



NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE

Gatineau Park Parkway Programming

PUBLIC CONSULTATION REPORT
MARCH 12 TO APRIL 5, 2021

Canada

Table of Contents

| | |
|---|----|
| I. Project description..... | 2 |
| A. Background | 2 |
| II. Public consultation process..... | 2 |
| A. Overview | 2 |
| a. Consultation objectives..... | 2 |
| b. Dates..... | 3 |
| B. Consultation procedure and tools..... | 3 |
| a. Online survey | 3 |
| C. Invitation and promotion | 4 |
| D. Participants..... | 4 |
| a. Online survey | 4 |
| III. Public consultation highlights | 4 |
| IV. Analysis of results | 5 |
| A. Online survey..... | 5 |
| a. Parkway programming preferences | 5 |
| b. Experience of parkway closures..... | 7 |
| c. Positive impacts of parkway closures | 9 |
| d. Negative impacts of parkway closures | 10 |
| e. Desired mitigation measures..... | 11 |
| f. Additional feedback..... | 12 |
| V. Response to feedback | 18 |
| VI. Next steps | 19 |
| VII. Appendix 1: Online survey | 20 |

I. Project description

A. Background

Gatineau Park's parkways form a 38-kilometre network of scenic roads that offer beautiful perspectives of the Park to both local residents and visitors.

In May 2020, in response to the global pandemic, the NCC initiated a pilot project to open the parkways for active use only to create more space for safe outdoor activity free from potential conflict with motor vehicles, at a time when many physical activity venues such as fitness centres and swimming pools were closed to the public. In July 2020, the NCC opened the parkways to motor vehicles on Sunday afternoons and evenings to ensure that users with reduced mobility had access to the parts of the Park that were accessible only via the parkways. The NCC tracked user data and established a user survey to gauge the results of the pilot project. These data points suggested high levels of use (a total of 202,178 visits from May to October 2020) and high levels of satisfaction (96 percent) with the pilot project.

In light of the above, the NCC decided to move forward on two fronts:

1. Study the feasibility of implementing an accessible shuttle bus system on the parkways, beginning in 2022, that could include sustained periods during which the parkways would be closed to private motor vehicles.
2. In response to the ongoing COVID-19 pandemic, extend the 2020 pilot project to 2021, with the possibility of making amendments to the schedule in terms of when the parkways would be open to private motor vehicles.

To ensure that these two initiatives are pursued in a manner that reflects the needs of Gatineau Park users, the NCC held an online consultation on parkway programming. The conduct and results of this consultation are the subject of this report.

II. Public consultation process

A. Overview

a. Consultation objectives

- Provide members of the public with an opportunity to share their thoughts on Gatineau Park parkway programming.
- Understand how different users experienced the 2020 season, including the pilot project and Fall Rhapsody parkway programming models.
- Among those negatively affected by parkway closures, understand preferences regarding potential mitigation measures.

b. Dates

The online survey was launched on March 12 and ended on April 5, 2021.

B. Consultation procedure and tools

a. Online survey

The online survey focused on parkway programming preferences, experiences of different parkway programming models, and mitigation measures for those who felt that parkway closures detract from their experience of the Park.

Below is a summary of the questions we asked online consultation participants. The full survey is included in Appendix 1.

Parkway programming preferences

In this section, we broke the week down into 10 time periods, and asked participants to rank these under two different scenarios:

1. When the parkways should be reserved for active/non-motorized use
2. When the parkways should remain open to private motor vehicles

Experiences of parkway programming models

The first three questions in this section asked participants to indicate the degree to which different parkway programming models enhanced or detracted from their experience of Gatineau Park:

1. When the parkways were reserved for active/non-motorized use (in general).
2. When the parkways were reserved for active/non-motorized use at all times except on Sundays starting at noon (the summer 2020 pilot project model).
3. When the parkways were reserved for active users in the morning and open to motor vehicles at noon (the Fall Rhapsody 2020 model).

To participants who indicated that any or all of the above models *enhanced* their experience of Gatineau Park, we asked for additional information on the ways in which their experience was enhanced. Conversely, to participants who indicated that any or all of the above models *detracted* from their experience of Gatineau Park, we asked for additional information on the ways in which reserving the parkways for active/non-motorized use detracted from their experience of Gatineau Park.

Mitigation measures

To participants who indicated that any or all of the models *detracted* from their experience of Gatineau Park, we asked about the kind of measures they would like to see established to minimize the adverse effect that parkway closures have on their enjoyment of Gatineau Park.

Final thoughts

At the end of the survey, we invited participants to share any additional feedback they had about Gatineau Park parkway programming.

C. Invitation and promotion

Participation in the survey was open to all interested members of the public.

An email invitation for the online consultation was sent to individuals and organizations subscribed to the following NCC newsletters:

- Public Engagement (2,908 subscribers)
- Gatineau Park (10,662 subscribers)
- Cycling (4,685 subscribers)

Messages were also posted on the NCC's social media accounts (Facebook and Twitter), soliciting the participation of all interested members of the public.

D. Participants

a. Online survey

- A total of 13,492 participants, 11,058 of whom completed the survey from start to finish

III. Public consultation highlights

The following is a high-level summary of the input received through the online survey.

What we heard

- A significant majority of those participating indicated general support for reserving parkways for active/nonmotorized use, with nearly 75 percent indicating that it enhanced or greatly enhanced their experience;
- A majority of respondents across all demographic groups, including respondents who self-identify as aboriginal, visible-minorities, 65+ and disabled - indicated that reserving Gatineau Park parkways for active transportation enhanced their experience of the Park.
- The most highly ranked option in terms of the times at which parkways should remain open to private motor vehicles was "at no time." The next most highly ranked time periods for motorized use of the parkways were weekday afternoons and Saturday evenings.
- Overall, the time periods most preferred for active/non-motorized use of the parkways were weekday and weekend mornings.
- Among those who indicated that reserving the parkways for active/non-motorized use detracted from their experience of Gatineau Park, the mitigation measure with the broadest appeal is to limit the amount of time during which the parkways are closed.

