waverley confusing, vehicles merging too quickly onto Elgin St. from mixed use parking lot/alleyway/pedestrian pathway/dog park entrance</li> <li>⊖ From north-west corner of Elgin and Waverley difficult for wheelchairs to cross Elgin due to position of hydro pole</li> <li>⊖ Seasonal outdoor seating at Pure Gelato narrows sidewalk</li> <li>⊖ Cyclist reported fear of “dooring” while travelling Elgin St.</li> <li>⊖ Cracked sidewalks (see Annex 1)</li> <li>⊖ Heaving brick inlays (see Annex 1)</li> </ul>	<ul style="list-style-type: none"> <li>◆ Redesign curb corner here to facilitate wheelchair access</li> <li>▲ Remove and ban patios that narrow sidewalk beyond 1.8 m limit</li> <li>■ Repair sidewalks</li> <li>■ Repair sidewalks</li> </ul>

Detailed information about the Bank Street audit conducted on October 3, 2013 is forthcoming. Some of the preliminary results for the Oct. 3 Bank St. Walkability Audit include:

- Sidewalks are in much better condition than in the Elgin zone
- Participants identified many beautification opportunities: intersections with bulb-outs that could accommodate more benches and parklets; blank walls that could be embellished with murals; wide stretches of shop fronts along relatively wide sidewalks on the East side of the street that could be made more enticing with display stalls or awnings (a good example was felt to be the tables and awning in front of the Herbs & Spice food store - see photo at <http://www.bankstreet.ca/en/all-listings/herbs-spice-shop/> - the Bank St. BIA may be the appropriate recipient of any comments, conclusions or suggestions relating to beautification)

# ANNEX 1: SIDEWALK AND STREET REPAIRS LIST

(☑ = Reported to the city by Roch Boisvert, Ecology Ottawa)

- Lewis and Cartier, south-west corner; section has sunken such that sidewalk is lower than the curb
- Lewis, between Elgin and Cartier; water accumulates along south sidewalk (☑ #201300958589)
- Gilmour, between Elgin and Cartier; asphalt patches by hydro poles in south sidewalk are uneven with the rest of the sidewalk
- Gilmour and Cartier; nearby pathway in Minto Park badly cracked
- Gilmour, between 155 and 157 Gilmour; water accumulates at north sidewalk
- Elgin and Gilmour, south-west and north-west corners; sidewalk badly cracked (☑ #201300958534)
- Elgin, between Gilmour and Somerset; west sidewalk, slabs closest to store fronts are lower than slabs adjacent to street
- Elgin, between Gilmour and MacLaren; east sidewalk cracked parallel to curb causing it to slope towards the street
- Elgin and Somerset, south-east corner; sidewalk cracked
- Elgin and Cooper, south-west corner; water accumulation seen from a block away! (☑ #201300958594)
- Somerset and Metcalfe, South-east and north-west corners; water accumulation
- Lisgar, between Elgin and Metcalfe; south sidewalk cracked at entrance to parking lot causing water accumulation (☑ #201300958555)
- Lisgar, between Elgin and Metcalfe; north sidewalk from intersection of Lisgar and Metcalfe until 175 Lisgar is badly damaged due to construction
- Lisgar, in front of 180 Lisgar; sidewalk badly cracked
- Cartier and Lisgar, near south-west corner; brick inlay has sunken causing water to accumulate on the sidewalk
- Cartier, between Lisgar and Cooper; manhole cover in sidewalk has sunken
- Somerset and MacDonald, south-east and south-west corners; sidewalk does not slope all the way to the street level leaving a drop
- Somerset, between 68 and 88 Somerset on both sides; multiple asphalt patches make sidewalk uneven
- Somerset, at intersection of Somerset and MacDonald; north sidewalk missing a wedge of concrete
- Somerset, in front of 18 Somerset; hole in the middle of the sidewalk

