

NATIONAL CAPITAL COMMISSION
COMMISSION DE LA CAPITALE NATIONALE

2023 Active Use Program Survey Report

June 2024

Canada

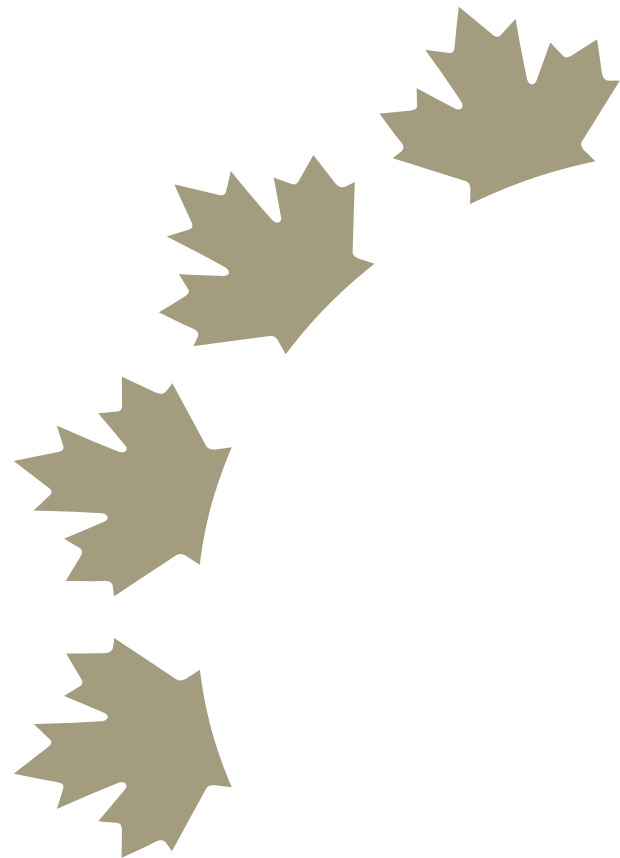
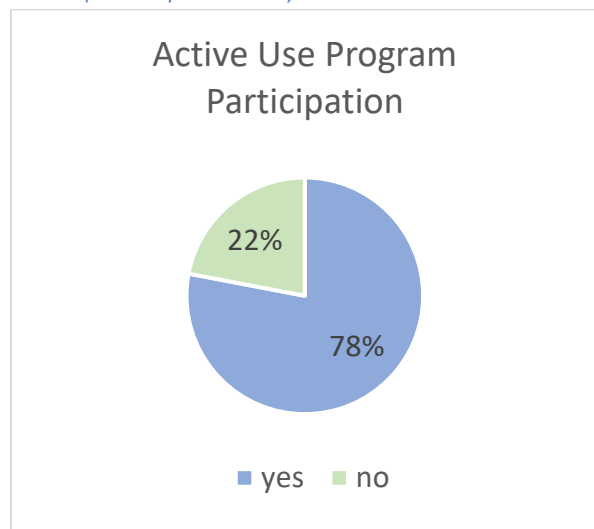


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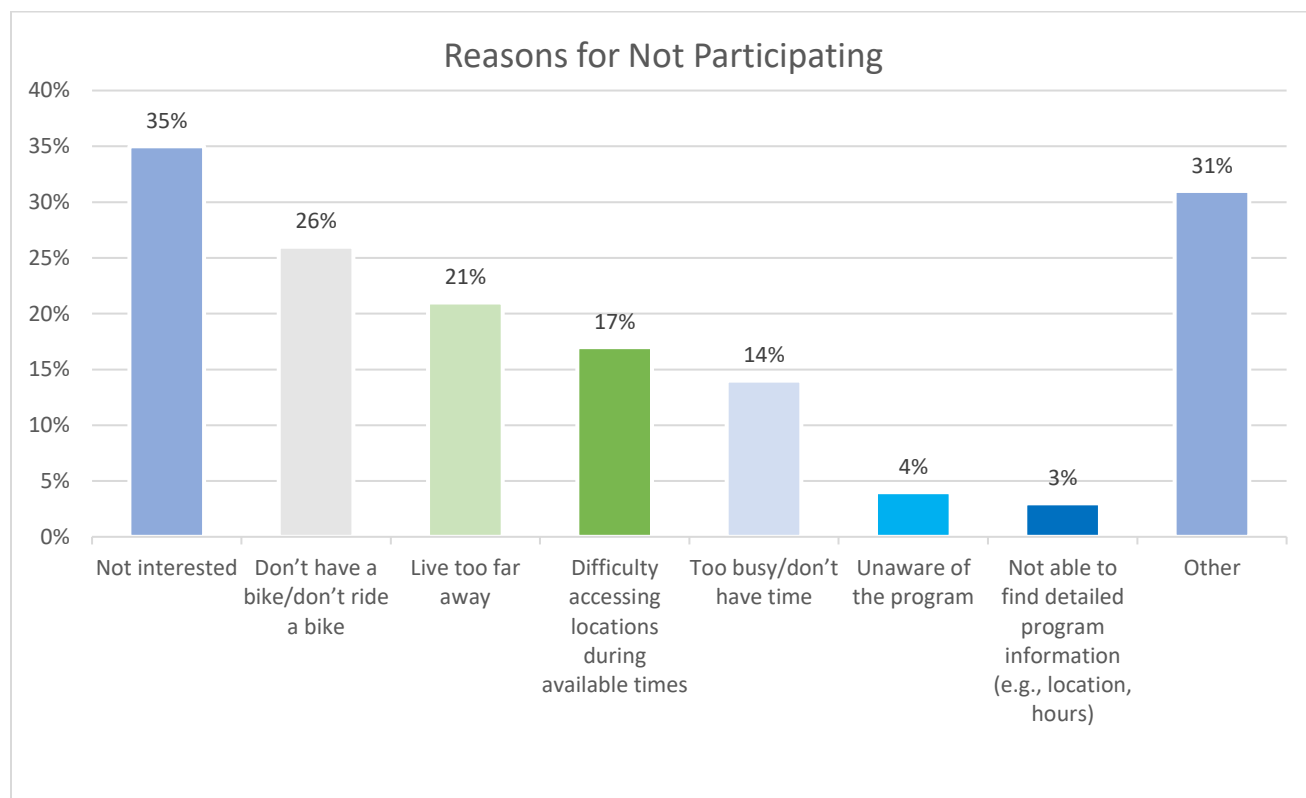
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Q1. Have you used one of the parkways or the driveway when it was reserved for active use? *(all respondents)*



Response Options	Count	Percentage
Yes	8,022	78%
No	2,292	22%
Totals	10,314	100%

Q1b. Why have you not participated? Select all that apply. *(program non-participants)*



Response Options	Count	Percentage
Not interested	759	35%
Don't have a bike/don't ride a bike	562	26%
Live too far away	450	21%
Difficulty accessing locations during available times	360	17%
Too busy/don't have time	298	14%
Unaware of the program	81	4%
Not able to find detailed program information (e.g. location, hours)	58	3%
Other	666	31%
Totals	3,234*	N/A

*total responses provided by 2,177 respondents to this question

For respondents who selected *other*, the most salient themes specified were:

- a preference for using existing multi-use pathways;
- opposition to reserving roads for active use;
- the belief that roads should not be closed because existing multi-use pathways suffice;
- being physically unable to participate; and
- needing or wanting to drive to a location to participate in activities.

Q1c. What could the NCC do that would make you want to participate?

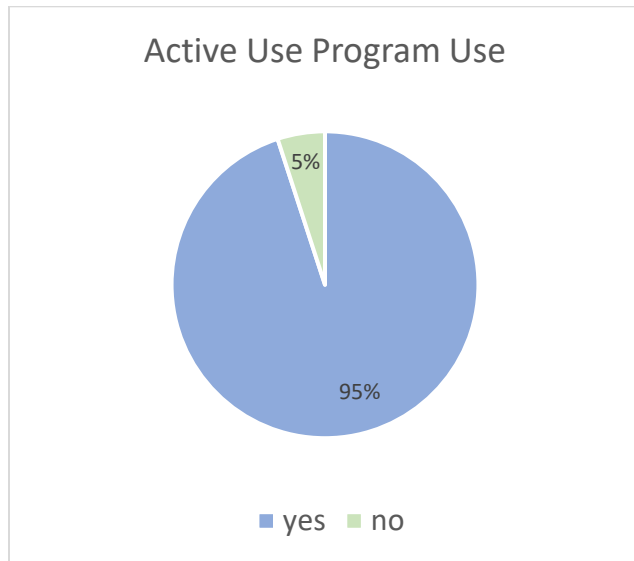
(program non-participants)

As this question was open-ended, a systematic qualitative analysis was undertaken to uncover common themes and code responses to estimate the prevalence of these themes. Of the 1,943 responses received for this question, the following were the top themes:

Top Themes	Count	Percent*
There is nothing the NCC could do	622	31%
I disagree with closing roads to vehicles/cancel the program	290	15%
Roads are for vehicles and should not be restricted	241	12%
Reduce closures, they are too restrictive (time/space)	214	11%
Road closures cause traffic problems	164	8%

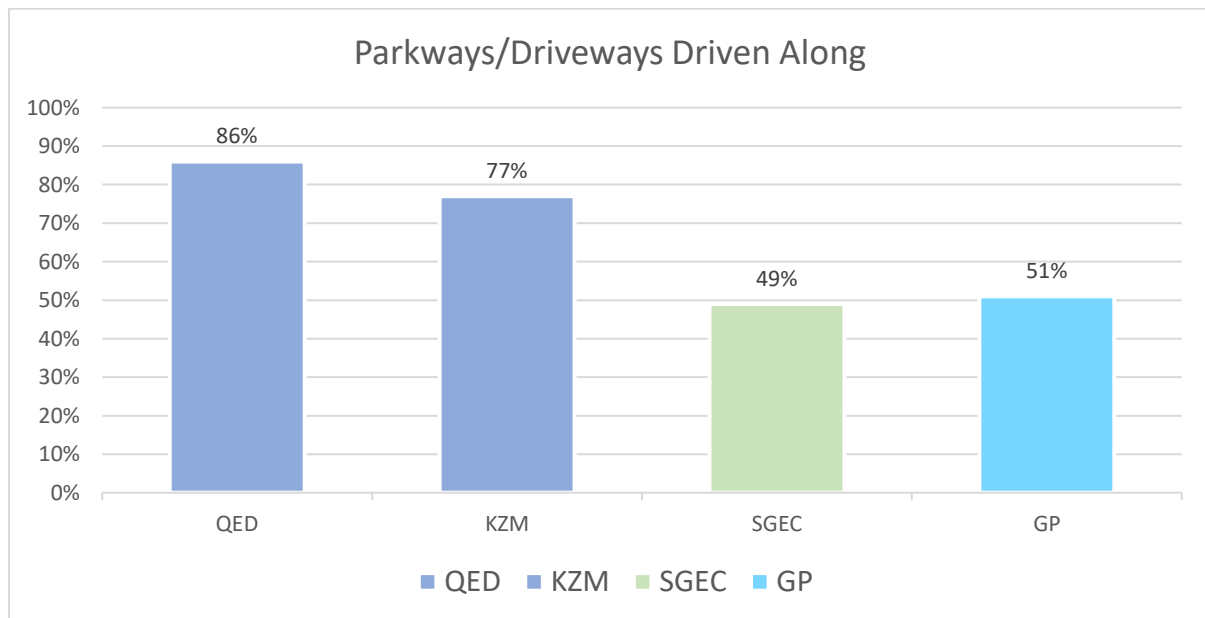
*As comments may touch on multiple themes, these percentages are calculated as a percentage of total comments (n=1943) and therefore do not total 100%.