- Some support was indicated for broader access to the Parkways for those dependent on assistance and motorized vehicles.

IV. Analysis of results

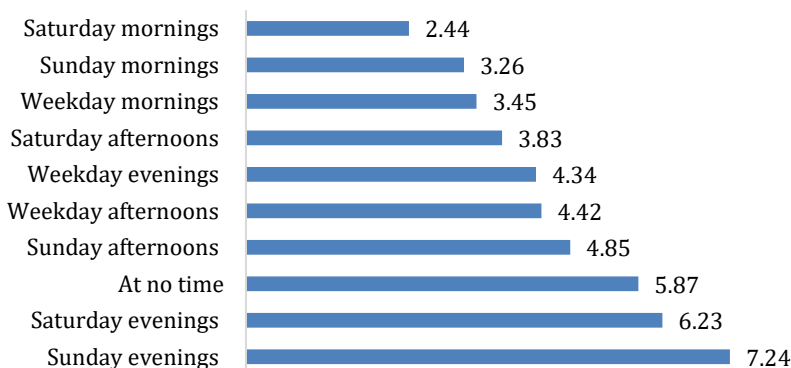
A. Online survey

a. Parkway programming preferences

In this section of the survey, we asked participants to rank 10 time periods in order of preference (with 1 being high, and 10 being low) under two different scenarios: 1) when they think the parkways should be reserved for active/non-motorized use, and 2) when they should remain open to private motor vehicles. The charts below illustrate the average rank assigned by participants to each of the options. The smaller the numeric value of the average rank, the more highly ranked it was by participants overall. For example, an average rank of 3.44 indicates that a given option was, on average, ranked more highly (i.e. closer to 1) than an option with an average rank of 5.26.

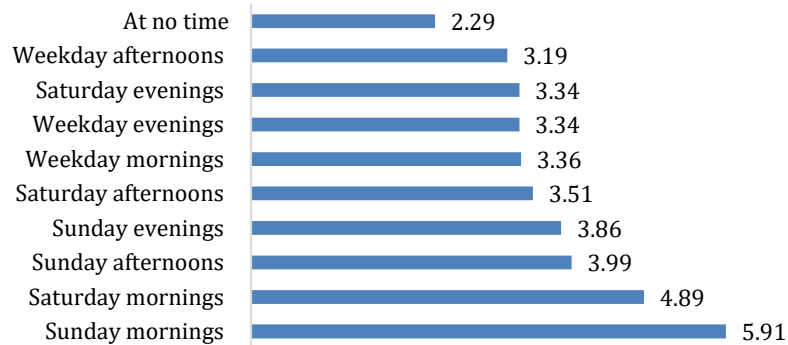
Overall, there was a clear preference for mornings in terms of times when the parkways would be reserved for active/non-motorized use. Weekend evenings and Sunday afternoons were, on average, the lowest ranked options.

Average ranks: Time periods during which the
Gatineau Park parkways should be reserved
for active/non-motorized use



The most highly ranked option in terms of the times at which parkways should remain open to private motor vehicles was “at no time.” This reflected the fact that a relatively large share of respondents (one third) ranked this as their first choice. Weekday afternoons, Saturday evenings and weekday evenings were the next three most highly ranked options, while Sunday afternoons and weekend mornings came in last.

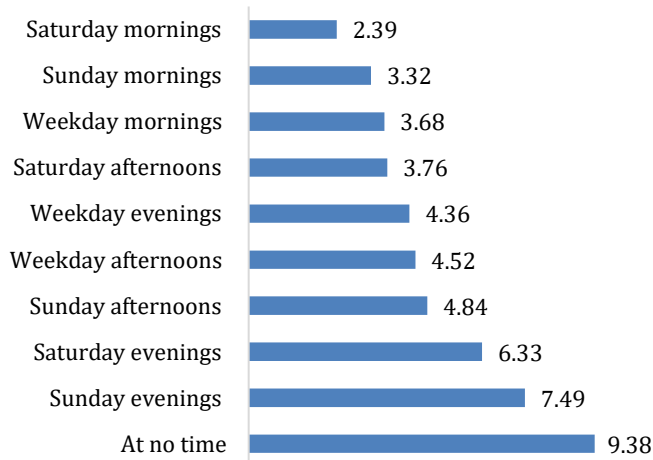
Average ranks: Time periods during which the
Gatineau Park parkways should remain open to
private motor vehicles



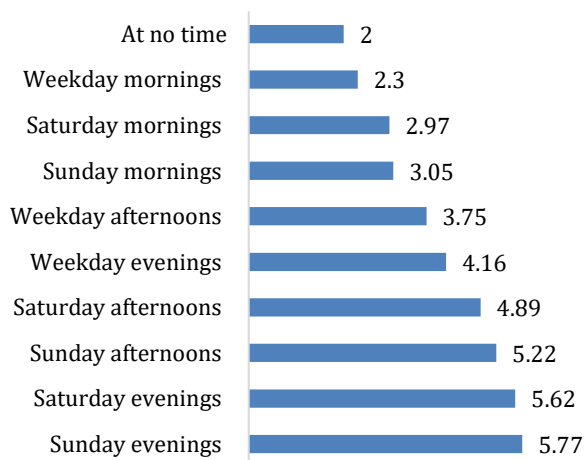
Another way of looking at the results is to compare the preferences of those whose experience of Gatineau Park is typically enhanced by parkway closures and those for whom closures typically detract from their experience.

