

Municipality of Chelsea Active Transportation Master Plan

Final report

January 2021



Acknowledgements: We wish to thank the organizations and community members that worked with the Recreation, Sports, Culture and Community Life Department (in particular Municipal Council, the Recreation, Sports, Culture and Community Life Advisory Committee, Chelsea Trails, and SAFE Chelsea) and lent their time and expertise to every stage of the plan update.

Table of Contents

1.	Background	4
	1.1. Why do we need an update?	5
	1.2. What's changed since 2014?	5
3.	Methodology and Consultations.....	6
	2.1. Meetings with Stakeholder Groups	6
	2.2. Cocoriko Consultations.....	6
	2.3. Survey Monkey Consultations	6
	2.4. Certifying the Final Results.....	7
	2.5. Area Covered by the Master Plan	7
4.	Extensive Community Consultations.....	8
	3.1. Cocoriko Virtual Consultations – Detailed Results.....	8
	3.2. Survey Monkey Consultations – Detailed Results	13
	3.1.1 Profile of Respondents	18
	3.3. Meetings with Community Groups	19
5.	Chelsea's Active Transportation Plan – Strategy for the Future	21
	4.1. Renewed Vision.....	21
	4.2. Active Transportation Action Plan 2021-2026	21
	Structuring the Action Plan	21

1. Background

Since the 2005 adoption of the Master Plan (MP), and in view of the interest shown by residents, active transportation has become a major for the Municipality of Chelsea. The Plan outlines principles and actions to promote and encourage active transportation in Chelsea. Its broad land use guidelines, in particular those in clause 5, also suggest improving the road network to support other modes of travel.

To ensure an environment that improves quality of life in the community, Chelsea wants to encourage active transportation for both recreational and commercial use. Reducing motorized travel by continuing to develop land in a dynamic and balanced way, making the municipality more open and accessible, and promoting shared public spaces will be no small challenge.

In 2014 Chelsea approved its first Active Transportation Master Plan (ATMP), the result of extensive consultations with the community and its partners. This first exercise proved important in developing active transportation for the community since it gave rise to a number of projects. These include:

1. A community trail along the old railway corridor
2. A bike path along Chemin Old Chelsea and Chemin Scott
3. A bike path along Chemin de la Mine, Chemin Notch, and Chemin Kingsmere
4. A new shoulder along a section of Route 105
5. A number of new trails out of neighbourhoods like Meredith and Farm Point

We should note that the aim of this new infrastructure is to encourage residents to be more active and get around by means of transport other than a car. While Chelsea is already seen as an active community, the 2014 Active Transportation Plan (ATP) supplements its policies in this regard.

The 2014 ATP has created partnerships with organizations like Chelsea Trails and helped form others with groups like SAFE Chelsea.

We should also acknowledge its key role in helping the Municipality get funding and grants for trails and bike paths that are now part of the active transportation network. The ATP has shown that projects for which the municipality requested support arose from a process jointly planned with the community.

Over the years and since adopting the 2014 ATP, the Municipality has engaged in active transportation issues through a number of projects and by taking related measures when various policies and action plans were drafted (e.g., the Sustainable Development Action Plan, the Seniors and Family Policy, the Physical Activity, Outdoor and Sport Policy, and the recent review of its Master Plan). That said, the ATP should also be reviewed as it must remain one of our tools to support the community and meet the needs of residents.

Though we are undertaking to renew the 2014 ATP's vision and direction and add an action plan, the 2014 ATP remains a key supplement to Chelsea's 2021 Plan, mainly because the first plan's suggested process for assessing active transportation (trails, links, bike paths, etc.) is still useful and current. We should continue to view both documents as a single exercise that changes and evolves over time but for which some aspects remain relevant. However, the new action plan (outlined near the end of this document) has more detailed, comprehensive active transportation network assessments that draw on experts in the field.

1.1. Why do we need an update?

It's important to update the ATP because:

- ✓ The Municipality is growing fast, and we need to structure and organize active transportation more effectively.
- ✓ Active transportation in Chelsea has long been an important cause and is still changing and evolving.
- ✓ Chelsea is updating its Master Plan (MP) for development, growth, and land use throughout the Municipality and the ATP is a key aspect that must align with the MP and the MRC's revised land use plan.
- ✓ Though the 2014 ATP remains valid and is still a key part of the 2021 ATP, the plan must be updated to reflect current realities.

The chief aim is to reassess the 2014 ATP's vision and direction and confirm priorities for the years ahead.

In principle, the ATP update:

- ✓ Reassesses the plan's vision.
- ✓ Checks that the 2014 plan's directions are still relevant and adjusts them where needed.
- ✓ Includes an action plan that sets out priority areas.

The update has been a chance to hear again from community groups that work to promote mobility and active transportation, and to consult all residents who took part in the Cocoriko and SurveyMonkey surveys.

1.2. What's changed since 2014?

The community has been interested in active transportation since the ATP's first edition came out. Here are some changes that have had a big impact on active transportation in Chelsea:

- ✓ Its population is growing as a result of current and future real estate development (it's estimated that more than 1,000 new homes will be built in Chelsea in the next few years)
- ✓ MRC des Collines-de-l'Outaouais now has public transit (Transcollines bus Department) that serves the municipality and other areas.
- ✓ Chelsea is an active community, and active transportation is a good way to promote healthy lifestyles.
- ✓ Key active transportation corridors (community trail, Rue Mill, Chemin Notch, Chemin Old Chelsea, Route 105, etc.) have been greatly improved to encourage cycling and walking.
- ✓ We've improved the recommendation process for trail and park development.
- ✓ Chelsea's Active Transportation Plan will seek and obtain more grants and permits from government institutions.
- ✓ In 2019, the Municipality was awarded bronze certification by the VÉLOSYMPATHIQUE movement.

3. Methodology and Consultations

We've begun extensive consultations to help understand and adapt the vision, direction, and actions the municipality should propose for the ATP update.

2.1. Meetings with Stakeholder Groups

First, there were meetings and discussions between Recreation, Sports, Culture and Community Life Advisory Committee members and active transportation advisors. The Chelsea Trails and SAFE community groups also took part.

The meetings sought to get an initial sense of how the 2014 ATP may have evolved in recent years while making sure the Active Transportation Plan's vision and directions still reflect community needs. They were also helpful in planning online consultations.

The first meetings in May 2020 were virtual as per current health and hygiene standards. We met with the aforementioned groups as follows:

- Chelsea Trails – May 25
- SAFE Chelsea – May 27
- The two active transportation consultants – May 28
- Recreation, Sports, Culture and Community Life Advisory Committee members – May 28 and June 2

After the meetings, the Recreation team cross-checked some common areas. Plans were made for a second meeting to confirm and verify information, and then public consultations were held on the Cocoriko and Survey Monkey platforms.

The second meetings were in June 2020:

- SAFE – June 17
- Chelsea Trails – June 18
- Recreation, Sports, Culture and Community Life Advisory Committee – June 19

In the last two weeks of June, all Council members were asked to comment on and certify the second step results by email.

2.2. Cocoriko Consultations

Cocoriko is an online platform for real-time discussions where you can hold open, transparent consultations on specific issues.

From mid-August to late September, residents could use Cocoriko to share their views on nine key issues proposed by the Municipality. They could also suggest more statements for participants to vote on. In total, more than 300 people took part in these consultations. Members of the public made 18 proposals and we logged 4,351 votes and a range of comments on all proposals and suggestions.

2.3. Survey Monkey Consultations

Between mid-September and mid-October, Chelsea residents also took part in a survey on active transportation habits to give us a clearer picture of active transportation in the municipality.

This interesting exercise had a total of 263 participants.

For two and a half months (August, September, and October), Chelsea residents had a chance to share views on active transportation issues and discuss their lifestyle habits and visions for the future of active transportation in the community.

2.4. Certifying the Final Results

Consultation results were analyzed and are outlined in the following section.

More meetings were held to check information and make minor corrections so a final document could be prepared for the Active Transportation Master Plan’s second edition.

Meetings were held in November and December 2020 to certify the results:

- Recreation, Sports, Culture and Community Life Advisory Committee – November 26
- SAFE – December 1
- Chelsea Trails – December 2

AT consultants attended one of these meetings.

2.5. Area Covered by the Master Plan

The Master Plan covers the entire Municipality of Chelsea. Here is the map from version 1 of the 2014 ATP:



4. Extensive Community Consultations

This section concerns online consultations, participation rates for ATP update activities, and various meetings with Chelsea Trails, SAFE Chelsea, municipal councillors, and the Recreation, Sports, Culture and Community Life Advisory Committee.

3.1. Cocoriko Virtual Consultations – Detailed Results

Cocoriko, an online public consultation platform developed right here in Chelsea, gives participants a say by letting them vote and leave feedback. It also ensures transparency by showing vote results in real time.

Participants simply vote on each proposal and use a scale of 1 to 10 to show how much they believe in or support it. As votes are entered, a list of priority proposals is automatically and openly displayed.

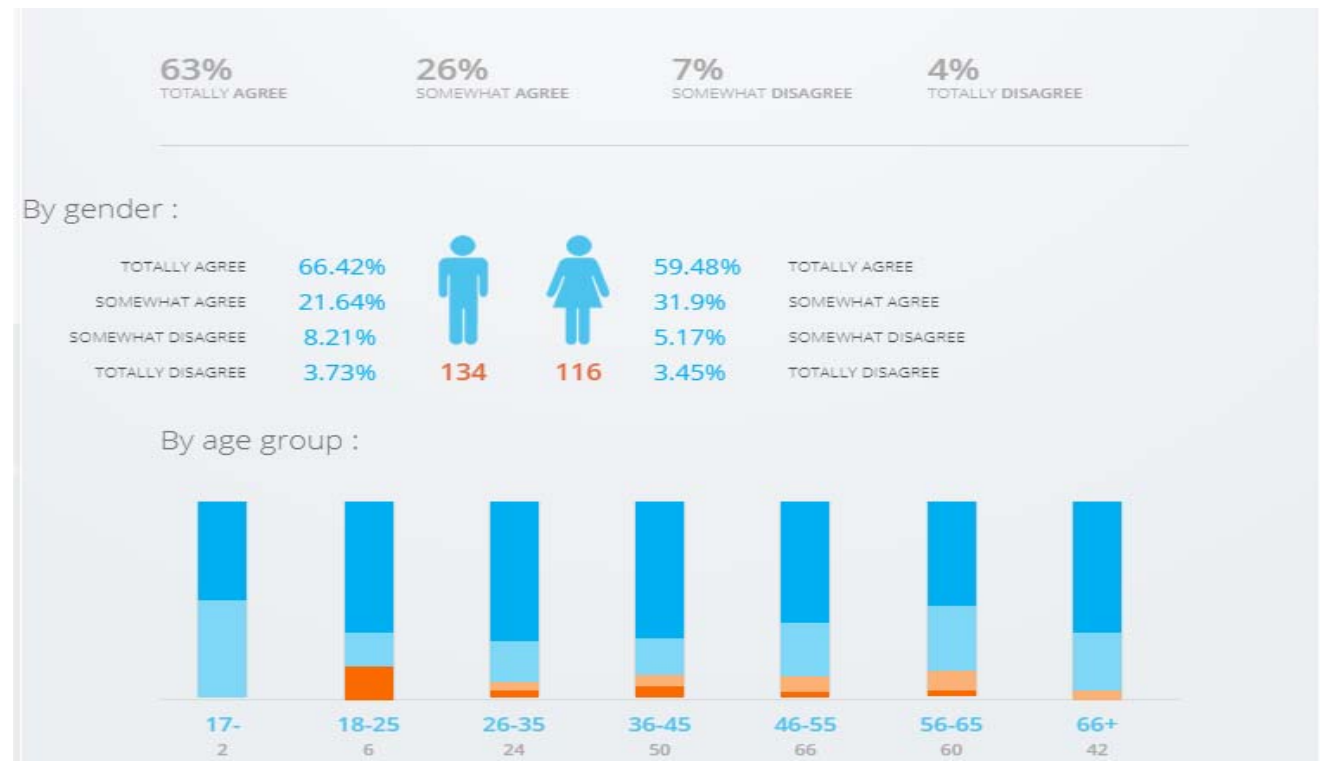
The municipality submitted nine proposals to the community on July 20. Residents had until August 20 to vote on them and add their own proposals, which the platform then automatically displayed. A total of 14 participants submitted proposals to be voted on.

The municipality’s proposals concerned:

- The vision for active transportation in Chelsea
- Satisfaction with the current active transportation network
- Possible connections between Chelsea neighbourhoods and nearby communities
- Network safety
- Municipal funding for active transportation
- The mapping of public bike paths and walking trails

Appendix A contains all proposals by the Municipality and participants, including comments and feedback for each. Six proposals are also shown below (i.e. respondents’ five chosen priorities and a sixth chosen by the Recreation, Sports, Culture and Community Life Department).

Proposal: Make the network bigger: The Municipality should add new bike paths and trails to expand the existing offer



Here are some key comments on this issue:

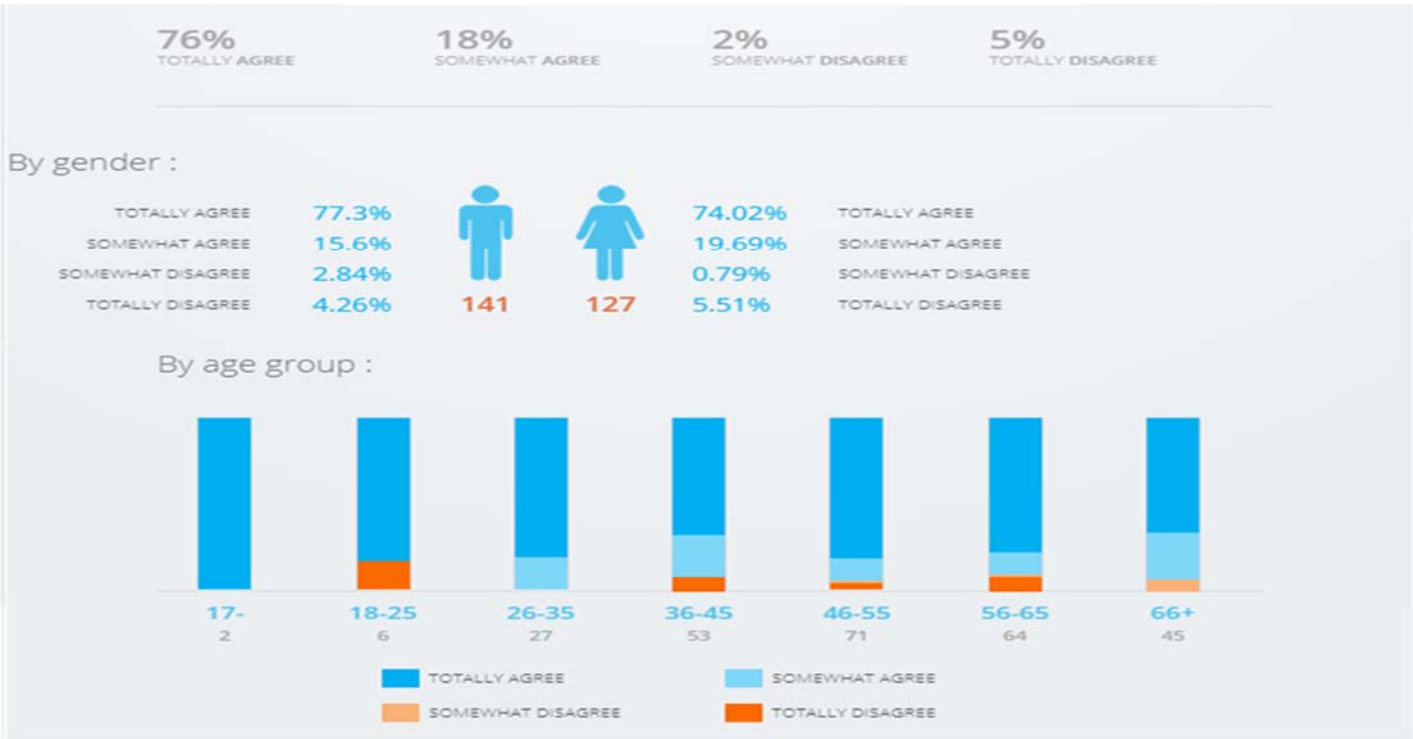
- The priority for new trails & paths should be in those areas of Chelsea that are currently underserved or not at all served by the current network of trails & paths. *(Les nouveaux sentiers et chemins devraient être créés prioritairement dans les zones de Chelsea qui sont actuellement mal desservies ou non desservies par le réseau actuel.)*
- Route 105 should have a designated bike path. *(La route 105 devrait avoir une piste cyclable désignée.)*
- Connecting different neighborhoods should be a priority. *(Relier les différents quartiers entre eux devrait être une priorité.)*

Respondents would like:

- A basic principle for systematically improving roads and paths for cyclists and walkers when upgrade, repair, or other work is being done.

Summary of results: While more than 89% of respondents favour expanding the active transportation network, future development sites must be strategically planned to create direct, practical, and functional connections. The infrastructure must also be safe and well maintained in both summer and winter. In view of the responses, we have made sure the action plan includes maintenance and safety procedures and a plan to develop the active transportation network over the short, medium, and long term.

Proposal: Connect to nearby communities: The Municipality should build bike paths and trails that connect to those of nearby communities, with connections strategically placed to reflect residents’ needs and habits.



Here are some key comments on this issue:

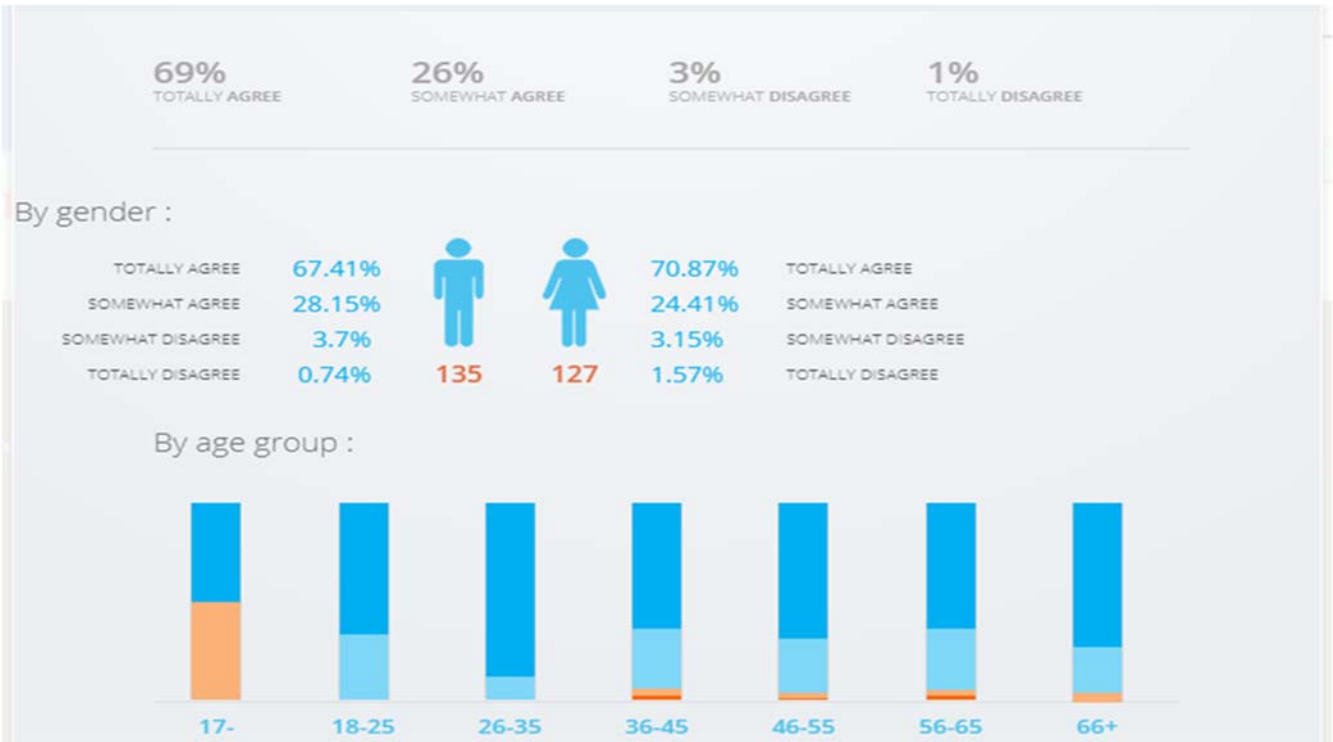
- Wakefield and Hull should be connected to Chelsea all year round with an active use trail.
- La ligne de Gazifère qui longe l'autoroute à l'est est l'endroit tout désigné et le plus court en site propre entre le centre-village et une route existante à Hull (le boulevard de la Technologie). *(The Gazifère line, which runs along the highway to the east, is the ideal and shortest exclusive right-of-way between the village center and an existing road in Hull [Boulevard de la Technologie].)*

Respondents would like:

- To be able to get themselves or family members directly and safely to work, school, and elsewhere.

Summary of results: Ninety-five percent of respondents (250 votes) want to connect with nearby towns, and the community trail seems to be the infrastructure of choice to link Chelsea to Gatineau and the municipality of La Pêche. Since respondents also noted the importance of linking various parts of Chelsea to institutions or sites of interest, this proposal was added to the 2021 ATP’s vision.

Proposal: Network connections – Bike paths and trails should connect neighbourhoods to key locations in the municipality (infrastructure, natural assets, heritage sites, etc.)



Here are some key comments on this issue:

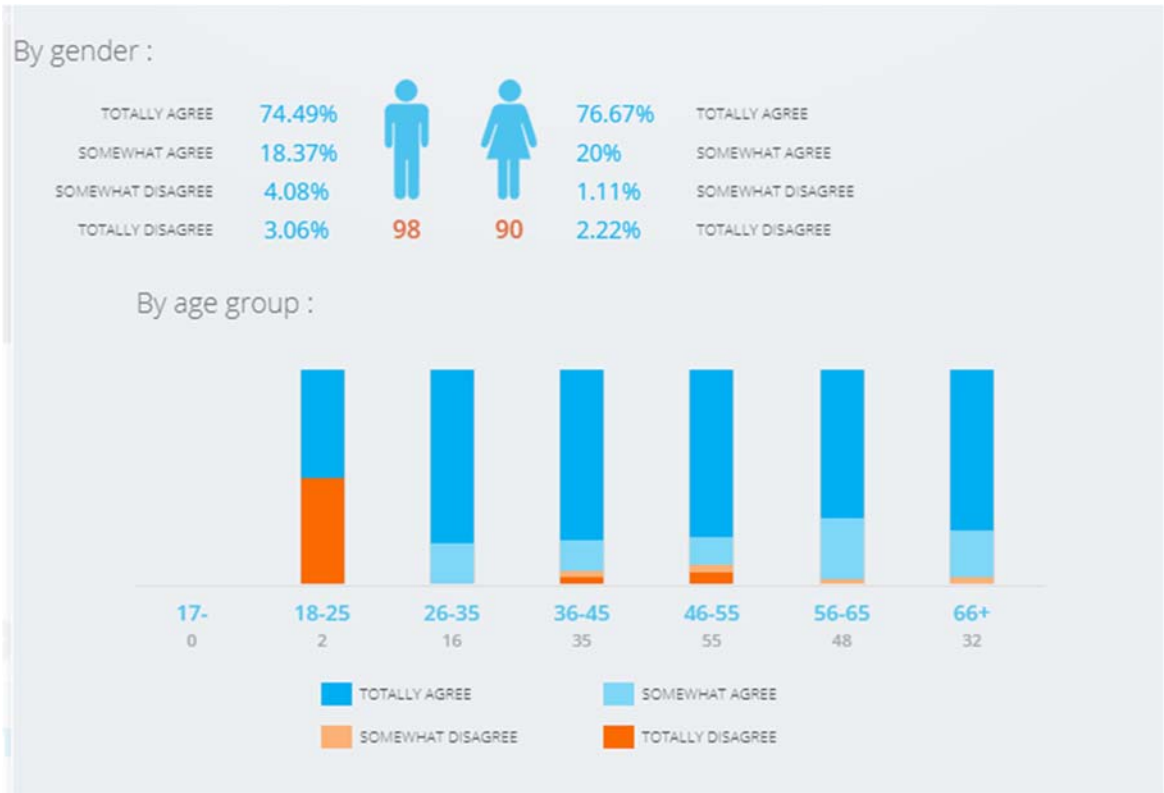
- It would be great if trails led to strategic locations like grocery stores, pharmacies, schools, etc.
- Chelsea needs to be much more proactive in identifying and formalizing existing connections between neighborhoods and must ensure all new developments plan them in. (*Chelsea doit être beaucoup plus proactive dans l'identification et la formalisation des liaisons existantes entre les quartiers et doit s'assurer que tous les nouveaux développements de Chelsea les planifient et les intègrent.*)
- We must look at each neighbourhood to find ways to connect it to the rest of Chelsea. (*Chaque quartier doit être examiné afin d'être relié au reste de Chelsea.*)

Respondents would like:

- A clear commitment to connect neighbourhoods to areas of interest.