Q1d. Have you travelled on any of the parkways in a motor vehicle?
(program non-participants)



Response Options	Count	Percentage
Yes	1,892	95%
No	90	5%
Totals	1,982	100%

Q1e. Which of the following parkways did you drive along? Select all that apply.
(program non-participants)



Response Options	Count	Percentage
Queen Elizabeth Driveway	1,617	86%
Kichi Zībī Mīkan	1,444	77%
Sir George-Étienne Cartier Parkway	930	49%
Gatineau Park parkways	956	51%
Totals	4,947*	N/A

*total responses provided by 1,883 respondents to this question

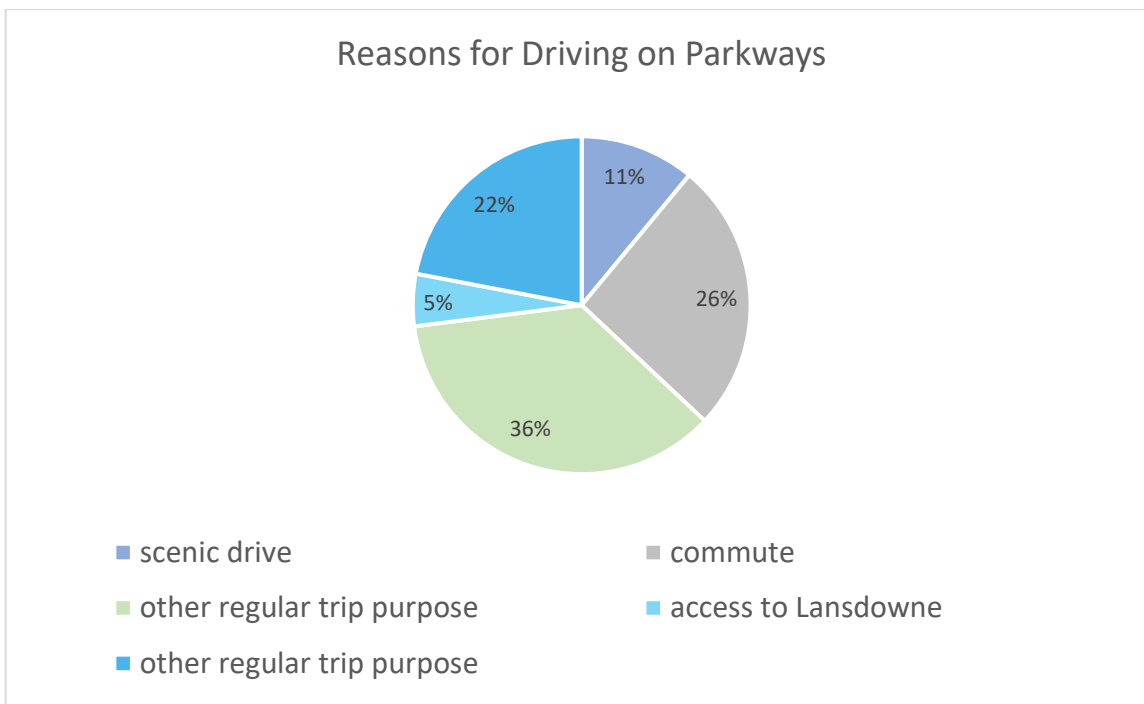
Q1f. How often do you normally use the parkways for travel in a motor vehicle?

(program non-participants)

Parkways	Queen Elizabeth Driveway		Kichi Zībī Mīkan		Sir George-Étienne Cartier Parkway		Gatineau Park parkways		Totals
Response Options	Count	%	Count	%	Count	%	Count	%	Count
Once a month or less	276	17%	312	22%	354	38%	465	49%	1,407
2-3 times a month	251	16%	337	24%	237	26%	204	22%	1,029
Once a week	173	11%	214	15%	105	11%	99	10%	591
Several times a week	536	34%	393	28%	163	18%	87	9%	1,179
Every day transit	318	20%	148	10%	45	5%	15	2%	526
Other	45	3%	21	1%	17	2%	74	8%	157

The results for this question demonstrate driving frequency on each of the parkways for survey respondents who indicated that they did not participate in active use on any of the parkways. In addition, it sheds light on the popularity of each of the parkways for driving routes, at least for these survey respondents. The Queen Elizabeth Driveway was the most popular route to drive on, followed closely by the Kichi Zībī Mīkan. However, the frequency with which these respondents typically drove on each of these routes differed. The Queen Elizabeth Driveway was most commonly used several times per week and for everyday transit, while the Kichi Zībī Mīkan was used several times per week, a few times per month, or once a month or less. Both the Sir George-Étienne Cartier and Gatineau Park parkways were typically used for driving infrequently (once a month or less or a few times per month).

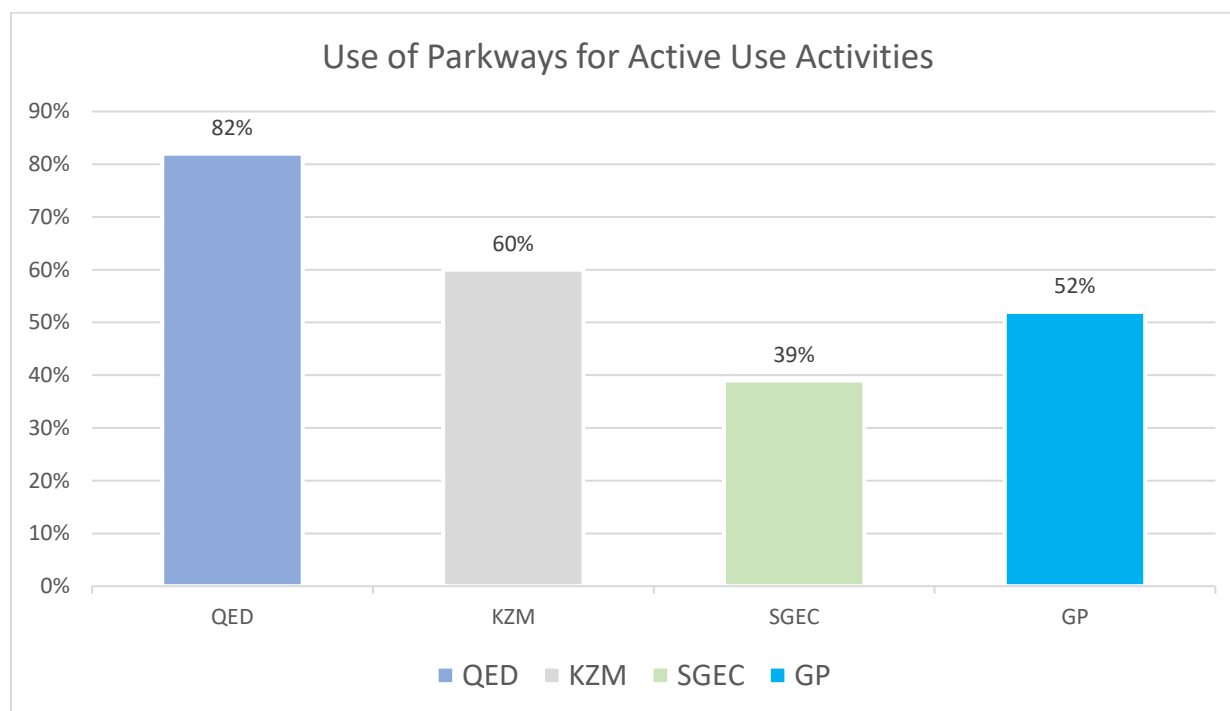
Q1g. For what reason do you travel on the parkways by motor vehicle?
(program non-participants)



Response Options	Count	Percentage
Other regular trip purpose	663	36%
Commute	479	26%
Scenic drive	200	11%
Access to Lansdowne	89	5%
Other	415	22%
Totals	1,846	100%

For the non-participants who responded to this question, regular trips including commuting were the most common reasons for driving on the parkways. However, a strong theme that emerged from analysis of the comments under *other* was that there are multiple reasons for driving on the parkways. Other respondents indicated in *other* that they use parkways to access Gatineau Park.

Q2. Which of the following parkways/driveways did you use? Please select all that apply.
(program participants)

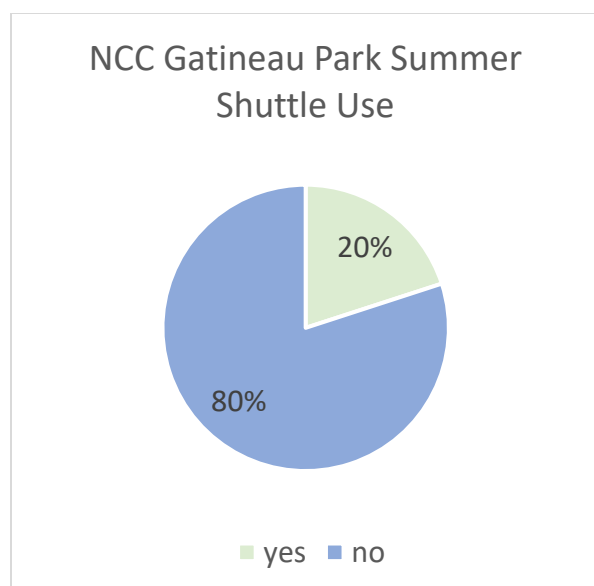


Response Options	Count	Percentage
Queen Elizabeth Driveway	6,475	82%
Kichi Zībī Mīkan	4,790	60%
Sir George-Étienne Cartier Parkway	3,066	39%
Gatineau Park parkways	4,125	52%
Totals	18,456*	N/A

*total responses provided by 7,925 respondents to this question

Q2b. Did you use the NCC Gatineau Park summer shuttle?
(program participants)

The free NCC Gatineau Park summer shuttle was piloted in 2022 to increase accessibility for those who need or want vehicle access to the park. The service was available from June 25 to August 28 and there were 11 stops (3 outside of the park and 8 within). The pilot was a success, and the service was offered again during the 2023 summer season with a few adjustments, including longer availability from May 20 to August 27. The service remains popular, and some respondents advocated for an expansion of the service in terms of frequency, number of stops, and availability throughout the year.



Response Options	Count	Percentage
Yes	835	20%
No	3,272	80%
Totals	4,107*	100%

Q3. How did you get to your starting point? Please select all that apply. *(program participants)*

Parkways	Queen Elizabeth Driveway		Kichi Zībī Mīkan		Sir George-Étienne Cartier Parkway		Gatineau Park parkways		Totals (mode of travel)
Response Options	Count	%	Count	%	Count	%	Count	%	Count
Bike	4,993	53%	4,172	67%	2,678	70%	3,332	60%	15,175
Foot	3,069	32%	1,049	17%	447	12%	501	9%	5,066
Car	797	8%	684	11%	515	13%	1435	26%	3,431
Public transit	364	4%	244	4%	124	3%	206	4%	938
In-line skating/roller skiing	131	1%	79	1%	47	1%	81	1%	338
Mobility aid (e.g. wheelchair, scooter, walker, etc.)	48	1%	18	<1%	13	<1%	11	<1%	90
Other	73	1%	25	<1%	15	<1%	24	<1%	137

Bicycle was the most common mode of transportation that survey respondents used to access the parkways while reserved for active use activities. This was especially true for those participating in activities on the Kichi Zībī Mīkan and Sir George-Étienne Cartier Parkway. Arriving by foot was also a popular option to access the Queen Elizabeth Driveway. While environmentally friendly modes of transport were the norm, accessing Gatineau Park by car was the second most common way to access the park.