**In order of priority, the following time periods should see the Gatineau Park
parkways reserved for active/non-motorized use.**

Reserving for active/non-motorized
use **enhances** experience

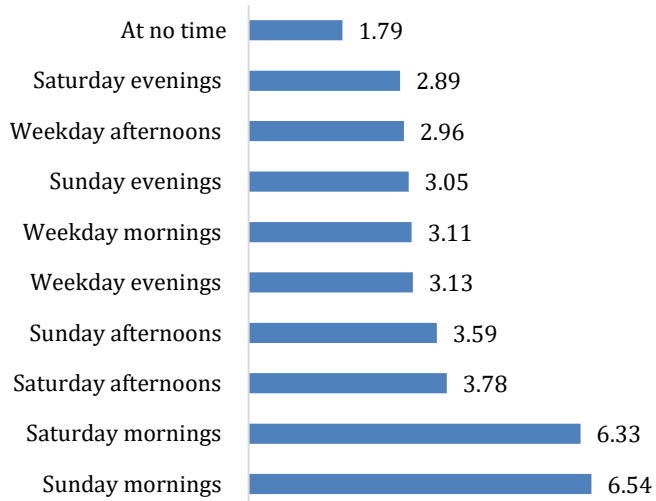


Reserving for active/non-motorized
use **detracts** from experience

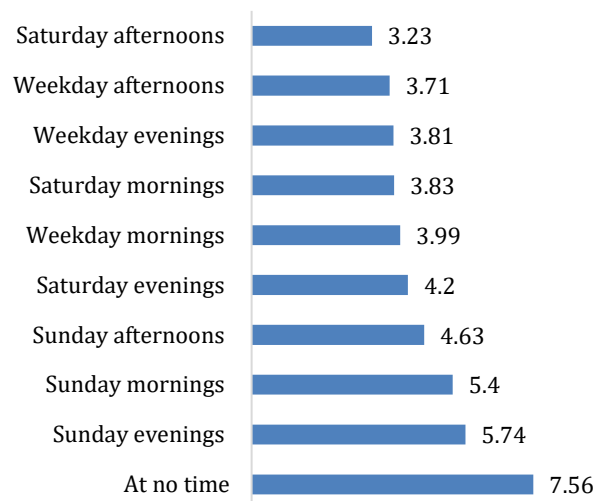


In order of priority, the following time periods should see the Gatineau Park parkways remain open to private motor vehicles.

Reserving for active/non-motorized use enhances experience



Reserving for active/non-motorized use detracts from experience



Among those for whom reserving the parkways for active/non-motorized use typically enhances their experience, we again see a preference for mornings in terms of when the parkways should be reserved for active/non-motorized uses. Conversely, these participants would prefer that parkways remain open to private motor vehicles at no time, weekend evenings and weekend afternoons.

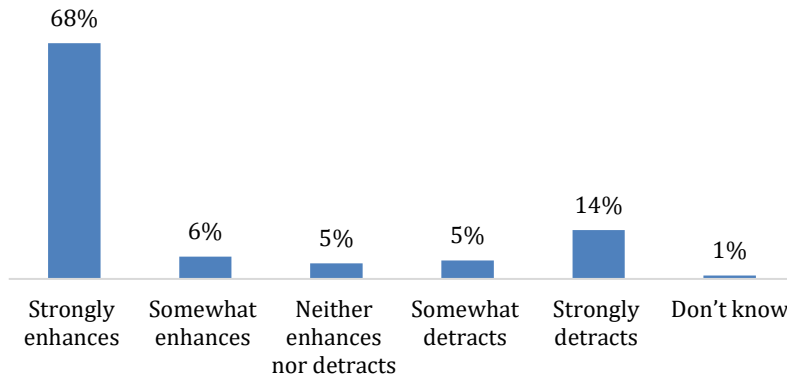
In contrast, those for whom reserving the parkways for active/non-motorized use typically detracts from their experience of Gatineau Park would prefer parkways to be reserved for active/non-motorized use if not at no time, then during the very same times most prized by those whose experience is typically enhanced by parkway closures. The times during which they would most like the parkways to remain open to private motor vehicles are Saturday afternoons, weekday afternoons and weekday evenings.

b. Experience of parkway closures

We presented three parkway programming scenarios to participants, and asked them to indicate, on a five-point Likert scale, the degree to which each enhanced or detracted from their experience of Gatineau Park.

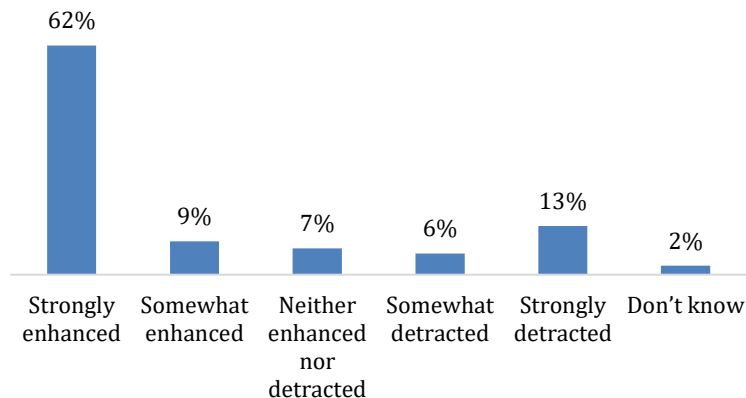
A significant majority of participants (74%) indicated that reserving the parkways for active/non-motorized use typically enhances their experience of Gatineau Park. Five percent said that it neither enhances nor detracts from their experience, and 19% said that it typically detracts from their experience.

When the parkways are reserved for active/non-motorized use, to what degree does this typically enhance or detract from your experience of Gatineau Park?



