



Rural Active Living Assessment Mattawa Region

NORTH BAY PARRY SOUND DISTRICT HEALTH UNIT

April 2014

Dillon Consulting Limited



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1.0 OVERVIEW



The Town of Mattawa, the Municipality of Papineau – Cameron, and the Municipality of Mattawan (hereafter known as the “Mattawa Region” in this report) are three of a number of municipalities within the North Bay Parry Sound District Health Unit coverage that is being assessed using a Rural Active Living Assessment (RALA) Tool. The RALA Tools were developed by the University of Southern Maine through the Active Living Research Initiative. The RALA Tools were introduced and sponsored by the Robert Wood Johnson Foundation

in the United States since 2001 to help rural communities (population of 10,000 or less) assess their physical environment and amenities, town characteristics, and community programs and policies. The tools enable communities to identify areas of improvement to better support active living amongst residents.

Previous users in the United States who complete the RALA scoring tools identified the following outcomes from the RALA:

- Identified areas where their community may be weaker in physical activity opportunities.
- Sparked conversations about their communities to identify improvements requiring longer term planning or funding.
- Prioritized actions that are feasible for their community to address.
- Identified program and policy actions that will make their communities more activity-friendly.

This report documents the results of the RALA audit in the Mattawa Region. The findings present a detailed assessment of the community’s existing infrastructure, transportation, and recreational facilities and structures that enable physical activity, active transportation, and active living. The report also identifies a series of preliminary recommendations for the Municipalities of Mattawa, Papineau – Cameron, and Mattawan to consider that will make these areas more “active communities”. The results captured in this report should provide a launch point for further discussion and action, as the details captured in the audit can provide a baseline for the municipalities to develop implementation plans to address active transportation, active living, parks and recreation planning, and program delivery.

The municipalities of Mattawa, Papineau – Cameron, and Mattawan may use the findings of the RALA audit to:

- Inform future capital budget expenditures around the provision of transportation infrastructure, community facilities, and recreation programs.
- Maximize the use of community facilities.
- Improve signage and local tourism opportunities.
- Identify enhancements to beautify areas within the community.
- Improve local and regional pedestrian and cycling connectivity.
- Facilitate partnership development between the municipality, the North Bay Parry Sound District Health Unit, and other community partners to increase physical activity opportunities.

2.0 PURPOSE OF THE RALA

The RALA Tools have been designed to help collect data on physical environment features and amenities, community characteristics, community programs, and policies that could potentially influence levels of physical activity among residents. This tool allows communities such as Mattawa, Papineau – Cameron, and Mattawan to assess the “friendliness” of their communities for walking, biking, and playing that is inclusive of children, youth, adults, the elderly, and people with disabilities. For example, the RALA Tools provide a structure for looking at the community as a whole. It also includes a detailed tool to evaluate specific “segments” of the community and assess the key characteristics of those segments. Finally, it provides a structure for assessing the programs and policies that may make the environment less activity friendly.

The RALA Tools include scoring tools that were developed by a committee made up of leaders in the physical activity, childhood obesity, community planning, and built environment fields in the United States. This tool is primarily intended for use in rural communities with a population less than 10,000. The items on the RALA tools were weighted and scored and subsequently assigned points/scores for the scoring tools. These scores can be used to compare the Mattawa Region with other communities. Additionally, scores can also be used to assess the Mattawa Region before an intervention or change in the community and then again afterwards for comparison purposes.

The RALA tools that were originally developed in the United States have been slightly modified by Dillon Consulting Limited (Dillon) to better fit the Canadian context. The original RALA tools included a buffer of upwards of 25 km² to capture rural communities that are spread over a large geographic area. Adjustments were made to areas of investigation and scoring tools based on radial distances that better reflect the size and geographic dispersion of the communities within the North Bay Parry Sound District Health Unit coverage, as the communities under evaluation extend to less than 5 km². Adjustments to radial distances were then specifically changed to reflect a range of acceptable walking catchments, including 400 m (representing a five minute walking distance for most people), 800 m (representing a 10 minute walking distance, and which is a distance radius for neighbourhood parks established by the National Recreation Association). Most of the Town of Mattawa for instance, is included within a 1,000 m radius. As a result, the RALA scoring tools and assigned points/scores were also revised to reflect the adjustments to radial distances.

3.0 COMPONENTS OF THE RALA

On October 1st, 2013 a RALA audit was undertaken for Mattawa Region. The audit was performed by Dillon. The audit included a community wide assessment as well as two detailed street segment analysis of:

1. Main Street/ Valois Street (Town of Mattawa's commercial corridor); and,
2. Mattawa's residential areas.

The community wide assessment was conducted based on the whole geography of the Mattawa Region, which for the purpose of this assessment includes Mattawa, Papineau – Cameron, and Mattawan. The decision of assessing the three municipalities as a Region is based on the important position that Mattawa has in terms of the provision of services to the other two municipalities. Mattawan and Papineau-Cameron are rural townships with a sparse population living in an extensive geography. Conversely, the Town of Mattawa has a small and compact urban area, with a concentration of recreational, educational, and health care services and retail facilities that serves the surrounding rural municipalities.

A Program and Policy Assessment was also undertaken as part of the RALA, through the assistance of the North Bay Parry Sound District Health Unit. These three assessment instruments are designed to be used together and provide a tool to conduct a comprehensive active living audit of the community. The RALA Tools include scoring tools to further help municipalities identify areas for improvement or change in their community. The scoring tools can also inform infrastructure and operational spending and create a dialogue among community members, leaders, and residents to make their communities more activity friendly. Each of the assessment tools are further described in the following sub-sections.

3.1 The Community-Wide Assessment

The broad-scale, Community-Wide Assessment will look at characteristics of Mattawa Region as a whole.

The community-wide assessment includes questions about specific community characteristics and about a number of recreational amenities that may not be within the community boundaries, but are nevertheless accessible to local residents. Rural community location patterns typically fall into one of the following categories, with shared amenities more common in the first two types:

- integrated (where one community seems contiguous with the next)
- intermediate (some development between communities, typically less than 25 kilometres between community centres)
- remote (where large undeveloped areas separate one community from the next)

Understanding a rural community's location pattern may be useful when trying to understand what resources (physical amenities, programs, and commerce) community residents have access to within and beyond their community.

Settlement Pattern

“Walkability” and connectivity will be determined to a great extent not only by the density of population and intersections, but by the overall pattern in which streets were laid out as the community was originally settled. Most rural communities fall into one of the following patterns:

- dispersed - There may be a community centre, but most of the population is spread out and may live several kilometres from the community centre. Such communities can be identified by low population density and will usually have few roads and few intersections.
- elongated – This pattern is best exemplified by very small communities with only one major road passing through and most non-residential development along that road. Intersecting roads may lead to residential areas or schools, but are often not connected to each other, except by returning to the main thoroughfare.
- clustered – This pattern often results from sub-divisions. A grid pattern or cul-de-sac pattern residential neighbourhood may be quite distant from the community centre, with only one thoroughfare connecting the neighbourhood to the community centre. Occasionally, a cluster will be commercial, rather than residential, as when a box-store (such as Walmart) locates on the edge of a community, and other retail businesses, restaurants, etc., develop around the box-store.
- compact – In areas where sprawl has been restricted, either by natural features or by land-use restrictions, both residential and commercial development is likely to have greater density. Grid patterns are more common in such communities. Connectivity is likely to be good, due to greater intersection density. Such communities are inherently more “walkable.”

These settlement types may be clarified or refined by considering the pattern of highway, thoroughfare, and residential roads in a community beginning with radial vs. grid pattern, with possible combinations such as a radial pattern with neighbourhoods clustered along arteries having limited local grid patterns.

Physical Features

There are several natural and some man-made physical features that may create unique barriers in rural communities when trying to choose segments to audit. Physical features can include:

- Topography (especially in combination with road pattern)
- Rivers
- Lakes
- Limited access highways or active railroad tracks

Having a general understanding of the location patterns, settlement patterns, and physical features will aid in the selection of important factors that may aid or act as a barrier to physical activity in the Mattawa Region.

3.2 The Program and Policy Assessment

The Program and Policy Assessment assesses whether programs and policies are in place to support physical activity. It includes a range of questions that address municipal infrastructure, municipal resources to support recreation planning, physical activity programming, and equity and access to programs. The assessment also includes questions aimed at public and catholic schools operating within the district that would support physical activity initiatives for students and walkability programs.

In rural communities, programs and policies play a strong role to further support physical activity among youth, seniors, and people with disabilities. Programming is especially critical in extending the usability of existing recreational activities.

3.3 The Street Segment Assessment

The more detailed Street Segment Assessment will involve identifying specific physical attributes of each segment of the community to further assess Mattawa's activity-friendliness.

The detailed Street Segment Analysis evaluates proximity, condition, and accessibility of various community amenities based on the following criteria. Many of the questions in the assessment tools make reference to the community centre or "community central point." This is a reference point that best represents what the municipality or residents would most likely consider to be the center of the community. The detailed Street Segment Analysis evaluates the condition and accessibility of various community amenities based on the following criteria.