Summary of results: Ninety-six percent of respondents noted the importance of connecting neighbourhoods to sites of interest and to other neighbourhoods. Since such connections must allow safe and secure access from point A to point B throughout Chelsea by all modes and types of active transportation, they are a clear priority in the 2021-2026 action plan.

Proposal: Safety – Chelsea's existing trails and bike paths are safe.



Here are some key comments on this issue:

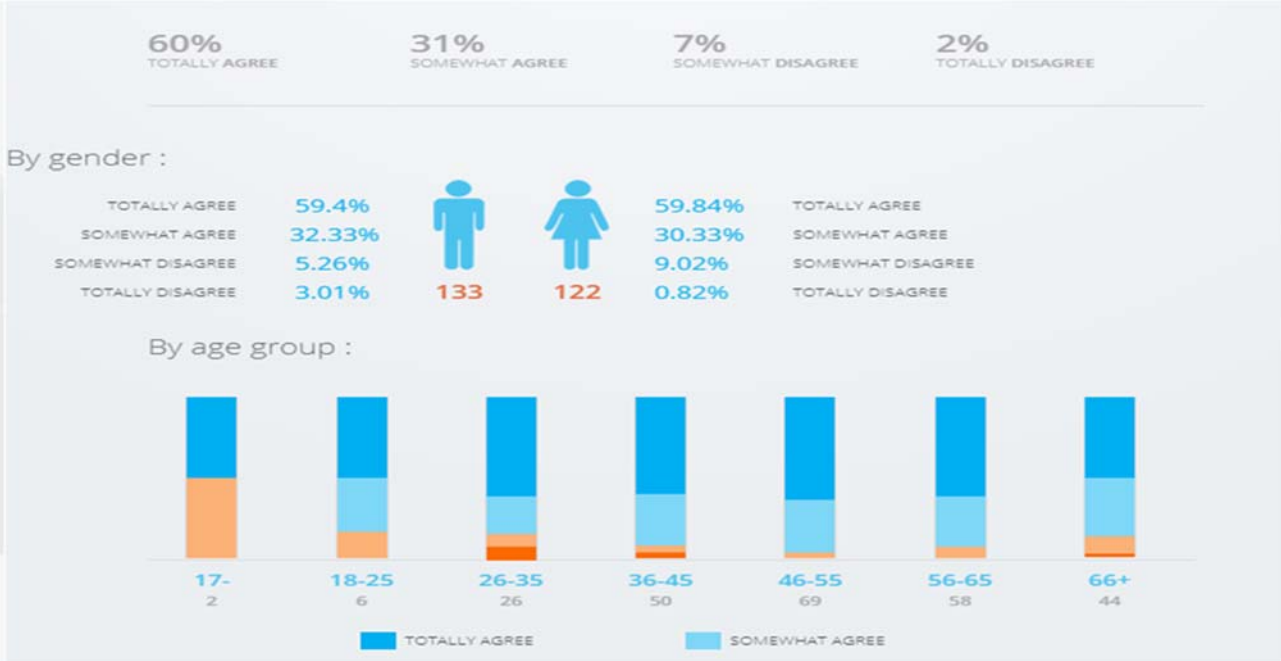
- Intersections are a problem. (*Les intersections sont problématiques.*)
- An education plan would also go a long way for motorists and active transport users. (*Un programme de sensibilisation serait également très utile aux automobilistes et aux utilisateurs de transports actifs.*)
- Some of the network's key points still need to be made safer.
- Several locations are clearly dangerous, including Chemin Old Chelsea, the intersection of Chemin Scott and the A-5 Nord off ramp (which leads right to a school zone), and the section of Chemin Notch from Chemin de la Mine to Chemin de la Montagne.
- Network maintenance and signage were also mentioned a few times.

Respondents would like:

- The current network's problem locations to be clearly identified and a plan to be developed that covers all aspects of active transportation.

Summary of results: Since respondents felt that safety on the current network was a big concern, it's important to review all aspects of the issue (infrastructure, maintenance, signage, speed, etc.). We've made sure the action plan includes the identifying of dangerous locations so that we can develop safe infrastructure.

Proposal: Bike path – When it's impossible to create a bike path along a road, the Municipality should try to make the shoulders safer even if that means temporarily delaying new infrastructure projects due to budget constraints.



Here are some key comments on this issue:

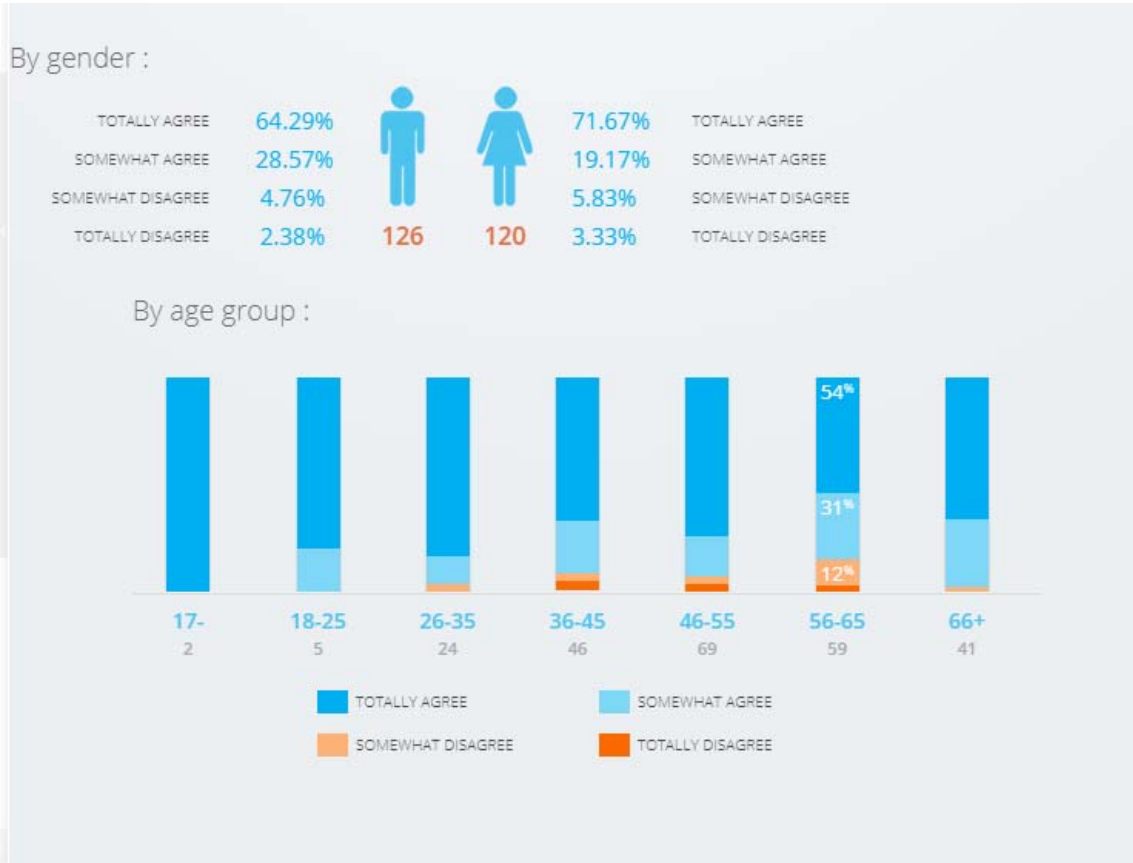
- Totally agree (focus on active transportation rather than just the needs of motorists, etc.)
- Find a solution that meets the expectations of all users.

Respondents would like:

- An innovative, sustainable network that everyone can use.

Summary of results: Since safe trails are key to encouraging non-motorized transportation, our action plan notes the importance of involving expert bodies like Vélo Québec in development projects.

Proposal: Bike paths and utility trails – In addition to bike paths and recreational trails, there should be direct, convenient access to businesses and other important places.



Here are some key comments on this issue:

- To my mind, active transportation is about practical transit from A to B, and not necessarily about fulfilling recreational objectives. *(À mon avis, le transport actif est un moyen de transport pratique permettant de se rendre du point A au point B, et pas nécessairement un loisir.)*
- I completely agree that we should put more emphasis on providing safe conditions for practical trips. *(Je suis tout à fait d'accord pour dire qu'il faut mettre davantage l'accent sur la sécurité pour les déplacements utilitaires.)*
- Active transportation requires easy, direct links and connections.
- This needs to be a priority - develop a utilitarian network, not just recreational. *(Le développement d'un réseau utilitaire, et pas seulement récréatif, doit être une priorité.)*

Respondents would like:

- A network thought out and planned for the short, medium, and long term for users of all ages and abilities.

Summary of results: The consultations raised the important issue of practical or commuter trails, which are rarely seen on the Chelsea network. Respondents want strategically located infrastructure so they can travel from point A to point B to get to sites of interest. In the long run, more non-motorized transport will mean a smaller ecological footprint and fewer greenhouse gases (GHGs).

3.2. Survey Monkey Consultations – Detailed Results

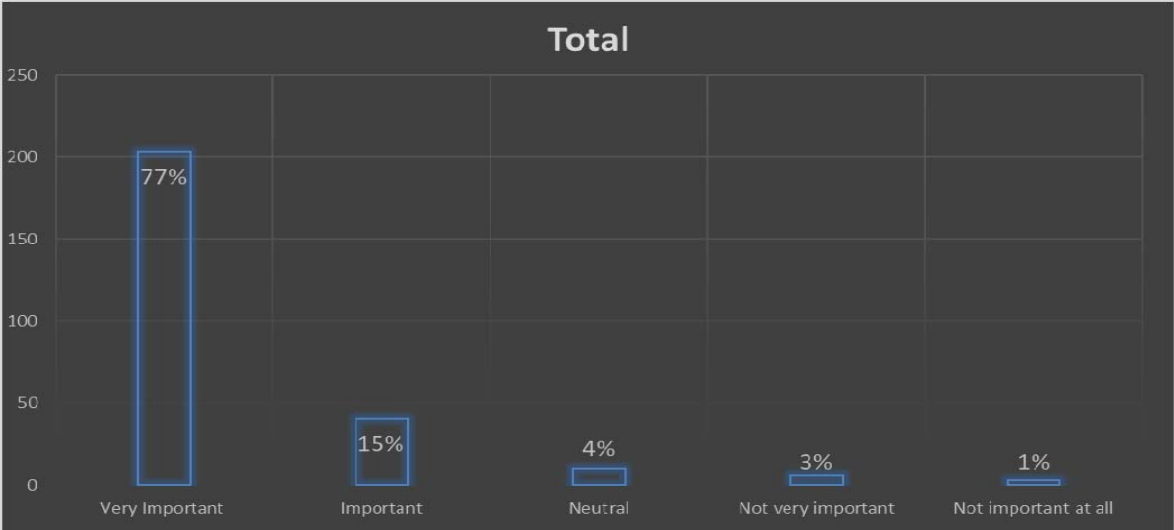
Part 2 of the consultation was designed to let residents share and discuss their active transportation habits. Using a 20-minute Survey Monkey questionnaire, the Recreation, Sports, Culture and Community Life Department managed to learn more about:

- Residents' views on the importance of active transportation.
- How often they use the existing network.
- Factors in their active transportation choices.
- Residents' satisfaction with various aspects of the existing network.
- Everyday challenges and difficulties with the current network.

The questionnaire was online from September 10 to October 2, 2020, and a total of 263 residents discussed their active transportation habits and the importance of active transportation in their lives.

Appendix B of this document has a full analysis of the 20 questions submitted to the public. The 6 questions or issues prioritized by the Recreation, Sports, Culture and Community Life Department are outlined below along with an analysis of each.

Question: How important is active transportation in Chelsea to you (walking, running, cycling, skiing, snowshoeing, canoeing, etc.)?



Here are some key comments on this issue:

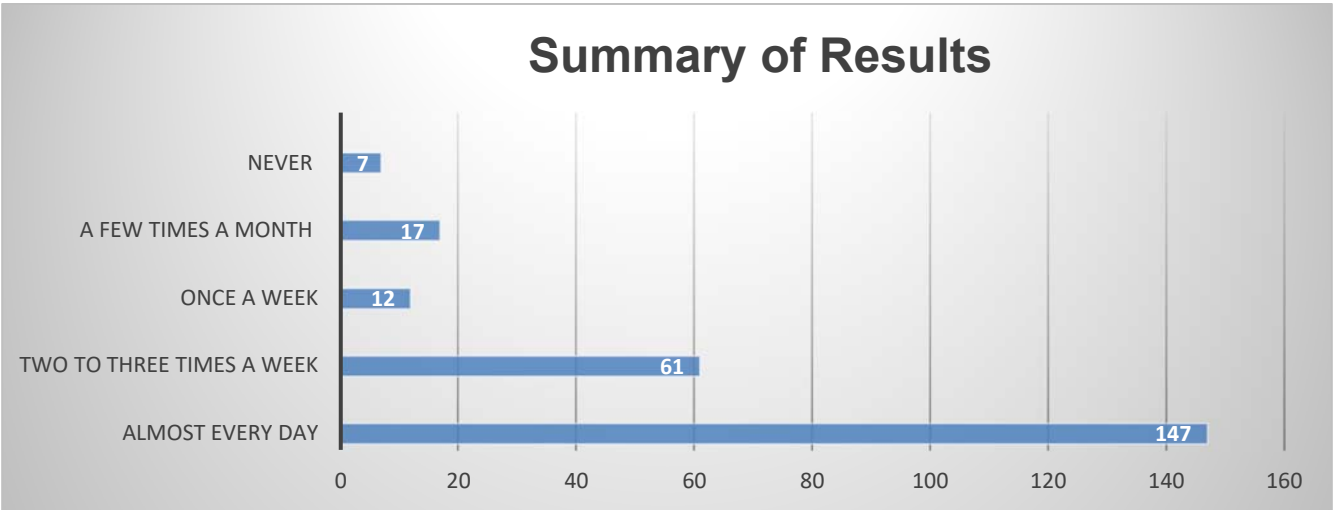
- It's healthy, fun, and environmentally friendly. Also, we can't always drive – a car isn't always available. Sometimes the only way to make local trips is on foot or by bike. Having safe conditions for this is important because these trips often aren't optional or recreational. We make them (or would like to make them) because we need to get somewhere. *(C'est sain, amusant et respectueux de l'environnement. En outre, une voiture n'est pas toujours disponible. Parfois, la seule façon de parcourir un trajet est à pied ou à vélo. Il est très important de pouvoir le faire dans des conditions sécuritaires, car souvent ces déplacements ne sont pas facultatifs ou récréatifs – nous les faisons ou voudrions les faire parce que nous devons vraiment aller quelque part.)*
- Chelsea's near the river and Gatineau Park and has connections that don't require a car. I also commute by bike, so I need to get to Ottawa through safe corridors that connect to park and Gatineau pathways.

Respondents would like:

- A safe, all-purpose network that connects to nearby towns and neighbourhoods.

Summary of results: With 92% of votes, it is clear that nearly all respondents think active transportation is important, with most believing a safe, connected active transportation network is very important. Active transportation is also a key factor in physical, mental, and environmental health. Active transportation will help Chelsea leave a smaller ecological footprint by increasing its modal share of non-motorized transport.

Question: How often do you use active transportation (walking, running, biking, skiing, snowshoeing, canoeing, kayaking, etc.) for recreation or practical reasons?



Here are some key comments on this issue:

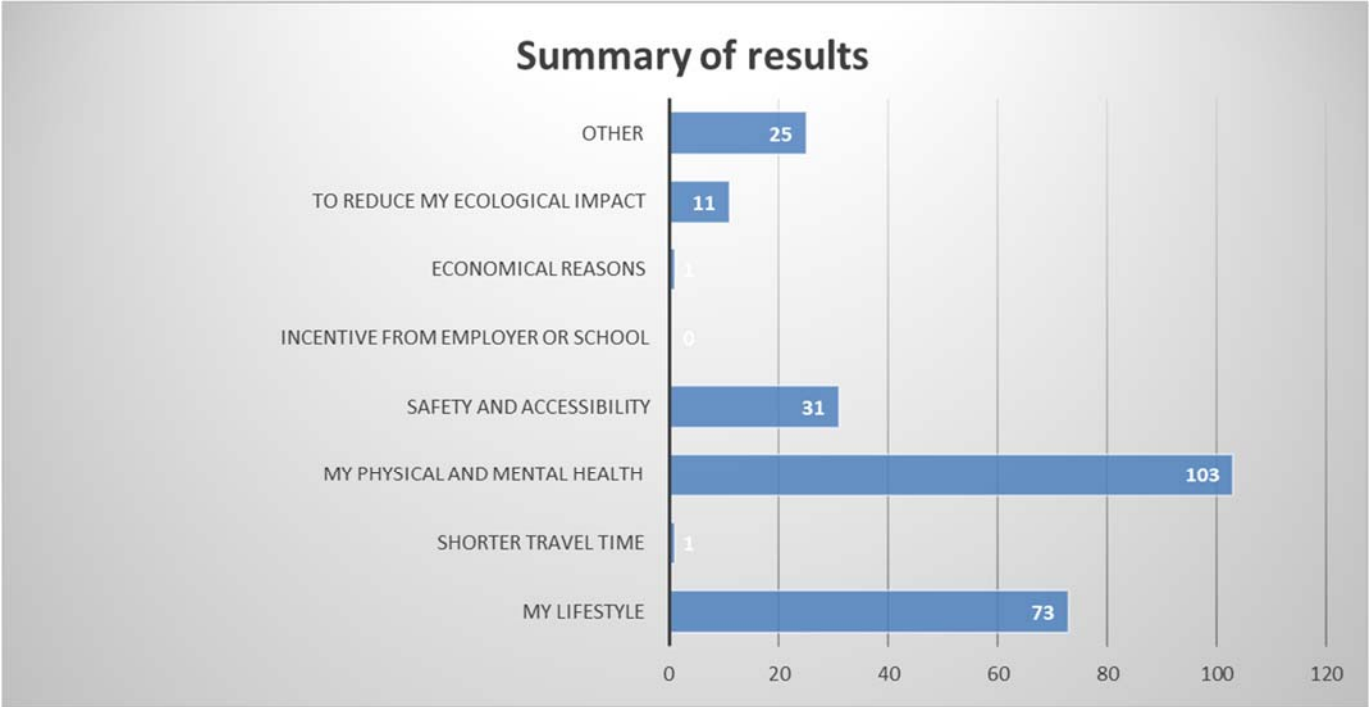
- Active transportation is the most fun and safe way to stay healthy and active. *(Le transport actif est le moyen le plus agréable et le plus sûr de rester en bonne santé et actif.)*
- However, trails and sidewalks aren't safe in winter because snow and ice aren't cleared right away. *(Les pistes et les trottoirs ne sont pas sûrs en hiver car ils ne sont pas immédiatement déneigés ou déglacés.)*
- For recreation and to get to work
- To be environmentally friendly, to be outdoors and in nature for physical exercise, health and wellness *(Pour être respectueux de l'environnement, être en plein air et dans la nature; pour l'exercice physique, la santé et le bien-être)*
- To go to restaurants, grocery stores, bakeries, and markets
- To cycle to school, daycare, and work *(Pour se rendre à l'école, à la garderie et au travail en vélo)*
- Health, family outings, exercise, social engagement, dog walking, recreation *(Pour la santé, les sorties en famille, l'exercice physique, l'engagement social, promener les chiens, pour les loisirs)*

Respondents would like:

- A year-round network for people of all ages, abilities, and lifestyles

Summary of results: Eighty-five percent of respondents use active transportation every day or two to three times a week. It's clear that people are active, mainly to improve their health but also to help the environment, take their children to school, and get to work. Respondents who use active transportation less often said their habits might change if corridors were safer, if there were more connections, and if winter maintenance was better.

Question: When choosing a mode of active transportation, what factors do you consider?



Here are some key comments on this issue:

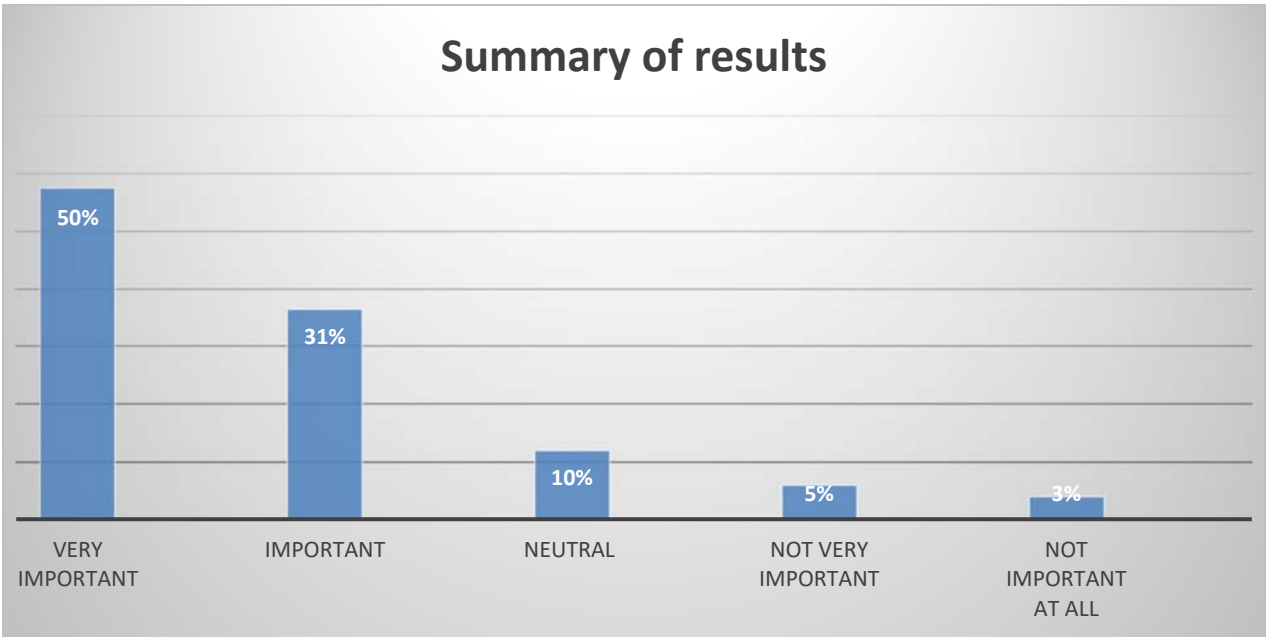
- Physical and mental health, smaller environmental footprint; I also consider safety before riding my bike at night or in bad weather. *(Pour la santé physique et mentale, réduction de l'empreinte écologique; je tiens aussi compte de la sécurité avant de faire du vélo la nuit ou par mauvais temps.)*
- Desire to be healthy, not to pollute, and to leave the car at home (but only if it's convenient and safe)

What respondents would like:

- It's clear that Chelsea residents want to make active transportation (AT) a way of life rather than just another municipal feature. We must consider all types of AT, especially when it comes to safety and strategically located infrastructure.