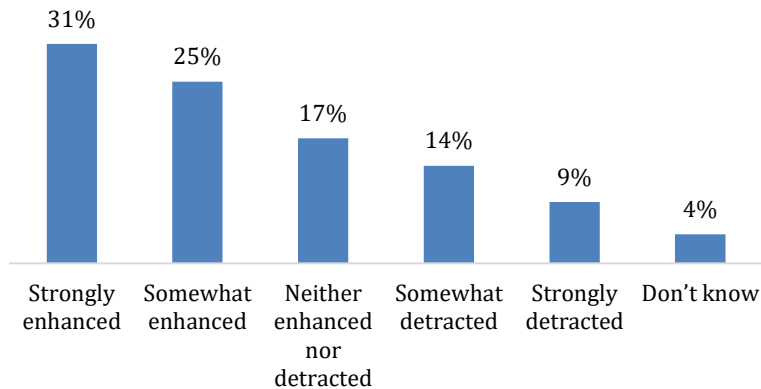
The distribution of responses was very similar in reaction to the 2020 summer pilot project. Seventy-one percent indicated that the pilot enhanced their experience of the Park, against 19% who said it detracted from their experience. Seven percent said that it neither enhanced nor detracted from their experience.

To what degree did the spring–summer 2020 pilot project enhance or detract from your experience of Gatineau Park?



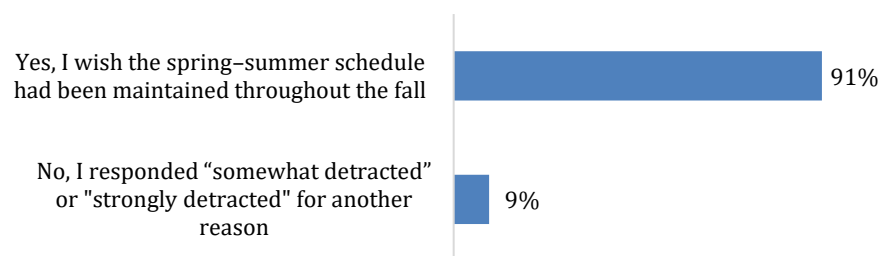
Experiences of the 2020 Fall Rhapsody model were more evenly distributed. Fifty-six percent of participants indicated that this model enhanced their experience of the Park, against 17% who said that it neither enhanced nor detracted from their experience, and 23% who said that it detracted from their experience.

To what degree did the 2020 Fall Rhapsody model of parkway programming enhance or detract from your experience of Gatineau Park?



To those participants who indicated that the 2020 summer pilot project enhanced their experience of Gatineau Park, but that the Fall Rhapsody model detracted from it, we asked if their response to the latter question was due to the reduction of the hours reserved for active/non-motorized use. An overwhelming majority (91%) indicated that this was indeed the case, and that they would have preferred that the spring–summer schedule be maintained throughout the fall.

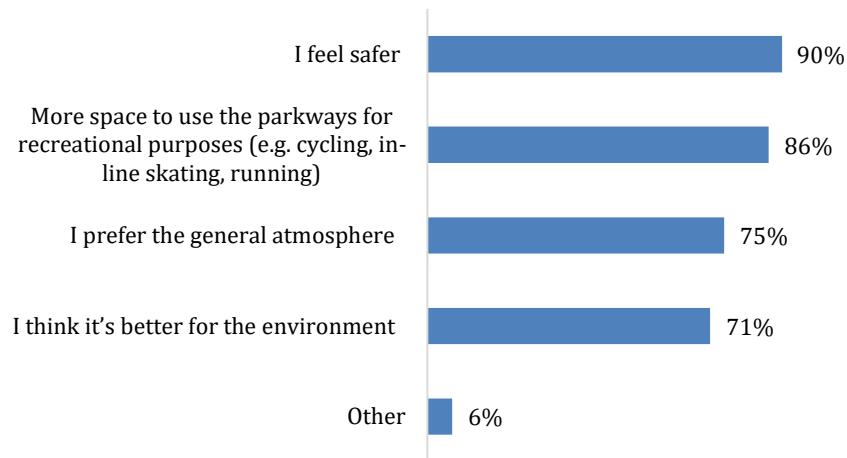
Did you respond “somewhat detracted” or “strongly detracted” because the hours during which the parkways were reserved for active/non-motorized uses were reduced relative to the spring–summer schedule?



c. Positive impacts of parkway closures

Safety and space were the benefits with the widest appeal among those who indicated that reserving parkways for active/non-motorized use enhances their experience of the Park. A majority also indicated that they prefer the general atmosphere and think that it’s better for the environment (75% and 71% , respectively).

In what way does reserving the parkways for active/non-motorized use enhance your experience of Gatineau Park?



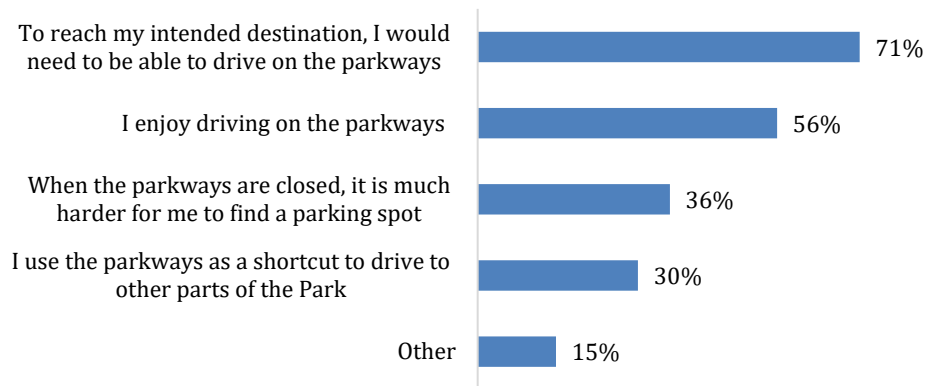
Those who responded “other” were invited to expand on what else appealed to them. The benefits most frequently mentioned by these participants included the following:

- A calmer and quieter atmosphere
- Improved well-being and mental health
- A sense of being closer to nature
- More family-friendly
- A better environment for the Park’s wildlife
- Less air pollution
- Possible to safely ride side-by-side
- Attracts more visitors to the Park and encourages them to be active
- Better for social distancing within the context of the COVID-19 pandemic

d. Negative impacts of parkway closures

Among the 19% of respondents for whom reserving the parkways for active/non-motorized use detracts from their experience of the Park, 71% indicated that this is because they need to be able to drive on the parkways to reach their intended destination. A majority (56%) also pointed to the drive itself as an enjoyable activity not available to them when the parkways are closed to private motor vehicles. The lack of parking and of shortcuts through the Park were noted by a smaller share of participants (36% and 30% , respectively) as inconveniences that detract from their overall experience.