Condition was evaluated based on the following evaluation criteria:

- Fair/Poor – The amenity is not well maintained and is in fair or poor condition. There is apparent neglect and/or deterioration.
- Good/Excellent - The amenity is well maintained and is in good or excellent condition. There is little or no apparent neglect and/or deterioration.

Access was evaluated based on the following evaluation criteria:

- Clearly marked signs for amenity – There is clear and legible signage posted specifically to direct visitors to the amenity.
- Sidewalks, trails, etc. leading to amenity – There are sidewalks, trails, etc. that lead to the amenity and connect visitors to safe walking routes to and from the amenity. The amenity is easily accessed by the young, seniors and people with disabilities.
- Designated parking for amenity – There are parking spaces (paved, dirt, gravel, or other) designated for the amenity.

4.0 RESULTS OF THE COMMUNITY WIDE ASSESSMENT

4.1 Mapping



The RALA assessment was undertaken using the latest mobile GIS (geographic information system) technology to bring precise mapping and locational awareness to the study. This includes equipping the survey team with a tablet-PC running ArcPad software, a mobile field mapping and data collection system, paired with a GPS-enabled high-resolution camera. The ArcPad software allows the team to map the precise coordinates of environmental features, whether as a point, line or polygon, and then add details or characteristics about

each feature. To streamline data collection, a custom interface was developed with unique GPS buttons to capture points of interest versus road/sidewalk features, with simple question and answer drop-down menus.

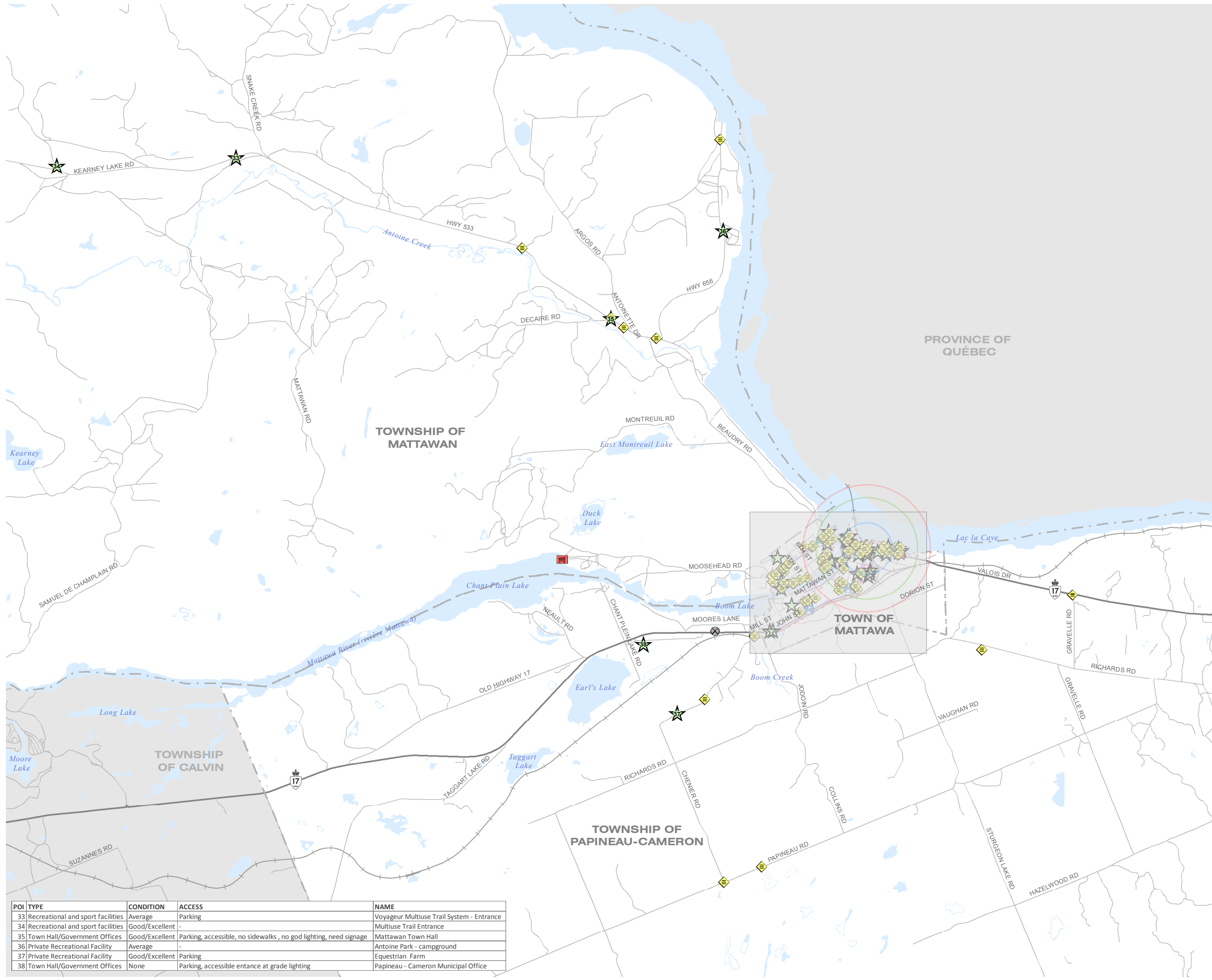
The survey data and GPS photos were imported into desktop GIS software for Quality Assurance /Quality Control checks and adjusted if necessary. Photos taken with the GPS cameras were joined to each surveyed feature by matching common GPS coordinates. All points of interest and road/sidewalk features were then plotted onto a series of maps and symbolized by their scoring characteristics.

Map 1 presents the results of the RALA for Mattawa Region, and identifies points of interests, their conditions, accessibility, and safety features and signage to encourage walking, cycling, or reduce motor speeds.

Map 2 presents the results of the RALA for the Town of Mattawa, and identifies physical activity enablers including points of interests, sidewalks, and signage.

NORTH BAY PARRY SOUND DISTRICT HEALTH UNIT
RURAL ACTIVE LIVING ASSESSMENT

MATTAWA REGION VIEW
MAP 1



-  CENTRE OF COMMUNITY
-  POINT OF INTEREST
-  SCHOOLS
-  COMMERCIAL BUILDINGS
-  SAFETY & SIGNS
-  BARRIERS
-  PAVED SIDEWALK
-  UNPAVED SIDEWALK
-  FOOTPATH
-  FLAT TERRAIN
-  STEEP TERRAIN
-  HIGHWAYS
-  ROADS
-  RAILWAY
-  400 m CENTRE OF COMMUNITY BUFFER
-  800 m CENTRE OF COMMUNITY BUFFER
-  1000 m CENTRE OF COMMUNITY BUFFER
-  WATERBODY
-  STUDY AREA
-  MUNICIPAL BOUNDARY



MAP DRAWING INFORMATION:
 DATA PROVIDED BY MNR

MAP CREATED BY: PFM
 MAP CHECKED BY: SL
 MAP PROJECTION: NAD 1983 UTM Zone 17N

FILE LOCATION:
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 Mattawa Region.MXD