Summary of results: Physical and mental health was the top factor cited by respondents, with 42% of votes. Second was the desire to make active transportation a way of life, and third was network safety and accessibility. Many said that all the choices were determining factors.

Question/Issue: Give residents more opportunities to use a mode of AT to get to work or other locations outside Chelsea.



Here are some key comments on this issue:

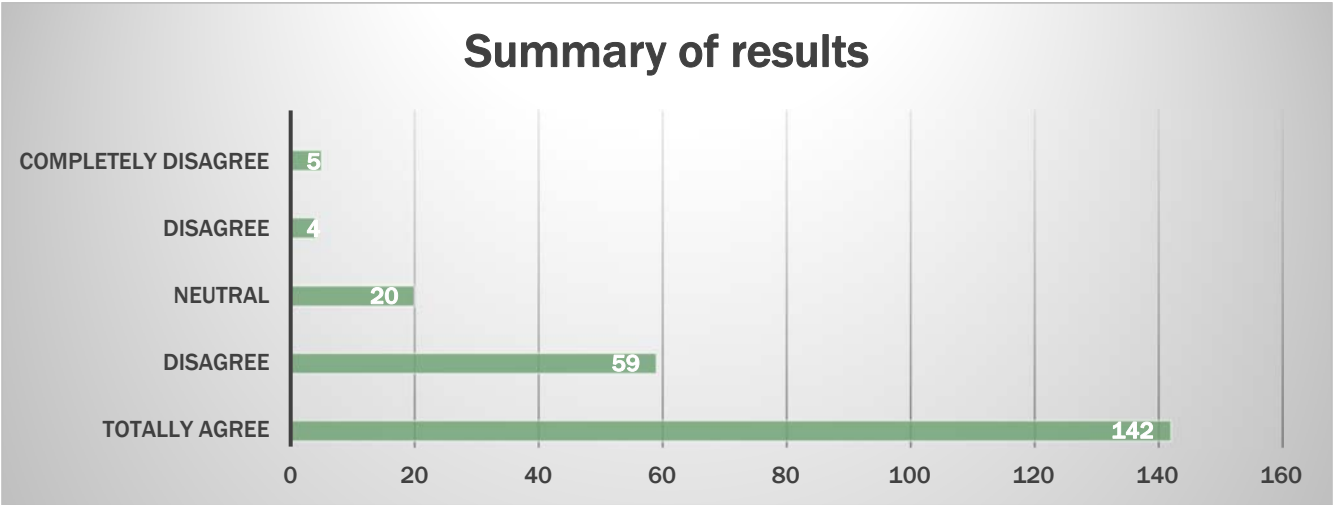
- Better public transit connections to make it easier to get from home to work. *(Meilleures dessertes de transport public pour faciliter le trajet entre le domicile et le lieu de travail.)*
- Chelsea will need to provide direct routes and quality infrastructure to make such trips appeal to as many people as possible. Residents must be able to use active transportation to go to places outside Chelsea without relying on a car. *(Il sera très important pour Chelsea de fournir des voies directes et des infrastructures de haute qualité afin de rendre ce type de déplacement attrayant pour le plus grand nombre de personnes possible. Le transport actif doit permettre de se rendre à des destinations en dehors de Chelsea sans devoir recourir à une voiture.)*
- Gazifère Trail from Chemin Freeman to Gatineau

Respondents would like:

- Direct, safe access routes to various points of interest

Summary of results: This aspect is clearly important, and connecting Chelsea to schools, sites of interest, and nearby communities is a priority we’ve added to the 2021 Master Plan. Respondents most often talked about linking Chemin de la Montagne, Chemin Notch, Chemin de la Mine, the community trail, and Boulevard de la Technologie.

Question/Issue: Develop a network that’s easier and more convenient for every mode of active transportation and for users of all ages and physical abilities.



Here are some key comments on this issue:

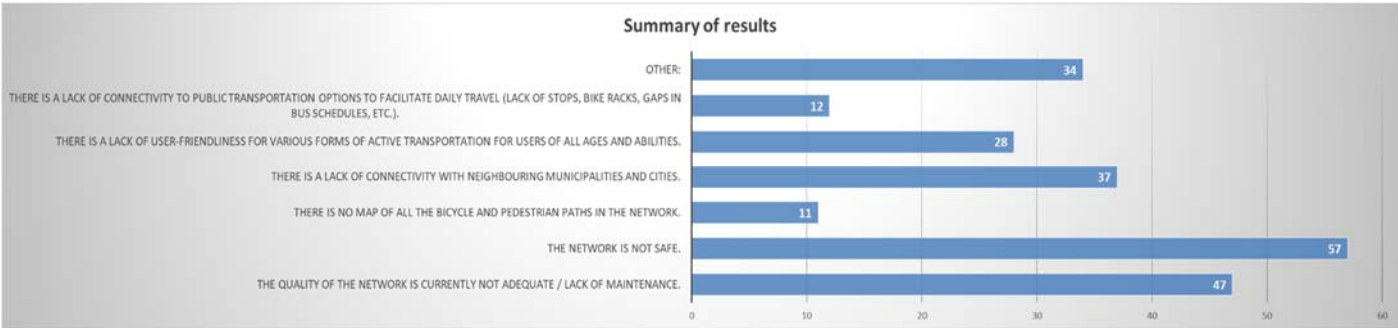
- To develop a network for all ages and abilities similar to that described by SAFE Chelsea in its official recommendations, we must first identify key routes that connect local neighbourhoods with Chelsea’s schools and its two villages based on distances generally deemed walkable and bikeable (or for reasons of convenience). Second, we must focus on providing safe, desirable conditions for walking and cycling on these routes. While the design of these facilities may vary, the general aim is to slow traffic, make intersections and crosswalks safer, and physically separate active transport users from the road with curbs or similar hard barriers. Facilities must be designed to be effectively maintained in both winter and summer.
- There should be more crosswalks (good improvement on Route 105 at the CLSC, though more are needed). Street lighting is out of order or non-existent on Route 105 between Freshmart and Chemin Church. Dog-walking areas should also have more lighting.

Respondents would like:

- A network for people of all ages and abilities

Summary of results: It’s clear that most people want multi-purpose infrastructure, and we need a network that everyone can use. All aspects of active transportation must be considered.

Question/Issue: What challenges or barriers do you face when using Chelsea’s active transportation network? Does anything keep you from using it on a daily basis?



Here are some key comments on this issue:

- Few or no connections between various networks in Chelsea; as above, access to different parts of the network (Gatineau River, etc.) (*Peu ou pas de liens entre les différents réseaux à Chelsea. Comme ci-dessus, l'accès aux différentes parties du réseau, par exemple la rivière Gatineau.*)
- It's all about safety. (*Tout est une question de sécurité.*)
- Road conditions including shoulders; I don't feel it's safe for my child.

Respondents would like:

- A safe network

Summary of results: As noted a number of times in the survey, lack of safety, maintenance, and connections are key issues that keep Chelsea residents from using the network.

Question: General comments – Are there other issues you'd like to comment on?

Many participants left feedback about Chelsea's Active Transportation Master Plan. Here are the four concerns most often raised:

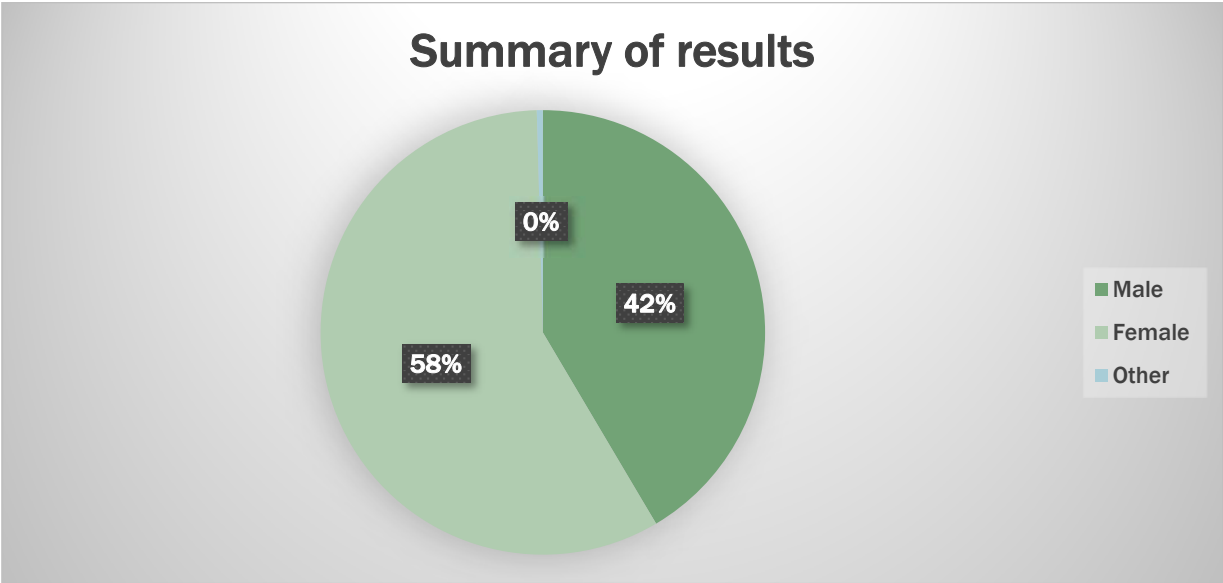
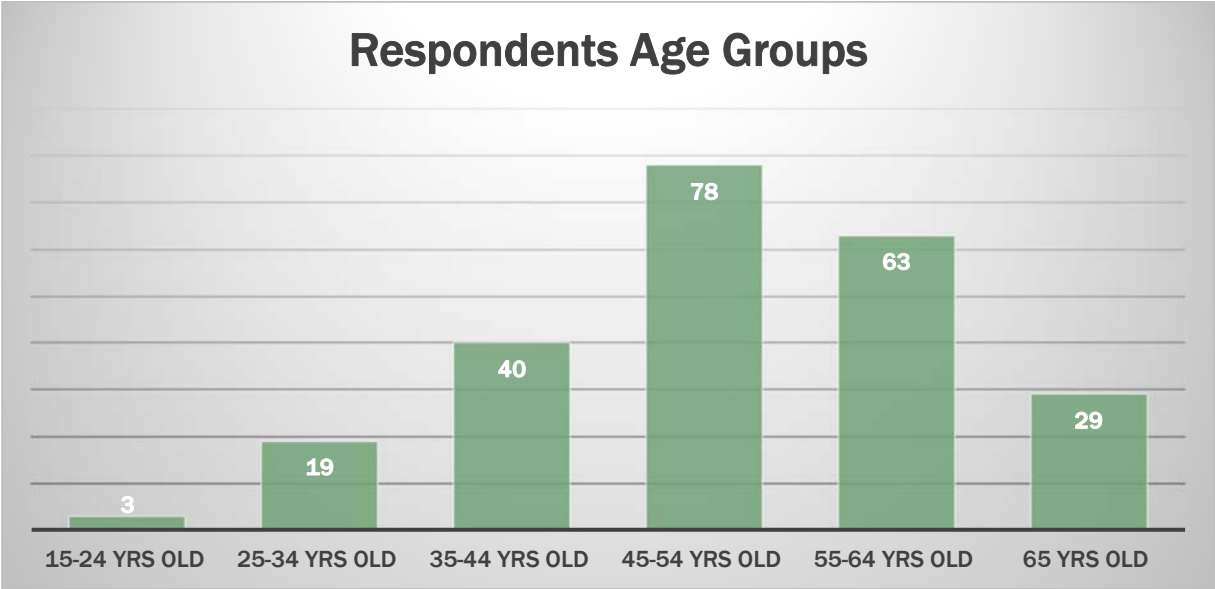
Better maintained bike paths	<p>It's an investment in the health of our community. Important to keep it as a priority when spending taxpayer money.</p> <p><i>C'est un investissement dans la santé de notre communauté. Il est très important que cela demeure une priorité lorsque l'on dépense l'argent des contribuables.</i></p>
More dog-walking paths	<p>Active transportation is a vital component of a green and healthy community. Chelsea needs to prioritize it and fund it to the same degree that it funds road maintenance for cars.</p> <p><i>Le transport actif est une composante essentielle d'une communauté verte et saine. Chelsea doit en faire une priorité et le financer dans la même proportion que l'entretien des routes pour les voitures.</i></p>
Network map	<p>Crosswalks are poorly located and identified, making it unsafe for pedestrians.</p> <p><i>L'emplacement actuel et l'identification des passages pour piétons sont très dangereux.</i></p>
Safer roads/safe shoulders for cyclists	<p>The benefits of active transportation are well-recognized - health, safety, the environment, social equity, and the economy. Investing in active transportation is a wise investment by the municipality. Given that the degree to which these benefits are realized depends on achieving measurable increases in active transportation rates, the municipality should set firm and ambitious targets in and continually monitor progress so to inform future policy.</p> <p><i>Les avantages du transport actif sont bien connus : santé, sécurité, environnement, équité sociale et économie. Investir dans le transport actif est un investissement judicieux de la part de la Municipalité. Étant donné que la mesure dans laquelle ces avantages se réaliseront dépend de l'augmentation mesurable du taux de transport actif, la Municipalité doit se fixer des objectifs fermes et ambitieux et surveiller les progrès en permanence afin de guider ses politiques futures.</i></p>

Summary of results: All feasible suggestions have been added to the Master Plan where possible.

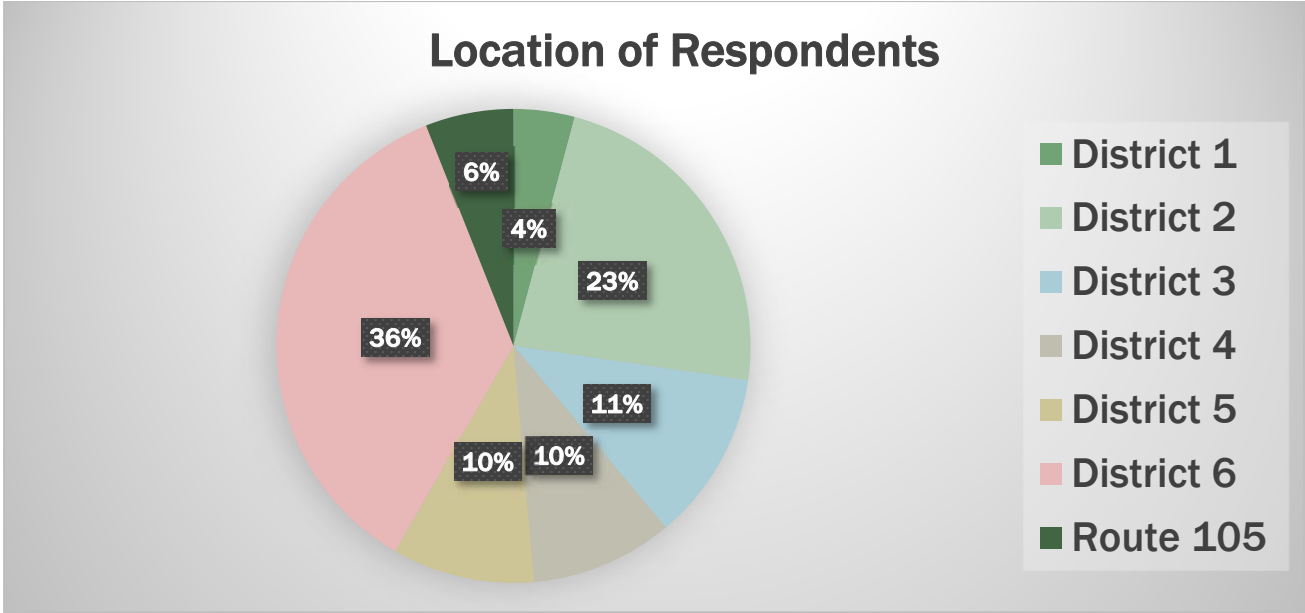
3.1.1 Profile of Respondents

We also feel it’s important to create a profile of respondents for the second public consultation.

A total of 263 respondents completed the Survey Monkey online questionnaire. Most were 35 to 64 years of age, 58% were female, and 42% were male.



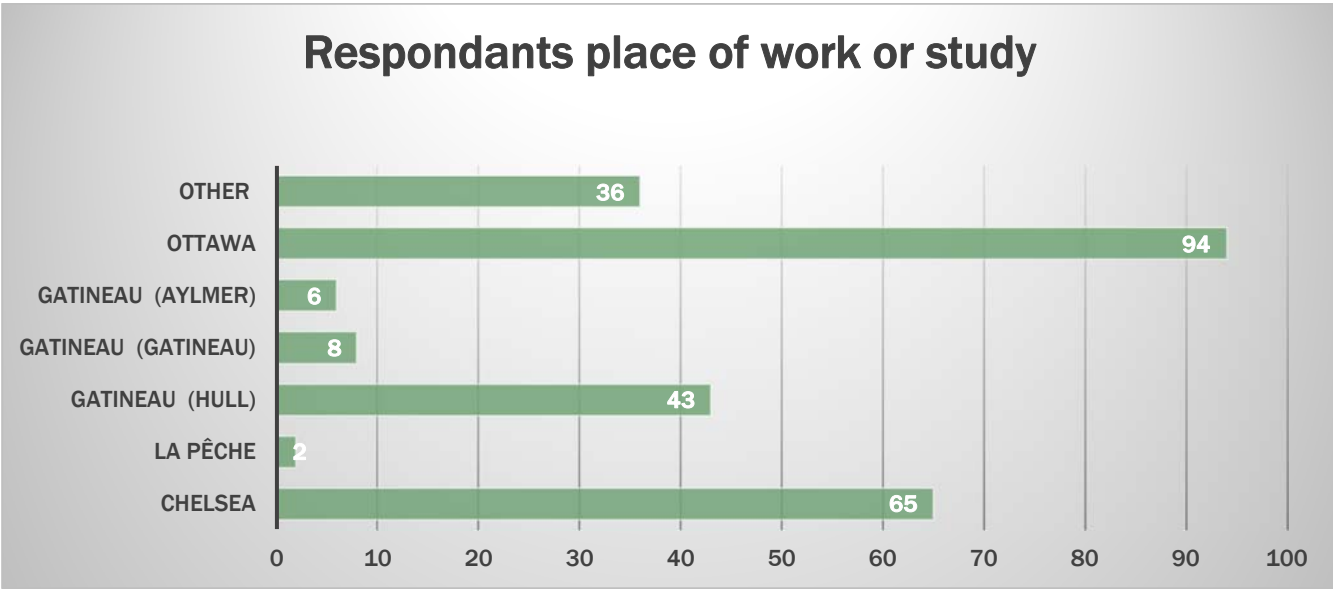
Interestingly, survey respondents were located throughout Chelsea though participation was higher in District 6 (between Kingsmere and Hollow Glen, 36% of respondents) and District 2 (town centre, 23%). A response rate of 6% to 11% was recorded in other districts. A special “Route 105” category was created because respondents who entered “105” as their location could be in any one of five different districts.



The work location of respondents is another aspect worth exploring, though we should be cautious since the survey was conducted during the pandemic.

Though 28% of respondents said they worked in Chelsea, the survey didn’t specify if this was work from home context. It’s therefore hard to know whether Chelsea is their usual work location.

For respondents who said they worked outside Chelsea, Ottawa was the main place of work (37%) followed by Gatineau/Hull (17%).



3.3. Meetings with Community Groups

It goes without saying that the Chelsea community has a wealth of experience in active transportation. Wide-ranging discussions with Chelsea Trails, SAFE Chelsea, and the Chelsea Recreation, Sports, Culture and Community Life Advisory Committee have led to recommendations for improving active transportation in the municipality.

Issues also emerged from discussions and meetings with the groups, which were the same issues raised by residents in the Cocoriko and Survey Monkey online consultations.

✓ **More Options and Greater Equity in Transportation**

Everyone should have access to active transportation whatever their age or physical condition. Though this is a big challenge, it must be met if the public is to feel comfortable using active transportation year-round. The municipality must make it a network for people of all ages and abilities and plan each step to ensure everyone—children, families, athletes, seniors, persons with limited mobility—can get around freely and safely.

✓ **Funding for Active Transportation**

The Municipality needs to invest more in its AT network, which must be budgeted to hire dedicated staff and build new infrastructure to meet the needs of a growing population.

✓ ***Integrated Planning for the Community's Active Transportation Network***

This component involves building paths and trails so we can have more vibrant and inviting streets, reducing traffic congestion, encouraging the use of Transcollines public transit, and promoting physical activity. Developing the network must also be a focus of the Planning and Sustainable Development Department and the Public Works and Infrastructure Department.

✓ ***Greenhouse Gas (GHG) Emissions***

We must reduce GHG emissions to make the environment cleaner and healthier.

✓ ***Developing the Centre Village***

New developments in Chelsea's village centre (businesses, schools, Meredith Centre, town hall, recreation facilities, parks, soccer fields, etc.) and its proximity to Gatineau make it a vibrant place. While these are said to pose a challenge, they're also an opportunity to embrace active transportation. To develop this area to its full potential, we recommend a full analysis of its transportation issues.

✓ ***Preserving and Protecting Existing Trails***

Our current trail network is an active transportation asset that we must preserve and continue to develop. Though the community trail on the former railway corridor is mostly complete, the municipality must keep doing all it takes to ensure everything goes well and that instructions are followed. It must also install signage and amenities to give the trail priority status as Chelsea's main active transportation artery.

✓ ***Improving Connections Between Neighbourhoods***

One key to an active transportation system's success is proximity to potential users. Connections between neighborhoods are vital to encourage active transportation in the community.

After issues were raised in discussions, a number of recommendations were made and added to the proposed action plan. They are as follows:

- ✓ Identify problem areas in Chelsea's active transportation network from the outset (e.g., no safe pedestrian crossings, cars driving too fast, etc.) and make the needed corrections.
- ✓ Consider an active transportation network designed to make the town centre safer for cyclists and pedestrians and reduce the number of road accidents wherever necessary based on "Vision Zero" policy principles.
- ✓ Take a strategic approach to funding where the municipality contributes and there's an active transportation budget, public-private partnerships, new developments, community engagement, etc.
- ✓ Create a full-time Active Transportation Coordinator (or equivalent) municipal position tasked chiefly with helping implement the Active Transportation Master Plan when it comes to funding, planning, and carrying out infrastructure projects.
- ✓ Conduct integrated planning to ensure the entire road network is designed for all users and not just motorists ("complete streets policy").
- ✓ Set up an Active Transportation Committee to implement the Active Transportation Master Plan's proposed action plan.
- ✓ Create effective partnerships with government bodies (MTQ, NCC, etc.) to develop active transportation more optimally.
- ✓ Think beyond cycling and walking. While they tend to be the most common means of active transportation, the municipality has other options it can explore. For example, skiing and snowshoeing, which may be considered a means of transportation on the Gatineau River, can diversify the way Chelsea residents get around.

5.Chelsea’s Active Transportation Plan – Strategy for the Future

This chapter explains the role and future of the municipality’s trail network and roadside cycling network, all in the context of a long-term planning exercise to meet the needs of local residents and address human and financial constraints.

4.1. Renewed Vision

Does the 2014 Active Transportation Plan’s vision still reflect your priorities and objectives?