In what way does reserving the parkways for active/non-motorized use detract from your experience of Gatineau Park?



Note: this chart illustrates the responses of 2,519 participants. Those who responded “strongly detracted” or “somewhat detracted” to the question about the Fall Rhapsody model because they wished that summer parkway closures had been extended were removed from the calculations.

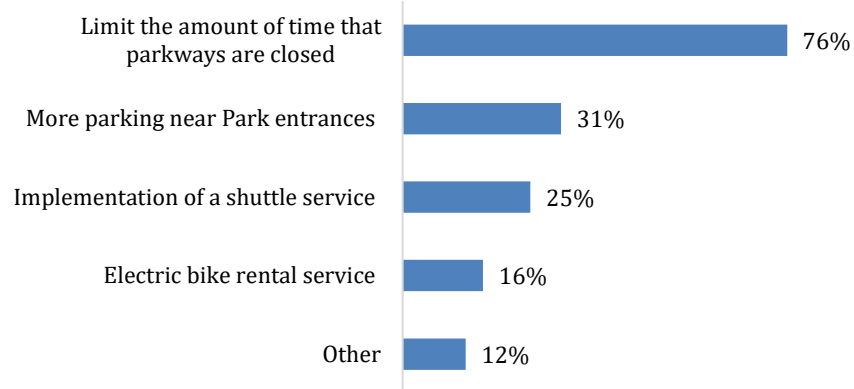
Among those who responded “other”, the following additional impacts were raised in relation to parkway closures:

- Increased traffic congestion in areas like Chelsea where it remains possible to access the park via vehicle.
- Increased traffic on hiking trails that remain accessible.
- Not physically able to reach their intended destination on the parkways through active means. Do not have the stamina to reach their destination through active means, pursue a physically demanding activity and return home. This also affects the families and friends of those who cannot physically reach their intended destination when the parkways are closed to private motor vehicles.
- Certain activities are much more difficult to pursue when it is not possible to park near where they are usually conducted (e.g. mountain biking, hiking, photography with heavy equipment). The closures thus result in fewer options/sites where these activities can realistically be pursued.
- With parking lots on the parkways inaccessible to motor vehicles, people tend to park in residential streets around the Park.

e. Desired mitigation measures

Looking again at the responses of those who indicated that reserving the parkways for active/non-motorized use detracts from their experience, only one proposed mitigation measure held broad appeal: limiting the amount of time during which parkways are closed (selected by 76%). Just shy of a third of these participants would like to see more parking near Park entrances, and a quarter would like a shuttle service to be implemented. Sixteen percent of participants indicated that they would like to see an e-bike rental service established.

What kind of measures would you like to see put in place to minimize the adverse effect that parkway closures have on your enjoyment of Gatineau Park?



Note: this chart illustrates the responses of 2,604 participants. Those who responded “strongly detracted” or “somewhat detracted” to the question about the Fall Rhapsody model because they wished that summer parkway closures had been extended were removed from the calculations.

Additional suggestions put forward by those who responded “other” included the following:

- Ensuring that access to and enjoyment of the Park are equitable
- Making the parkways one-way only and dividing the lanes between motor vehicles and active mobility uses
- At any given time, reserving some of the parkways for active/non-motorized use and keeping others open to private motor vehicles
- Improving communications about parkway schedules and the availability of parking in and around the Park. Suggestions included a traffic monitoring tool, an online parking reservation system, and user education on lesser-known parking areas.
- Better separating motor vehicles and active users by either creating separate pathways or widening the roads and adding a separate lane for active users
- Various shuttle features: ensuring that service is frequent and reliable, promoting sustainability by procuring electric shuttles, including storage space for bikes and other equipment
- Providing various parkway schedule options to better balance access to the parkways.
- Adding more parking for persons with disabilities
- Allowing private motor vehicles to access the parkways at all times
- Improving access to alternative hiking trails whose trailheads are not located on the parkways

f. Additional feedback

At the end of the survey, we invited participants to share any additional feedback they may have about parkway programming in Gatineau Park.

Appreciation for parkway closures

Many participants used this opportunity to express their appreciation for the extended periods during which the parkways are reserved for active/non-motorized use, and to expand on their perception of the benefits. The positive outcomes participants associated with this use of the parkways echoed many of those previously identified in the survey. These included the following:

- A greater sense of personal well-being and happiness
- An enhanced experience of Gatineau Park due to:
 - feeling safer as an active user of the parkways
 - being able to cycle on the parkways with children without worrying about conflicts with motor vehicles
 - enjoying more space for safe, outdoor recreation during the COVID-19 pandemic
 - seeing more people come out to enjoy the Park, and feeling a greater sense of community
 - having a quieter, more enjoyable atmosphere
- From an environmental perspective, closer alignment with the Park's conservation mandate — less pollution and fewer adverse impacts on animals.

Many of these participants expressed support for extending the summer 2020 pilot or recommended allowing vehicles only infrequent access to the parkways. Some expressed support for charging visitors a fee to access the Park via private motor vehicle. Others would like to see the parkways better policed to dissuade visitors from driving dangerously.