- Somerset and The Driveway, south-west corner; water accumulation
- MacLaren, at 37 MacLaren and 53 MacLaren; sidewalk cracked
- MacDonald, at 41 MacDonald; side walk cracked
- MacDonald and McLaren, south-west corner; brick inlay sunken
- MacDonald and Gilmour, south-west corner; brick inlay sunken
- MacDonald and Lewis; north-east corner; sidewalk sunken
- MacDonald and Waverley, north-west corner; brick inlay sunken (☑ #201300958559)
- Waverley, between MacDonald and Cartier; large amount of water accumulation (☑ #201300958598)
- Waverley, between 110 and 112 Waverley; sidewalk cracked
- Waverley, in front on 122 Waverley; sidewalk slabs have shifted leaving a sudden rise
- Waverley and Cartier, south-east corner; sidewalk has heaved in several spots due to tree growth
- Cartier and Waverley; brick inlay has sunken
- Cartier and Frank, south-east corner; accumulates water
- Cartier and Frank, all four corners; brick inlays have sunken (☑ #201300958546)
- Cartier, between Frank and Gladstone; sidewalk significantly slanted
- Cartier and Gladstone, north-west and south-west corners; sidewalk badly cracked
- Cartier, across the street from 114 Cartier; sidewalk cracked
- Gladstone, in front of 174 Gladstone; asphalt patch is very worn, causing sidewalk to dip
- McLeod and Elgin, north-west corner; sidewalk dips (☑ #201300958549)
- McLeod, outside 201 McLeod; sidewalk badly cracked, water accumulates in the intersection of McLeod and Metcalfe obstructing the crosswalk
- McLeod, between 223 and 231 McLeod; sidewalk cracked
- McLeod, between 243 and 269 McLeod; sidewalk cracked
- McLeod, in front of the Iraqi embassy; sidewalk cracked
- McLeod, across the street from 269 McLeod; sidewalk cracked
- McLeod and Metcalfe, north-east and north-west corners; sidewalk cracked (☑ #201300958577)
- McLeod, between 283 and 287 McLeod; sidewalk badly cracked
- McLeod and O'Connor, south-east corner; sidewalk badly cracked (☑ #201300958581)

- O'Connor, across the street from 404 O'Connor; sidewalk cracked
- Argyle and O'Connor, north-east and north-west corners; sidewalk cracked
- Argyle, near intersection of Argyle and O'Connor; asphalt patch near hydro pole uneven with sidewalk
- Argyle, at exit from YMCA parking lot; sidewalk badly cracked
- Argyle, in front of 100 and 114 Argyle; sidewalk cracked
- Argyle and Metcalfe, south-east corner; sidewalk cracked
- Elgin and McLeod, south-east corner; sidewalk cracked
- Elgin, in front of 407 Elgin; sidewalk badly cracked
- Elgin and Frank, in front of the Manx; numerous asphalt patches make surface very uneven
- Elgin and Waverley, south-east corner; brick inlay heaved
- Elgin, between Waverley and Lewis; east sidewalk cracked parallel to curb causing sidewalk to slope towards the street



## ANNEX 2: AREAS NO LONGER OF CONCERN

- Cracked sidewalk on Jack Purcell Lane ➡ New concrete sidewalk installed
- Bike rack at Elgin and Gilmour oriented against wall causing bikes to protrude into sidewalk ➡ Racks now reoriented and bolted such that bikes remain parallel to buildings
- Asphalt accessibility ramp on Elgin ➡ Has either been removed entirely or replaced with the concrete accessibility ramp seen at The Well at Elgin and Somerset
- Open telephone box on Somerset ➡ Doors were secure and padlocked
- Bump in sidewalk on Lisgar in front of City Hall ➡ Construction here complete, bump no longer present
- Bumpy asphalt patches on Waverley ➡ New concrete sidewalk at Waverley and Cartier
- Sidewalk drop near the Taco takeout at Gladstone and Elgin ➡ Replaced with new even concrete surface, staircase down to Taco takeout also relocated away from bus shelter
- Broken benches in Nature Museum park ➡ No broken benches found, new plastic table and benches installed
- Pedestrian crossing signal at Metcalfe and McLeod partially obstructed by tree ➡ Tree trimmed, signal no longer obstructed

## DOCUMENTATION

Building a Liveable Ottawa 2031: City of Ottawa strategic documents under review in 2013 include: 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>

"Grading Centretown's streets on safety: Active transportation audit looks at walking, cycling conditions", Centretown Buzz, August 16, 2013  
<http://www.centretownbuzz.com/2013/08/16/grading-centretowns-streets-on-safety-active-transportation-audit-looks-at-walking-cycling-conditions/>

"Streets audited for 'walkability,'" Centretown News, October 11, 2013  
[http://www.centretownnews.ca/index.php?option=com\\_content&task=view&id=4071&Itemid=94](http://www.centretownnews.ca/index.php?option=com_content&task=view&id=4071&Itemid=94)

## FOR MORE INFORMATION

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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-arecomplete-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/paap/at-ta-eng.php>