A Shared Vision for Chelsea's Active Transportation Master Plan?
“Chelsea's Active Transportation Master Plan, one of the municipality’s tools of choice to promote social cohesion and public health, aims to create and protect a green active transportation network for residents’ and visitors’ non-motorized, mainly practical or functional trips. As the network connects Chelsea’s neighbourhoods, town centre, community infrastructure, recreation facilities, and natural and heritage assets, it goes without saying that development of community trails in particular will be in partnership with landowners.”

Updated Vision Proposed After Extensive Consultations:

A Shared Vision for Chelsea's Active Transportation Master Plan?
“The Chelsea Active Transportation Master Plan’s vision is to create a multi-purpose, inclusive, eco-friendly network that encourages people to use it as a car-free alternative for practical or functional trips—one that’s convenient, easy to use, safe, and geared toward quality of life for all. The network will encourage both practical and recreational trips by connecting Chelsea’s neighbourhoods to nearby municipalities and towns, infrastructure, sites of common interest, and natural or heritage sites.”

While residents endorsed the Master Plan vision developed in the project’s first phase, a number of comments criticized the plan for omitting practical travel and network connections. The original vision was thus revised to include wording to this effect.

Chelsea’s long-term vision for active transportation is based on the following:

- 1. The plan will have the required financial, human, and administrative resources to ensure a sustainable active transportation culture in the Municipality of Chelsea.
- 2. The plan will develop a culture that encourages active transportation through education, leadership, support, and advocacy.
- 3. The plan will involve a range of experts and partners, provide technical tools for good transportation planning, and prioritize health and quality of life for residents and visitors through a transportation network that’s vibrant, safe, easy to use, and convenient.
- 4. The plan will pay particular attention to network safety and maintenance.

4.2. Active Transportation Action Plan 2021-2026

This section sets out recommendations and strategic actions to develop recreational trails and cycling corridors in the municipality.

Structuring the Action Plan

Necessary resources: Given the strategic nature of various proposed actions, we can only roughly estimate the project’s costs. Any detailed estimate is subject to conditions and circumstances that aren’t yet known (research or studies done internally or by a consultant, a specific problem’s complexity and scope, etc.). Three symbols are used for the different cost levels to consider:

\$	\$50,000
\$\$	\$50,000 to \$100,000
\$\$\$	\$100,000 +

We should also note that many strategic actions are associated with activities that must be done internally by the Municipality of Chelsea’s HR Department. In this case, the action is identified by a 😊 . Some also fall under the statute of partners or other stakeholders that must bear the implementation costs.

Action areas indicate a particular aspect of the action plan and help identify specific actions (e.g., tentative schedule, necessary resources, names of responsible persons and partners for each of them, etc.).

Regarding **completion schedules** for recommended actions or operations, experience has shown that it’s rarely possible to meet specific or even estimated timeframes. Each part of the implementation plan is separately influenced by budgets, municipal and regional approval processes, availability of provincial grants, time required for other activities, etc. For this reason, the Recreation, Sports, Culture and Community Life Advisory Committee, in conjunction with the Recreation, Sports, Culture and Community Life Department, is responsible for reviewing timelines each year based on available resources at the time.

Responsibilities: Implementation activities involve a number of stakeholder agencies and institutions. The lead agency is indicated first in bold while the other entities are partners. Please note: The lead agency for the active transportation portfolio listed in this section’s action plan may be designated based on needs, interests, or projects within the provincial government.

The following tables outline the 2021-2026 Active Transportation Action Plan.

☺ Part-time human resource

\$0 to \$50,000
\$\$ - \$50,000 to \$100,000
\$\$\$ - \$100,000 and more

Active Transportation Master Plan 2020-2025

AXE 1 - RESOURCES

RATING AXES	ACTIONS	SCHEDULE	RESOURCES	LEADERS AND PARTNERS
Financ ière A process, process or mechanism for obtaining the necessary funding to carry out aproject.	• Establishing an annual municipal budget for active transportation.		\$\$\$	Municipal Council , Active Transportation Manager, Recreation and Public Works Department
	• Consider a portion of the transfer fees dedicated to active transport.		\$\$\$	Municipal Council
	• Establishing a public and private financing partnership program.		☺	Active transportmanager , private partner
	• Seek and/or establish stable and predictable sources of funding. When possible, take advantage of the available subsidy options.		☺	Responsible for active transportation , recreation Department and public works
Human A process or process to obtainpeople, organizations and experts in the field necessary to carry out a project.	• Provide an internal person from the municipal government who is an expert in active transportation.		\$\$	Municipal Council
	• Have an in-house person of municipal government expert in active transportation.		\$\$	Municipal Council
	• Consult and hire the workforce of an active transportation expert.		☺ \$	Active transport manager
	• Plan for the implementation of the active transportation plan at the level of the continuous workforce in public works (execution and maintenance).		\$	PublicWorks , active transportation manager, recreation department.
Administrative A s or administrative procedure that facilitates the completion of a project or action.	• The establishment of a decision tree allowing transparency on decision-making in the planning of the active transport network.		☺	Municipaladministration , responsible for active transportation
	• Think about opportunities to create incentives for real estate developers.		☺	Municipal Council , Planning and Sustainable Development Department
NOTES AND COMMENTS				
An employee with expertise in active transportation may be on the lookout for grants, partnerships or sponsors to reduce the municipality's costs in dealing with this major project. Active transportation is constantly evolving and requires concepts both in terms of infrastructure and visionary approaches and directions. It would also be important to note that a division of the budget could be made between public works, urban planning and recreation since what these 3 departments will be at the heart of the project.				

Active Transportation Master Plan 2020-2025

☺ Part-time human resource
\$0 to \$50,000
\$\$ - \$50,000 to \$100,000
\$\$\$ - \$100,000 and more

AXE 2 - MARKETING					
AXIS OF EVALUATION	ACTIONS		SCHEDULE	RESOURCES	LEADERS AND PARTNERS
Promotion Promote, advertise, publicize the project.	<u>Events</u>	<ul style="list-style-type: none">Encourage residents to participate in the Bike Month Challenge throughout May and continue cycling the rest of the year.		☺	Active Transportation Manager , Recreation Department
		<ul style="list-style-type: none">Encourage activities in our events to establish an active community for life that puts into practice the principles of healthy lifestyles		☺	Active Transportation Manager , Recreation Department
	<u>Promotion</u> <u>Active Transportation</u>	<ul style="list-style-type: none">Intensify incentives and education so that residents and visitors are more focused on cycling as a mode of travel in Chelsea: bike-to-ride challenge, working bike day, video posting that promote it.		☺	Active Transportation , Recreation and Communications Manager
		<ul style="list-style-type: none">Make available online a map of bike lanes that shows the paths and bike lanes as well as places of interest for cyclists.		\$	Active Transportation , Recreation and Communications Manager
	<u>Education</u> <u>signage</u>	To make road, corridor and lane users aware of safety and compliance with instructions and signage.		☺	Communications Department , Active Transportation Manager, Recreation Department
		<ul style="list-style-type: none">Involved the various actors of the project directly and indirectly in the face of the innovative signage of the project. (e.g. speed limit, police presence, bike/car signs...)		\$ ☺	Active Transportation , Recreation Department, Police Service, MTQ, Agencies and Schools
NOTES AND COMMENTS					
In the various consultations for active transportation, we could note that a lack of knowledge/knowledge at the various trails accessible to Chelsea was unknown. In addition, awareness among motorists related to dedicated corridors and lanes was an important issue for users.					

Active Transportation Master Plan 2020-2025

☺ Part-time human resource
\$0 to \$50,000
\$\$ - \$50,000 to \$100,000
\$\$\$ - \$100,000 and more

AXE 3 - TOOLS				
EVALUATION AXES	ACTIONS	SCHEDULE	RESOURCES	LEADERS AND PARTNERS
Technical A set of processes used to produce a work or achieve a specific result	<ul style="list-style-type: none"> Develop a toolkit for decision-making on Active Transport development projects (example: a maintenance plan, a safety guide, a comprehensive street policy, etc.). 		😊	Public Works Department , Planning Department and Recreation Department
	<ul style="list-style-type: none"> Introducing a code of conduct on our active transportation network to ensure the safe inclusion of sustainable mobility transport. 		😊	Responsible for active transportation,
	<ul style="list-style-type: none"> Where possible or necessary, active transportation infrastructure should provide private or public parking spaces for any motorized and non-motorized transportation strategically located or connected to a public transit mode. 		\$\$	Planning Department, Recreation Department and Public Works Department
	<ul style="list-style-type: none"> Ensure adequate quality of the entire active transport network, including the rigorous maintenance of these all year round. 		😊	Public Works Department
	<ul style="list-style-type: none"> Identify and rectify problematic locations in the active transportation system in Chelsea as well as review the classification of active transportation routes, paths and corridors that were proposed to the PDTA in 2014. 		😊	Active transportation manager , Vélo-Québec
Partnerships Actors in the project who touch them from near or far.	<ul style="list-style-type: none"> Create an advisory committee to make recommendations to the board and stakeholders in the Active Transportation Project. 		😊	Municipal Council, Responsible active transport
	<ul style="list-style-type: none"> Forging strong, effective and constructive partnerships with the private sector, institutions and community organizations. 		😊	Municipal Council, Responsible active transport
	<ul style="list-style-type: none"> Work with the Advisory Committee or Active Transportation Experts in Planning Active Transportation Budgets, Programs and Projects 		😊	Responsible for active transportation
Followed	<ul style="list-style-type: none"> Short-, medium- and long-term planning for active transport development. 		😊	Active Transportation manager , Municipal Administration

Whose elements follow one another to form a whole. This is done in a continuous way. Allows a project to be controlled over an extended period.	<ul style="list-style-type: none">Define specific targets and measure them regularly for the percentage of trips that take place by active and sustainable means, as well as a reduction in road collisions, near-collisions, fatalities, and perceived hazards, etc.		😊	Active Transportation manager , Municipal Administration
Accessibility Give users access regardless of their region/sector and physical condition.	<ul style="list-style-type: none">Has a mixed-use zoning policy and connectivity policy or standards.		😊	Planning department , responsible for active transport.
	<ul style="list-style-type: none">Develop safe bike and walking trails connecting the municipality's areas with each other.		\$\$\$	Active Transportation manager , Municipal Administration
	<ul style="list-style-type: none">Develop safe cycling and walking trails connecting nearby towns/municipalities.		\$\$\$	Active Transportation manager , Municipal Administration
	<ul style="list-style-type: none">To increase every step of the network for all ages and abilities, to ensure that anyone, children, families, sports, seniors, people with reduced mobility can benefit from a hassle-free and safe network.		\$\$\$	Active Transportation manager , AlterGo, Ottawa Sport Recreation, Recreation Association for the Disabled
	<ul style="list-style-type: none">Explore other active means of transportation that allow to diversify the way chelsea residents move using for example the river or other natural assets.		😊	Employee responsible for active transportation
NOTES AND COMMENTS				
As a major project, it is important to have key people, experts as references at all stages of the process. Having a global and long-term vision of active transportation will be a wise investment if it is done right and with the right players at the right time!				

Active Transportation Master Plan 2020-2025

😊 Part-time human resource

\$0 to \$50,000
\$\$ - \$50,000 to \$100,000
\$\$\$ - \$100,000 and more

AXE 4 - SECURITY				
AXIS OF EVALUATION	ACTIONS	SCHEDULE	RESOURCES	LEADERS AND PARTNERS
Maintenance Cleaning, repairing and repairing the project.	<ul style="list-style-type: none"> Keep active trails, corridors and transportation lanes that are used for equipment or objects that obstruct the track. 		\$ 😊	Public Works Department
	<ul style="list-style-type: none"> Regularly clean trails, corridors and lanes during the 4 seasons. 		\$	Public Works Department
	<ul style="list-style-type: none"> Repair trails, corridors and lanes to the same standards as the road network. 		\$	Public Works Department
Security measures Various measures to be implemented to address the various security issues	<ul style="list-style-type: none"> Adopt for a complete street policy that reduces speed to 30 km/h or 40 km/h. 		\$	Municipal Council , responsible for active transport
	<ul style="list-style-type: none"> Have innovative signage for active transportation. 		\$	Active Transportation manager , Municipal Administration
	<ul style="list-style-type: none"> Improve the safety of cyclists and pedestrians in the village centre and wherever it is needed, based on the principles of a zero-vision policy that seeks to reduce unforeseen accidents on the road 		😊	Active Transportation manager , Municipal Administration
	<ul style="list-style-type: none"> Have a guide to define the type of separation required to adequately protect cyclists based on the speed and speeds observed. 		😊	Responsible for active transportation , Vélo-Québec
NOTES AND COMMENTS				
During public consultations and surveys conducted for active transportation, a high percentage of responses focus on the safety and maintenance of trails in corridors and active transportation routes. Respondents mentioned that to achieve a sense of security one must consider the maintenance of these 4 seasons, in addition to redesigning the speed to roads schooled to active transportation.				

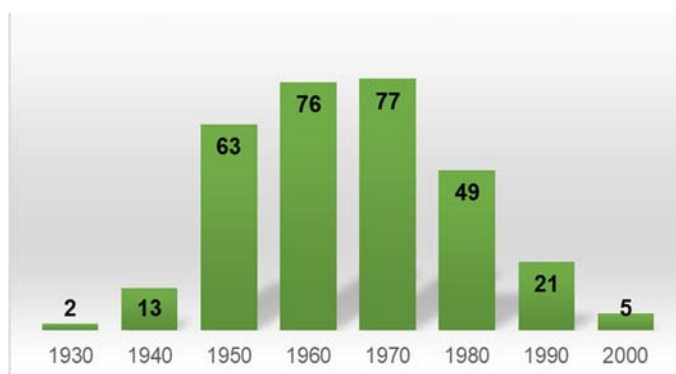
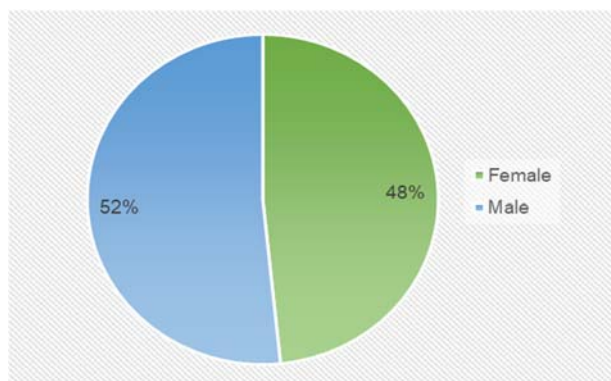
Appendix A

Cocoriko Virtual Consultation

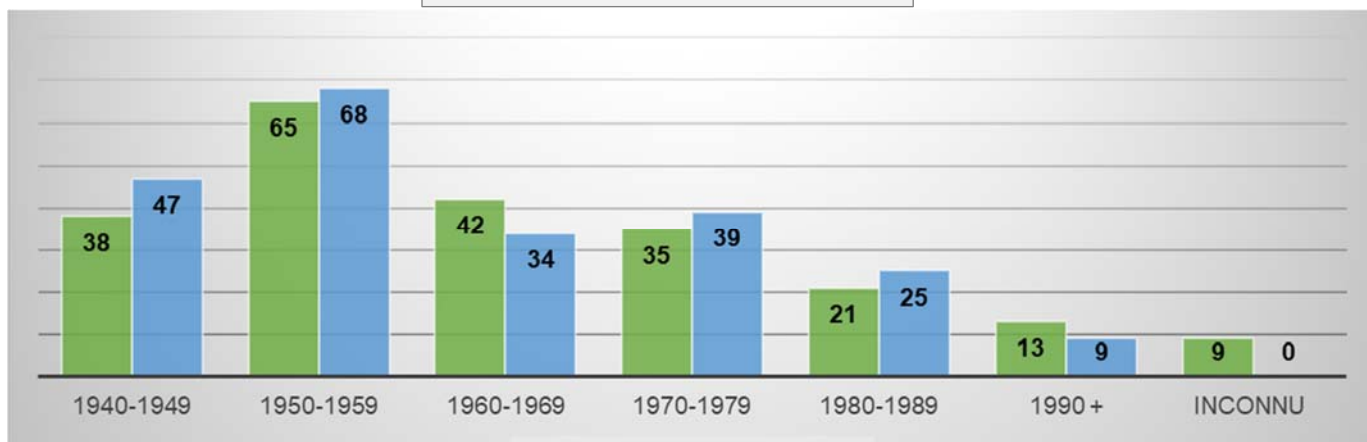
Respondent statistics

318 people participated in the public consultation via the virtual platform Cocoriko. Statistics by gender and their ages can be seen in the tables below:

Respondents by gender and age group



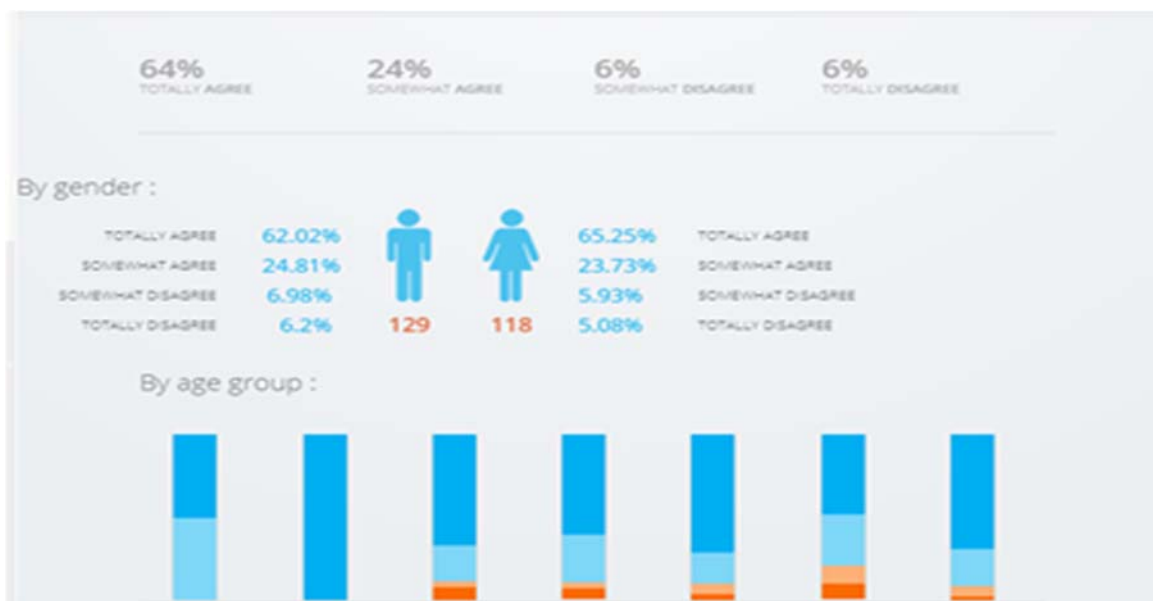
Respondents by gender and age group



Investing in active transportation

Currently, any development for bike paths and paths depends primarily on public funding sources such as grants.

Ideally, the Municipality would have its own budget to invest in its trail network and improve the network. This budget would also be used to develop new active transport projects.

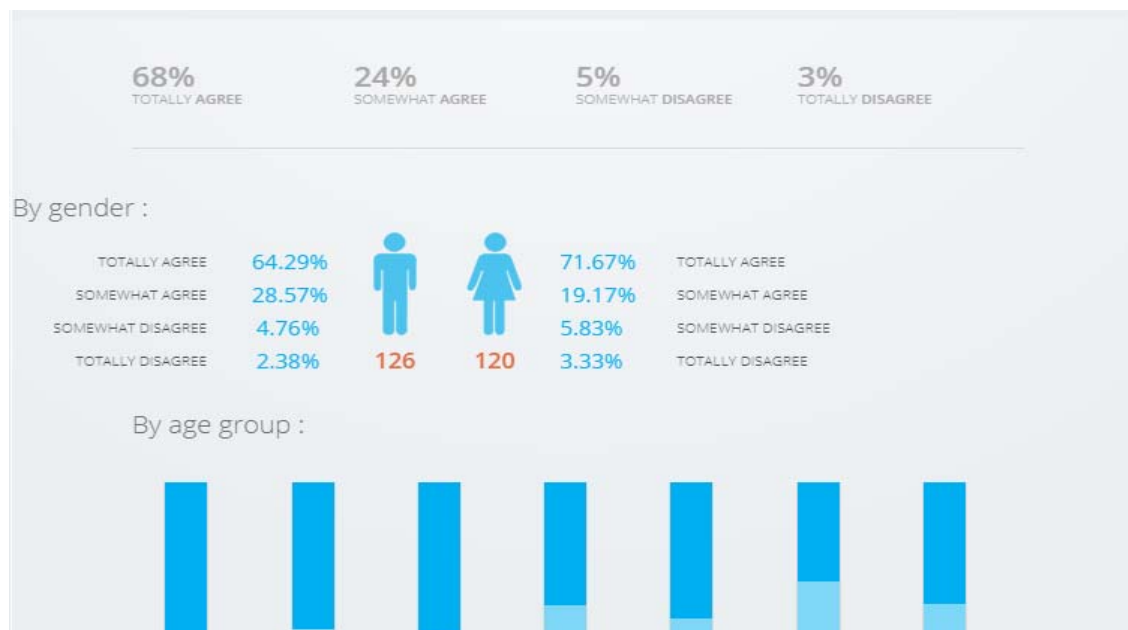


247 respondents expressed their agreement or not on the proposal for an investment in active transportation. According to the table below, it can be concluded that 217 of the respondents, or 88%, believe that the Municipality should invest in active transportation.

Totally in agreement	In agreement	Disagree	Totally disagree	Total
157	60	16	14	247

Bike paths and utility paths

In addition to bike paths and recreational trails, there should be more direct and convenient trails that allow us to access businesses and other important places.



We note that it is more than 226 or 92% of respondents who agree with the creation of a network thought, planned in the short, medium term for all ages / skills. Indeed, the consultation was able to raise one of the most important points, the utilitarian aspect that is little seen on the network in Chelsea. Respondents want strategically positioned infrastructure to move from point A to point B to facilities of interest. As a result, this increase in non-motorized travel will in the long run reduce the ecological footprint and reduce greenhouse gases.

Totally in agreement	In agreement	Disagree	Totally disagree	Total
167	59	13	7	246

Safety

The trails and bike paths currently developed in the territory are safe.