Equity and accessibility

Some participants viewed the summer 2020 pilot as discriminatory toward people who rely on motor vehicles to access various sites along the parkways. Participants also shared examples of activities rendered more difficult or impossible to pursue when the parkways are closed to motor vehicles. These included driving to lookouts, taking elderly relatives or young children to enjoy those Park sights and trailheads that are more easily accessible via the parkways. Some participants who feel that they strongly benefit from parkway closures nevertheless expressed support for maintaining some access to destinations along the parkways. Solutions put forward by participants included the following:

- Striking a different balance between the times during which the parkways are reserved for active/non-motorized use and the times when they remain open to private motor vehicles
- Providing visitors with frequent and reliable shuttle service that would grant them access to various sites along the parkways
- Making the parkways one-way only, and dividing the lanes between motor vehicles and active mobility uses
- At any given time, reserving some of the parkways for active/non-motorized use and keeping others open to private motor vehicles

Other concerns and proposals

Participants raised a number of other issues in relation both to parkway programming and to broader Park management matters. These included the following:

- Insufficient parking when parking lots along the parkways are inaccessible to motor vehicles. By the same token, visitors more frequently park on residential streets surrounding the Park.
- Increased traffic congestion at the few remaining Park access points when the parkways are closed.
- The fact that some roads are deemed to be in very poor shape — Chemin du Lac-Meech in particular — and should be repaired.
- Shuttles, depending on their size and the training their drivers receive, can be a danger to active mobility users on the parkways.
- Shuttle service should be provided from downtown areas to make the park more accessible to prospective visitors who do not have access to other modes of transportation.
- Parkway schedules and parking availability should be clearly communicated to ensure that visitors do not make the trip to the Park in vain.
- Some cyclists engage in dangerous behaviour that should be better policed (e.g. going too fast, cycling side-by-side instead of in single file).

The following table provides a few examples of the comments received as part of the online consultation.

| Topic | Sample comment |
|--|---|
| Ways in which reserving the parkways for active/non-motorized use enhanced experiences of Gatineau Park (other) | <p>I am very involved in the women's cycling community and the amount of women (new/experienced) that I saw using the Gatineau park increased by 90%. From listening to and speaking with all the women stating that they feel so safe without cars and would normally not be cycling in Gatineau park due to the cars.</p> <p>I visited more frequently. My physical and mental health improved significantly. I enjoyed the Park much more.</p> <p>Banning motor vehicles makes the Park safer for all species of animals that can no longer be run over by cars. (Turtles, snakes, rabbits, deer, porcupines, skunks, et cetera.)</p> <p><i>Translation:</i> It's actually better overall for the environment, less pollution (including sound pollution), and it allows a much better and healthier experience during the pandemic effort.</p> <p>Able to physically distance from other users, as per COVID protocols.</p> |

I felt not having cars increased the diversification of user types, which I think is better for the park in general. As much as I identify as a 'Roadie Cyclists', it was great to see groups of families, children, and more visible minorities than I would typically see when the park was open to motor vehicles.

Translation: A long time ago, between friends, we discussed the offer of a shuttle service at the entrance of the park. Motorists park at the park entrances and, for those who are interested, a shuttle can take them on and off as they see fit. Kind of like 'Hop On, Hop Off'. This service was found at Acadia Park in Maine. We believe that a similar service allows people to visit the park easily without cluttering the traffic lanes with thousands of cars. In addition, this service helps reduce pollution and user stress on busy days. In our opinion, there is nothing but positive about offering a shuttle service (electric !?) which circulates in the park. What a beautiful message of respect for human beings and awareness of environmental protection sent to the local population and to passing tourists.

Translation: Less noisy. Easier to appreciate nature.

Translation: Now, my kids (aged 8 and 10) and I can ride safely to the lookout.

Translation: I find that it encourages people to be more active, as well as to have a healthy lifestyle.

Ways in which reserving the parkways for active/non-motorized use detracted from experiences of Gatineau Park (other)

The closed parkways cut off access to many trails in the Park to seniors and families with young children. Also, the congestion it causes with the extra traffic in Chelsea is horrible and at times unsafe.

Closing the parkways puts additional strain on the roadways in Chelsea and creates overuse/erosion on several hiking trails that remain accessible.

I regularly love walking trails and enjoy the scenery with my mother, but we live on the Ottawa side, and she's not physically capable of getting up into the hills, except for by car.

Need parkways to visit some areas, as I am disabled.

Hiking loops with great views are along the parkways. No access to the cabins. No good alternatives for hikers.

The NCC did not have an adequate plan to address traffic rerouted due to the closed parkways. Pink Lake was one of the most visited destinations last summer, and the vast majority of those users were not people looking to do a 10 km round trip hike from the Mackenzie King Estate. The result was dangerous traffic situations at Cook, Notch and nearby residential streets.

Desired mitigation measures (other)

The parkway is the central and/or only transportation route to Park facilities. Not to be confused with urban parkways, there are no equitable alternative routes to the Park core. Closing the primary transit route to the Park to create a cycle path is short-sighted, discriminatory and bad public policy.

Translation: Have a reservation system for parking.

Translation: Make it open to vehicles at all times, but adapt the road, for example, one-way roads could allow everyone who wants to get to a specific point just one option for getting there and back. This would mean that all the roads (except at the lookouts) would have one lane just for bikes.

Keep it open for cars.

A better education campaign to tell Park goers where to Park (Asticou, Relais plein air, Camp Fortune have huge parking lots).

Make the shuttle electric/sustainable. More active transportation rental options within the Park/run by Demsis near accessible trails. More rules to hold cyclists accountable and make sure they're being nice/safe. Steady, non-fluctuating schedule. Free/more parking at the Mackenzie King Estate, since people use it to go to Pink Lake, as well as parking that leads to non-accessible destinations.

There needs to be better access to trailheads. Nobody likes a parking lot, but I believe that a larger number of small parking lots and some new trailheads would go a long way to addressing the increased demand for access to the Park. Although this questionnaire is focused on the parkway itself, I believe that the NCC should acquire more access spots to the Park around its perimeter.