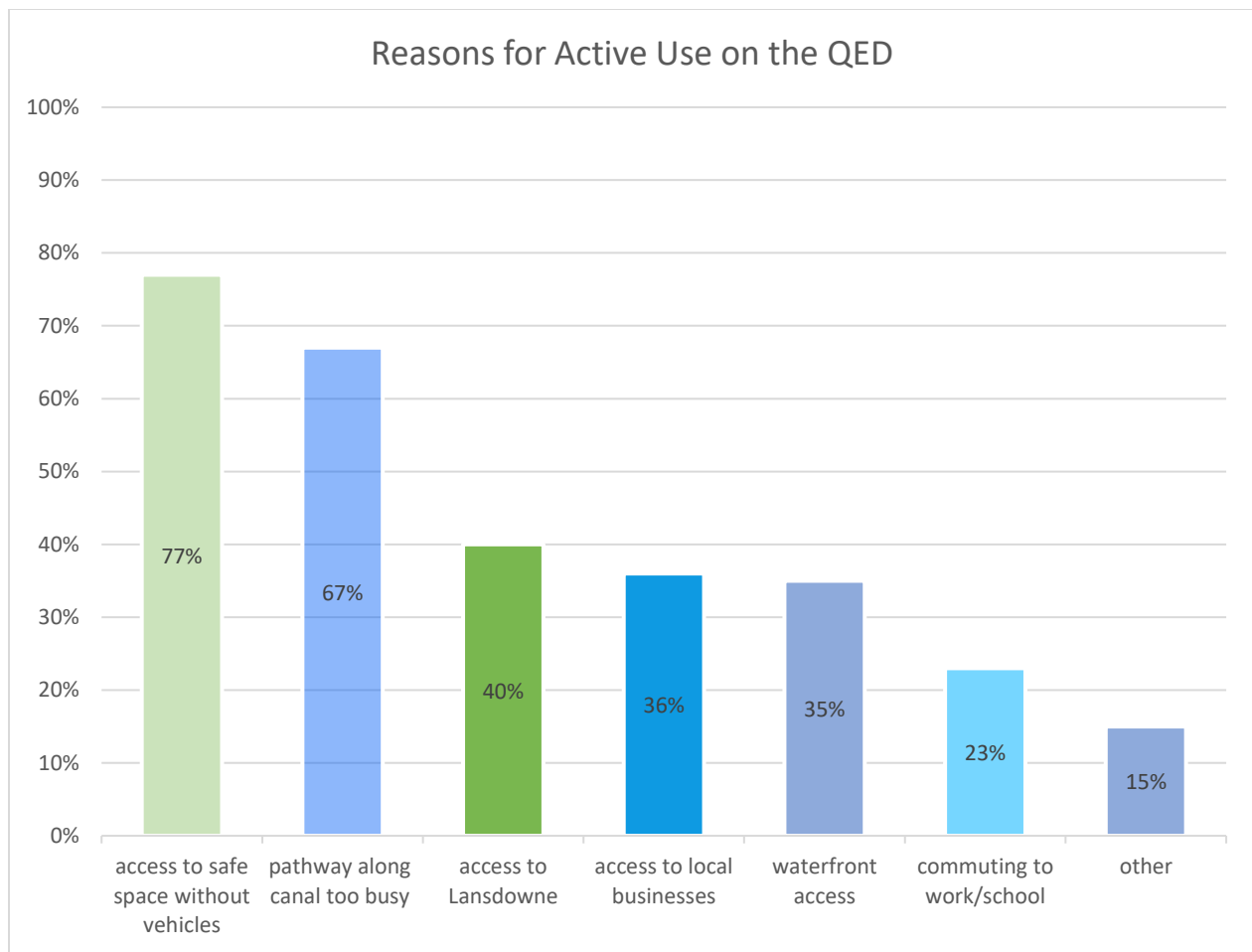
Q4. Which of the following activities did you do? Please select all that apply.
(program participants)

Parkways	Queen Elizabeth Driveway		Kichi Zībī Mīkan		Sir George-Étienne Cartier Parkway		Gatineau Park parkways		Totals
Response Options	Count	%	Count	%	Count	%	Count	%	Count
Biking	5,265	46%	4,329	62%	2,817	67%	3,689	59%	16,100
Walking	3,706	32%	1,427	20%	667	16%	1,279	20%	7,079
Running/jogging	1,945	17%	952	14%	514	12%	942	15%	4,353
In-line skating/ roller skiing	252	2%	154	2%	121	3%	234	4%	761
Travelling with mobility aid (e.g. wheelchair, scooter, walker, etc.)	103	1%	32	<1%	22	1%	34	1%	191
Other	150	1%	71	1%	34	1%	78	1%	333

Cycling was the most popular activity to undertake on the parkways when they were reserved for active use. In addition, other activities, like walking and running/jogging were also popular. According to the survey results, the Kichi Zībī Mīkan and Sir George-Étienne Cartier Parkway were the most popular locations for cyclists and the Queen Elizabeth Driveway was a popular spot for pedestrians.

Q5. For what reasons to you use the Queen Elizabeth Driveway for active use? Please select all that apply. (Queen Elizabeth Driveway program participants)

Safety in undertaking activities away from vehicle traffic was the primary reason for choosing the Queen Elizabeth Driveway as a location for active use activities, followed closely by avoiding the crowded pathway along the canal. For those respondents who selected *other*, the main reason they indicated was simply because the driveway was available for activity. However, an equal proportion of respondents indicated that they would have been content with using the adjacent pathway if this had not been the case. Some indicated a preference for using the pathway for activities over the driveway and others expressed the belief that the adjacent pathway is sufficient for activity and there is no need to close the driveway (or at least not as often). Other common themes in *other* were using the Queen Elizabeth Driveway while reserved for active use to connect to other places, to exercise, to have more space for activity, to enjoy cycling, and for more specific safety reasons (e.g. participating in activities with children, avoiding conflicts with other users).

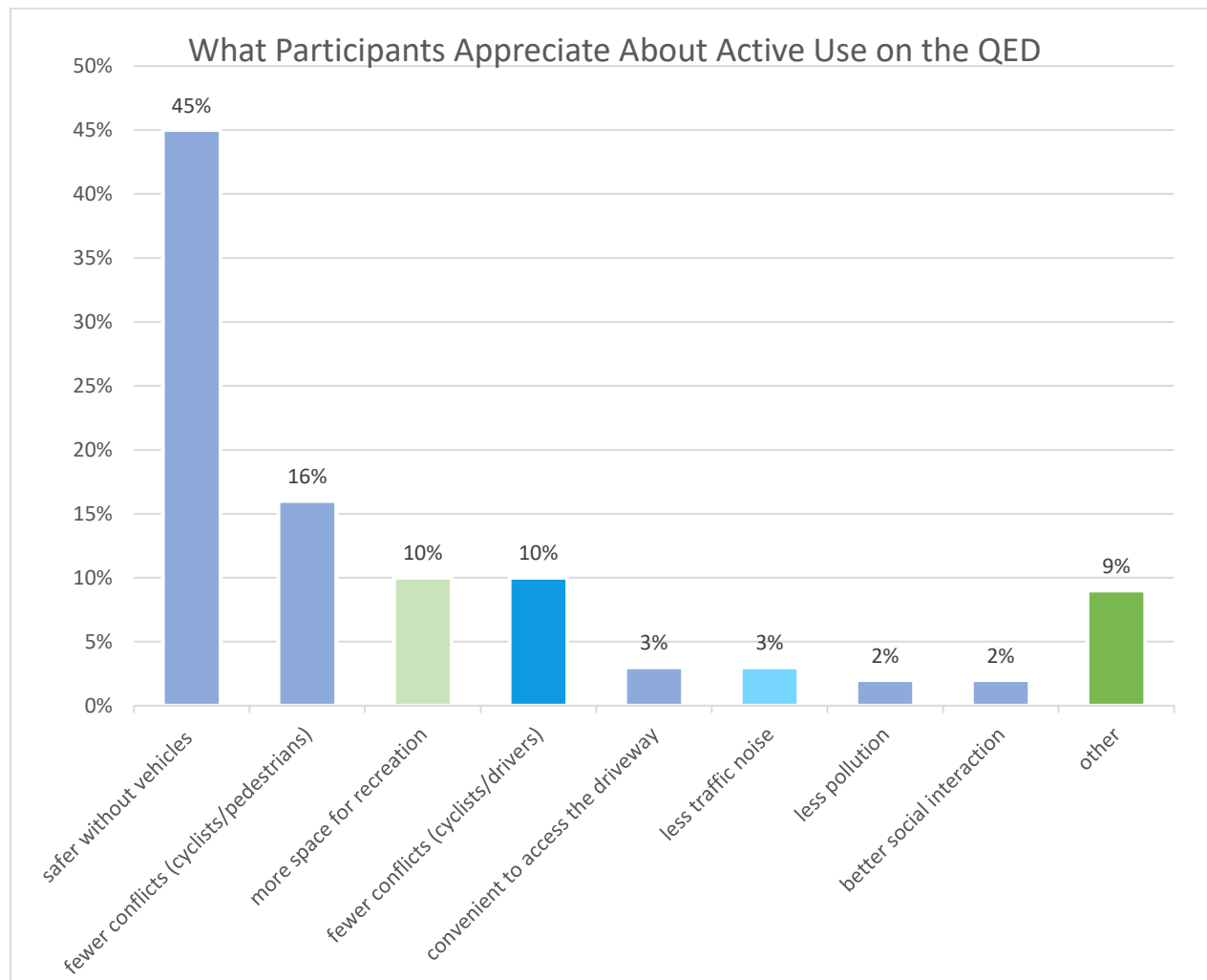


Response Options	Count	Percentage
Access to safe space for recreational activities without vehicle traffic	4,795	77%
Pathway along the canal is too busy	4,145	67%
Access to Lansdowne	2,503	40%
Access to local businesses (retail, services, restaurants)	2,249	36%
Access to the waterfront	2,179	35%
Commuting to work or school	1,407	23%
Other	939	15%
Totals	18,217*	N/A

*total responses provided by 6,221 respondents to this question

Q6. What do you appreciate the most about the active use program on Queen Elizabeth Driveway?

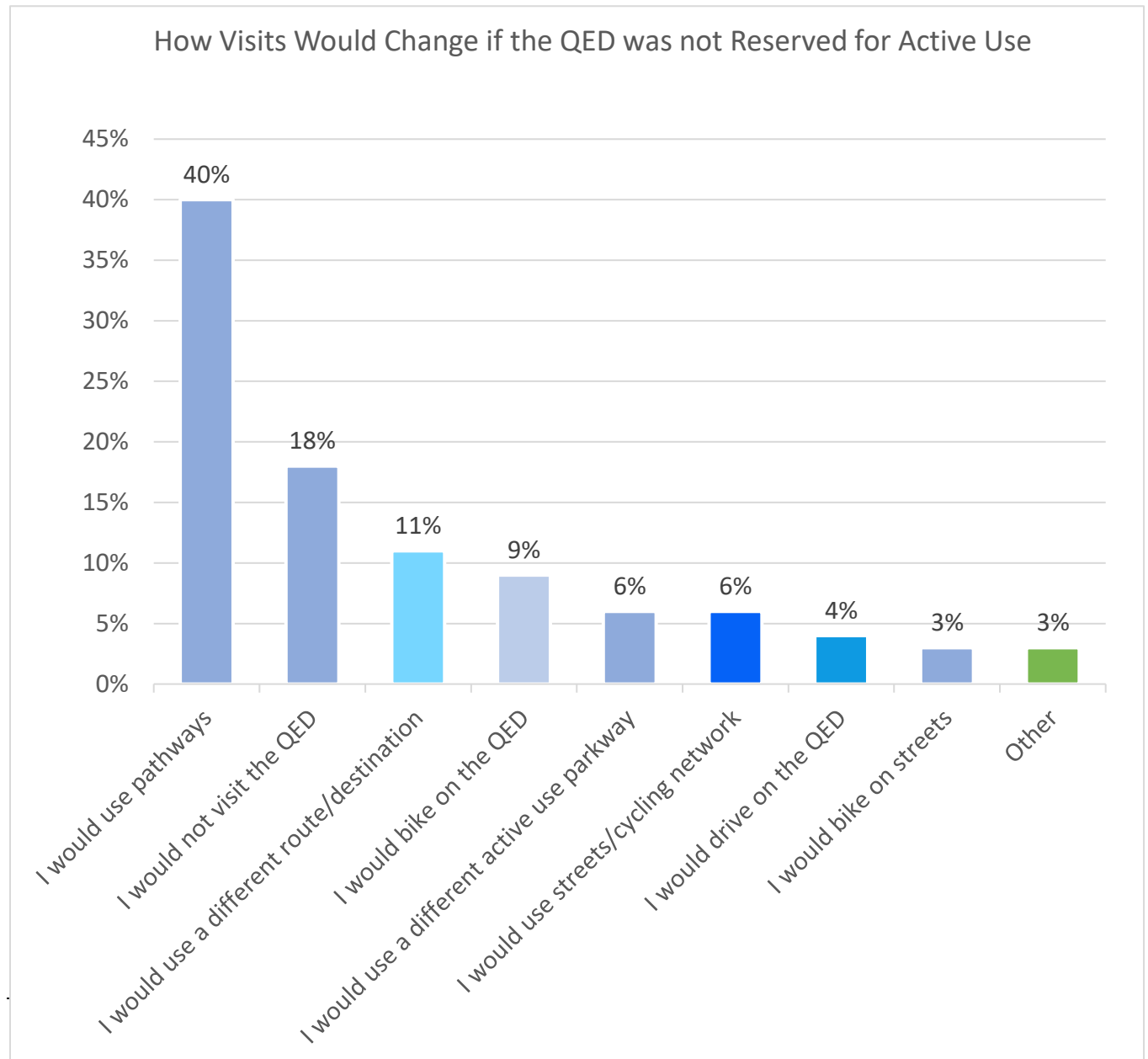
(Queen Elizabeth Driveway program participants)