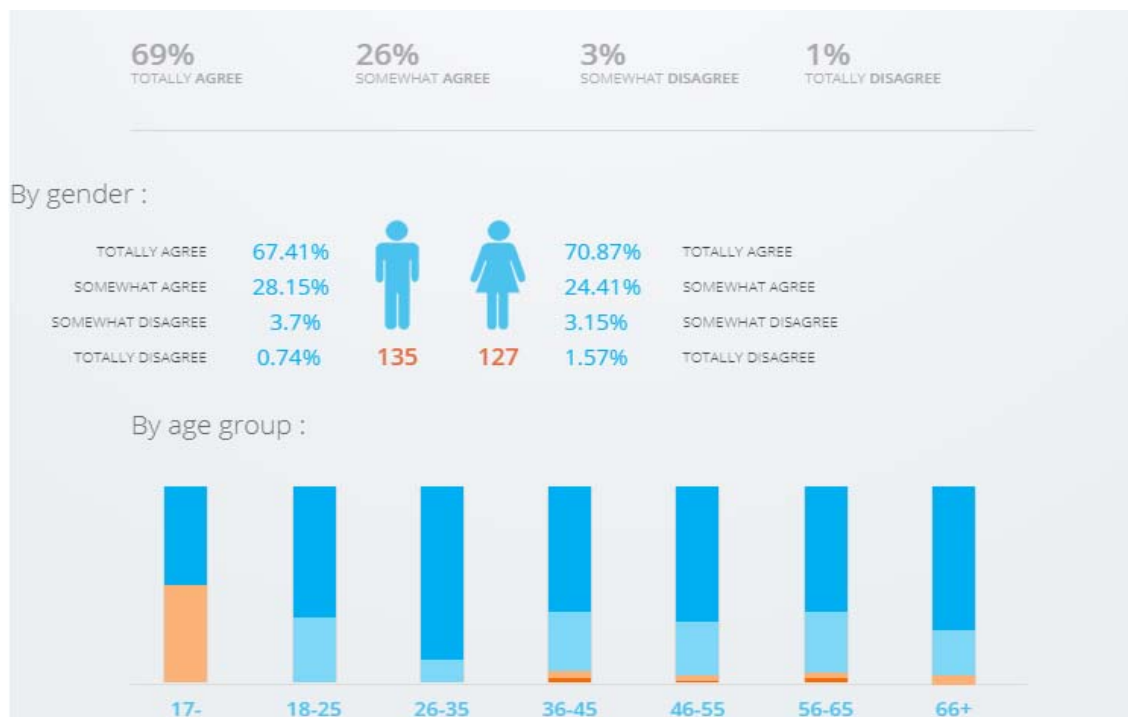


Security on the current network was one of the important considerations of respondents. As a result, a clear identification of problematic locations on the existing network and the implementation of a plan encompassing all aspects of active transportation are essential. As a result, it is important to review this point in its entirety. We are talking about infrastructure, maintenance, signage, speed, etc. As a result, we have added to the action plan the identification of hazardous locations and then allow for the development of safe infrastructure.

Totally in agreement	In agreement	Disagree	Totally disagree	Total
42	116	74	22	254

Network connections

Trails and bike paths should connect neighbourhoods to strategic points of the Municipality such as infrastructure, natural assets, heritage sites, etc.

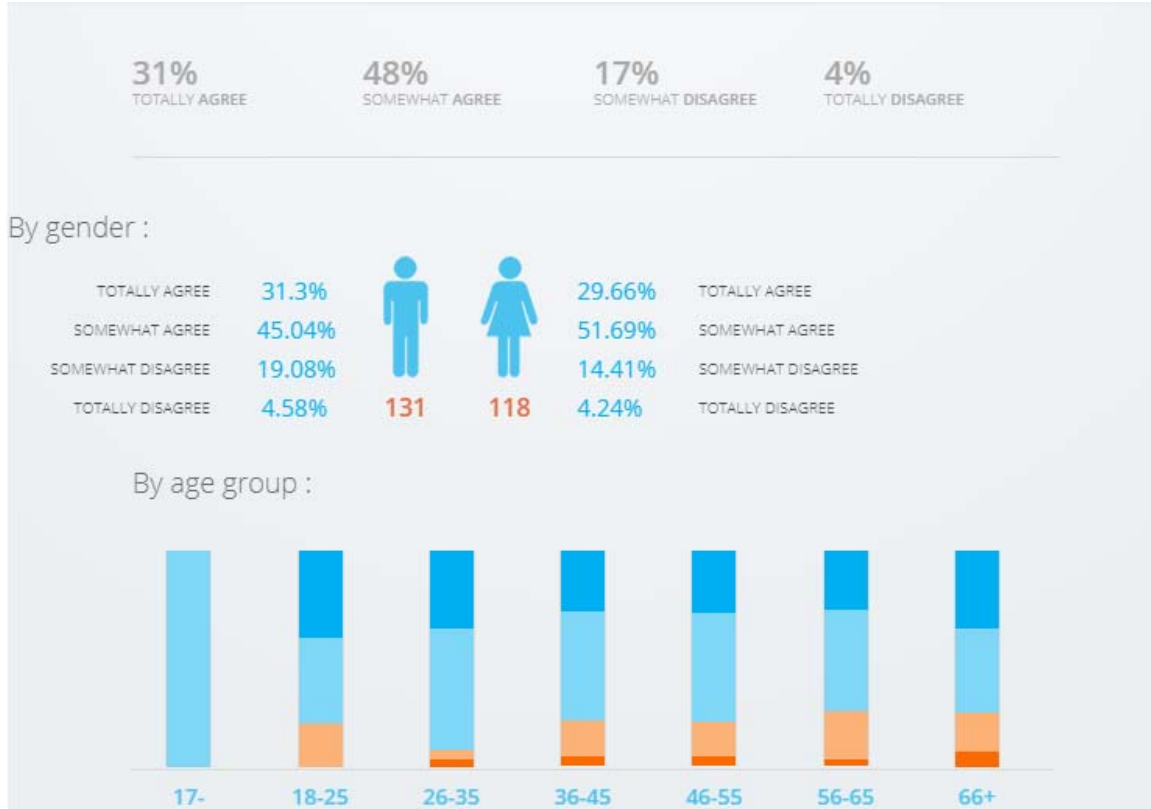


96% of respondents want a clear commitment to this proposal, indicating the importance of connections between neighbourhoods and locations of interest and between neighbourhoods. These routes must make it possible to travel safely from point A to B, by all modes and types of active transport, throughout the territory of Chelsea. It is therefore clear that the creation of such links is a priority raised in the Plan of action 2021-2026.

Totally in agreement	In agreement	Disagree	Totally disagree	Total
181	69	9	3	262

Corridors on the roads

Rather than building new bike paths and trails, the Municipality should create secure corridors on existing roads, allowing cyclists and pedestrians to use them.

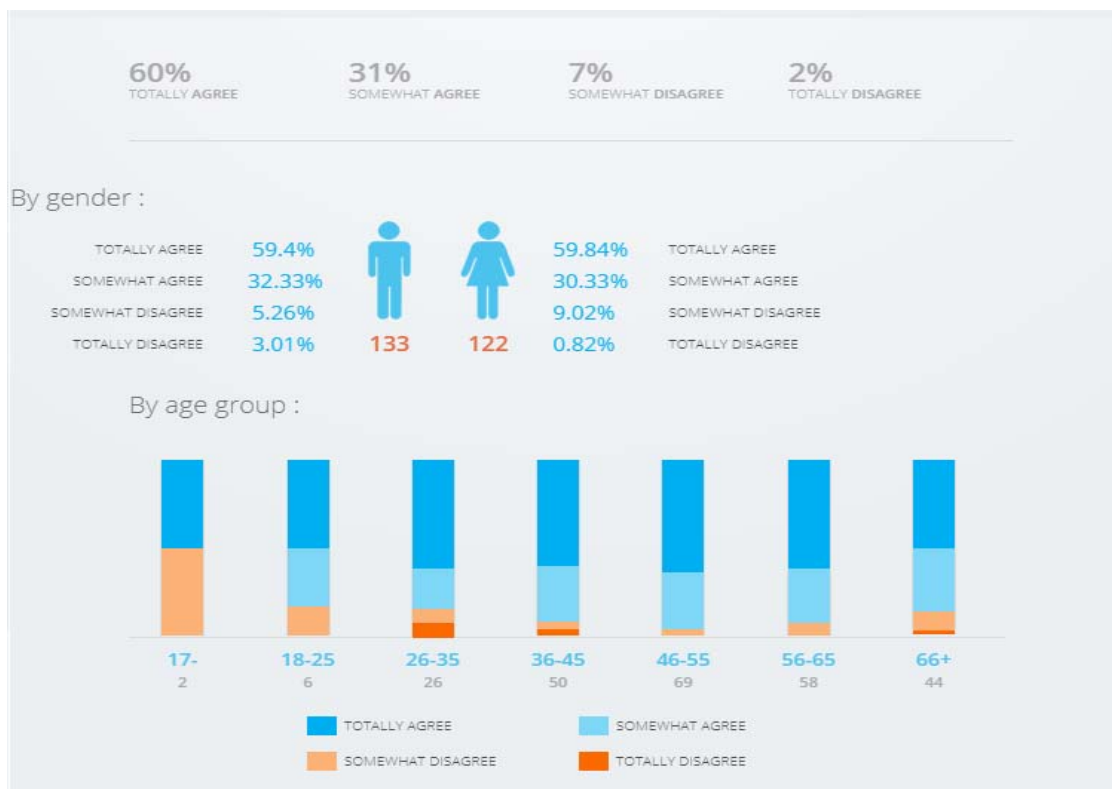


As a rule, any new roads in Chelsea should provide use for all users particularly axis on safety.

Totally in agreement	In agreement	Disagree	Totally disagree	Total
76	120	42	11	249

Bike paths

Where it is not possible to create a roadside bike path, the Municipality should focus on securing the shoulders of the road, although this may temporarily involve delaying some new infrastructure projects due to budgetary constraints.

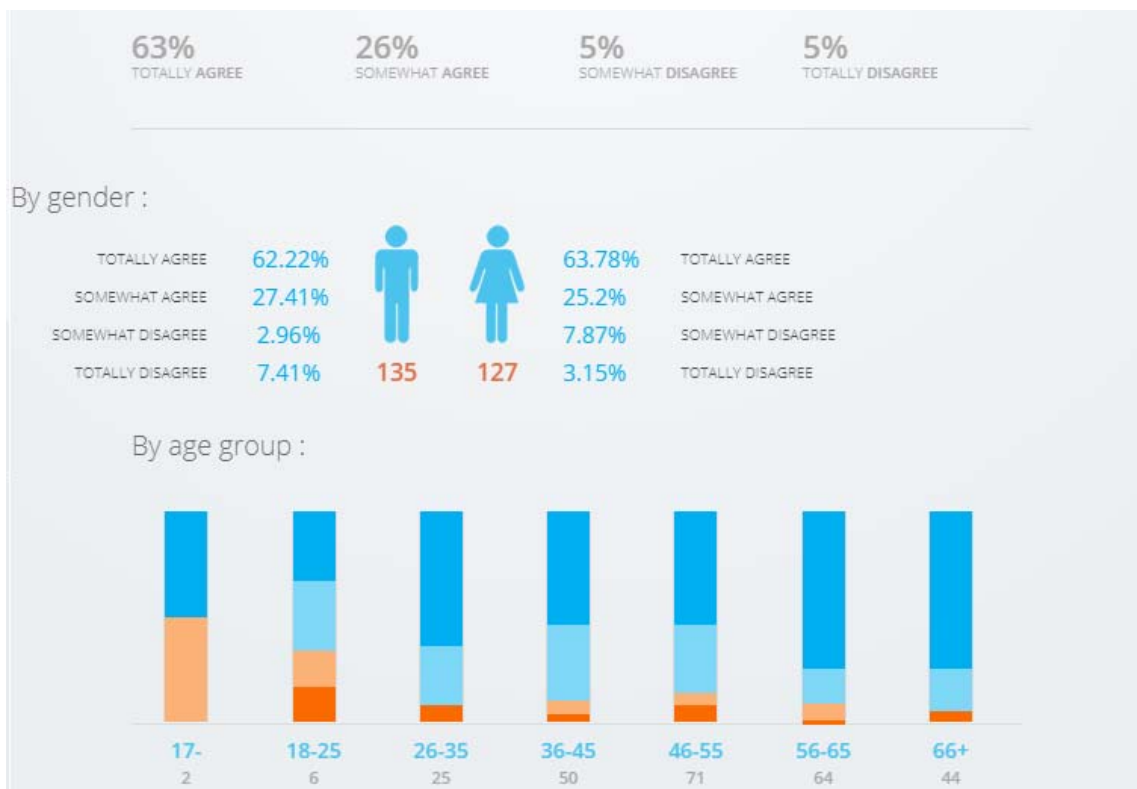


91% of respondents agree with this proposal, which is now being added as a priority in the Action Plan. Experts in the field of active transport will be consulted to better guide decision-making and thus better guide future active transport development projects.

Totally in agreement	In agreement	Disagree	Totally disagree	Total
152	80	18	5	255

Interactive map

The Municipality should add a virtual map of Chelsea's bike paths and public trails to its website.



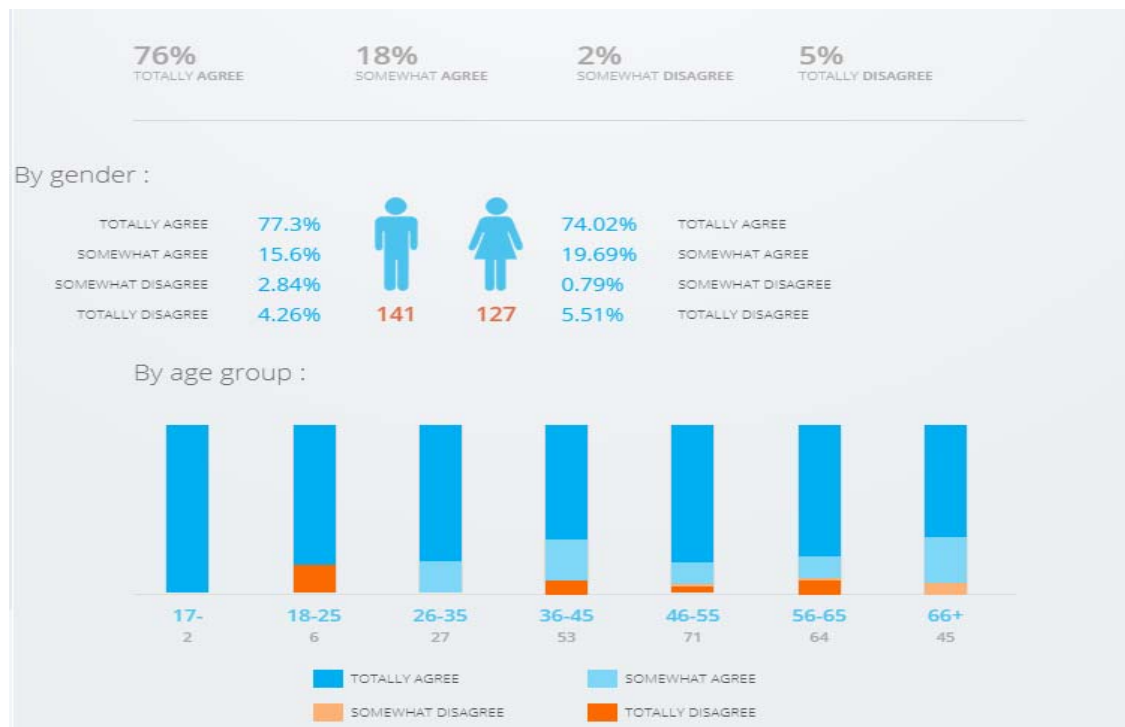
234 respondents, or 90%, said they agreed with this proposal. It is certain that Council will have to find a way to promote active transport infrastructure, while taking into account the respect of the residents surrounding these infrastructures.

Totally in agreement	In agreement	Disagree	Totally disagree	Total
165	69	14	14	262

Connections to nearby towns

The Municipality should create some bike paths and paths that connect with those of neighbouring towns.

These connections would be strategically positioned according to the needs and habits of residents.

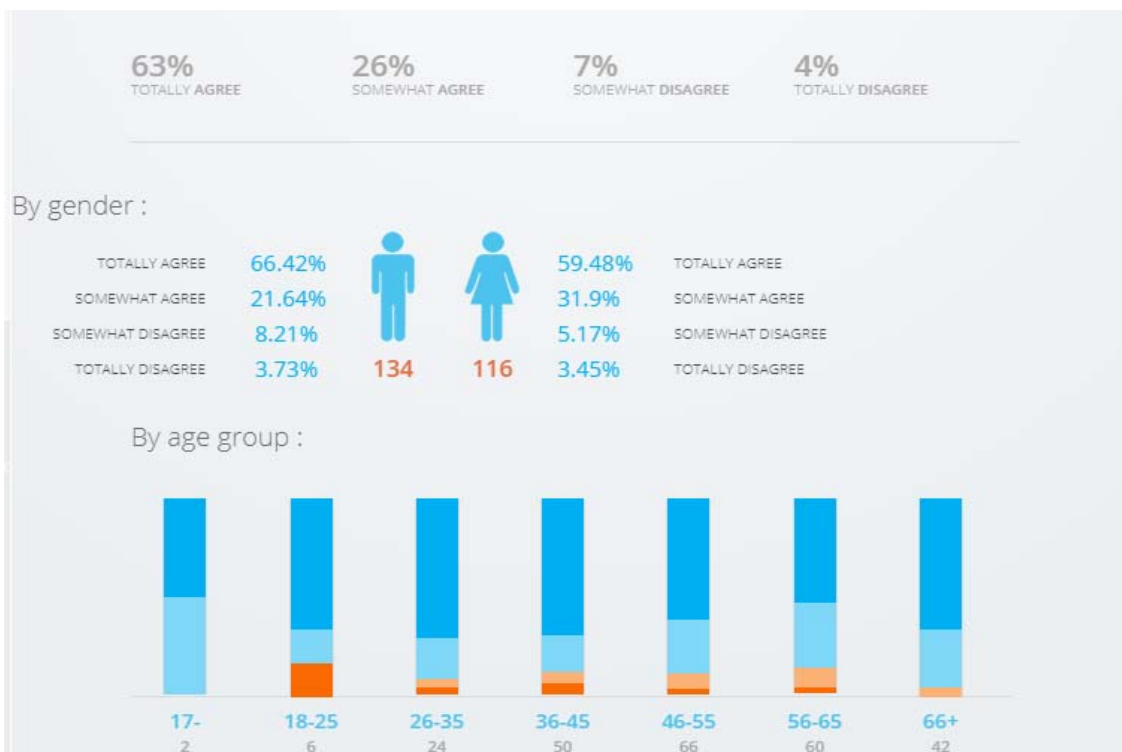


95% of respondents would like to be able to travel alone or their families, to work, school and others in a direct and safe manner. The community trail seems to be the infrastructure of choice to connect Chelsea to Gatineau and the community of la Pêche. Respondents also mentioned the importance of connecting between different Chelsea neighbourhoods to places or institutions of interest. As a result, this proposal has been added to the 2020 vision of the PDTA.

Totally in agreement	In agreement	Disagree	Totally disagree	Total
203	47	5	13	268

Expanding the network

The Municipality should add new trails and bike paths to expand the existing offer.

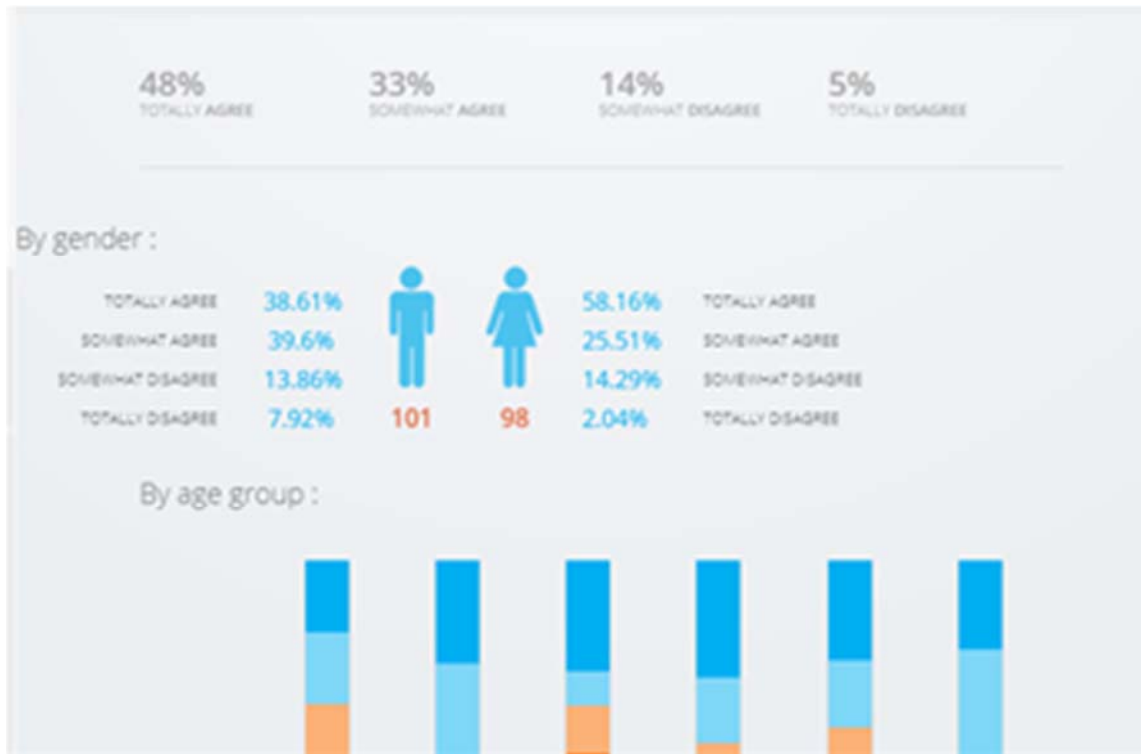


89% of respondents agree with the expansion of the active transportation system. Adopting a basic principle to systematically improve roads and paths for walkers and cyclists when they are being repaired or otherwise. It is essential, however, that the location of future developments be strategically planned in order to create direct and utilitarian links. These facilities will also need to be safe and well maintained in summer and winter. As a result of these responses, these modalities are now included in the action plan, maintenance section, network security and the plan for the development of the active transportation network in the short, medium and long term.

Totally in agreement	In agreement	Disagree	Totally disagree	Total
158	66	17	9	250

According to our means

The municipality must direct part of its budget towards active transportation without raising taxes.

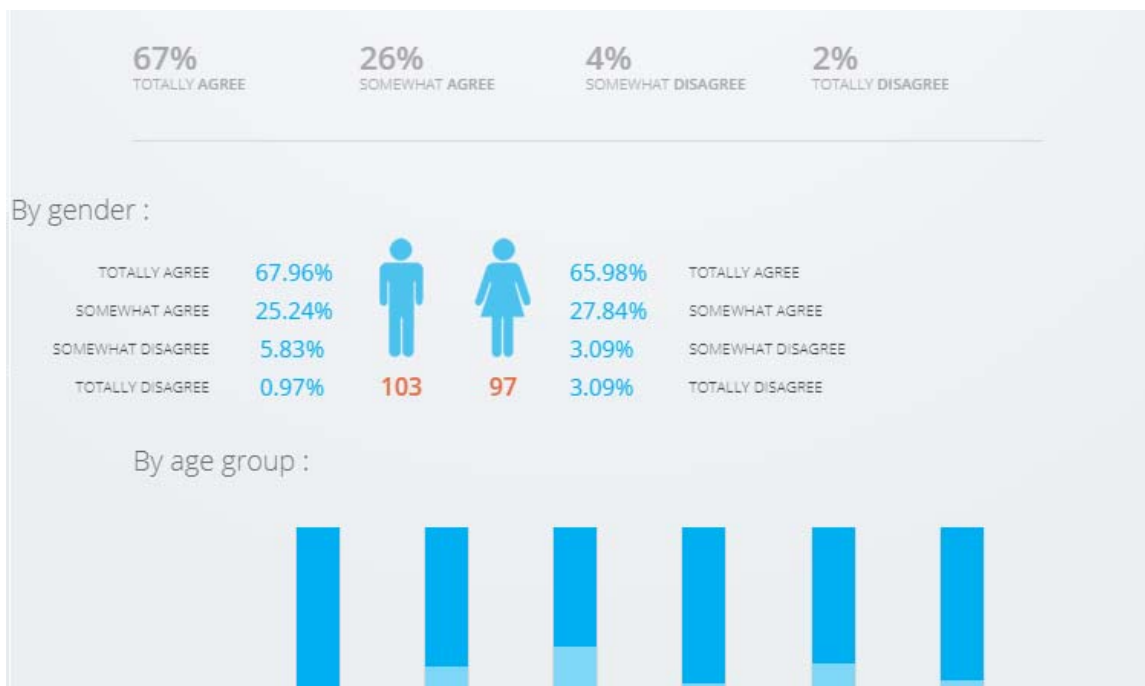


Results

Totally in agreement	In agreement	Disagree	Totally disagree	Total
96	66	28	10	200

Sweeping bike lanes

The Municipality is expected to work with the Ministry of Transportation to ensure that trails and roads are regularly swept to remove road debris.