Create a bike/walking path that is separate from the road, but right beside, so it's like a trail just for individuals, and cars can still drive, but bikers will be safe on their separate path

Additional feedback

Reserving the parkways for sport activities has been fantastic. It makes it so much easier to get out and feel safe and to socially distance. Please keep it going!

The pilot project was a huge enhancement to appreciation of the Park, and especially important for safety. Drivers routinely ignore safe distance with cyclists, runners and pedestrians, and heavy exhaust and noise from motorcycles significantly detracts from experience of the Park for all. I saw many families with young children using the parkways for cycling and walking, which I had never seen before, and it would not have been possible with car traffic alongside.

I'm a cyclist and runner. I really enjoyed the Park being closed to cars last summer and fall. Was very good for mental health, and much more enjoyable and safe experience. I got out almost every day, and it was great to see so many people and families with children enjoying the use of the beautiful park! Please do something similar this spring/summer/fall! Thank you.

The pilot project last year was phenomenal. I noticed a very positive impact on the local community. Important to keep environment/conservation as priority 1, but the program last year seemed well managed. Vehicles are necessary for accessibility, but I would personally support very limited vehicle traffic on a full-time basis, perhaps with only select routes available to vehicles so everyone can enjoy the Park regardless of age, disability, economics, etc., and the majority of roads in the park reserved for active use. Thanks!

I think this pilot really helped with mental health and well-being for many people during the pandemic. Thank you!

Translation: I would really like a shuttle service from downtown Gatineau, as well as restrictions on motor vehicle traffic. We don't have a car and, since we live in Aylmer, it's a long way for the kids if we bike from home (the shortest route is not safe). Renting a car from Communauto can get expensive, because we have to pay for the time that we spend in the Park as well.

As a roller skier, the only times I am allowed to use the parkways are when they are closed for cars. Last year, the Park became the most amazing place because cars were much more rarely allowed to drive on the parkway. I think this model is much better for the environment, encourages activity and

allowed so many more active users to use the Park. Also, there [were] so many more animals (deer, squirrels and geese) than [in] previous years. Maybe there are real numbers on that? But I saw FAR more!

The short hikes and point of view I most prefer are inaccessible when the parkway is closed. It's hard with my bad knees.

If the intent is to allow for safer use of the parkway by cyclists, then, instead of closing the parkway to vehicles (creating problems for other users of the Park and visitors to Chelsea), add bike lanes or multi-use pathways to allow both cyclists and vehicles to access the parkway at the same time. This would require widening the road or creating new designated bike paths, but at least people who want to hike the Park and actually experience the trails can still do so.

Equal consideration should be given to people who do not use the bicycle. This includes people who have a disability and can only travel by a car driven by someone else.

I have small children. It's not realistic for me to park kilometres away from the trail I'm trying to go to and then bike or something into the trail? My kids would be done before we even got to the trailhead!

Most of the trails accessible from the parking lots on public roads have very steep climbs, which are unmanageable for people like me, with heart and mobility limitations.

Insufficient parking at public beaches. Please expand.

If you implement a shuttle, make it an emissions-free vehicle, and have a dedicated driver who will drive the shuttle in a safe and predictable manner.

This is not programming, but please repair some of the roads in the Park, especially Chemin du Lac-Meech, toward P13. They're atrocious and a hazard for cyclists and automobiles sharing the road.

V. Response to feedback


Considering the feedback received and in light of the continued prevalence of the COVID-19 pandemic, the NCC announced the continuation of the pilot project for spring–summer of 2021. Gatineau Park parkways continued to be open for active users to enable a safe, car-free environment for active modes of transportation and socially distanced recreational

opportunities. Vehicle access to the parkway network was increased to three half days per week (tripling the number of hours when compared to 2020), on Wednesdays, Saturdays and Sundays, from 1 pm until closing time (either 30 minutes before the provincial curfew or 30 minutes after sunset).

VI. Next steps

Active use of the parkways will continue to be monitored during the pilot project. The NCC is exploring the feasibility of a shuttle service (originally intended for 2021 but postponed to 2022 due to the pandemic) to permit those with accessibility issues to access destinations along the parkways that are otherwise be difficult to reach. Furthermore, the NCC will continue to collaborate with Relais Plein-Air in its efforts to provide an electric bicycle and wheelchair rental program for visitors to Gatineau Park. Relais Plein-Air is easily accessible by Public Transportation which would therefore increase access to the Park by those who do not own a motorized vehicle. The NCC is also reaching out to the relevant transit agencies to explore increase services to Gatineau park from the core of the Capital. The decision on the extent and scope of future parkway closures, in part based on the experience of the pilot project, will be made in early 2022.

VII. Appendix 1: Online survey



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Gatineau Park Parkway Use

2%

Exit Survey

Welcome!

Gatineau Park's parkways form a 38-km network of scenic roads that offer beautiful perspectives of the Park to both local residents and visitors.

In May 2020, in response to the global pandemic, the NCC initiated a pilot project to reserve the parkways for active use to create more space for safe outdoor activity free from potential conflict with motor vehicles, at a time when many physical activity venues such as fitness centres and swimming pools were closed to the public. In July 2020, the NCC opened the parkways to motor vehicles on Sunday afternoons and evenings to ensure that users with mobility challenges had access to the parts of the Park that were accessible only via the parkways. The NCC tracked user data and established a user survey to gauge the results of the pilot project. These data points suggested high levels of use (approximately 202,178 visits from May to October 2020) and high levels of satisfaction (96 percent) with the pilot project.


As a result of this pilot project, the NCC is moving forward on two fronts. First, we are studying the feasibility of implementing an accessible shuttle bus system along the parkways beginning in 2022 that could include sustained periods during which the parkways would be closed to private motor vehicles. Second, in light of the ongoing pandemic, we are extending the 2020 pilot project to 2021, but with the possibility of amendments to the schedule in terms of when the parkways would be open to private motor vehicles.

We would appreciate your input on different aspects of parkway use to ensure that our programming reflects the needs of Gatineau Park users.