Response Options	Count	Percentage
Safer for active use without vehicles	2,770	45%
Fewer conflicts between cyclists and pedestrians	976	16%
More space for recreation	628	10%
Fewer conflicts between cyclists and drivers	626	10%
Convenient to access the driveway	195	3%
Less noise from traffic	157	3%
Less pollution	139	2%
Better social interaction with other active users	117	2%
Other	531	9%
Totals	6,139	100%

For respondents who left comments under *other*, some chose to reiterate their disapproval of the program, typically due to traffic congestion or a belief that roads should not be closed because existing pathways are sufficient. On the other hand, other respondents reiterated that they appreciated the safety afforded by the additional space. Some respondents expressed that “all of the above” (all response options) applied, while others were neutral in their feelings and simply used the Queen Elizabeth Driveway for activities because it was an option, although some of these respondents would have been content to use the pathway instead.

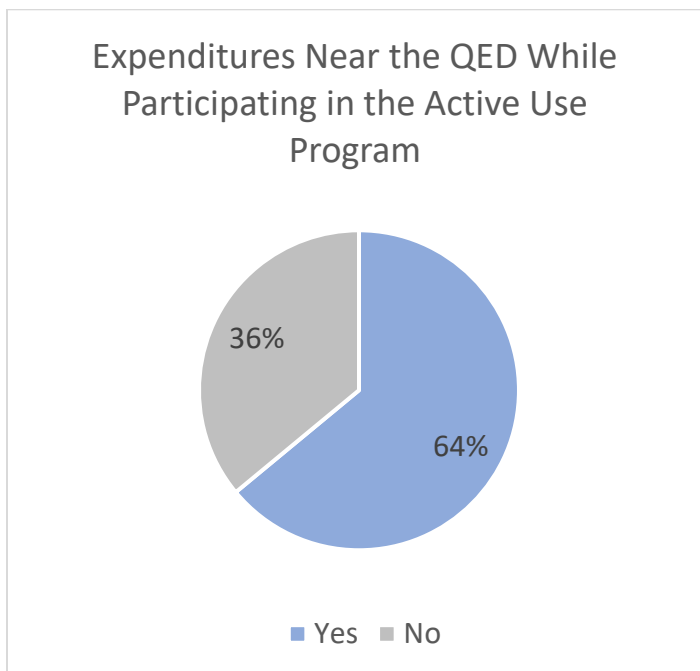
Q7. Had the Queen Elizabeth Driveway not been reserved for active use, how would your visit change? (*QUEEN ELIZABETH DRIVEWAY* program participants)



I would bike on the Queen Elizabeth Driveway alongside motor vehicles	532	9%
I would use a different parkway that was reserved for active use	370	6%
I would use municipal streets and the cycling network	339	6%
I would drive on the Queen Elizabeth Driveway	273	4%
I would bike on municipal streets alongside motor vehicles	206	3%
Other	200	3%
Totals	6,088	100%

Q8. During your visit to the Queen Elizabeth Driveway, did you purchase any goods or services at a nearby business?

(Queen Elizabeth Driveway program participants)



Response Options	Count	Percentage
Yes	3,905	64%
No	2,168	36%
Totals	6,073	100%

Q8b. Approximately how much did you spend? *(Queen Elizabeth Driveway program participants)*

This open-ended question was interpreted in different ways by the 3,862 total respondents who replied with both numeric and text responses. A systematic qualitative analysis was

undertaken to uncover common themes and code responses to estimate the prevalence of these themes.

Three broad themes emerged:

1. the sort of spending scale that was or was not specified;
2. the level or amount of spending indicated; and
3. textual responses that indicated the type of spending and/or where the spending occurred.

These broad themes were further analyzed, and the results are presented in the tables below.

Spending Scale	Count	Percentage*
No scale specified	3,154	89%
Spending per individual visit	284	8%
Cumulative spending over multiple visits/over the season	111	3%
Total	3,549	100%

*percentage calculated on number of responses related to spending scale (n=3,549)

Spending Level	Count	Percentage*
\$1 - \$99	2,356	65%
\$100 - \$999	1,175	33%
\$1000 or more	78	2%
Total	3,609	100%

*percentage calculated on number of responses related to spending level (n=3,609)

Type/Location of Spending	Count	Percentage*
Refreshments/restaurants	162	34%
Groceries and local markets	105	22%
Lansdowne merchants/events	93	20%
Queen Elizabeth Driveway/Glebe merchants	48	10%
NCC bistros	30	6%
Bank Street merchants	24	5%
Elgin Street merchants	9	2%
Total	471	99%[^]

*percentage calculated on number of responses related to type of spending (n=471)

[^]does not total 100 due to rounding

Q9. Which changes would most improve your active use of the NCC parkways? Please select your top 3. (*program participants*)

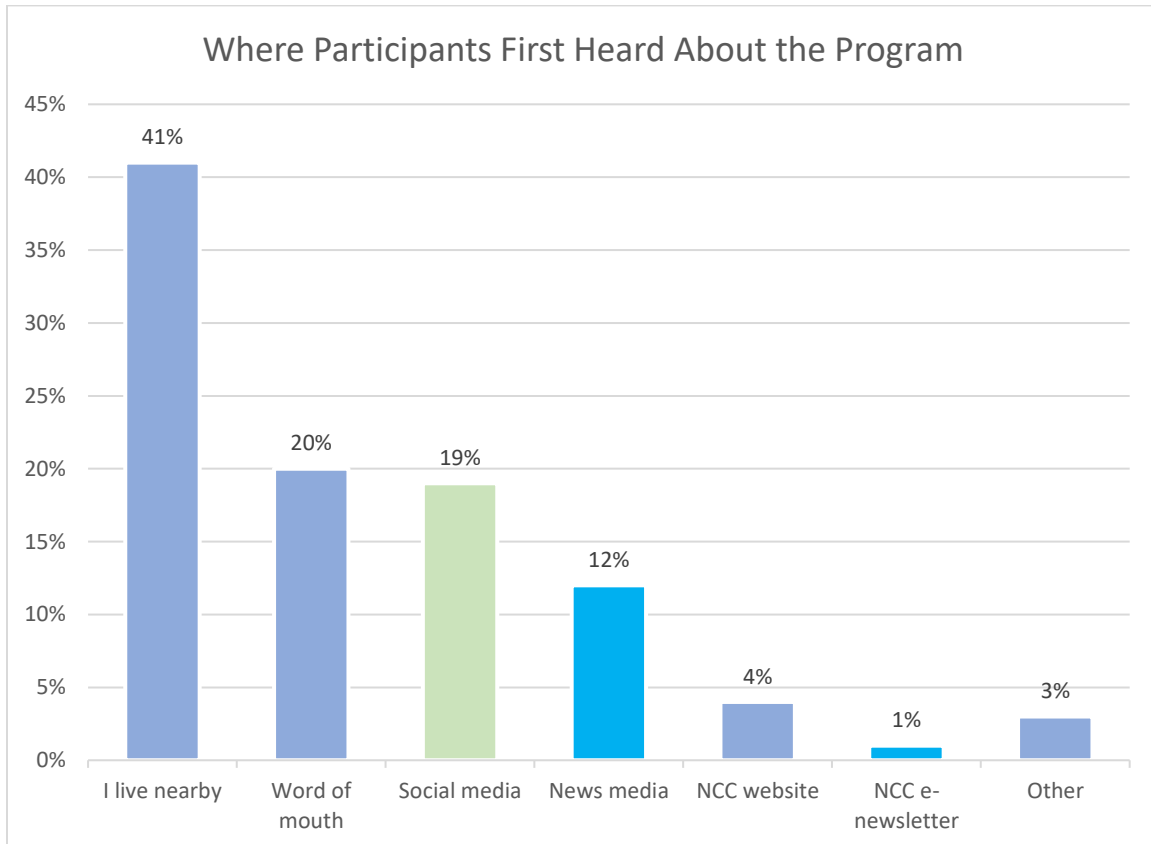
Response Options	Count	Percentages*
Extended length of active use parkway/driveway	4,083	56%
Extended hours of active use program	3,792	52%
More food and beverage options	1,585	22%
More bathrooms	1,565	21%
Special events and/or street fairs	1,395	19%
Clearer and easier-to-find information about closures	1,009	14%
Safety improvements	748	10%
I don't have any suggestions	710	10%
Accessibility improvements	278	4%
More seating	228	3%
Other	856	12%
Totals	16,249	N/A

*total responses provided by 7,322 respondents to this question

Many program participants who responded to this question would like to see “more”: more space for active use, and more time when parkways are reserved for activity without vehicle traffic. They would also enjoy more amenities such as water sources, food and beverage options, bathrooms, and special events and other organized activities on/near the parkways. Under *other*, there were similar calls for “more,” including more space for activities and space available at all times of the year (e.g. snow clearing on pathways and cross-country ski grooming). Some expressed the need for more maintenance on pathways and parkways. There were also calls for less. These responses revealed respondents’ conflicting wants and needs. Some called for scheduling consistency so that both active users and drivers could more easily plan, while others would prefer that road closures be limited to weekends. There were also respondents who would prefer no road closures.