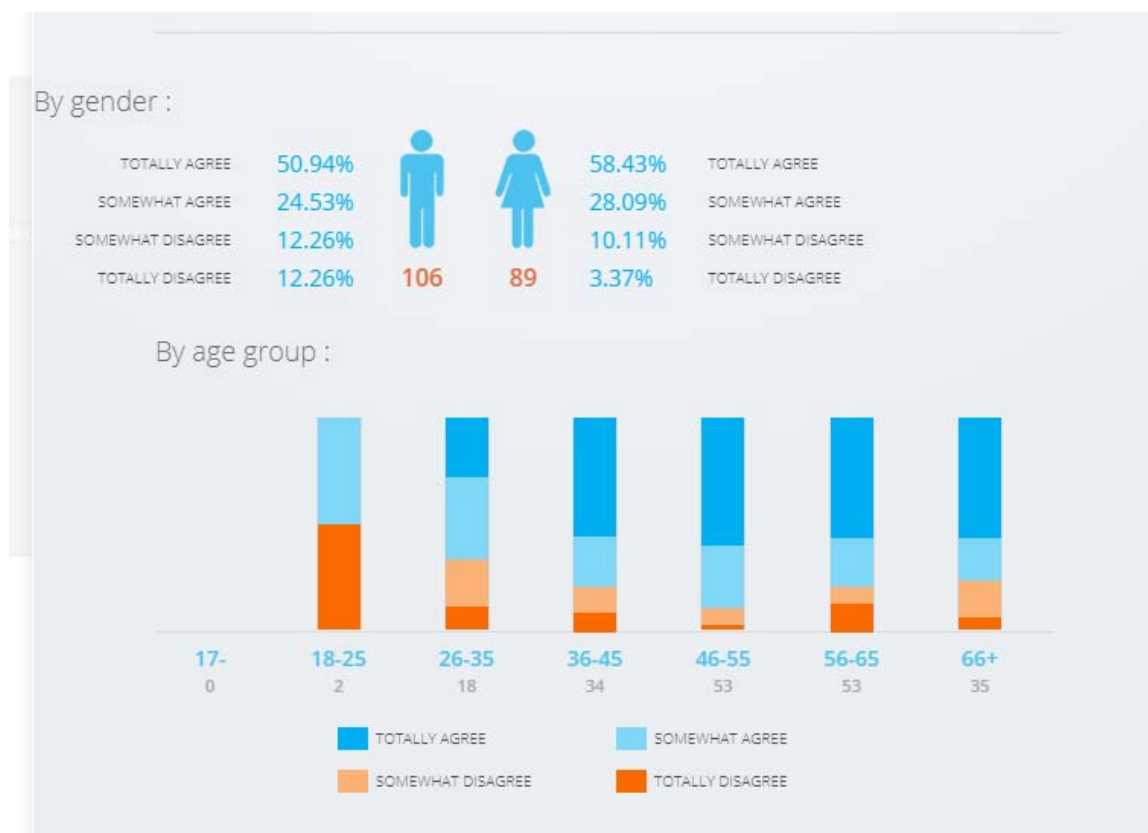


Results

Totally in agreement	In agreement	Disagree	Totally disagree	Total
135	53	9	4	201

Speed reduction

The Municipality needs to do more to reduce speed on the road, especially near schools, community centres and children's playgrounds.

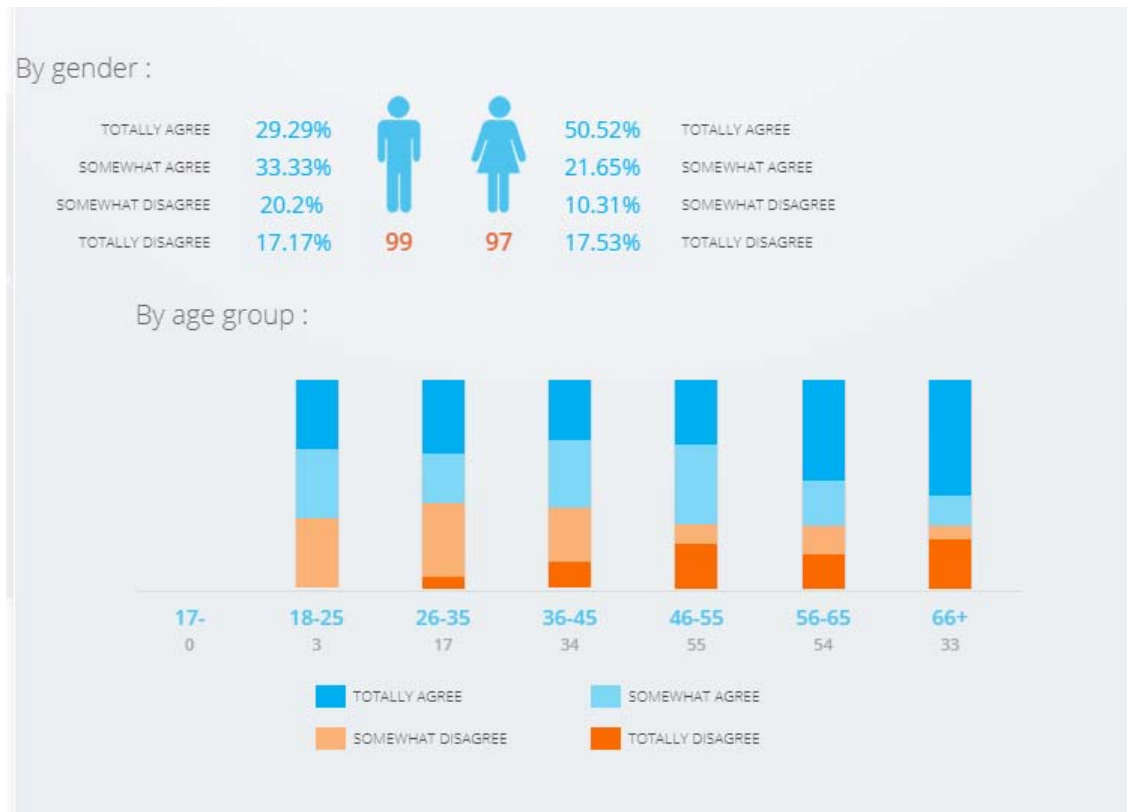


Results

Totally in agreement	In agreement	Disagree	Totally disagree	Total
107	51	22	16	196

The Municipality invests too much in bike lanes.

The Municipality should also invest in trail networks.



Results

Totally in agreement	In agreement	Disagree	Totally disagree	Total
78	54	30	35	197

Infrastructure maintenance

Sidewalks, bike paths and shoulders must be maintained to the same standards as roads: debris inspection, clean-up and snow removal must take place.



Results

Totally in agreement	In agreement	Disagree	Totally disagree	Total
129	50	15	2	196

Examining the whole situation

Active transport is not limited to cycle paths. Chelsea must approach roads and development projects considering all users: pedestrians, cyclists, public transport users, young families, etc.

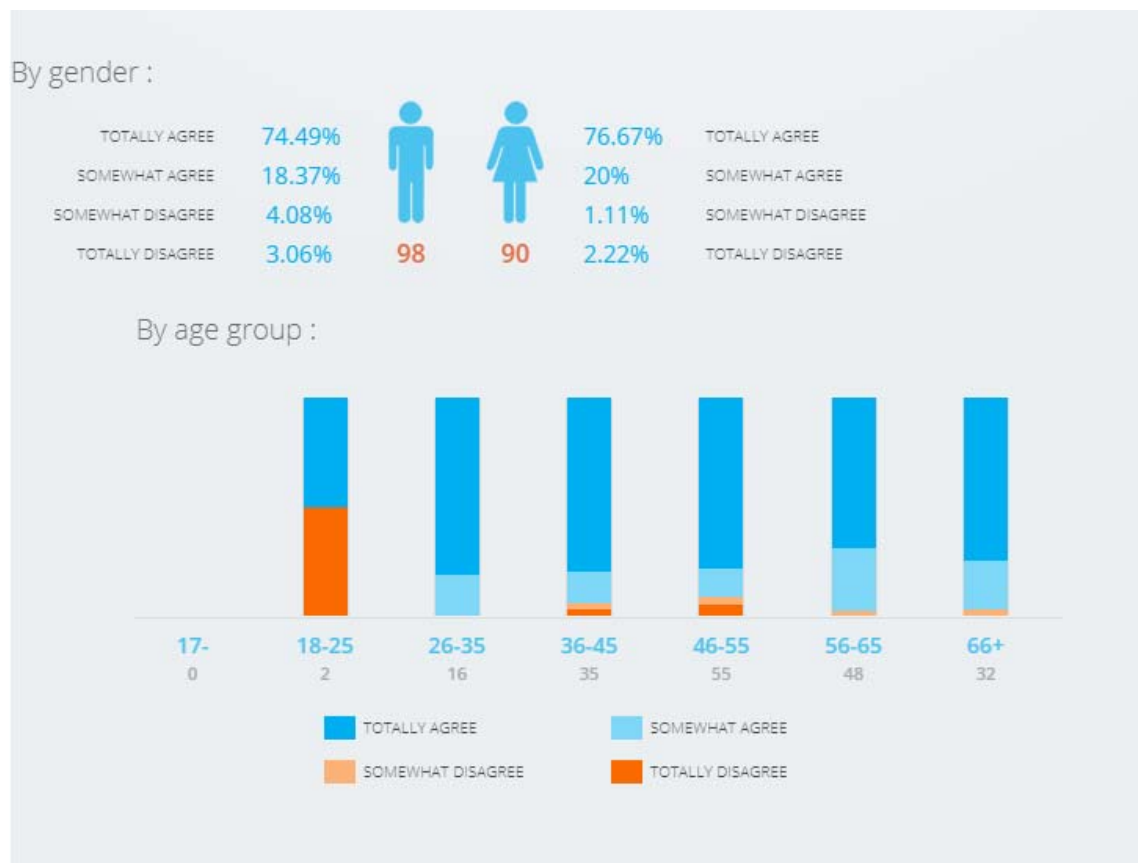


Results

Totally in agreement	In agreement	Disagree	Totally disagree	Total
162	22	5	1	190

Safety concerns

Although the Municipality has sections on its roads that are safe, they are not always well connected to each other, making it difficult to provide security for utilitarian travel.

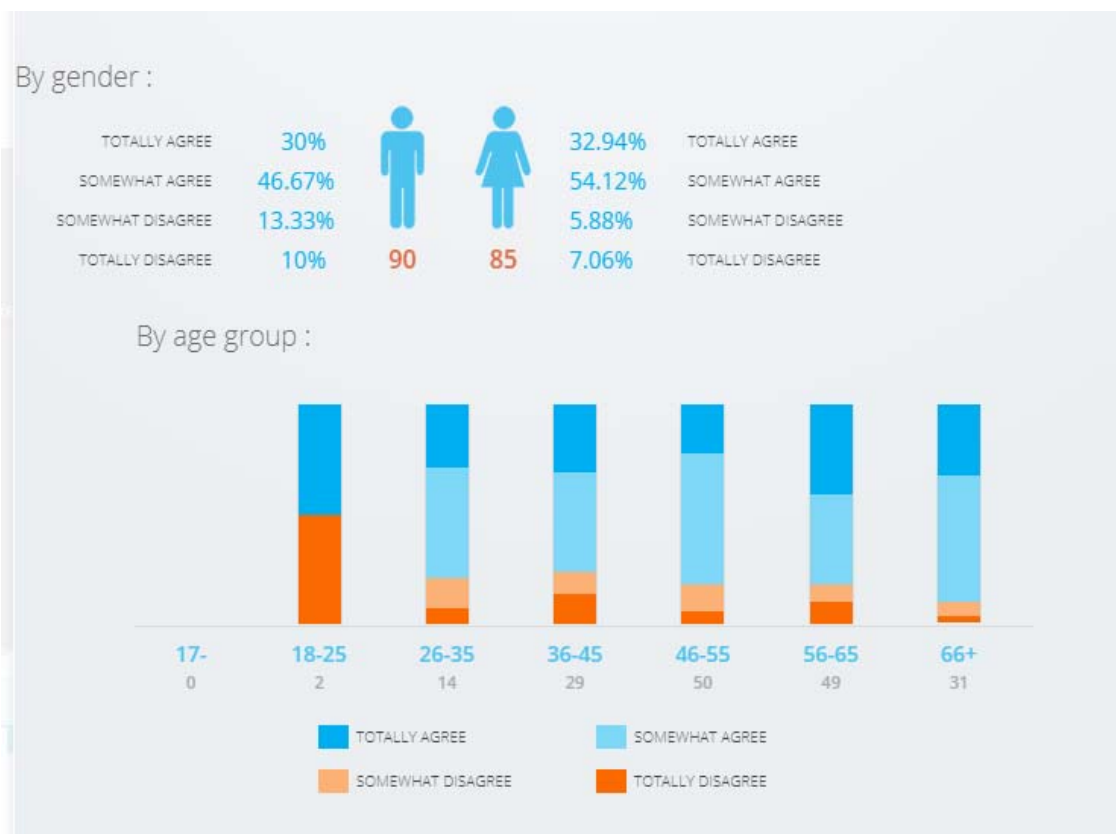


Results

Totally in agreement	In agreement	Disagree	Totally disagree	Total
142	36	5	5	188

Sidewalks on St. Clement Road

The Community should install sidewalks on St. Clement Road in the Farm Point area to assist in the safe movement of villagers and users of the new old railway track to the new IGA shopping centre on Route 105.

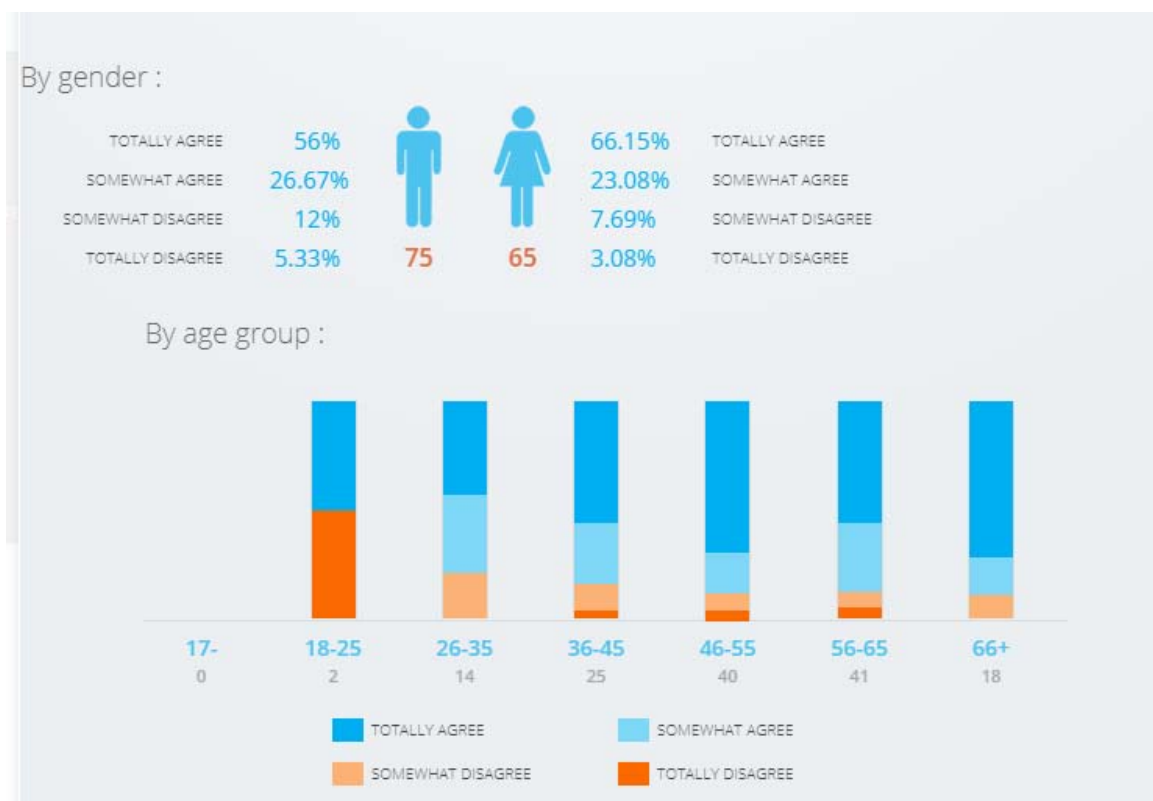


Results

Totally in agreement	In agreement	Disagree	Totally disagree	Total
55	88	17	15	175

Innovative and educational signage and implementation

the Municipality should apply the lessons of other jurisdictions (including Europe) and strategically place more innovative messages to promote safety (such as speed limits, road sharing and a global culture of active transport), as well as work closely with law enforcement to ensure its implementation.

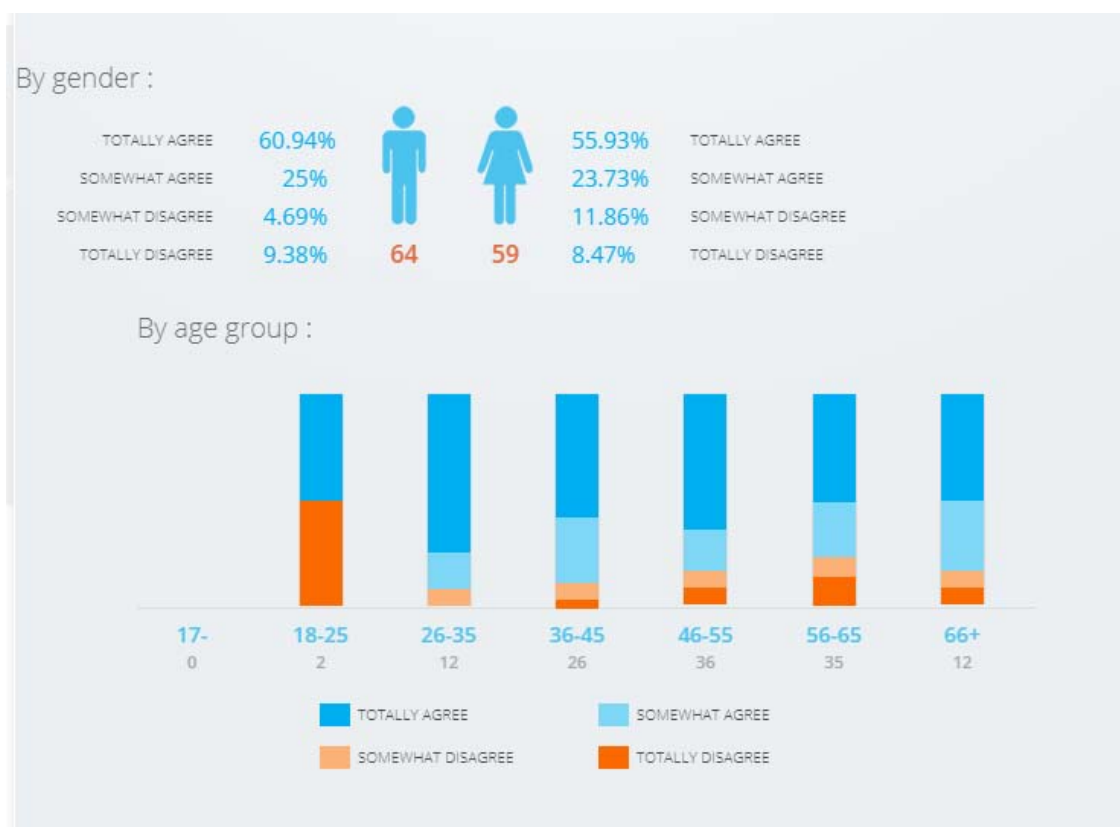


Results

Totally in agreement	In agreement	Disagree	Totally disagree	Total
85	35	14	6	140

New connection to the network

A paved or dusty path from Old Chelsea Road to Technology Street (High-Plaines) is desperately needed to connect Chelsea to the Gatineau/Ottawa network.

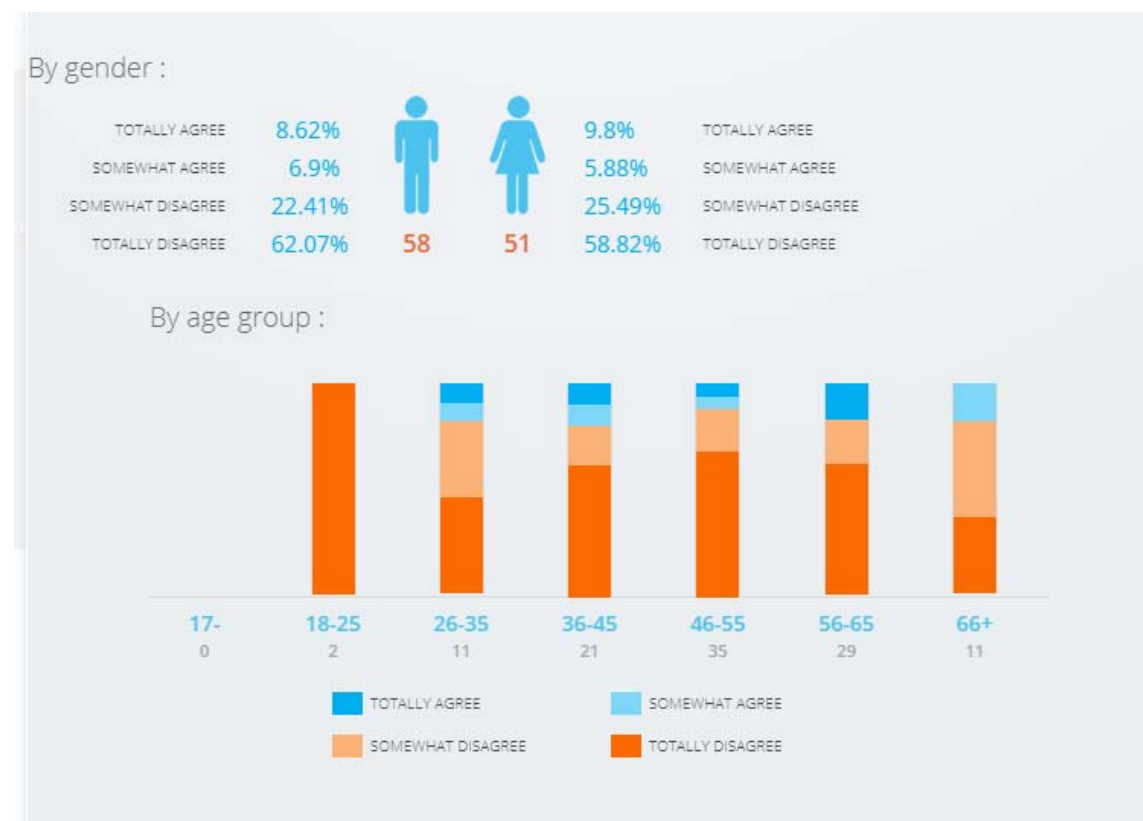


Results

Totally in agreement	In agreement	Disagree	Totally disagree	Total
73	30	10	11	124

Community Trail

The community trail must remain as it is to limit traffic. It is well used at the moment. If we put dust in it, the tourists will flock.