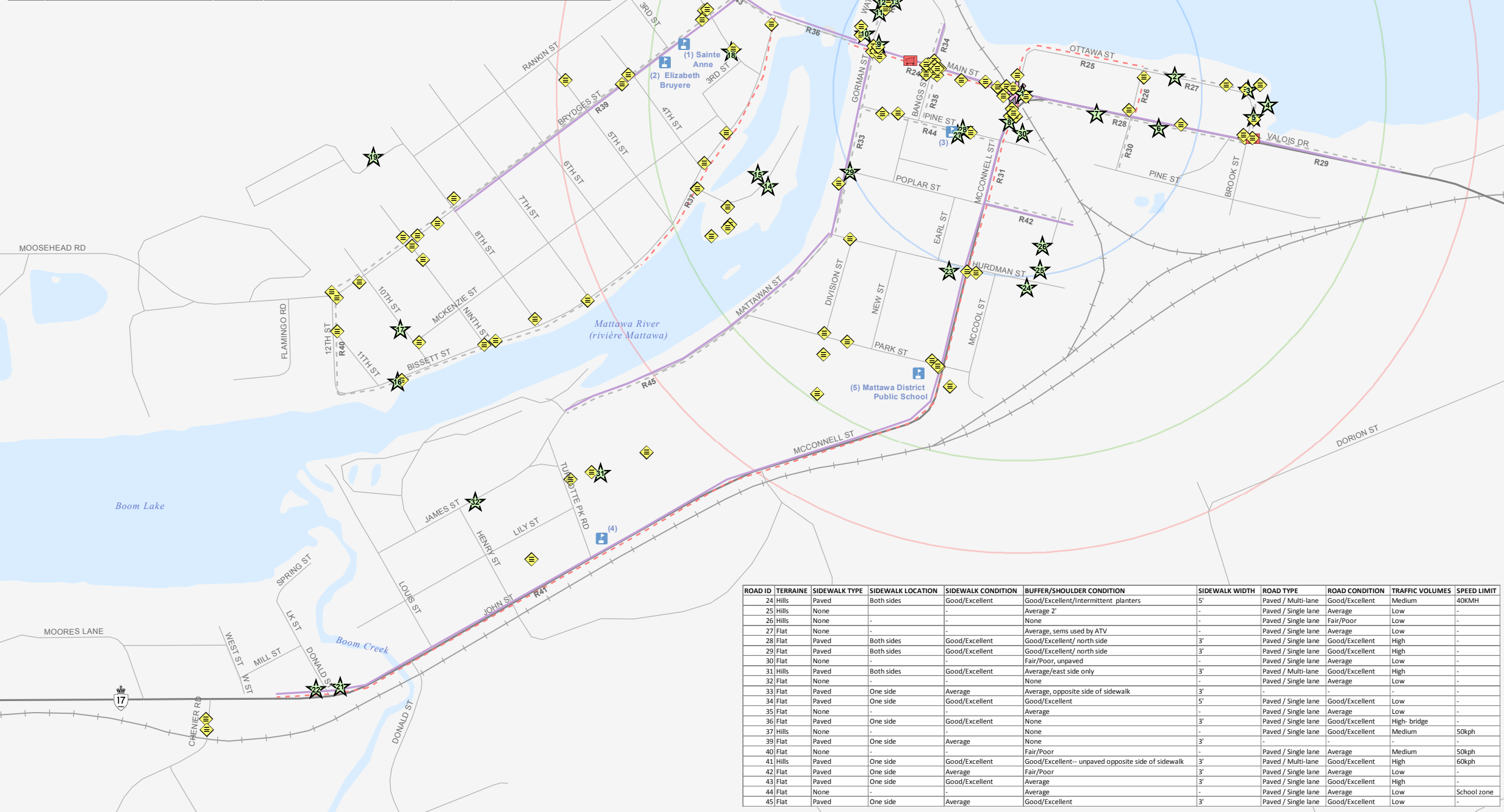


PROJECT: 126117
 STATUS: FINAL
 DATE: 10/08/13

POI TYPE	CONDITION	ACCESS	NAME
33 Recreational and sport facilities	Average	Parking	Voyageur Multiuse Trail System - Entrance
34 Recreational and sport facilities	Good/Excellent	-	Multiuse Trail Entrance
35 Town Hall/Government Offices	Good/Excellent	Parking, accessible, no sidewalks, no god lighting, need signage	Mattawan Town Hall
36 Private Recreational Facility	Average	-	Antoine Park - campground
37 Private Recreational Facility	Good/Excellent	Parking	Equestrian Farm
38 Town Hall/Government Offices	None	Parking, accessible entance at grade lighting	Papineau - Cameron Municipal Office

POI	TYPE	CONDITION	ACCESS	NAME
1	Church/Religious building	Good/Excellent	Parking, sidewalk, accessible, lighting	St. Alban the Martin Anglican Church
2	Local park/Playground	Average	street parking	own by Hydro... amenities by private owners
3	Community park	Good/Excellent	Street Parking/unpaved unsigned parking, lighting	Lions Club
4	Water recreation/swimming beach	Fair/Poor	Parking, unsigned	boat launch - not signed
5	Recreational and sport facilities	Average	Parking, accessibility, no sidewalks, lighting	Lions Club
6	Police Station	Good/Excellent	Parking, safe walkway, lighting, accessible	OPP
7	Church/Religious building	Good/Excellent	Parking, lighting, sidewalk, accessible	St. Andrew's in the Pines United Church of Canada
8	Other	Good/Excellent	Parking, safe sidewalk, accessible, lighting	Travel Information
9	Post Office	Good/Excellent	Parking, accessible, sidewalks, lighting	post office
10	Community park	Good/Excellent	Parking, sidewalks, accessible, lighting	Veterans Memorial Park
11	Town Hall/Government Offices	Good/Excellent	Parking, accessible, lighting, no sidewalks	Mattawa Municipal Office
12	Health Centre/Hospital	Average	Parking, accessible	Mattawa medical centre
13	Local park/Playground	Good/Excellent	Parking, lighting, no sidewalks	Playground
14	Community park/beach	Good/Excellent	Parking	Mattawa island conservation area
15	Recreational and sport facilities	Good/Excellent	Parking, lighting	Multi use courts, hockey, tennis, basketball
16	Community park	Good/Excellent	-	Gordon Dufoe Park
17	Other	Good/Excellent	Parking, no sidewalks, accessible	Seniors village
18	Church/Religious building	Good/Excellent	Parking, lighting, no sidewalk	Sante Anne Catholic
19	Other cemetery	Good/Excellent	Parking	-
20	Community park/Museum/boat launch	Good/Excellent	Parking, lighting, accessible, no sidewalk	Waterfront Park/Mattawa Museum
21	Private recreational Facility	Fair/Poor	Parking, sidewalks, accessible, lighting	Carlin Club/fitness center
22	Private recreational Facility	Average	Parking, sidewalk, lighting	Bowling
23	Private recreational Facility	Average	Parking	Royal Can Legion
24	Recreational and sport facilities	Average	Parking, lighting	Mike Roden Arena
25	Recreational and sport facilities	Good/Excellent	Parking	Lions National Park- Baseball
26	Private recreational Facility	Good/Excellent	Parking, lighting, accessibility, sidewalks	Seniors Citizens Club
27	Library	Good/Excellent	Parking	John Dixon Public Library
28	Other	Average	Parking	Women Resource Center
29	Community park/waterfront	Good/Excellent	Parking, wooden boardwalk, picnic tables, scenic	Park Mattawan
30	Fire Station	Average	Parking, sidewalk	Fire Station
31	Health Centre/Hospital	Good/Excellent	Parking, sidewalk, lighting, curb cuts, signage	Mattawa Hospital
32	Church/Religious building	Average	Parking	-

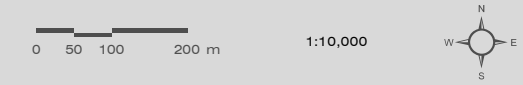
SCHOOL ID	TYPE	CONDITION	ACCESS	NAME
1	Elementary school (public)/Secondary French Catholic	Average	Parking, sidewalks, lighting, crosswalk with no sign, accessible	Sainte Anne
2	Secondary school (public)/French Catholic	Average	Safe Walking Path, parking, lighting	Elizabeth Bruyere
3	High school (public)	Average	Parking	-
4	Elementary school (public)	Good/Excellent	Parking- school being re-built	-
5	Elementary school (public)	Average	Parking, signage, no sidewalks, lighting	Mattawa District Public School



NORTH BAY PARRY SOUND DISTRICT HEALTH UNIT RURAL ACTIVE LIVING ASSESSMENT

MATTAWA MAP 2

- CENTRE OF COMMUNITY
- POINT OF INTEREST
- SCHOOLS
- COMMERCIAL BUILDINGS
- SAFETY & SIGNS
- BARRIERS
- PAVED SIDEWALK
- FLAT TERRAIN
- STEEP TERRAIN
- HIGHWAYS
- ROADS
- RAILWAY
- 400 m CENTRE OF COMMUNITY BUFFER
- 800 m CENTRE OF COMMUNITY BUFFER
- 1000 m CENTRE OF COMMUNITY BUFFER
- WATERBODY
- STUDY AREA



MAP DRAWING INFORMATION:
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MAP PROJECTION: NAD 1983 UTM Zone 17N

FILE LOCATION:
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PROJECT: 126117
STATUS: FINAL
DATE: 10/08/13

4.2 Town of Mattawa Demographics/Characteristics

Community Population

The 2011 Census conducted by Statistics Canada identifies a population of 2,023 in the Town of Mattawa.

Total Community Area

The Town of Mattawa Region covers a land area of 3.66 km².

Community Population Density

The 2011 Census conducted by Statistics Canada identifies a population density of 553.5 per square kilometre for the Town of Mattawa.

General Community Topography

The Town of Mattawa is generally flat. There are gentle hills on the residential area located west of Mattawa River and along McConnell Street (Highway 17).

Presence of “Community Centre Point”

The “community centre point” in Mattawa, representing a center of town where all or most of the town municipal services are located, such as the town offices, library, post office, and other commercial services, is considered to be the intersection of Main Street and Water Street. Numerous municipal services are located on Water Street, including the Municipal Office, the Postal Office, a health care centre, and a community park.



General Settlement Pattern

The settlement pattern in the central part of Mattawa is a distinguishable grid pattern, divided in two areas by the Mattawa River. Grid patterns support walkability by provide direct and easy travel between locations. The Town is accessible via Highway 17 which runs along the east side of the Mattawa River and connects Mattawa with other communities, including the Municipality of Papineau-Cameron.