10. Where did you first hear about the NCC’s active use program on the parkways?
(program participants)

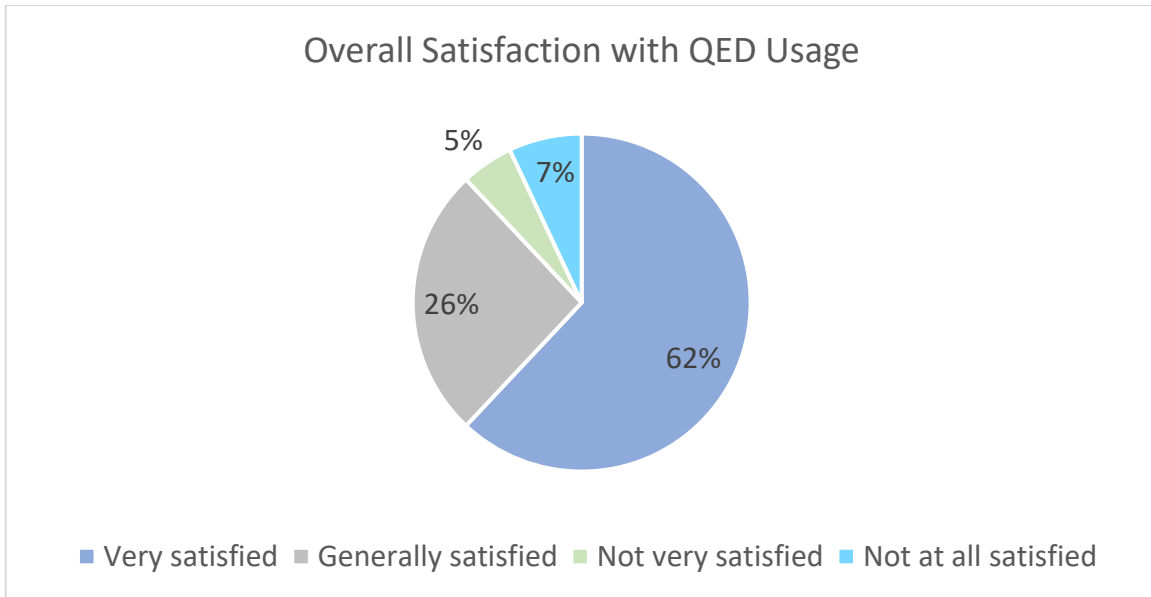
Living nearby, word of mouth, and social and other forms of media were the top ways to hear about the active use program.



Response Options	Count	Percentage
I live nearby	2,984	41%
Word of mouth	1,445	20%
Social media	1,416	19%
News media	839	12%
NCC website	294	4%
NCC e-newsletter	91	1%
Other	227	3%
Totals	7,296	100%

The next question (Question 11) was asked of all respondents who indicated they participated in active use activities on NCC parkways in question 1, and tailored to which parkways they indicated in question 2. The results for question 11 are presented below, by parkway.

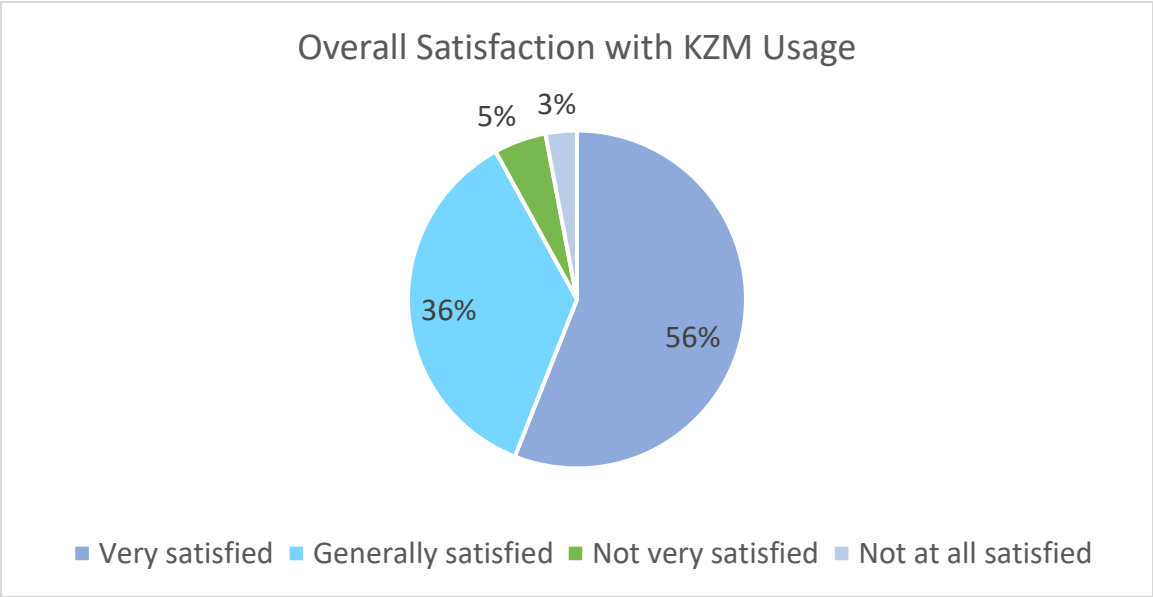
Q11. Overall, how satisfied are you with your use of the Queen Elizabeth Driveway while open for active use? *(Queen Elizabeth Driveway program participants)*



Response Options	Count	Percentage
Very satisfied	3,678	62%
Generally satisfied	1,544	26%
Not very satisfied	290	5%
Not at all satisfied	429	7%
Totals	5,941	100%

Overall satisfaction with the Queen Elizabeth Driveway as program location is high with these survey respondents, with most participants very satisfied and a combination of very and generally satisfied totalling 88%.

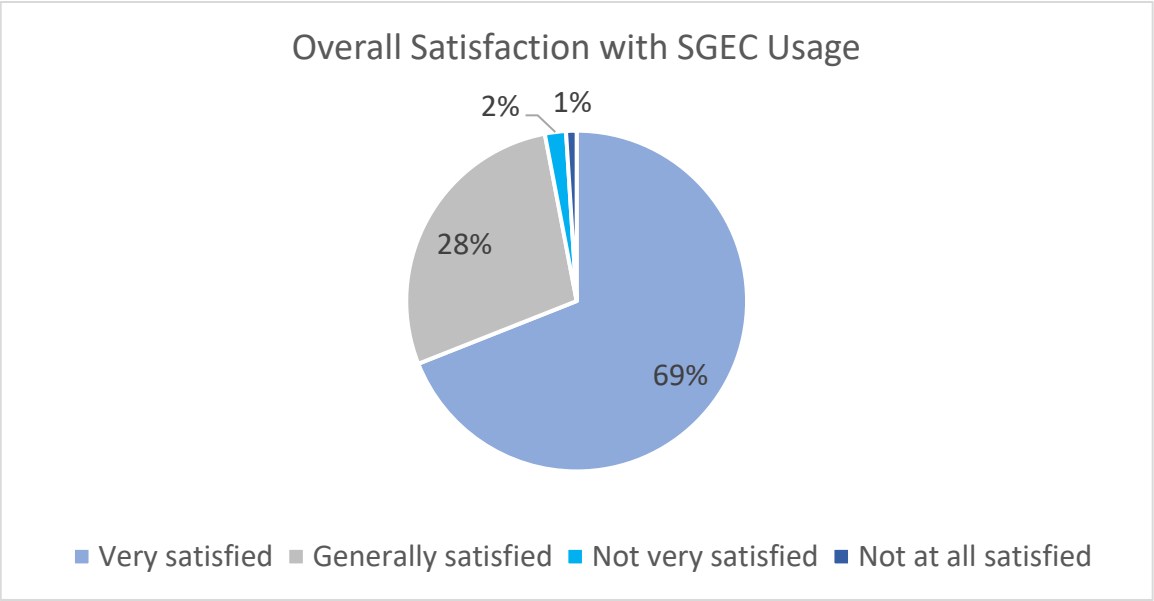
Q11. Overall, how satisfied are you with your use of the Kichi Zībī Mīkan while open for active use? (Kichi Zībī Mīkan program participants)



Response Options	Count	Percentage
Very satisfied	2,472	56%
Generally satisfied	1,600	36%
Not very satisfied	217	5%
Not at all satisfied	110	3%
Totals	4,399	100%

Similarly, overall satisfaction with the Kichi Zībī Mīkan as program location is high, with most participants very satisfied and a combination of very and generally satisfied totalling 92%.

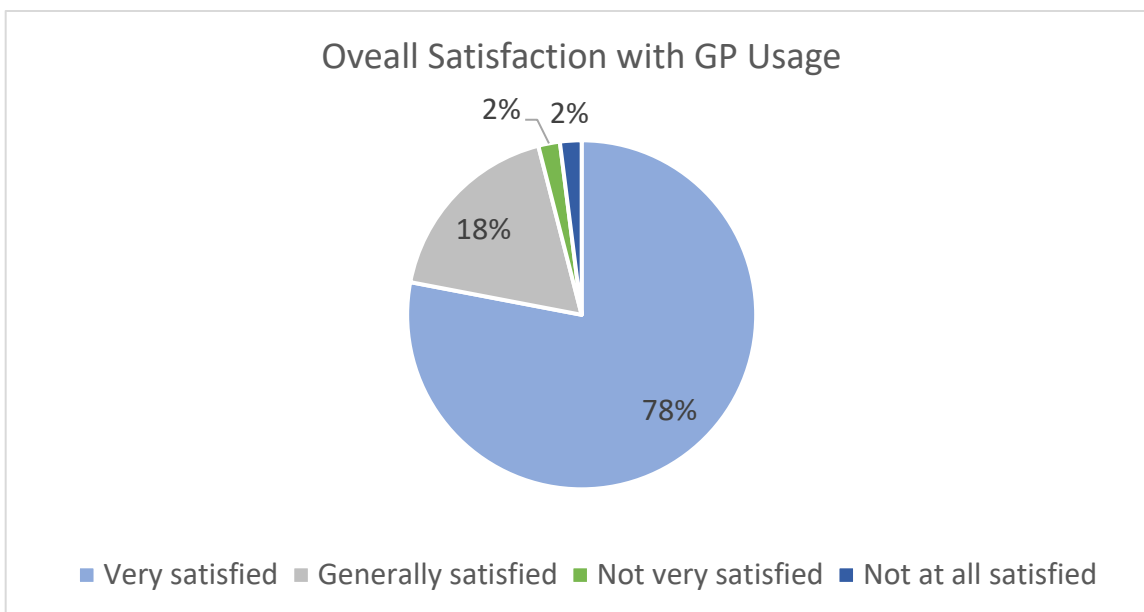
Q11. Overall, how satisfied are you with your use of the Sir George-Étienne Cartier Parkway while open for active use? *(Sir George-Étienne Cartier Parkway program participants)*



Response Options	Count	Percentage
Very satisfied	1,909	69%
Generally satisfied	790	28%
Not very satisfied	52	2%
Not at all satisfied	31	1%
Totals	2,782	100%

Overall satisfaction with the Sir George-Étienne Cartier Parkway was the highest of all locations, with most participants very satisfied and a combination of very and generally satisfied totalling 97%.