The survey should take less than 5 minutes to complete. The responses you provide will be strictly anonymous, and will be used only to help inform parkway programming.

Next

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Gatineau Park Parkway Use

8%


Exit Survey

Privacy Notice Statement

The collection and use of your personal information in this survey is in accordance with the *Privacy Act*, and authorized under the *National Capital Act*. We will use your responses for the following purposes: to inform the planning of the spring-fall 2021 Gatineau Park parkway programming season, and to better understand the reach of the NCC's public outreach initiatives. Information relating to "Outreach Activities" is described in Personal Information Bank PSU 938. The information is protected in accordance with the provisions of the *Privacy Act*. Your personal information will not be shared. Under the *Privacy Act*, you have the right to access your personal information, request corrections if you believe that some personal information is erroneous or incomplete, and add a notation to the information at issue. If you wish to access your personal information that is contained in Personal Information Bank PSU 938, you should communicate with the Chief, Access to Information and Privacy, at telephone 613-239-5678, extension 5788, or via the following email address: atip-aiprp@ncc-ccn.ca.

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Gatineau Park Parkway Use

27%

Get Survey

Gatineau Park Visitor Profile

Q. How frequently do you normally visit Gatineau Park in the spring to fall period?

☐ Never
☐ Once a month or less
☐ Two or three times a month
☐ Once a week
☐ Several times a week
☐ Every day

Q. When you visit Gatineau Park, how frequently do you come alone or accompanied by others?

| | Often | Sometimes | Never |
|---------------------------------|-----------------------|-----------------------|-----------------------|
| Alone | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| With children | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| With a small group (2-5 people) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| With a large group (6+ people) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Q. How many times per year do you normally use Gatineau Park parkways for travel in a motor vehicle?

☐ Never
☐ Fewer than 3 times
☐ 3-6 times
☐ 7-12 times
☐ More than 12 times

Q. How many times per year do you normally use Gatineau Park parkways for active transportation (e.g. cycling, walking, roller skiing and so on)?

☐ Never
☐ Fewer than 3 times
☐ 3-6 times
☐ 7-12 times
☐ More than 12 times

<

Next

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Gatineau Park Parkway Use

27%

End Survey

Parkway Programming

To better understand user preferences, please answer the next two questions by ranking the answers in order of preference (1 being high, 10 being low)

Q. In order of priority, the following time periods should see the Gatineau Park parkways reserved for active/non-motorized use. You can drag up to 10 options into the box.

Weekday mornings
Weekday afternoons
Weekday evenings
Saturday mornings
Saturday afternoons
Saturday evenings
Sunday mornings
Sunday afternoons
Sunday evenings
At no time

Drag your choices here to rank them

Next


Q. In order of priority, the following time periods should see the Gatineau Park parkways remain open to private motor vehicles. You can drag up to 10 options into the box.

Weekday mornings
Weekday afternoons
Weekday evenings
Saturday mornings
Saturday afternoons
Saturday evenings
Sunday mornings
Sunday afternoons
Sunday evenings
At no time

Drag your choices here to rank them

Next

22



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Gatineau Park Parkway Use

37%

Exit Survey

Parkway Programming - General Experience

Q. When the parkways are reserved for active/non-motorized use, to what degree does this typically enhance or detract from your experience of Gatineau Park?

☐

 Strongly enhances

☐

 Somewhat enhances

☐

 Neither enhances nor detracts

☐

 Somewhat detracts

☐

 Strongly detracts


☐

 Don't know

<

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Gatineau Park Parkway Use

42%

Exit Survey

Parkway Programming - Pilot Project

As noted above, Gatineau Park parkways were reserved for active non-motorized uses last spring and summer, and open to cars on Sundays at noon, starting July 5 and running until the end of September. The objective of this pilot project was to provide safe space for outdoor recreation during the COVID-19 pandemic.

Q. To what degree did this pilot project enhance or detract from your experience of Gatineau Park?

☐

 Strongly enhanced

☐

 Somewhat enhanced

☐

 Neither enhanced nor detracted

☐

 Somewhat detracted

☐

 Strongly detracted


☐

 Don't know

<

Next

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Gatineau Park Parkway Use

48%

Exit Survey

Parkway Programming - Fall Rhapsody

During Fall Rhapsody in 2020, the parkways were reserved for active users in the morning and open to motor vehicles at noon.

Q. To what degree did this model of parkway programming enhance or detract from your experience of Gatineau Park?

☐ Strongly enhanced

☐ Somewhat enhanced

☐ Neither enhanced nor detracted

☐ Somewhat detracted


☐ Strongly detracted

☐ Don't know

<

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Gatineau Park Parkway Use

77%

Exit Survey

Final Thoughts

Q. Is there anything else you would like to share with us regarding Gatineau Park parkway programming?

☒ Yes

☐ No

Please share your thoughts with us in the box below.

<

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Gatineau Park Parkway Use

100%

[Exit Survey](#)

Profile Questions

Responding to the following questions is entirely optional. Your responses, should you choose to provide them, will be used to better understand the reach of this online engagement and how different groups might be affected by the project.

Q. What is your age?

-- Select --

Q. With which of the following gender identities do you most identify?

-- Select --

Q. Do you identify as a member of a visible minority in Canada?

- ☐ Yes
☐ No
☐ Prefer not to say

Q. Do you identify as Indigenous — that is, First Nations (North American Indian), Metis or Inuit?

- ☐ Yes
☐ No
☐ Prefer not to say

According to the *Accessible Canada Act*, disability means "any impairment, including a physical, mental, intellectual, cognitive, learning, communication or sensory impairment — or a functional limitation — whether permanent, temporary or episodic in nature, evident or not, that, in interaction with a barrier, hinders a person's full and equal participation in society."

Q. Do you identify as a person with a disability?

- ☐ Yes
☐ No
☐ Prefer not to say

Q. What are the first three characters of your postal code?



Finish