Location of Public Schools

There are five schools in the Town of Mattawa which include:

- École Elementaire Catholique Sainte-Anne: French catholic school, serving JK to Grade 6, located within the 800m radius from the centre point on Brydges St., on the west side of the Mattawa River.
- École Secondaire Elisabeth Bruyere: French catholic school serving grades 7 to 12,

- located within the 800m radius from the centre point on Brydges St., on the west side of the Mattawa River.
- Mattawa District Public School: English elementary school serving JK to grade 6, located within the 800m radius from the centre point on Park St., on the east side of Mattawa River.
 - FJ McElligott Secondary School: English secondary school serving grades 7 to 12, located within the 400 m radius from the centre point on Pine St., on the east side of Mattawa River; and,
 - St. Victor Separate School: English catholic school serving JK to grade 8, located outside the 1,000 m radius from the centre point on Turcotte St., on the east side of Mattawa River.

4.3 Municipality of Mattawan Demographics/Characteristics

Community Population

The 2011 Census conducted by Statistics Canada identifies a population of 162 in the Municipality of Mattawan.

Total Community Area

The Municipality of Mattawan covers a land area of 200.96 km².

Community Population Density

The 2011 Census conducted by Statistics Canada identifies a population density of 0.8 per square kilometre.

General Community Topography

The Municipality of Mattawan is generally flat with a few gently rolling hills throughout.

Presence of “Community Centre Point”

There is no formal “community centre point” in Mattawan. Only one community centre point was assumed for the Mattawa Region, as described in section 4.1 above.

Mattawan municipal office is located on Highway 533, approximately 5 Km northwest of the Town of Mattawa community centre point.



General Settlement Pattern

There is no distinguishable settlement pattern. The Municipality is accessible via Highway 533 which runs east – west and connects Mattawan with Mattawa to the south.

Location of Public Schools

There are no schools in the Municipality of Mattawan.

4.4 Municipality of Papineau-Cameron Demographics/Characteristics

Community Population

The 2011 Census conducted by Statistics Canada identifies a population of 978 in the Municipality of Papineau-Cameron.

Total Community Area

The Municipality of Papineau-Cameron covers a land area of 566.74 km².

Community Population Density

The 2011 Census conducted by Statistics Canada identifies a population density of 1.7 per square kilometre.

General Community Topography

The Municipality of Papineau-Cameron is generally flat with gently rolling hills throughout.

Presence of “Community Centre Point”

There is no formal “community centre point” in Papineau-Cameron. Only one community centre point was assumed for the Mattawa Region, as described in section 4.1 above. Papineau – Cameron municipal office is located on Highway 17 West.

General Settlement Pattern

There is no distinguishable settlement pattern. The Municipality is accessible via Highway 17 which runs east – west and connects Papineau-Cameron with Mattawa.

Location of Public Schools

There are no schools in the Municipality of Papineau - Cameron.

4.5 Recreational Facilities

Recreational amenities in the Mattawa Region were assessed based on distance, condition, and accessibility. Most of the amenities discussed below are located within the Town of Mattawa urban area.

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Hiking or Walking Trails	<input type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input checked="" type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input checked="" type="checkbox"/> Average <input type="checkbox"/> Good <input type="checkbox"/> Very Good	<input checked="" type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input type="checkbox"/> Designated parking for amenity
<p>Comments:</p> <ul style="list-style-type: none"> • There are hiking or walking trails in the Mattawa Region, particularly in Mattawan. About 3 kilometers northwest of Mattawa’s community centre point, off of Highway 533 there are trails accommodated for hiking, off-road cycling, cross-country skiing, snowshoeing, and sledding. • The Region also has the Voyageur Multi-Use Trail System, which is an off-road trail for ATVs, horseback riding, mountain bike, 4WD, and off-road motorcycles. The system covers approximately 300 kilometers of trails through the ancient Algonquin Highlands and Laurentian mountains, bordered by the Mattawa and the Ottawa Rivers. Two head trails are located on Hwy 533 in Mattawan. The nearest to Mattawa is located approximately a 3-minute drive from the community centre point. There are signs in Mattawa leading to the trail and the head trails are well identified. The trails are comprised of mostly old, forest-covered logging roads with river/stream crossings. There are several loops of various lengths and levels of difficulty. There are fees to use the trail, which range from \$12 a day to \$50 a year. • There is a canoeing trail along the Mattawa River and the Ottawa River. Local residents indicated that this trail is very frequented during the summer months. • There are several hiking and snowshoeing trails in the Samuel de Champlain Provincial Park, which is located adjacent to Highway 17, approximately 13 kilometers from Mattawa’s community centre point. 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
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Biking Path(s)	<input checked="" type="checkbox"/> No – community does not have this amenity		
<p>Comments:</p> <ul style="list-style-type: none"> There are no designated cycling paths in Mattawa. However, off-road biking is allowed on the Voyageur Multi-Use Trail System. In addition, maps displayed at the Mattawa’s Travel Information Centre indicate a panoramic route for both cycling and driving from Bonfield to Mattawa, across the Municipality of Papineau-Cameron. 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Public Park(s)	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input type="checkbox"/> Average <input checked="" type="checkbox"/> Good <input type="checkbox"/> Very Good	<input checked="" type="checkbox"/> Clearly marked signs for amenity <input checked="" type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity

<p>Comments:</p> <p>There are several parks in Mattawa, including:</p> <ul style="list-style-type: none"> Veterans Memorial Park: Located next to the Municipal Office on Water Street, this park is in good condition, has parking, good lighting, and is accessible. There is a well maintained sidewalk on Main Street leading to the park and provides users with a safe walking route. The park offers benches and seating for people to enjoy the view of the river, the mountains, and the main street. Waterfront Park: Located on 1st Street, along the Ottawa River, this park offers a boat launch, marina and a landscaped area with seating. The Mattawa Museum is also located in this park. During a weekend in summer, this park becomes the venue for the Mattawa Voyageur Days music festival. Mattawa Island Conservation Area: Located on an island on the Mattawa River, off Bissett Street, this park is owned by the North Bay-Mattawa Conservation Authority. The Conservation Area includes a swimming beach and facilities to play beach volleyball, tennis, hockey, and basketball. There are seating and picnic tables and washrooms as well. There is parking and lighting leading to the park. There is a sign at the entrance of the park. Gordon Dufoe Park: Located on the western end of Bissett Street, this small community park has seating and picnic tables available to the users. There are no sidewalks leading to the park. Street parking is available. Park Mattawan: Located on Gorman Street, along the Mattawa River, this park has a wooden boardwalk, picnic tables, and seating that allow the users to contemplate the scenic view of the river. There is parking available and a sidewalk on Gorman Street leading to the park, which provides users with a safe walking route. Lion’s Club Park: Located on Ottawa Street and Brook Street, this park is owned by the Lion’s Club. The park is well-lit and offers benches and seating for people to enjoy the view of the river and the mountains. There is an unpaved/unsigned parking lot at the entrance to the park and there is street parking available. There are no sidewalks leading to the park. 			
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- There is an ample greenway along Ottawa Street and bordering the Ottawa River currently being informally used as a community park. Local residents that were engaged during the audit indicated that the land is owned by Hydro One and that benches and seating has been provided by neighbouring residents. There is no formal parking for this area, but it is apparent that vehicles and ATVs park on the side of the green corridor. There are no sidewalks leading to the park.

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Swimming Beach	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input type="checkbox"/> Average <input type="checkbox"/> Good <input checked="" type="checkbox"/> Very Good	<input checked="" type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
Comments: <ul style="list-style-type: none"> There is a designated swimming beach on the Mattawa Island Conservation Area (see description of the park above). 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Public Use Swimming Pool	<input checked="" type="checkbox"/> No – community does not have this amenity		
Comments: <ul style="list-style-type: none"> No public use swimming pool in the Mattawa Region. 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
River watersport access	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input type="checkbox"/> Average <input checked="" type="checkbox"/> Good <input type="checkbox"/> Very Good	<input checked="" type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
<p>Comments:</p> <ul style="list-style-type: none"> • There is a boat launch and marina at the Waterfront Park (see description above, in the public parks section). This boat launch has signage and designated parking. There are no sidewalks providing safe pedestrian access to this facility. There is a sidewalk on the opposite side of 1st Street, of the bridge on Mattawa River; however, there is no pedestrian crossing at this location. • There is a canoeing trail along the Mattawa and the Ottawa Rivers. • There is a private boat launch at the Lion’s Club, adjacent to the Lion’s Club park. • Discussions with the Recreation Director for the Town of Mattawa identifies interests to include water sports such as canoeing or kayaking as a viable form of active transportation for residents in the area. Residents who reside along the waterways in Mattawan for instance, may canoe along the river as a form of travel between local and regional destinations. 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Skate Park	<input checked="" type="checkbox"/> No – community does not have this amenity		
<p>Comments:</p> <ul style="list-style-type: none"> • There is no skateboard park in Mattawa Region. 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Ice Arena /Community Centre	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input type="checkbox"/> Average <input checked="" type="checkbox"/> Good <input type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity

Comments:

- The Mike Rodden Arena and Community Centre is located on Hurdman Street, east of Highway 17. The arena is located just off the 400 meter radius from the community centre point.
- There is parking available and lighting for enhanced safety. There are no sidewalks leading to the arena.
- The Town of Mattawa offers public skating in the arena.
- The Town offers free after school programs at the arena for kids from grade 7 to 12. The after school program offers physical activity games, homework assistance, social skill development, and a healthy snack for all participants.
- Summer programs are also offered at the arena for children aged 4-9 years old.