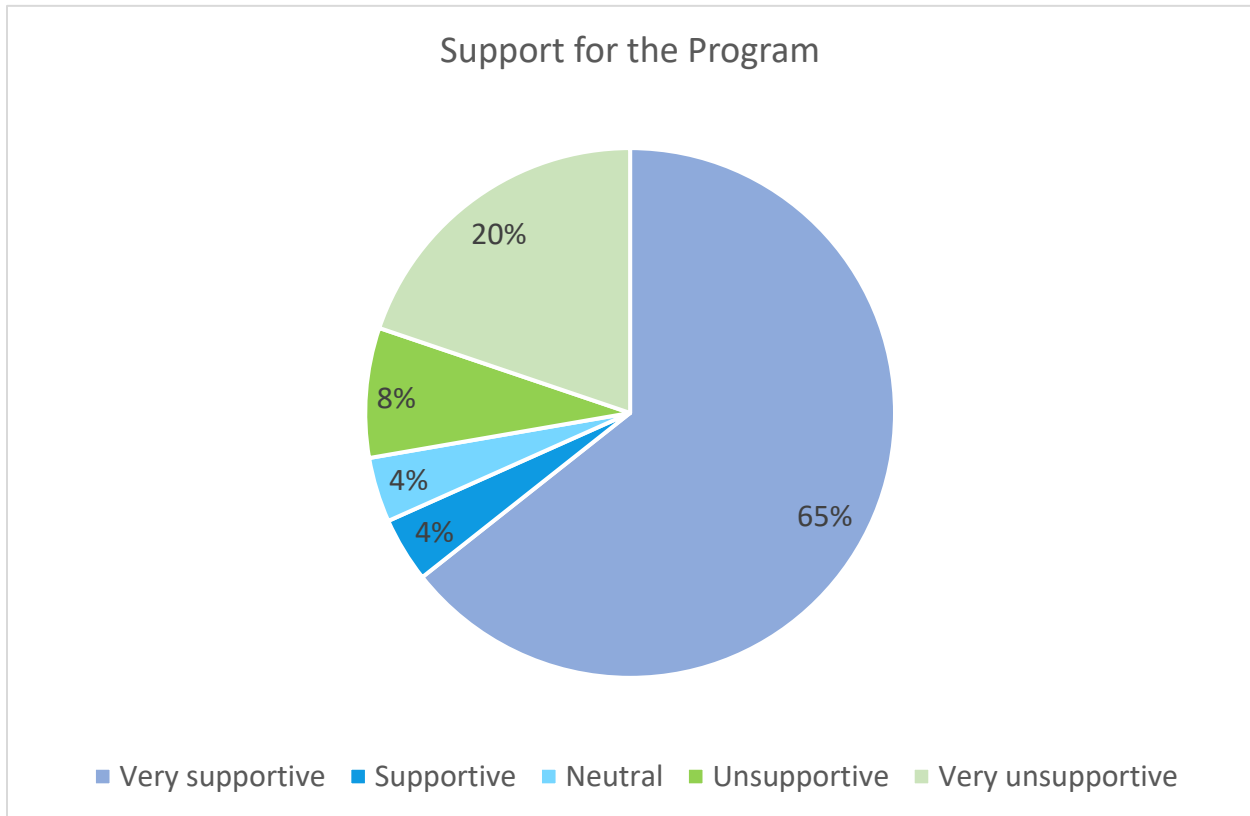
Q11. Overall, how satisfied are you with your use of the Gatineau Park parkways while open for active use? (*Gatineau Park program participants*)



Response Options	Count	Percentage
Very satisfied	2,948	78%
Generally satisfied	695	18%
Not very satisfied	81	2%
Not at all satisfied	75	2%
Totals	3,799	100%

Gatineau Park had the highest “very satisfied” rating and a combination of very and generally satisfied responses totalling 96%.

Q12. How supportive would you be for the NCC to continue the active use program on the parkways? *(all respondents)*



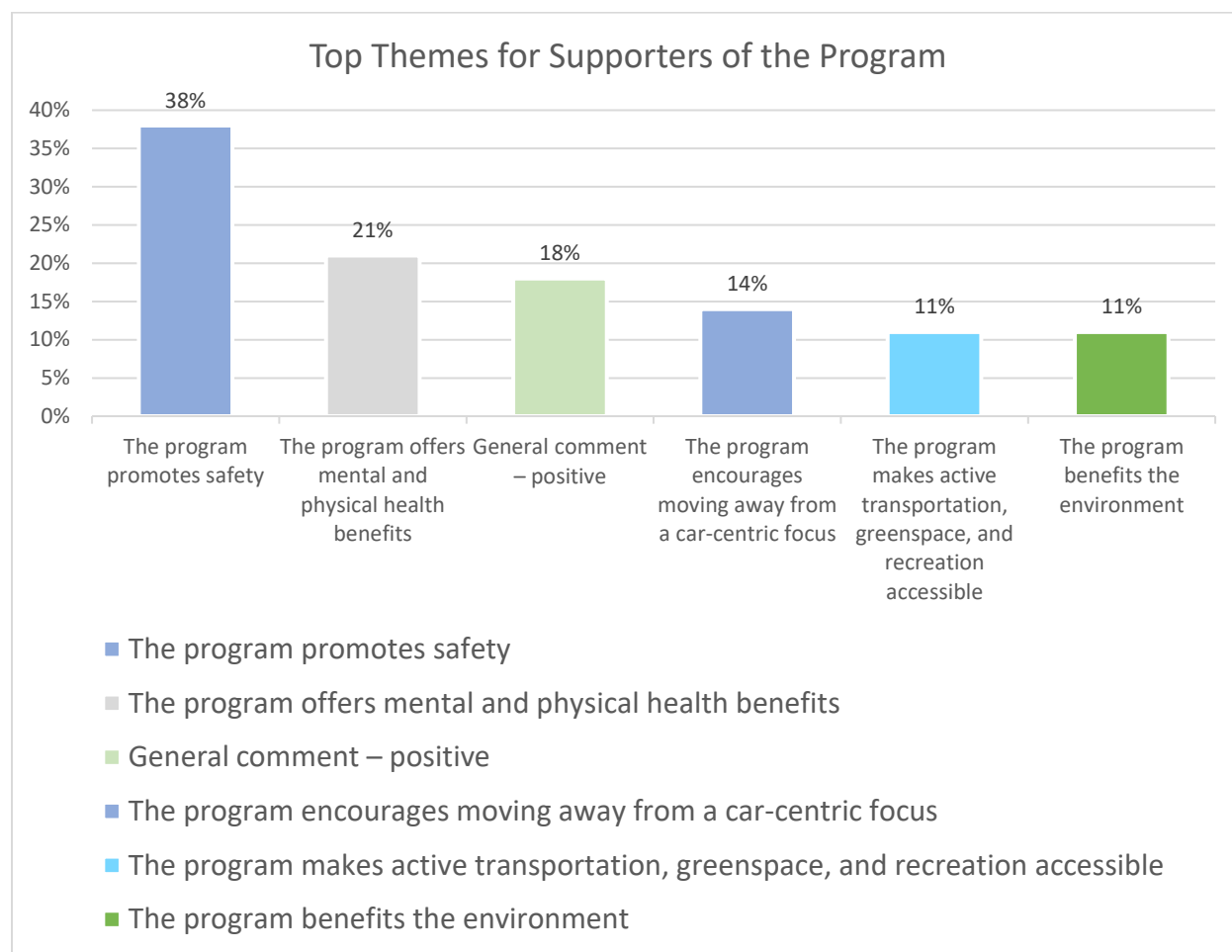
Response Options	Count	Percentage
Very supportive	5,995	65%
Supportive	333	4%
Neutral	330	4%
Unsupportive	706	8%
Very unsupportive	1,795	20%
Totals	9,159	101%*

*does not add to 100 due to rounding

Q12b. What makes you say that you're very supportive/supportive?

A systematic qualitative analysis was undertaken for these open-ended follow-up questions to uncover common themes. Responses were coded to estimate the prevalence of these themes.

Top themes of respondents who were very supportive/supportive of the program:



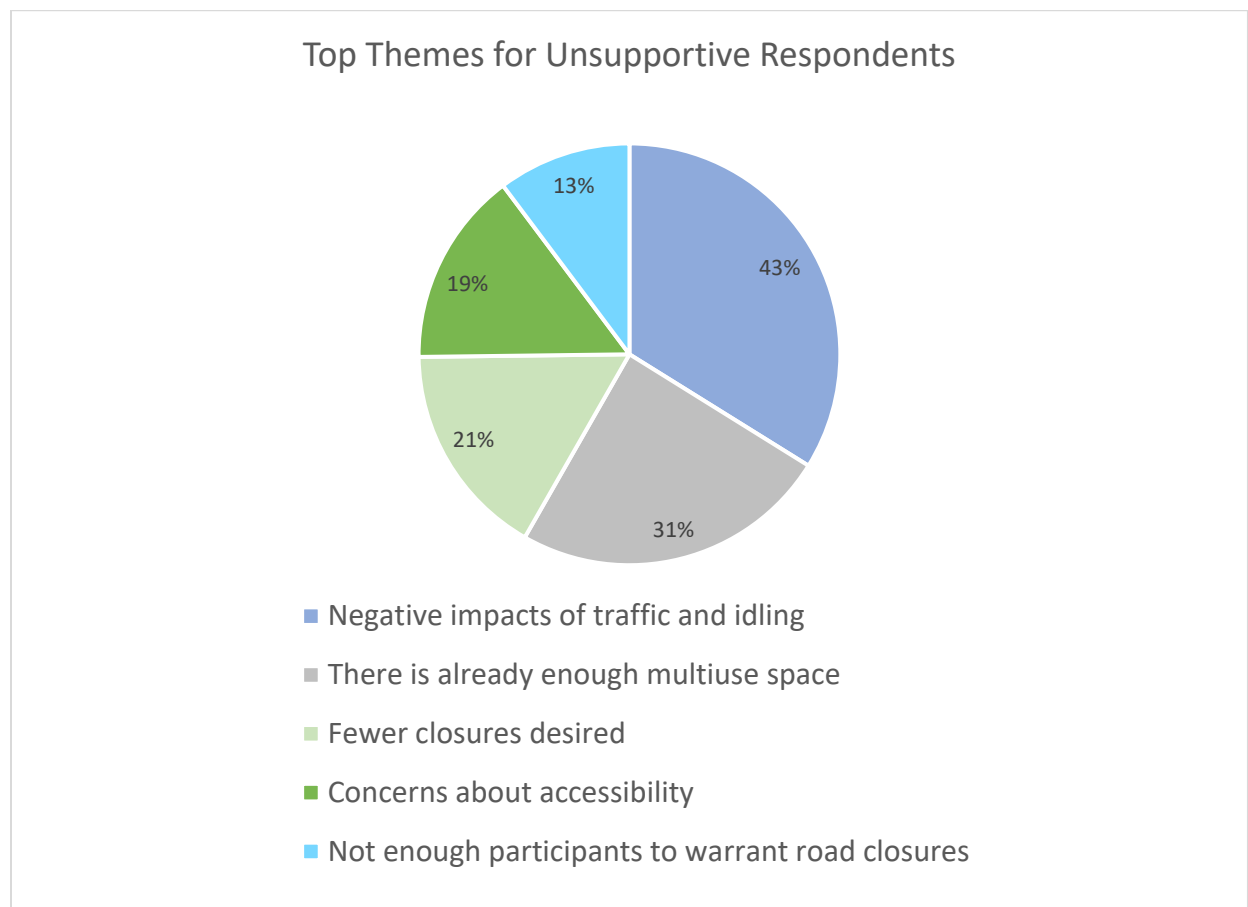
Top Themes	Count	Percentage*
The program promotes safety	2,405	38%
The program offers mental and physical health benefits	1,350	21%
General comment – positive	1,162	18%
The program encourages moving away from a car-centric focus	859	14%
The program makes active transportation, greenspace, and recreation accessible	726	11%
The program benefits the environment	708	11%

*As comments may touch on multiple themes, these percentages are calculated as a percentage of total comments (n=6,328) and thus do not total 100%.

Supporters of the program felt that it promotes various benefits. Access to safe, car-free space for activities was the most prominent of these benefits, and respondents highlighted physical and mental health benefits. Supportive respondents noted that the program is a positive move away from prioritizing cars and discussed environmental benefits, including less noise pollution. Additionally, they appreciated access to areas for recreation and greenspace and related social benefits.

What makes you say that you're very unsupportive/very unsupportive?