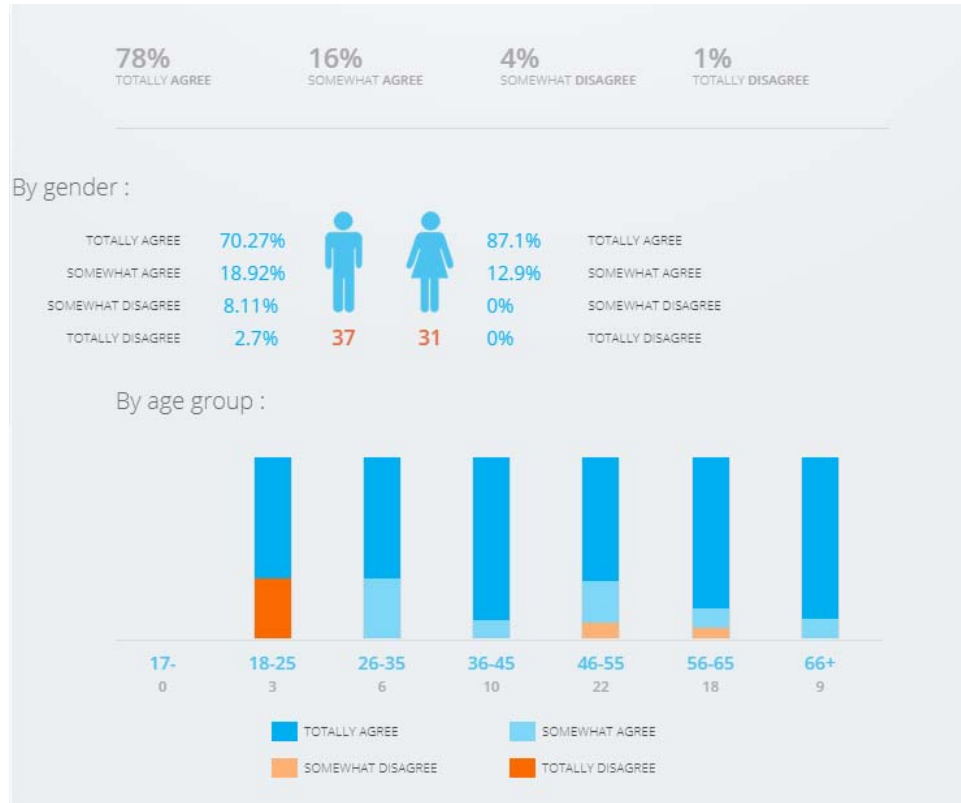


Results

Totally in agreement	In agreement	Disagree	Totally disagree	Total
10	7	26	67	110

Protected intersection implementation for bicycles

It is very important to protect intersections to ensure the safety of bicycle users who are not necessarily avid biker. For example, intersections 105/Old Chelsea, Kingsmere /Old Chelsea and the intersection of Old Chelsea Road and the highway are not very safe for cyclists and pedestrians.

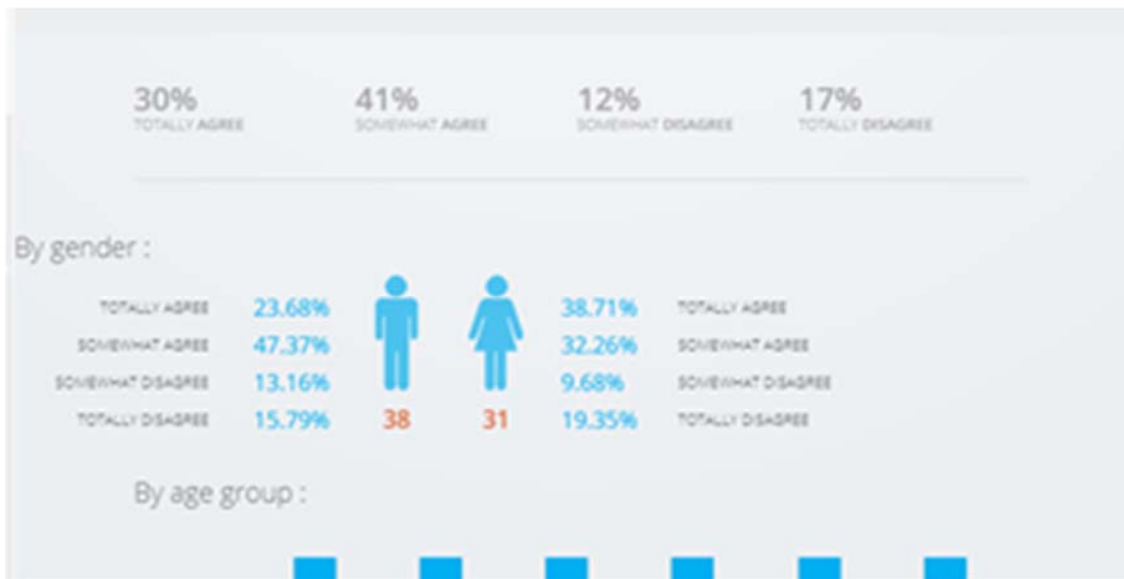


Results

Totally in agreement	In agreement	Disagree	Totally disagree	Total
53	11	3	1	68

Snow removal and maintenance of bike paths in winter

With difficult winters and lots of snow, it would be important to start clearing snow from bike paths to allow residents to cycle in the winter. Intersections would also be an important part of this plan, because it is where the majority of accidents pass, with black ice for example.



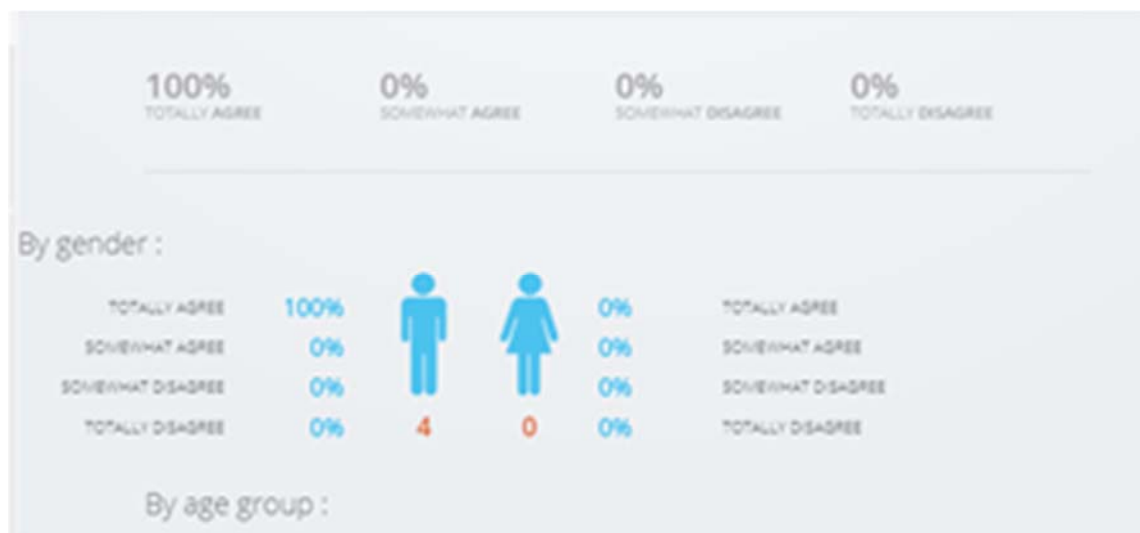
Results

Totally in agreement	In agreement	Disagree	Totally disagree	Total
21	28	8	12	69

Protected bike lanes

Studies have shown that simple painted lines and arrows (frequently used in Ottawa) are not a safe cycling infrastructure. The Municipality should commit to the requirement that, where

possible, separate and protected bike lanes are the minimum standard for new bike lanes built in high-traffic areas.



Results

Totally in agreement	In agreement	Disagree	Totally disagree	Total
4	0	0	0	4

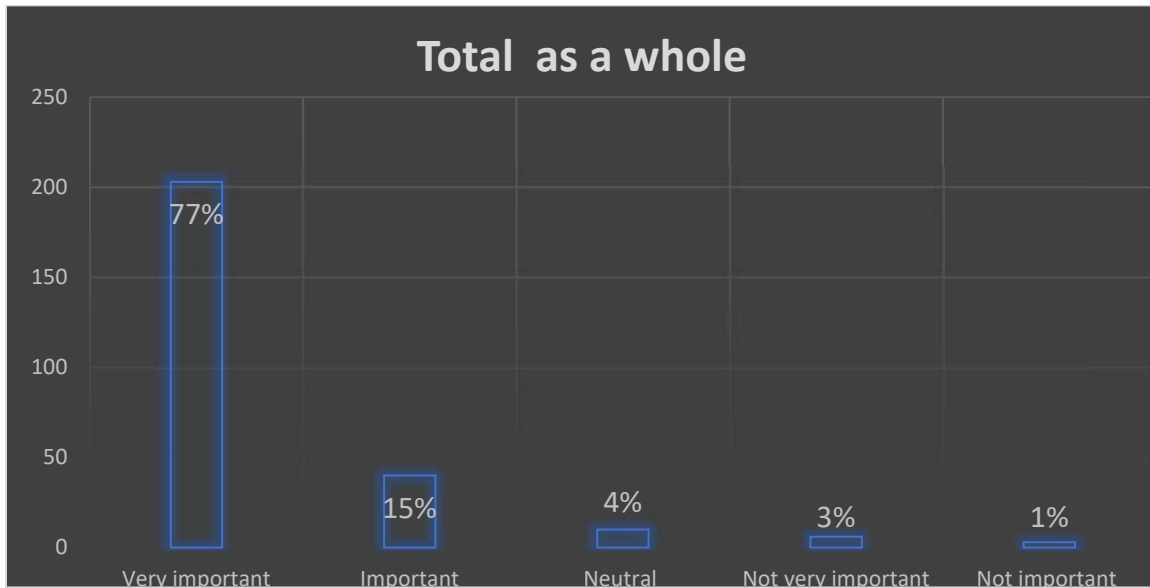
Appendix B

Survey Monkey Survey

Active Transportation

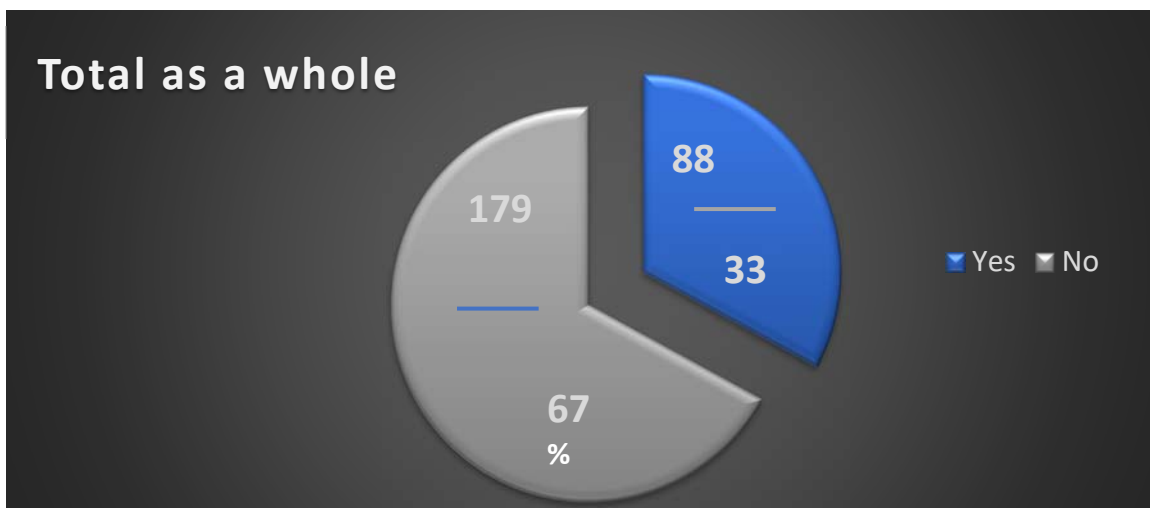
Question 1: How important are you to active transportation (walking, running, biking, skiing, snowshoeing, canoeing, etc.) in Chelsea?

Summary of results	Very important	Important	Neutral	Not important	Not important	Total
	203	40	10	6	3	263



Question 2: In your opinion, is there enough infrastructure in place for reasonable use of active transportation (walking, running, biking, skiing, snowshoeing, canoeing, etc.)?

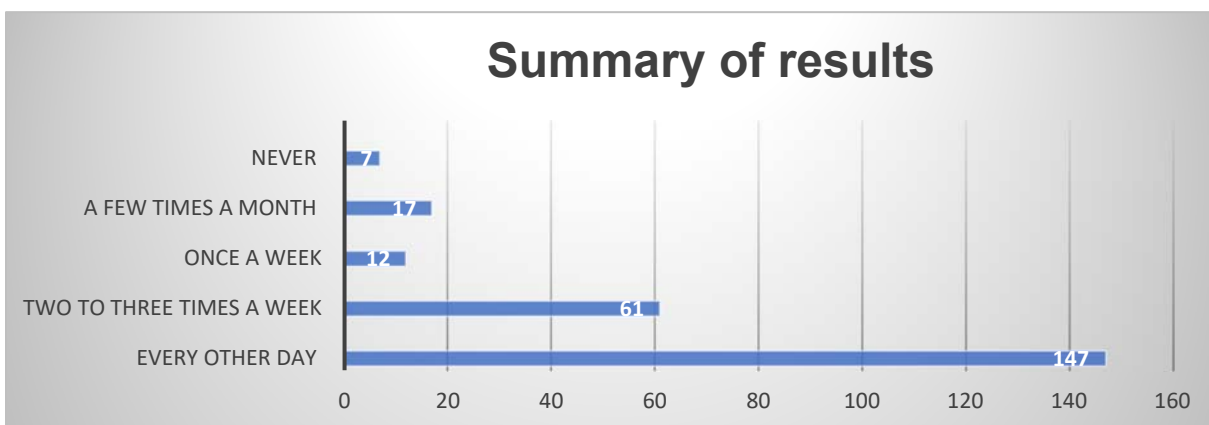
Summary of results	Yes	No	Total
	88	179	267



Travel habits

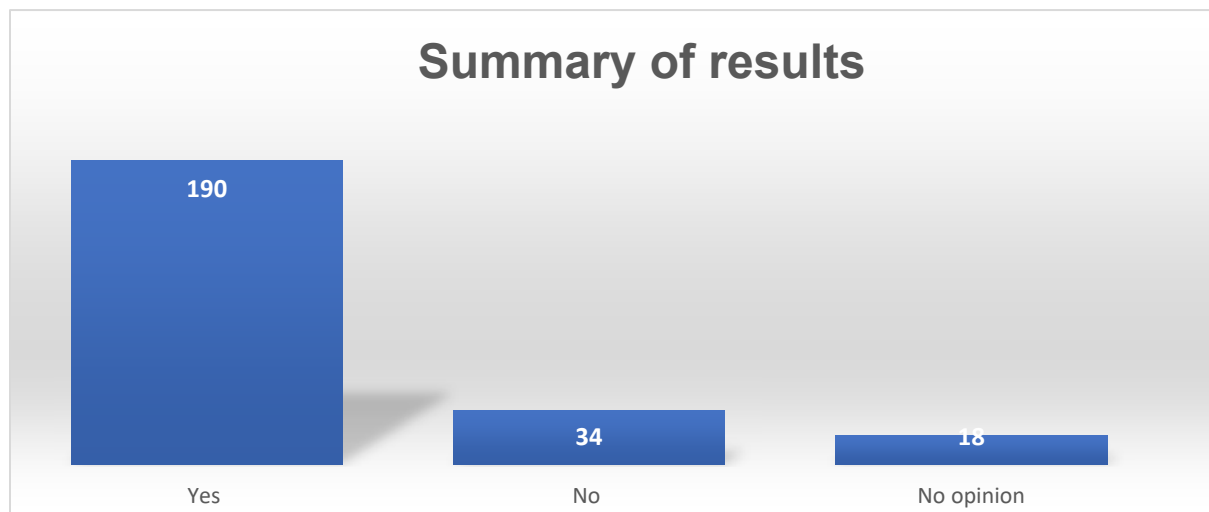
Question 3: How often do you choose an active means of transportation (walking, running, biking, skiing, snowshoeing, canoeing, etc.) during your recreational or utilitarian trips?

Summary of results	Every day or so	Two to three times a week	Once a week	A few times a month	Never	Total
	60%	25%	5%	7%	3%	244

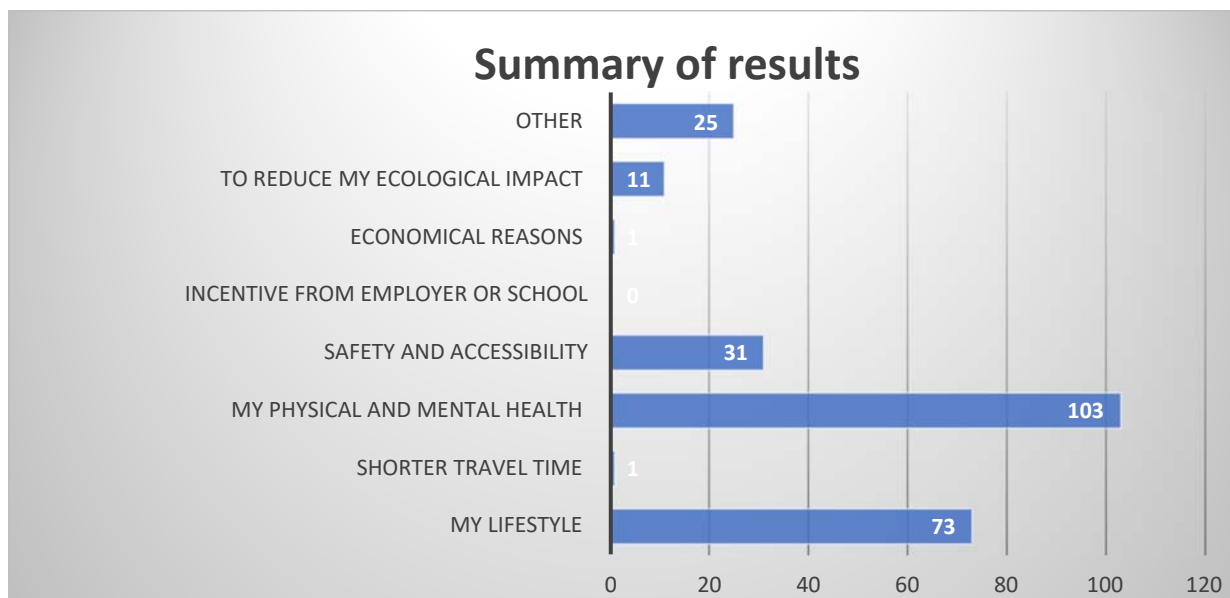


Question 4: Would you like to use an active mode of transportation more frequently?

Summary of results	Standard	%
Yes	190	79%
No	34	14%
No opinion	18	7%
Total	242	100%

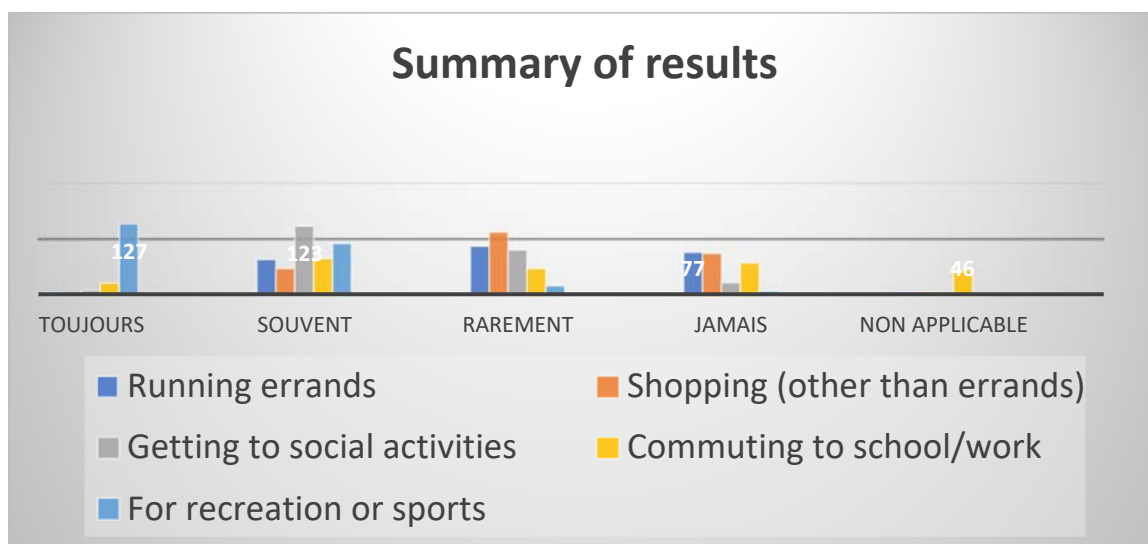


Question 5: What are the factors that influence your choices in active transportation?



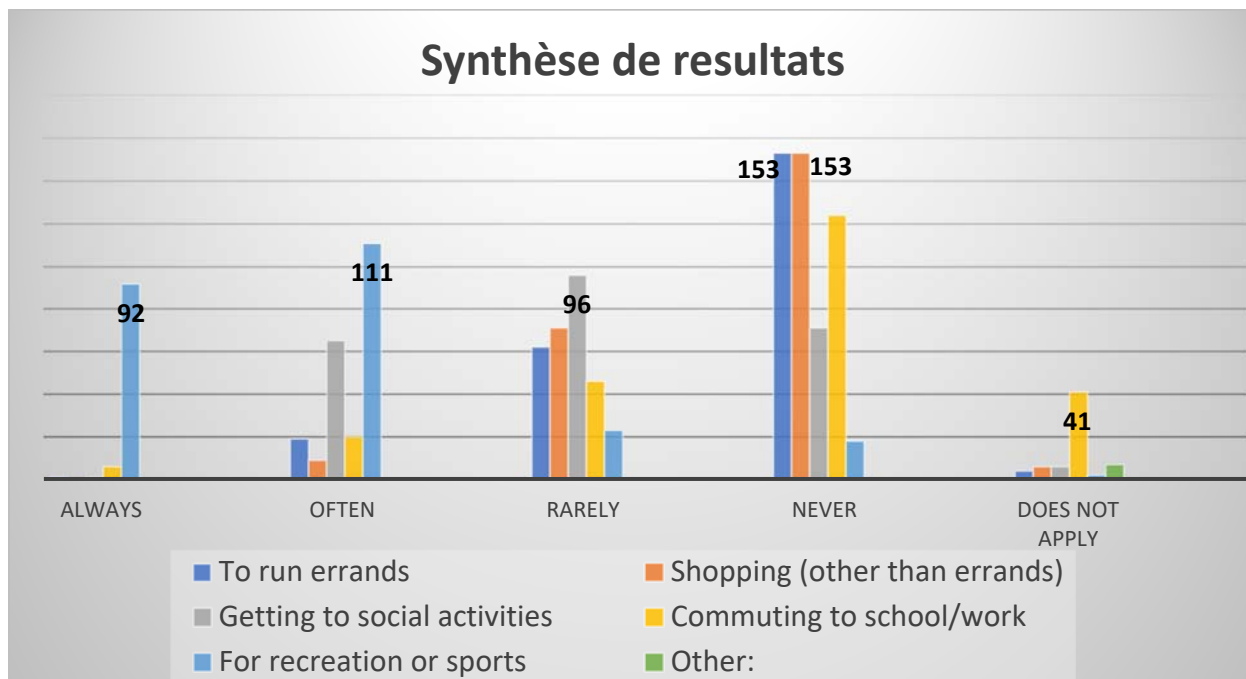
Summary of results	Standard	%
My lifestyle	73	30%
Shorter travel time	1	0%
My physical and mental health	103	42%
My safety and accessibility of active transportation	31	13%
Incentive from employer or school to use active transportation	0	0%
Economical reasons	1	0%
To reduce my ecological impact	11	4%
Other	25	10%
Total	245	100%

Question 6: From May to October, when you travel for the following reasons, how often do you use an active mode of transportation?