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Private Fitness Facility	<input type="checkbox"/> Yes – within 1 km of centre <input checked="" type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input checked="" type="checkbox"/> Average <input type="checkbox"/> Good <input type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input checked="" type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity

Comments:

- There are several private fitness and recreation facilities in the Town of Mattawa including a Gym, the Curling Club, and bowling. The Gym and the Curling Club are located in the same building at the intersection of Highway 17 and Donald Street. The bowling alley across the street from the Gym/Curling Club. There are sidewalks leading to these facilities, providing a safe walking path for the users. There are designated parking spaces for the amenities. A membership is required to use the Gym and the Curling Club.
- The Mattawa Golf & Ski Resort, located off Highway 17 on Papineau- Cameron (east of Mattawa) offers a 9-hole course during the golf season (from May to October). The resort also offers cross country skiing, with trails for beginners, intermediate, and advanced uses. Snowmobiling and ATV trails are also available at this facility.
- In addition, the Seniors Citizen Club offers recreational and fitness programs for its members. It also offers workshops and lectures regarding healthy eating and the benefits of active living.

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Playground(s)	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input type="checkbox"/> Average <input checked="" type="checkbox"/> Good <input type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
<p>Comments:</p> <ul style="list-style-type: none"> The auditors found one playground on Water Street, across from the Municipal Office. There is parking available across from the park and lighting is offered to enhance safety. There are no sidewalks or a safe walking path leading to the park on Water Street. The playground includes a range of amenities, including a shade structure, benches, and a seating area. Open space is also provided adjacent to the play structure for informal play. 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Baseball Diamonds	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input type="checkbox"/> Average <input checked="" type="checkbox"/> Good <input type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
<p>Comments:</p> <ul style="list-style-type: none"> The Lions National Park, a Baseball Diamond, is located on Hurdman Street. It is sponsored by the Lions Club. The park is in good condition and has designated parking. There are no sidewalks leading to the facility. The Town of Mattawa’s website indicates that during the winter season the baseball field is turned into an outdoor public skating rink. 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Public Social Gathering Places (the public wharf, community halls, churches, indoor and outdoor public spaces, etc.)	<input checked="" type="checkbox"/> Yes – within 1 km of centre <input checked="" type="checkbox"/> Yes – 1-5 km from centre <input type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input type="checkbox"/> Average <input checked="" type="checkbox"/> Good <input type="checkbox"/> Very Good	<input type="checkbox"/> Clearly marked signs for amenity <input checked="" type="checkbox"/> Sidewalks & trails leading to amenity <input checked="" type="checkbox"/> Designated parking for amenity
Comments: <ul style="list-style-type: none"> • There are several gathering places in the Town of Mattawa, including a number of churches, the community recreational centre, several community parks (as indicated above), and the library. • In addition, the Curling Club, the Seniors Citizen Club, the Royal Canadian Legion, and the Lions Club are private gathering places that service the community. 			

Amenity	Distance from the Community Centre (check one)	Condition (check one)	Access (check all that apply)
Snowmobile Trails	<input type="checkbox"/> Yes – within 1 km of centre <input type="checkbox"/> Yes – 1-5 km from centre <input checked="" type="checkbox"/> Yes – 5-15 km from centre <input type="checkbox"/> Yes – beyond 15 km from centre <input type="checkbox"/> No – community does not have this amenity	<input type="checkbox"/> Very Poor <input type="checkbox"/> Poor <input type="checkbox"/> Average <input checked="" type="checkbox"/> Good <input type="checkbox"/> Very Good	<input checked="" type="checkbox"/> Clearly marked signs for amenity <input type="checkbox"/> Sidewalks & trails leading to amenity <input type="checkbox"/> Designated parking for amenity
Comments: <ul style="list-style-type: none"> • There are 150 kilometers of prescribed snowmobile trails that are maintained by the Mattawa & Area Snowmobile Club. Permits must be purchased to ride on these trails. • The trails are bordered by the Mattawa and Ottawa Rivers, offering numerous scenic views of the Laurentian Mountains and the rivers. • The snowmobile season generally lasts about 14 weeks from mid-December to late March. The area receives an abundant yearly average snowfall of over 270 cm (9 feet). • There are entrances to the trails on Moosehead Road, Brook Street and Highway 17, between Park Street and Turcotte Park Road. The trails traverse both Mattawan and Papineau-Cameron. 			

4.6 RALA Community Wide Assessment (CWA) Scoring Tool

The scoring tool below calculates a specific score of the presence and the distance of all recreational facilities and spaces from the community centre point. These scores can be used to compare Mattawa to other rural communities or to compare Mattawa to itself over time. Most of the facilities being evaluated are located in the Town of Mattawa; consequently, this scoring refers to the Town of Mattawa.

Domain/Items	Assigned Points	Community Points
School Location		
There is an <u>elementary</u> school in my community that many children can walk to	Yes (6 Points) No (0 Points)	+ 6 points
There is a <u>middle</u> school in my community that many children can walk to	Yes (5 Points) No (0 Points)	+ 5 points
There is a <u>high</u> school in my community that many children can walk to	Yes (4 Points) No (0 Points)	+ 4 points
		= 15 Points School Location

Trails	Assigned Points	My Points
<p>There is a <u>Hiking or Walking</u> Trail</p> <p>There is a Biking Path</p> <p>There is some <u>Other</u> Type of Trail* * “Other” can include a different type of trail used for physical activity, or an additional hiking/walking/biking trail</p>	<p>Yes, within 400 m of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point (2 points) No (0 points)</p> <p>Yes, within 400 m of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point (0 points) No</p> <p>Yes, within 400 m of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point (2 points) No (0 points)</p>	<p>+ 2 points</p> <p>+ 0 points</p> <p>+ 2 points ----- -- =4 Points TRAILS</p>
PARKS AND PLAYGROUND	ASSIGNED POINTS	MY POINTS
<p>Public Park</p> <p>Public Playground (If playground is within park, assign points to both)</p>	<p>Yes, within 400 m of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point (2 points) No (0 points)</p> <p>Yes, within 400 m of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) point</p>	<p>+ 8 points</p> <p>+ 8 points</p>

School Playground	Yes, beyond 1 kilometre of community centre point	(2 points)	+ 8 points
	No	(0 points)	
	Yes, within 400 m of community centre point	(8 points)	
	Yes, beyond 400 m and within 1 kilometre of community centre point	(5 points)	
Other** **Other can include a different type of park or playground, or an additional public/school park or playground	Yes, beyond 1 kilometre of community centre point	(2 points)	----- - = 24 Points Parks
	No	(0 points)	
	Yes, within 400 m of community centre point	(8 points)	
	Yes, beyond 400 m and within 1 kilometre of community centre point	(5 points)	

Water Activities	Assigned Points	My Points
Public Use Swimming Pool	Yes, within 400 m kilometre of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point No (2 points) (0 points)	+ 0 points
Swimming Beach	Yes, within 400 m kilometre of community centre point Yes, beyond 400 m and within 1 kilometre of community centre point (8 points) Yes, beyond 1 kilometre of community centre point (5 points) No (2 points) (0 points)	+ 5 points
River, Lake, Pond, etc. with Canoe/Boat/Water-sport Access	Yes, within 400 m kilometre of community centre point Yes, beyond 400 m and within 1 kilometre of community centre point (8 points) Yes, beyond 1 kilometre of community centre point (5 points) No	+ 5 points
Other***	Yes, within 400 m kilometre of community centre point (2 points) Yes, beyond 400 m and within 1 kilometre of community centre point (0 points) Yes, beyond 1 kilometre of community centre point (8 points) No (5 points)	
*** “Other” can include a different type of water activity amenity, or another public use swimming pool, beach or river access venue	(2 points) (0 points)	+ 0 points ----- = 10 Points Water

Public Recreation Facilities	Assigned Points	My Points
Community Recreation Center (community-owned or private like the YMCA)	Yes, within 400 m of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point (2 points) No (0 points)	+ 8 points
Playing Field or Courts	Yes, within 400 m of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point (2 points) No (0 points)	+ 8 points
Skateboard Park	Yes, within 400 m of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point (2 points) No (0 points)	+ 0 points
Ice Skating Rink	Yes, within 400 m of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point (2 points) No (0 points)	+ 5 points ----- = 21 Public Recreation Facilities
Private Fitness Facility (e.g. Curves)	Yes, within 400 m kilometre of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) Yes, beyond 1 kilometre of community centre point (2 points) No (0 points)	+ 2 points

<p>Other*** ***“Other” can include a different type of recreational facility (e.g., yoga/dance studio, sledding hill, etc), or another recreational facility if more than one that is already listed</p>	<p>Yes, within 400 m kilometre of community centre point (8 points) Yes, beyond 400 m and within 1 kilometre of community centre point (5 points) point (2 points) Yes, beyond 1 kilometre of community centre point (0 points) No</p>	<p>+ 0 points</p> <hr/> <p>= 2 Private Recreation Facilities</p>
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5.0 PROGRAM AND POLICY ASSESSMENT

The program and policy assessment is related to the Town of Mattawa.