Top themes of respondents who were very unsupportive/unsupportive of the program:



Top Themes	Count	Percentage
Negative impacts of traffic and idling	1,087	43%
There is already enough multi-use space	774	31%
Fewer closures desired	518	21%
Concerns about accessibility	480	19%
Not enough participants to warrant road closures	329	13%

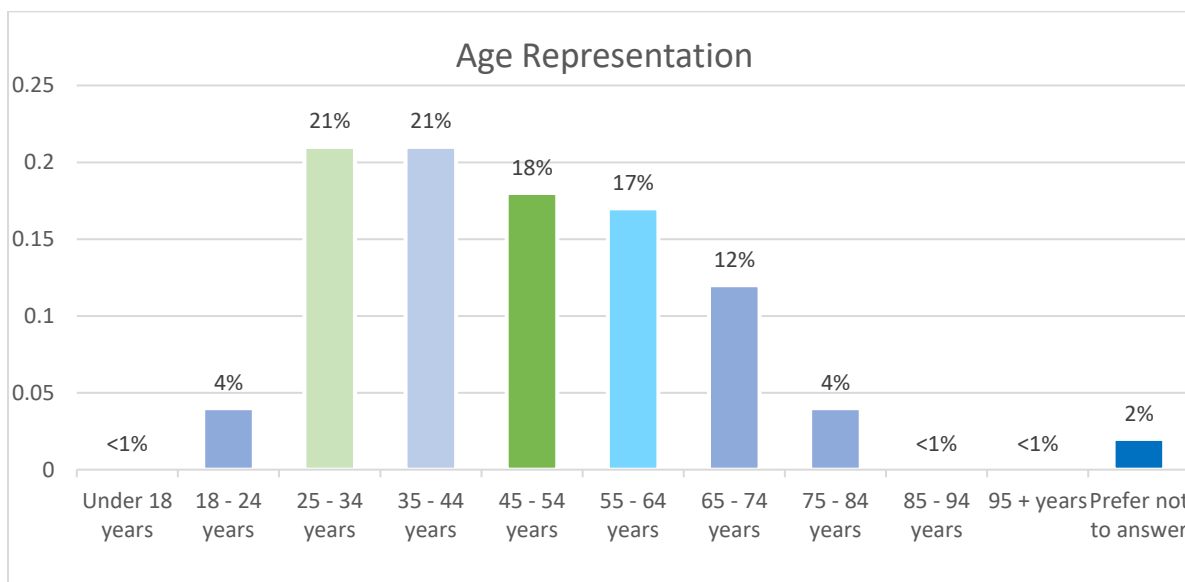
*As comments may touch on multiple themes, these percentages are calculated as a percentage of total comments (n=2501) and thus do not total 100%.

Respondents who do not support the program felt that the heightened traffic was a burden, and that the closure schedule should be more accommodating during the rush-hour commute. Some expressed that there is enough space for activity on the multi-use pathways, and that there were not enough active use participants using roadways to warrant the closures. Accessibility was also a concern, primarily in Gatineau Park where hikers, walkers, and those with mobility issues felt they could not access desired trails.

Demographic Information

The following demographic questions were asked of all survey respondents.

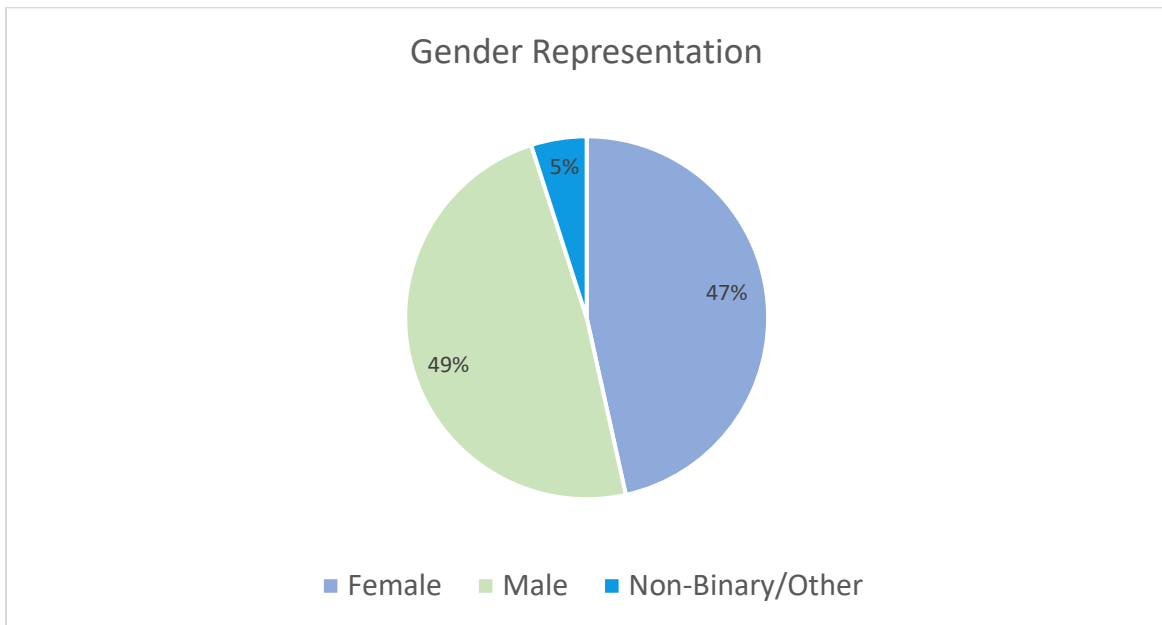
Q13. What is your age group?



Response Options	Count	Percentage
Under 18 years	36	<1%
18 - 24 years	356	4%
25 - 34 years	1,887	21%
35 - 44 years	1,936	21%
45 - 54 years	1,604	18%
55 - 64 years	1,535	17%
65 - 74 years	1,062	12%
75 - 84 years	364	4%
85 - 94 years	26	<1%
95 + years	3	<1%
Prefer not to answer	206	2%
Totals	9,015	~100%*

*Does not add to 100 due to rounding

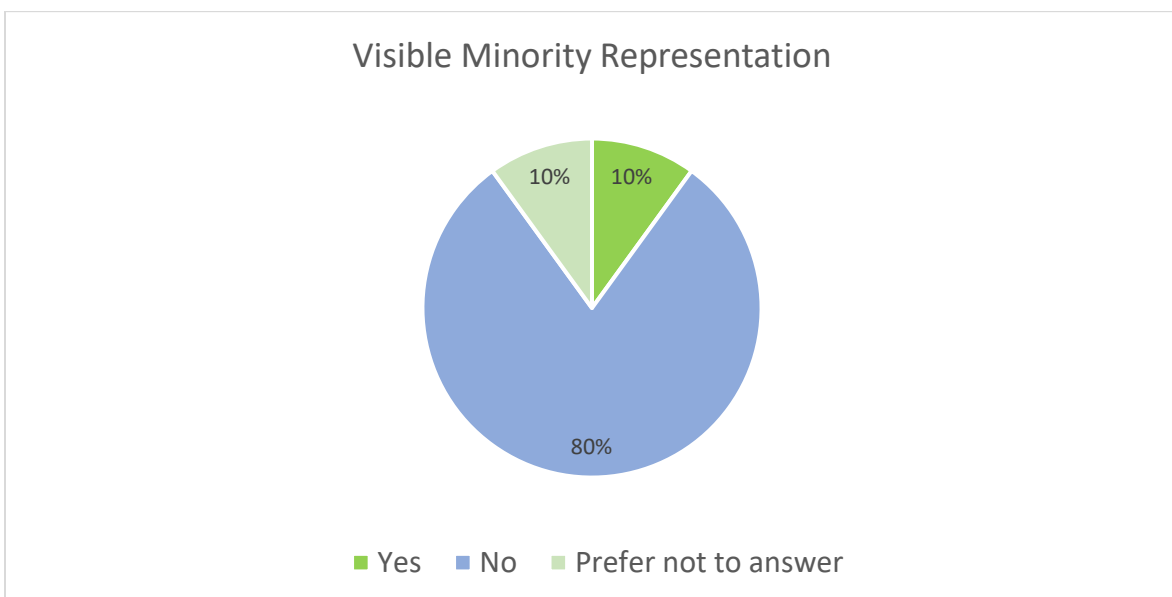
Q14. What is your gender?



Response Options	Count	Percentage
Female	3,925	47%
Male	4,028	49%
Non-Binary/Other	441	5%
Totals	8,394	101%*

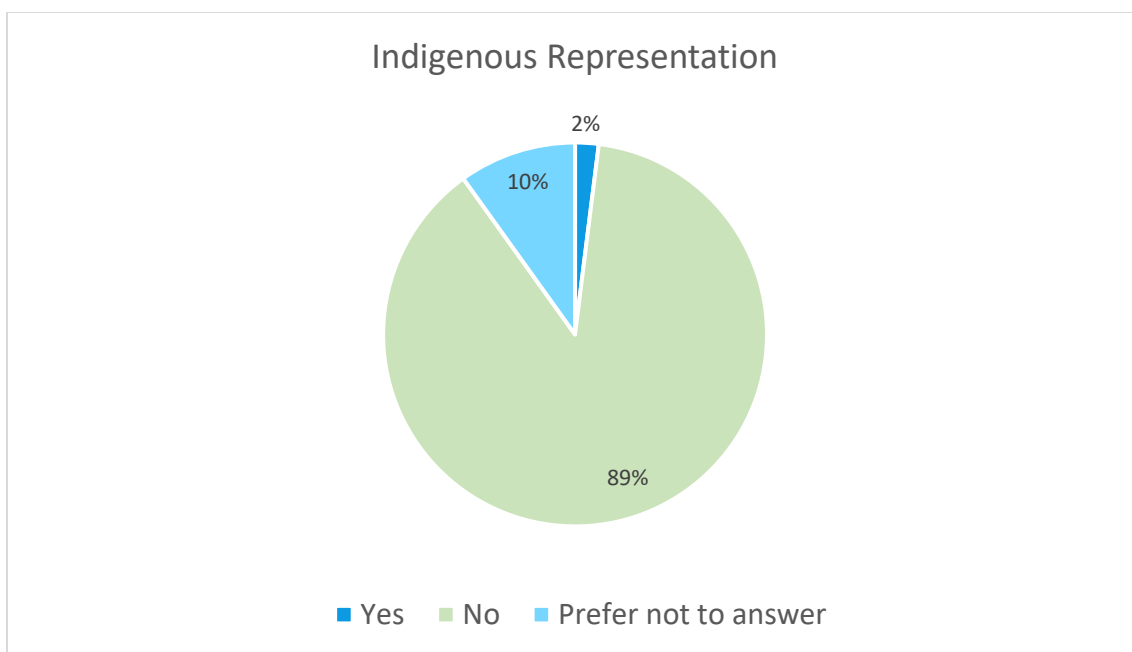
*Does not add to 100 due to rounding

Q15. Do you identify as a member of a visible minority in Canada?



Response	Count	Percentage
Yes	907	10%
No	7,169	80%
Prefer not to answer	922	10%
Totals	8,998	100%

Q16. Do you identify as Indigenous — that is, First Nations, Métis or Inuit?