Summary of results	Always	Often	Rarely	Never	Not applicable
For groceries	4	64	88	77	5
To do your shopping (other than groceries)	1	48	112	75	5
To participate in social activities	9	123	81	23	6
Getting to school or work	22	66	48	58	46
For leisure or sport	127	93	17	7	1

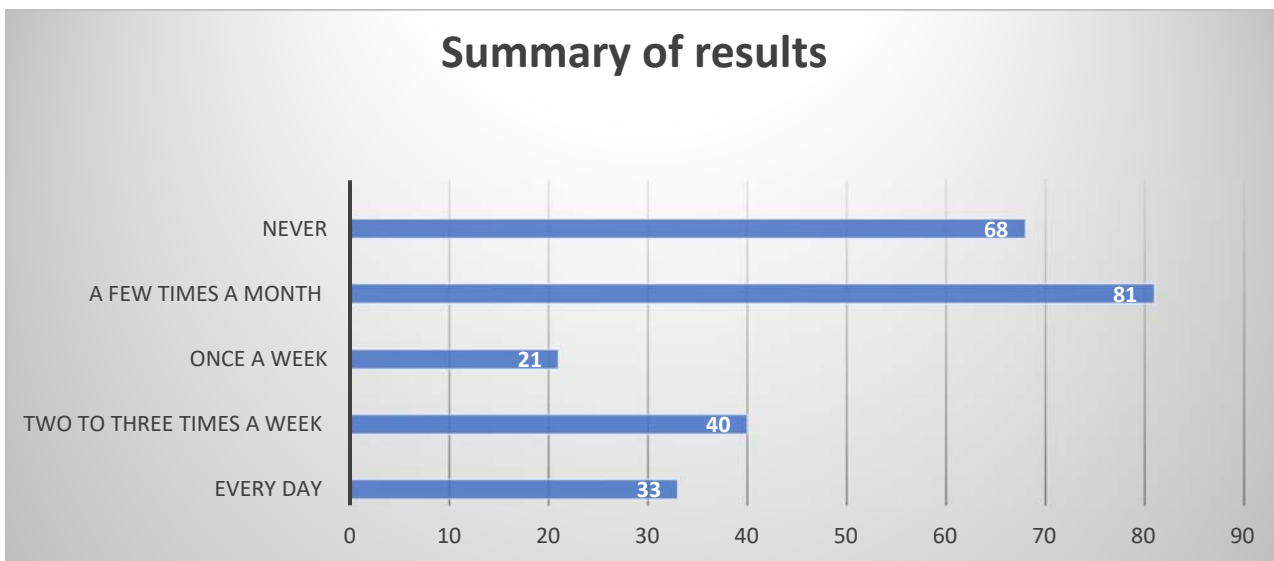
Question 7: In winter, when you travel for the following reasons, how often do you use an active mode of transportation?



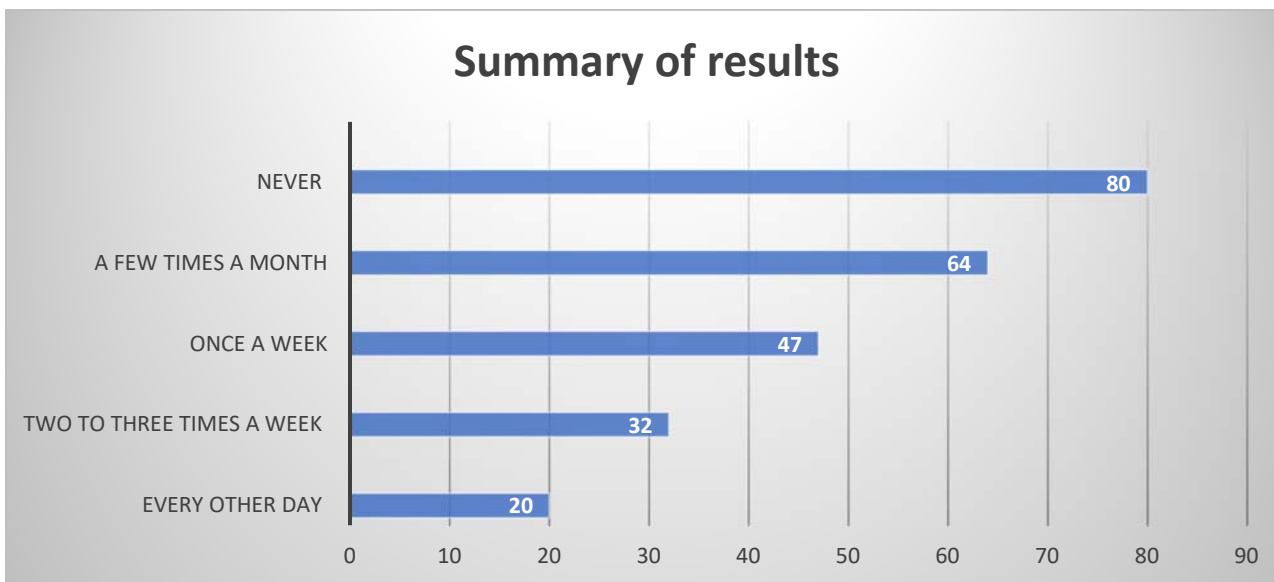
Summary of results	Always	Often	Rarely	Never	Not applicable
For groceries	1	19	62	153	4
To do your shopping (other than groceries)	0	9	71	153	6
To participate in social activities	1	65	96	71	6
Getting to school or work	6	20	46	124	41
For leisure or sport	92	111	23	18	2
Other:	0	0	0	0	7

Question 8: How often do you use the community trail (former rail corridor) in the spring, summer and fall?

Summary of results	Every day or so	Two to three times a week	Once a week	A few times a month	Never
	33	40	21	81	68



Question 9: How often do you use the community trail (former rail corridor) in winter?

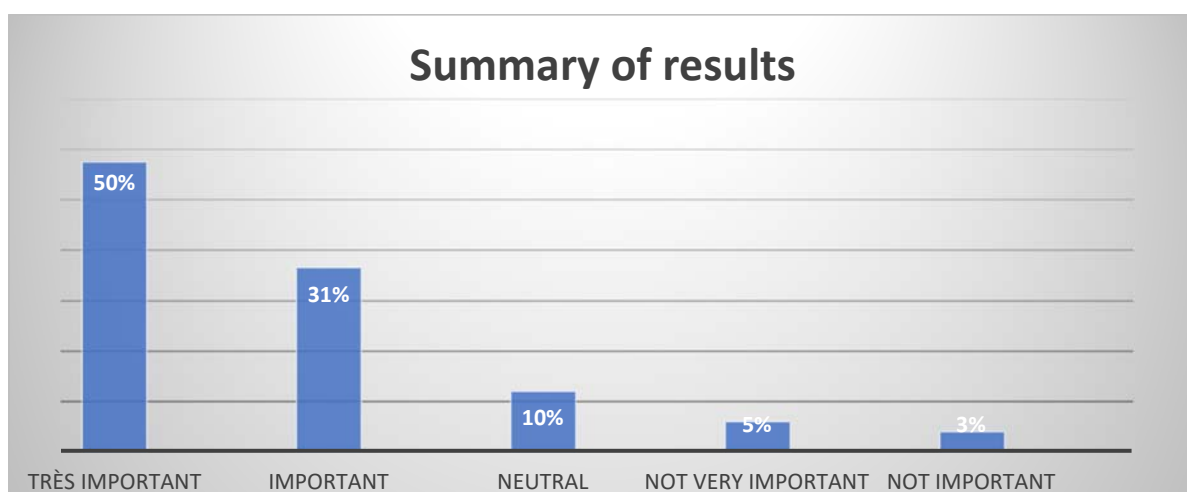


Summary of results	Every day or so	Two to three times a week	Once a week	A few times a month	Never	Total
	20	32	47	64	80	243

Opinion on active transportation

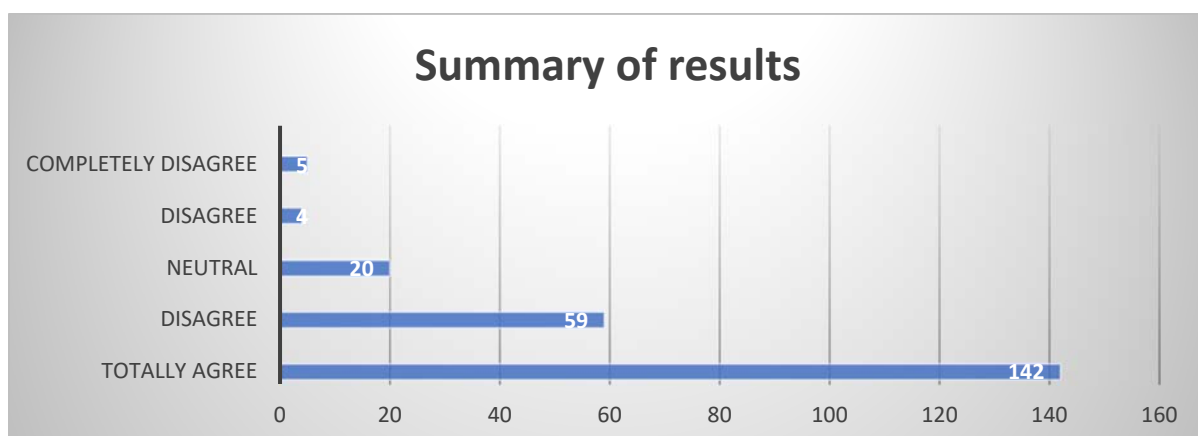
Question 10: Improve opportunities for residents to travel to work or other locations outside Chelsea through active transportation.

Summary of results	Very important	Important	Neutral	Not important	Not important	Total
	115	73	24	12	8	232

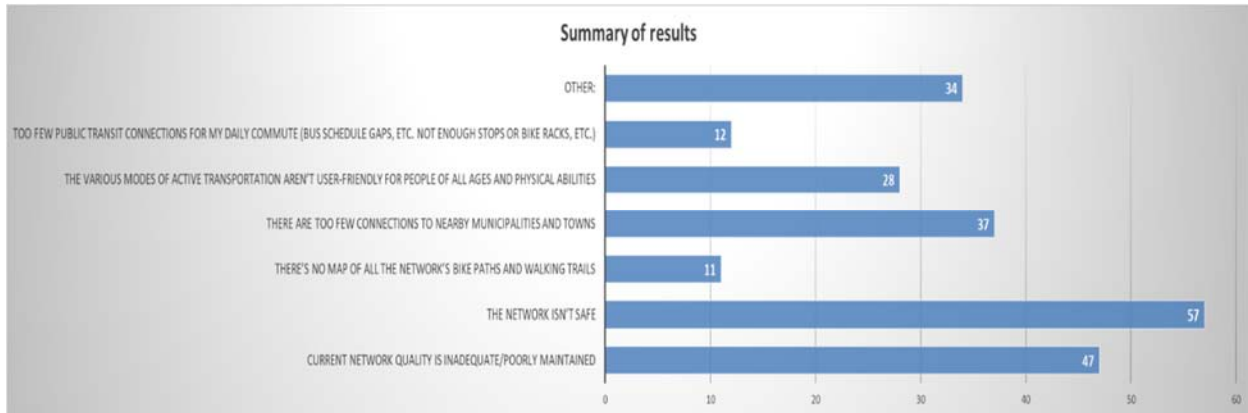


Question 11: To build a more user-friendly network for all modes of active transportation, for users of all ages and for all physical abilities.

Summary of results	Completely in agreement	In agreement	Neutral	Disagree	Completely at odds	Total
Standard	142	59	20	4	5	230
%	62%	26%	9%	2%	2%	100

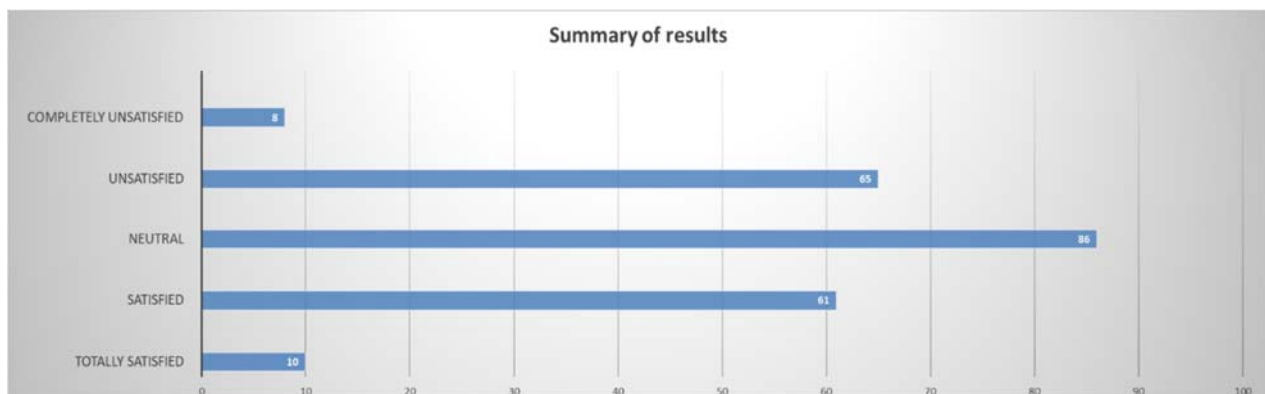


Question 12: What challenges or obstacles do you face when travelling on the municipality's active transportation system? Is there anything that prevents you from using it daily?

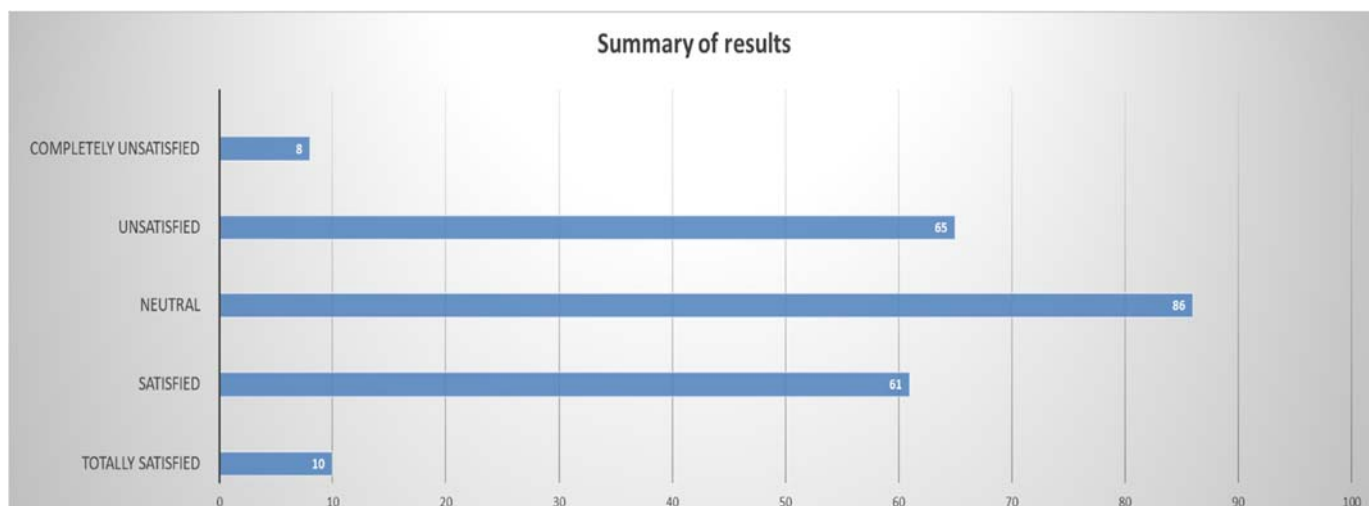


Summary of results	Total
Current network quality is inadequate	47
Network isn't safe	57
There is no map of the network or walking trails	11
Too few connections to nearby municipalities and towns	37
The various modes of active transportation aren't user-friendly for people of all ages and physical abilities	28
The various modes of active transportation aren't user-friendly for people of all ages and physical abilities	12
Other	34

Question 13: How satisfied are you with the signage in place on the active transportation system? (Paved shoulders, marked bike paths, shared road roads, etc.)

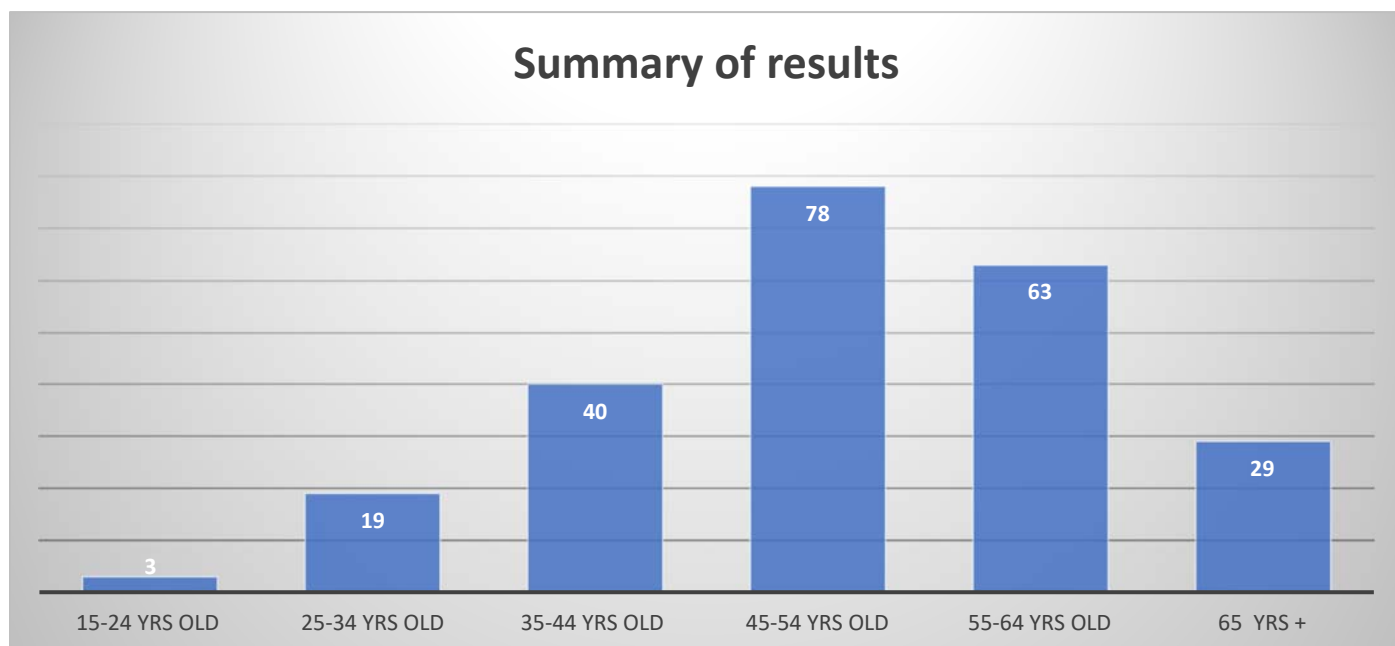


Question14: What is your level of safety satisfaction on multi-use neighbourhood trails? (These trails are away from traffic. They are generally connected to residential and unpaved neighbourhoods.)

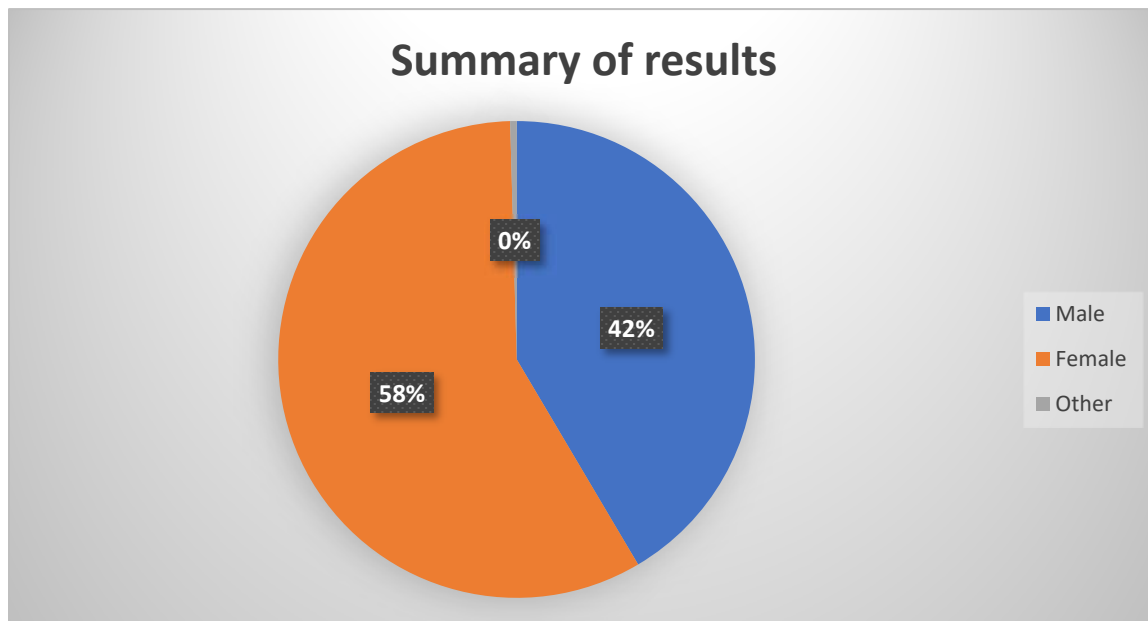


Respondent information

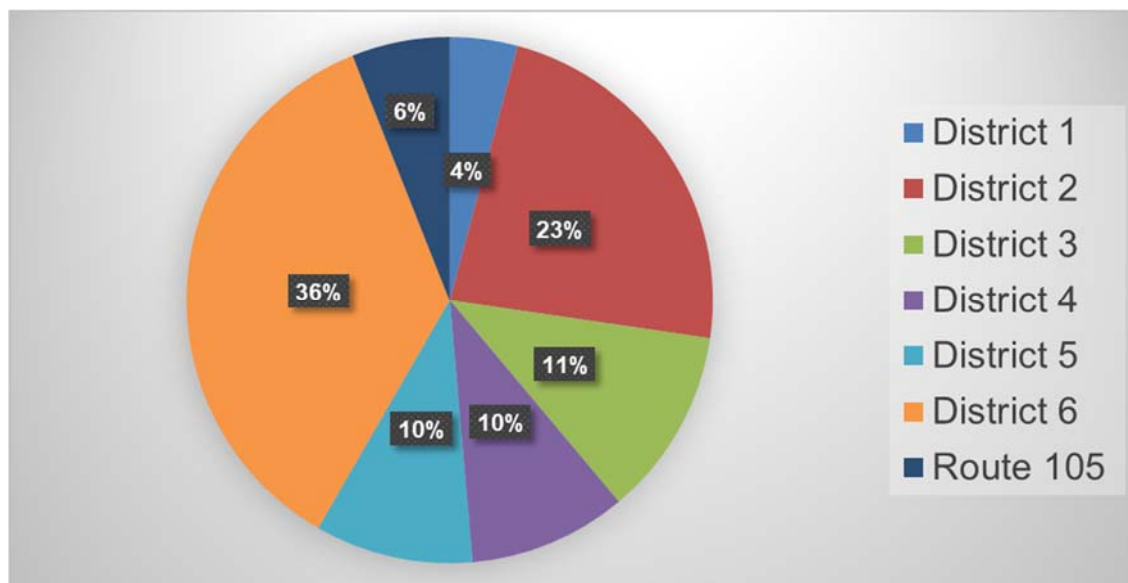
Question 15: Age group



Question 16: Distribution by gender



Question 18: Street name/housing area



Question 19: Place of employment or study