Programs and Policies	Check One	Comments
Does the community have a policy that requires bikeways or pedestrian walkways in new public infrastructure projects?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know <input type="checkbox"/> N/A	Mattawa has no known requirements or guidelines for incorporating trails or walkways in new development or infrastructure projects.
Does the community have a program/policy in place to ensure regular clearing of snow and ice from sidewalks?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know <input type="checkbox"/> N/A	Mattawa has a municipal snow and sanding policy, but it does not address sidewalks
Does the community have a public recreation department that offers physical activity programming?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
If yes, do they offer...		
<ul style="list-style-type: none"> • Programs for youth? • Ages served: 4+ 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	The Mike Rodden Arena and Community Centre offers public skating, adult and youth ice hockey programs and leagues, adult and youth ice skating lessons, free after school programs at the arena for kids from grade 7 to 12, and summer programs are also offered at the arena for children aged 4-9 years old.
<ul style="list-style-type: none"> • Programs for adults? • Ages served: 18+ 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
<ul style="list-style-type: none"> • Programs for older adults? • Ages served: 65+ 	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Don't Know	
<ul style="list-style-type: none"> • Are physical activity resources/facilities available for local resident use outside of formal programming? 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	The Lions National Park, is a Baseball Diamond is sponsored by the Lions Club. The Town of Mattawa's recreation department turns the baseball field into an outdoor public skating rink during the winter season.
<ul style="list-style-type: none"> • Does the community services department responsible for the programming provide a sliding-scale fee for lower income residents? 	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Don't Know	<p>The Town of Mattawa's Recreation Department provides the Summer Children and Youth Program, which provides a wide array of physical activity programming during summer months. No specific programs for seniors are widely advertised.</p> <p>There does not appear to be a policy in Mattawa that supplements the cost of membership/ programming for lower income residents.</p>

Programs and Policies	Check One	Comments
Does the town have a private organization (such as the YMCA or a religious organization) that offers physical activity programming?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
If yes, do they offer...		
<ul style="list-style-type: none"> Physical activity programming for local youth? Ages served: All 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	<p>The Seniors Citizen Club, the Royal Canadian Legion, and the Lions Club are private gathering places that service the community. They are not known to offer physical activity programming regularly.</p> <p>The curling club organizes bonspiels, leagues, drop-in times, and senior-specific availability.</p> <p>There does not appear to be a policy that supplements the cost of membership/programming for lower income residents.</p>
<ul style="list-style-type: none"> Physical activity programming for local adults? Ages served: Yes 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
<ul style="list-style-type: none"> Are there membership requirements to participate in these programs? 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
<ul style="list-style-type: none"> Are physical activity resources/facilities available for local resident use outside of programming? 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know	
<ul style="list-style-type: none"> Does the organization provide scholarships or offer a sliding fee scale for lower income residents? 	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Don't Know	
Does the town offer any local public transportation options, such as public busses or vans?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Know	
Are there any long-distance public transportation options available in your town, such as a train or Greyhound Bus?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know <input type="checkbox"/> N/A	Greyhound provides bus services for residents to travel outside of their community.

School Programs and Policies	Check One	Comments
Does the town have any “Walk to School” programs or other programs that encourage children to walk or bike to school?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don’t Know	
Does the town participate in the National “ <u>Active and Safe Routes to School</u> ” program? http://www.saferoutestoschool.ca/	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don’t Know	
Do the public schools in the town offer other sponsored physical activity initiatives for students?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don’t Know	
Do the public schools in the town allow public access to their recreation facilities after school hours?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don’t Know	
Do the public schools have a late bus option for children that stay after school for sponsored activities?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don’t Know	
What Percent (%) of children live within 1-mile of their school?	_____% <input checked="" type="checkbox"/> Don’t Know <input type="checkbox"/> N/A	

5.1 RALA Program & Policy Assessment (PPA) Scoring Tool

The scoring tool below calculates a specific score to assess municipal and school policies and programs to support physical activity. These scores can be used to compare Town of Mattawa to other rural communities, or to compare Town of Mattawa to itself over time.

Domain/Items	Assigned Points (if it snows in your community)		Community Points
Community Policies			
Community has policy requiring bikeways/pedestrian walkways in new public infrastructure projects	Yes No	(7 points) (0 points)	+ 0 points
Community regularly clears snow from sidewalks so that residents can walk/bike to work or school	Yes No	(3 points) (0 points)	+ 0 points ----- = 0 Points Community Policies

Community Programs	Assigned Points		Community Points
Community has a public recreation department	Yes No	(10 points) (0 points)	+ 10 points
Community has a private recreation organization (e.g. YMCA)	Yes No	(4 points) (0 points)	+ 4 points
Either public or private department/organization (or both) offers physical activity programming for youth	Yes No	(4 points) (0 points)	+ 4 points
Either public or private department/organization (or both) allows resources/facilities to be available for local resident use outside of programming	Yes No	(4 points) (0 points)	+ 4 points
Either public or private department/organization (or both) provides scholarships/sliding fee scale for lower income residents	Yes No	(4 points) (0 points)	+ 0 points
There is organized transportation options (either public or private) that help children get to/participate in physical activity opportunities.	Yes No	(4 points) (0 points)	+ 0 points
			----- -- =22 Points Community Programs

School Policies	Assigned Policies		Community Points
Schools in the community allow public access to their recreation facilities after school hours	Yes No	(15 points) (0 points)	+ 0 points
Public schools offer a late-bus option for children that stay after school for sponsored activities	Yes No	(15 points) (0 points)	+ 0 points
			----- -- =0 (TOTAL SCORE: SCHOOL POLICIES)

School Programs	Assigned Points		Community Points
There are “Walk to School” programs or other programs that encourage children to walk or bike to school	Yes No	(15 points) (0 points)	+ 0 points
Schools are participants in other activities (excluding “Walk to School” programs) that are included in the National “Safe Routes to School” program.	Yes No	(5 points) (0 points)	+ 0 points
Schools offer other sponsored physical activity initiatives for students (do not include gym/physical education classes)	Yes No	(10 points) (0 points)	+ 0 points ----- = 0 (TOTAL SCORE: SCHOOL PROGRAMS)
			GRAND TOTAL= 22

6.0 RESULTS OF THE STREET SEGMENT ASSESSMENT TOOL



Two street segment analyses were completed for the Mattawa Region, including one for Main Street, Valois Drive (Mattawa’s main street) and one for all the residential land uses within the Town of Mattawa. Main Street/Valois Drive runs through the Mattawa’s urban area and transverses through the primary and secondary radii.

A Primary Central Zone was created using a 400 meter radius around the community centre point. This radius represents a suitable and commonly accepted walking distance. The secondary and tertiary radius encircles the community centre point at 800 m and 1 km, respectively, to capture

additional segments and land uses. The secondary radius also encircles the urban area while the tertiary radius encircles the more than half of Mattawa’s urban area.

Please note that there is not a scoring tool for the Street Segment Assessment. Expert Advisors as well as communities that have used the RALA agreed that a scoring tool for the segments would be extremely complicated and cumbersome, and would probably not add extra value to completing the Street Segment Assessment tool itself. Other detailed segment assessments in the literature also do not incorporate a scoring system. However, it is believed that scoring the Community-wide and Program and Policy Assessments can help communities propose and assess changes that will make their communities more activity-friendly.