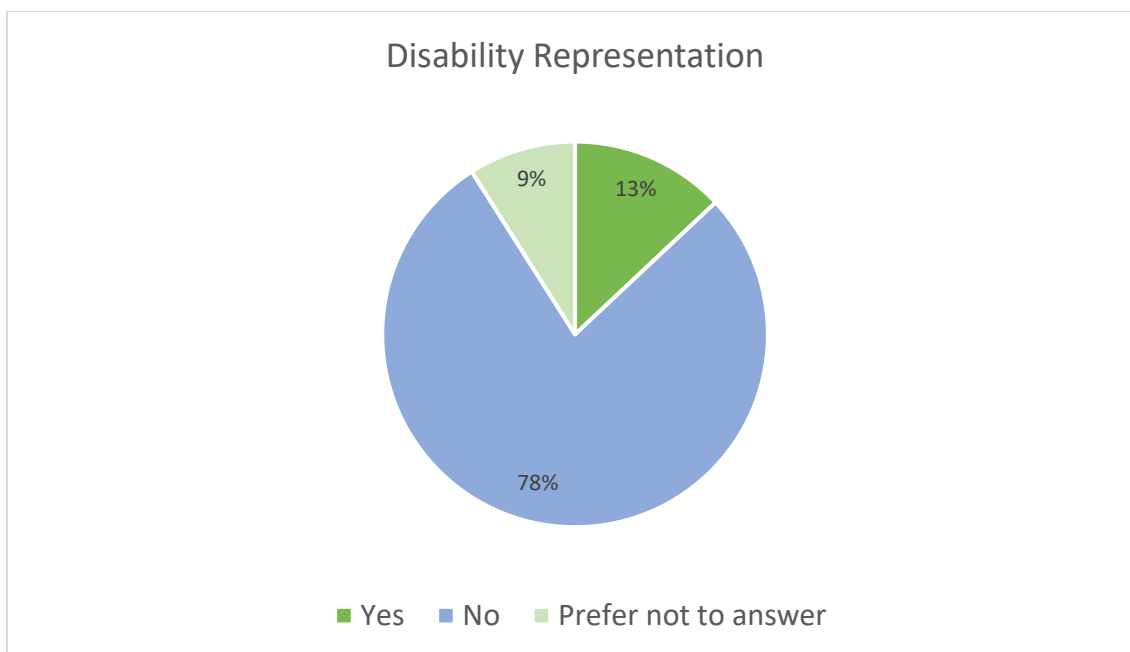


Response	Count	Percentage
Yes	169	2%
No	7,969	89%
Prefer not to answer	860	10%
Totals	8,998	101%*

*Does not add to 100 due to rounding

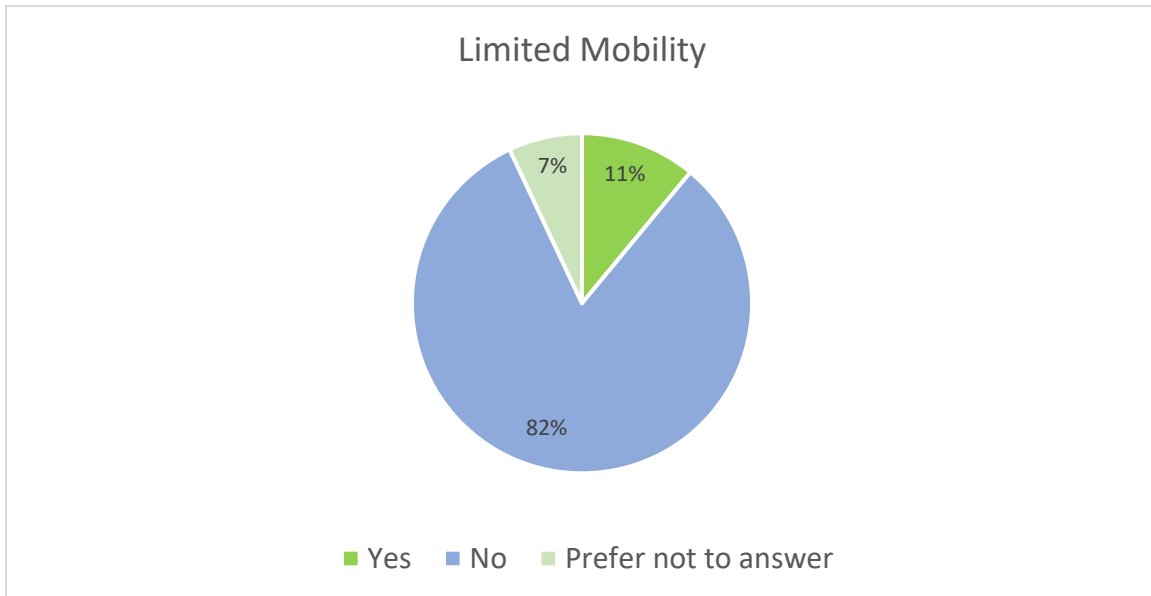
Q17. Do you identify as a person with a disability?

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.”



Response	Count	Percentage
Yes	1,130	13%
No	7,046	78%
Prefer not to answer	813	9%
Totals	8,998	100%

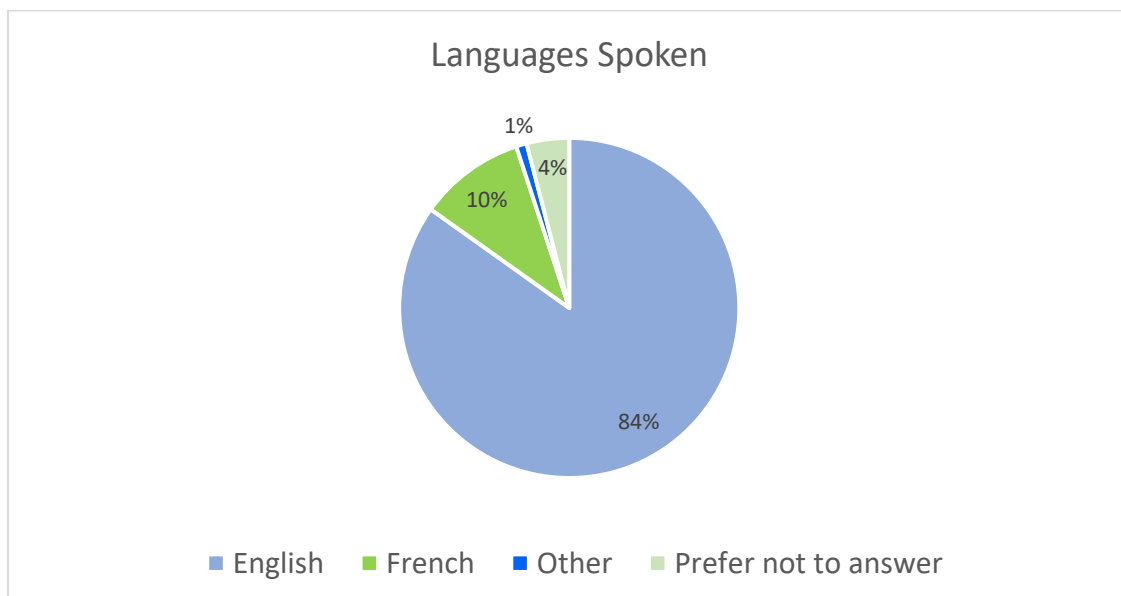
Q18. Would you say you have issues with mobility, whether permanent or temporary?



Response	Count	Percentage
Yes	970	11%
No	7,379	82%
Prefer not to answer	633	7%
Totals	8,982	101%*

*Does not add to 100 due to rounding

Q19. What language do you speak most often?



Response	Count	Percentage
English	7,554	84%
French	932	10%
Other	93	1%
Prefer not to answer	399	4%
Totals	8,998	99%*

*Does not add to 100 due to rounding

Q20. What are the first three characters of your postal code?

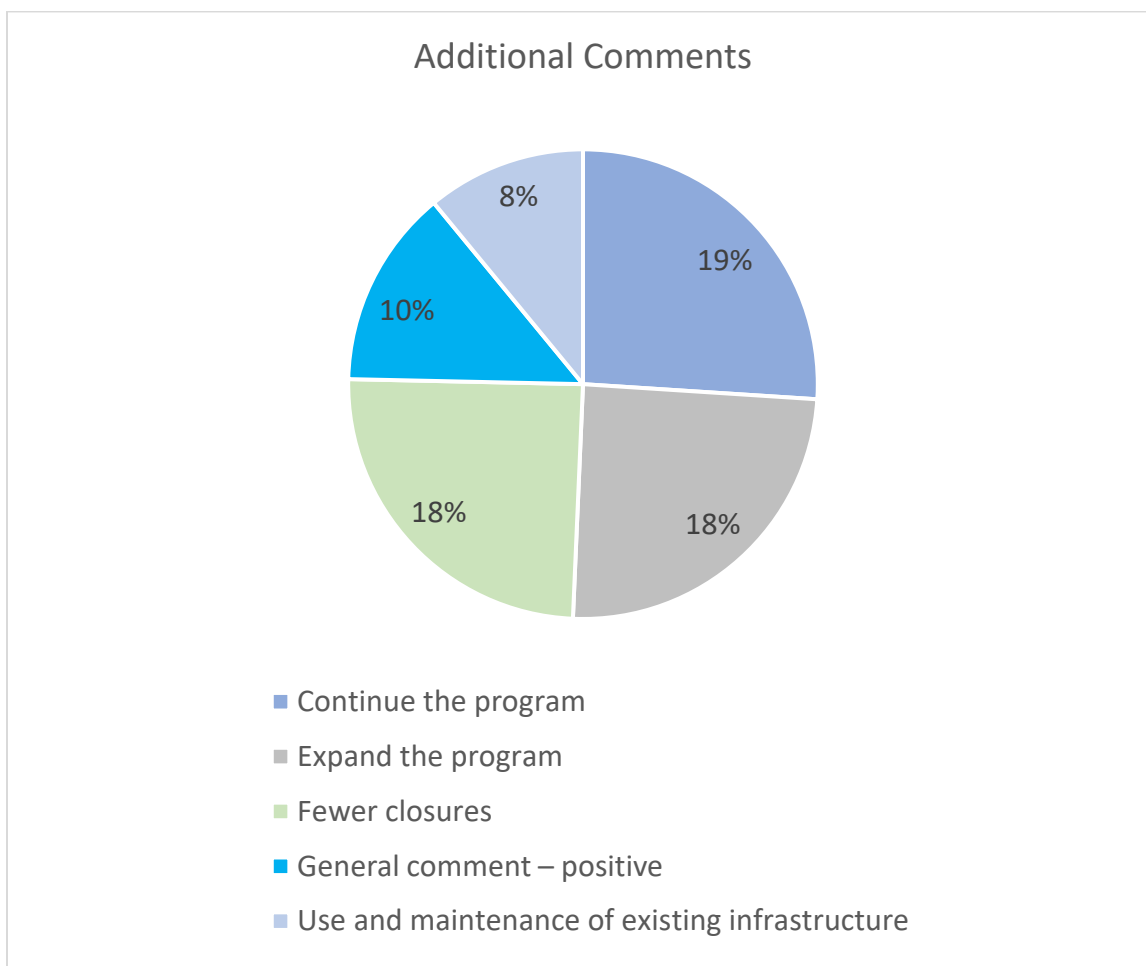
For privacy reasons, the general location of respondents will be provided as opposed to postal code data.

Location	Count	Percentage
Old Ottawa South	1,822	21%
Centretown	1,493	17%
Alta Vista	571	6%
Gatineau	530	6%
Hintonburg	508	6%
Westboro	507	6%
Lowertown	373	4%
Orleans	357	4%
Nepean	301	3%
Quebec	235	3%
Aylmer	198	2%
Overbrooke	184	2%
CentrepoinTE	177	2%
Britannia Heights	176	2%
Outer Ottawa	176	2%
Vanier	161	2%
Kanata	133	2%
Other	886	10%
Totals	8,788	100%

Q21. Do you have any additional comments that you would like to share regarding the active use of the parkways?
(all respondents)

As this question was open-ended, a systematic qualitative analysis was undertaken to uncover common themes and code responses to estimate the prevalence of these themes.

Of the 5,776 overall responses to this question, the following themes emerged as most salient:



Top Themes	Count	Percentage*
Continue the program	1,086	19%
Expand the program	1,065	18%
Fewer closures	1,037	18%
General comment – positive	599	10%
Use and maintenance of existing infrastructure	442	8%
Local traffic issues	376	7%

*As comments may touch on multiple themes, these percentages are calculated as a percentage of total comments (n=5,776) and thus do not total 100%.

Responses to this question reinforced support, or lack thereof, for the program. The conflicting needs and wants of both participants and non-participants were highlighted in these results and echoed sentiments expressed throughout the survey. The desire for the program to be continued and expanded are high, but the reduction of closure hours, or reserved parkway length is also prominent. Some expressed their gratitude for the program while others used this space to highlight issues like maintenance and traffic. Maintenance comments included the expansion of existing infrastructure like the multi-use pathways and addressing road conditions. Traffic issues included the dangers caused by congestion, increased travel time, and the emissions produced by idling cars.