SEGMENT DESCRIPTION – Main Street / Valois Drive

Boundaries:

- West: Gorman/ Water Street
- East: Brook Street

Primary Streets:

- Main Street/Valois Drive

Land Use:

- Residential
 Commercial
 Industrial
 Public/Civic

- Community Park/Open Space
 Mixed Use (all/more than 1 of the above)
 Other: _____
 Other: _____

Terrain:

- Flat
 Hills
 Valley
 Forest/Agricultural/Undeveloped

- River/Creek/Ocean
 Winding Roads
 note: Flat , East of main intersection
 note: Steep , west of main intersection

Segment Zone Type:

- Main Street
 Thoroughfare
 Neighbourhood
 Commercial

- Industrial
 School Zone
 Community Park/Open Space
 Other: _____

WALKABILITY

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good
Sidewalks	<input checked="" type="checkbox"/> Both sides of street <input type="checkbox"/> One side of street <input type="checkbox"/> Intermittent <input type="checkbox"/> Footpath only <input type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Buffers & Shoulders Width:	<input checked="" type="checkbox"/> Sidewalk Buffer <input type="checkbox"/> Defined Shoulder <input type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Cross-walks, Pedestrian & Cycling Signage	<input checked="" type="checkbox"/> Crosswalks <input checked="" type="checkbox"/> Crossing Signals <input type="checkbox"/> Pedestrian/Cycling Signs <input type="checkbox"/> Children at Play Signs <input type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Street Amenities	<input checked="" type="checkbox"/> Street furniture <input type="checkbox"/> Waste bins <input type="checkbox"/> Shade protection	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Other Safety Features	<input type="checkbox"/> Traffic Lights <input checked="" type="checkbox"/> Stop Signs <input type="checkbox"/> School Flashing Lights <input type="checkbox"/> Speed Bumps <input checked="" type="checkbox"/> Public Lighting <input checked="" type="checkbox"/> Curb cut for wheelchair access <input checked="" type="checkbox"/> Accessible entrances <input type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Road/Traffic Characteristics	<input type="checkbox"/> Road Type: <input type="checkbox"/> Paved / Multi-lane <input checked="" type="checkbox"/> Paved / Single lane <input type="checkbox"/> Unpaved roads <input type="checkbox"/> Road Condition: <input type="checkbox"/> Poor <input type="checkbox"/> Average <input checked="" type="checkbox"/> Good	<input type="checkbox"/> Posted Speed Limit: <input type="checkbox"/> _40_ km/hr <input type="checkbox"/> None posted <input type="checkbox"/> Traffic Volume: <input type="checkbox"/> High <input checked="" type="checkbox"/> Medium <input type="checkbox"/> Low

Barriers	<input type="checkbox"/> Highway <input type="checkbox"/> Train Tracks <input type="checkbox"/> Private Property <input type="checkbox"/> Industrial Zone <input type="checkbox"/> Natural Features <input type="checkbox"/> Other <input checked="" type="checkbox"/> None	<table border="0"> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> <tr> <td><input type="checkbox"/> 1</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 3</td> </tr> </table>	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
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<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3																					
<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3																					
Connectivity: Do sidewalks, bike paths or other trails link and connect this segment to other parts of the community or another segment or road? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Condition of Connectors: <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3																					

LAND USE

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good		
Residential Density: <input checked="" type="checkbox"/> Moderately dense settlement	Housing Type: <input checked="" type="checkbox"/> Single family detached <input type="checkbox"/> Multi-family dwelling <input type="checkbox"/> Mobile homes <input type="checkbox"/> Other: _____ <input type="checkbox"/> Other: _____ <input type="checkbox"/> None	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input checked="" type="checkbox"/> 3
Public / Civic	<input type="checkbox"/> Library <input checked="" type="checkbox"/> Museum <input type="checkbox"/> Community Centre <input checked="" type="checkbox"/> Post Office <input checked="" type="checkbox"/> Town Offices <input checked="" type="checkbox"/> Emergency Services <input checked="" type="checkbox"/> Church/Religious institution <input type="checkbox"/> Hospital / Health Centre <input type="checkbox"/> Athletic Fields / Courts <input type="checkbox"/> Playground <input type="checkbox"/> Other: _____ <input type="checkbox"/> Other: _____ <input type="checkbox"/> None	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
Commercial	<input checked="" type="checkbox"/> Restaurant / Café <input checked="" type="checkbox"/> Bar <input checked="" type="checkbox"/> Food Market <input checked="" type="checkbox"/> Theatre <input type="checkbox"/> Gas station <input checked="" type="checkbox"/> Convenience Store <input checked="" type="checkbox"/> Small Retail <input type="checkbox"/> Big Box Retail <input type="checkbox"/> Fitness Centre <input type="checkbox"/> Private Medical Office <input type="checkbox"/> Private Other Office <input checked="" type="checkbox"/> Hotel <input type="checkbox"/> Other: _____ <input type="checkbox"/> None	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input checked="" type="checkbox"/> 3
Schools	<input type="checkbox"/> Elementary <input type="checkbox"/> Middle <input type="checkbox"/> High <input type="checkbox"/> Private <input type="checkbox"/> Other: _____ <input type="checkbox"/> Other: _____ <input checked="" type="checkbox"/> None	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3

Industrial / Agricultural	<input type="checkbox"/> Light Industrial	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
	<input type="checkbox"/> Heavy Industrial	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
	<input type="checkbox"/> Farmland Area	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
	<input type="checkbox"/> Other: _____	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
	<input checked="" type="checkbox"/> None	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3

Comments:

- Main Street is an aesthetically pleasing street with enhanced pavement, benches, flowers, waste bins, and decorative lighting.
- The crosswalks along Main Street are clearly marked with pavement treatments that act as traffic calming measure.
- Observed pedestrian traffic along Main Street, particularly near the Postal Office and the Foodland Store.
- Did not observe cyclists along Main Street. There is no signage for motorists to share the road or to identify Main Street as a cycling route.
- Sidewalks along Valois Drive are in good condition and a wide paved shoulder that provides additional safety to pedestrians.

6.1 Subjective Assessment & Overview

SUBJECTIVE ASSESSMENT – Main Street/ Valois Drive

Please answer the following questions last (once the rest of the assessment tool has been completed).				
Walkability – how strongly do you agree with the following statement?				
“This segment is walkable.”				
Strongly Disagree <input type="checkbox"/>	Disagree <input type="checkbox"/>	Not Sure <input type="checkbox"/>	Agree <input type="checkbox"/>	Strongly Agree <input checked="" type="checkbox"/>
Comments:				
<ul style="list-style-type: none"> • Main Street is very walkable and includes a range of community focal points, including shops, restaurants, cafes, hotels, theater, and community services. • While most of the commercial uses are located along Main Street, there are numerous commercial establishments on Highway 17 (along Valois Drive and McConnell Street). Some institutional uses are located along Main Street (i.e. Postal Office, Mattawa/North Bay Algonquin First Nation – Madadjiwan Economic Development Corporation, and Employment Resource Centre) • Sidewalks along Main Street are in excellent condition, with curb cuts for accessibility and a wide buffer for enhanced safety for people walking. The buffer is currently used as street parking. 				
Aesthetics – how strongly do you agree with the following statement?				
“This segment is aesthetically pleasing?”				
Strongly Disagree <input type="checkbox"/>	Disagree <input type="checkbox"/>	Not Sure <input type="checkbox"/>	Agree <input type="checkbox"/>	Strongly Agree <input checked="" type="checkbox"/>
Comments:				
<ul style="list-style-type: none"> • Main Street is a clean and aesthetically pleasing street. • Existing pedestrian enhancements on Main Street includes lighting, planting, and seating. • There are no cycling facilities observed on Main Street/ Valois Drive. 				

6.2 Street segment Assessment Tool

SEGMENT DESCRIPTION – Residential Uses in Mattawa

Boundaries:

- North: Rankin Street
- South: McConnell street

Primary Streets:

- 1st Street
- 2nd Street
- 3rd Street
- 4th Street
- 5th Street
- 6th Street
- 7th Street
- 8th Street
- 9th Street
- 10th Street
- 11th Street
- Brydges Street
- 12th Street
- Rankin Street
- McKenzie Street
- Pine Street
- Poplar Street
- Park Street
- Mattawan Street
- Gorman Street
- Ottawa Street
- Division Street
- New Street
- Bangs Street

Land Use:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Residential | <input type="checkbox"/> Community Park/Open Space |
| <input type="checkbox"/> Commercial | <input type="checkbox"/> Mixed Use (all/more than 1 of the above) |
| <input type="checkbox"/> Industrial | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Public/Civic | <input type="checkbox"/> Other: _____ |

Terrain:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Flat | <input type="checkbox"/> River/Creek/Ocean |
| <input type="checkbox"/> Hills | <input type="checkbox"/> Winding Roads |
| <input type="checkbox"/> Valley | <input type="checkbox"/> Note: Except the steep northern half of Bisset |
| <input type="checkbox"/> Forest/Agricultural/Undeveloped | <input type="checkbox"/> Other: _____ |

Segment Zone Type:

- | | |
|---|--|
| <input type="checkbox"/> Community Centre/Main Street | <input type="checkbox"/> Industrial |
| <input type="checkbox"/> Thoroughfare | <input type="checkbox"/> School Zone |
| <input checked="" type="checkbox"/> Neighbourhood | <input type="checkbox"/> Community Park/Open Space |
| <input type="checkbox"/> Commercial | <input type="checkbox"/> Other: Residential |

WALKABILITY

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good
Sidewalks Length:	<input type="checkbox"/> Both sides of street <input checked="" type="checkbox"/> One side of street <input type="checkbox"/> Intermittent <input type="checkbox"/> Footpath only <input type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Buffers & Shoulders Width:	<input type="checkbox"/> Sidewalk Buffer <input type="checkbox"/> Defined Shoulder <input checked="" type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Cross-walks, Pedestrian & Cycling Signage	<input type="checkbox"/> Crosswalks <input type="checkbox"/> Crossing Signals <input type="checkbox"/> Pedestrian/Cycling Signs <input checked="" type="checkbox"/> Children at Play Signs <input type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Street Amenities	<input type="checkbox"/> Street furniture <input type="checkbox"/> Waste bins <input type="checkbox"/> Shade protection	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Other Safety Features	<input type="checkbox"/> Traffic Lights <input checked="" type="checkbox"/> Stop Signs <input type="checkbox"/> School Flashing Lights <input type="checkbox"/> Speed Bumps <input checked="" type="checkbox"/> Public Lighting <input type="checkbox"/> Curb cut for wheelchair access <input type="checkbox"/> Accessible entrances <input type="checkbox"/> None <input type="checkbox"/> N/A	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Road/Traffic Characteristics	<input type="checkbox"/> Road Type: <input type="checkbox"/> Paved / Multi-lane <input checked="" type="checkbox"/> Paved / Single lane <input type="checkbox"/> Unpaved roads <input type="checkbox"/> Road Condition: <input type="checkbox"/> Poor <input checked="" type="checkbox"/> Average <input type="checkbox"/> Good	<input type="checkbox"/> Posted Speed Limit: <input checked="" type="checkbox"/> 40 km/hr (on school zone) <input type="checkbox"/> None posted <input type="checkbox"/> Traffic Volume: <input type="checkbox"/> High <input type="checkbox"/> Medium <input checked="" type="checkbox"/> Low
Barriers	<input type="checkbox"/> Highway	<input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3

	<input checked="" type="checkbox"/> Train Tracks <input type="checkbox"/> Private Property <input type="checkbox"/> Industrial Zone <input checked="" type="checkbox"/> Natural Features <input type="checkbox"/> Other: <input type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input checked="" type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3
<p>Connectivity: Do sidewalks, bikepaths or other trails link and connect this segment to other parts of the community or another segment or road? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>Condition of Connectors: <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3</p>			

LAND USE

	Types (check all that apply)	Condition (check one for each type) 1 – poor 2 – average 3 – good		
Residential Density: <input type="checkbox"/> Dense settlement	Housing Type: <input checked="" type="checkbox"/> Single family detached <input type="checkbox"/> Multi-family dwelling <input type="checkbox"/> Mobile homes <input type="checkbox"/> Other: _____ <input type="checkbox"/> Other: _____ <input type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input checked="" type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3
Public / Civic	<input checked="" type="checkbox"/> Library <input type="checkbox"/> Museum <input checked="" type="checkbox"/> Community Centre <input type="checkbox"/> Post Office <input type="checkbox"/> Town Offices <input type="checkbox"/> Emergency Services <input checked="" type="checkbox"/> Church/Religious institution <input checked="" type="checkbox"/> Hospital / Health Centre <input checked="" type="checkbox"/> Athletic Fields / Courts <input checked="" type="checkbox"/> Playground <input type="checkbox"/> Other <input type="checkbox"/> Other <input type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input checked="" type="checkbox"/> 3 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 3 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3
Commercial	<input type="checkbox"/> Restaurant / Café <input type="checkbox"/> Bar <input checked="" type="checkbox"/> Food Market <input checked="" type="checkbox"/> Theatre <input checked="" type="checkbox"/> Gas station <input checked="" type="checkbox"/> Convenience Store <input type="checkbox"/> Small Retail <input type="checkbox"/> Big Box Retail <input checked="" type="checkbox"/> Fitness Centre <input type="checkbox"/> Private Medical Office <input type="checkbox"/> Private Other Office <input type="checkbox"/> Hotel <input type="checkbox"/> Other: _____ <input checked="" type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3
Schools	<input checked="" type="checkbox"/> Elementary <input checked="" type="checkbox"/> Middle <input checked="" type="checkbox"/> High <input type="checkbox"/> Private <input type="checkbox"/> Other: _____ <input type="checkbox"/> Other: _____ <input type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3

Industrial / Agricultural	<input type="checkbox"/> Light Industrial <input type="checkbox"/> Heavy Industrial <input type="checkbox"/> Farmland Area <input type="checkbox"/> Other: _____ <input checked="" type="checkbox"/> None	<input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1	<input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2	<input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3
<p>Comments:</p> <ul style="list-style-type: none"> • The residential areas in Mattawa are divided by the Mattawa River. • A traditional grid settlement pattern is found in the northern settlement area. The southern residential areas have a semi-grid pattern, often limited by the train tracks (east of McConnell Street- Highway 17). • The residential areas are compact. Most of the eastern residential areas are within the 1,000m radius from the community centre point. About half of the residential area to the west of the Mattawa River is located outside such 1,000m radius. • There are many community amenities located in the residential areas, including the schools, community parks, sport facilities, the library, and several churches. • There is an extensive seniors community located on the west side of the Mattawa River (Seniors' Village). • The Hospital is located outside the 1,000m radius from the community centre point, thus located beyond an acceptable walking distance from most of the residents. • Main Street becomes 1st Street on the west side of Mattawa River and Valois Drive to the east of Highway 17 intersection. This corridor connects the residential areas to the rest of the community. • The bridge on Main Street is the only one connecting the eastern portion of Mattawa with the rest of the community. 				

6.3 Subjective Assessment & Overview

SUBJECTIVE ASSESSMENT – Mattawa’s Residential Neighbourhoods

Please answer the following questions last (once the rest of the assessment tool has been completed).				
Walkability – how strongly do you agree with the following statement?				
“This segment is walkable.”				
Strongly Disagree	Disagree	Not Sure	Agree	Strongly Agree
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comments:				
<ul style="list-style-type: none"> • Road conditions are generally very good in the residential areas. Sidewalks exist in a few streets, including: Brydges Street, Mattawan Street, Gorman Street, McConnell Street (Highway 17), Valois Drive (Highway 17), and the east side of Poplar Street. • There are no designated bicycle lines on the residential streets. • There are gentle hills on the residential area west of Mattawa River. Hills may pose a challenge for pedestrian and cyclists, particularly for the seniors living in the community. • Shoulders exist along many of the residential streets, most of them unpaved. The shoulders are not designated for a specific use and are unsigned. • Traffic volume is low and though not all streets have sidewalks, there is sufficient road width and buffer for residents to safely walk along the side of the road. • There is safety signage approaching the schools, playgrounds, and the seniors’ community. There are stop signs on most of the residential streets. • During the assessment, the auditors did not observe pedestrians or cyclists in the residential areas. 				
Aesthetics – how strongly do you agree with the following statement?				
“This segment is aesthetically pleasing?”				
Strongly Disagree	Disagree	Not Sure	Agree	Strongly Agree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comments:				
<ul style="list-style-type: none"> • Mattawa’s residential areas are well maintained and inviting for residents to walk. • Streets are well-lit and the grid pattern enables quick and direct travel within the residential areas and between the residential areas and commercial corridor. 				

GENERAL CONDITIONS

Season:

- Spring
 Summer

- Fall
 Winter

Current Weather Conditions:

<input checked="" type="checkbox"/> Sunny / Clear	<input type="checkbox"/> Rain
<input type="checkbox"/> Partly Cloudy	<input type="checkbox"/> Snow
<input type="checkbox"/> Overcast	<input type="checkbox"/> Other: _____

Day of Week:

<input type="checkbox"/> Sunday	<input type="checkbox"/> Thursday
<input type="checkbox"/> Monday	<input type="checkbox"/> Friday
<input type="checkbox"/> Tuesday	<input type="checkbox"/> Saturday
<input checked="" type="checkbox"/> Wednesday	

7.0 OBSERVATIONS AND RECOMMENDATIONS FOR MATTAWA REGION

The following highlights Dillon’s specific observations and where possible, recommendations for Mattawa Region to consider. All photographs were taken by Dillon Consulting Limited on October 1st, 2013.

Main Street / Valois Drive (Commercial and Service Core of Mattawa Region)



Main Street is the prime commercial and institutional area in Mattawa, servicing the whole Mattawa Region. It is also an important transportation corridor connecting Mattawa with Mattawan and other rural communities to the north. Recent improvements include a roundabout on Highway 17 and enhanced streetscaping.

Recommendation:

Consider the creation of a cycling route through the main street that would connect the core of the town with the rest of the region. Explore the feasibility to create a dedicated cycling lane. If a cycling lane is not possible given the geometry of the road, consider installing “share the road” signage.



Main Street is a pedestrian friendly street. Sidewalks are wide and streetscaping enhancements include pavement treatments on sidewalks and crosswalks, planters, garbage receptacles, lighting, and benches.

Recommendation:

Consider the installation of cycling end of trip facilities (e.g. bike racks) in key intersections and/or in key buildings.



Valois Drive / Highway 17 at Brook Street. This road has two main functions: It is an extension of Main Street, with some commercial and institutional uses; and, it is a through fare with high traffic volumes (it is the Trans-Canada Highway). The street has recently paved sidewalks in the north side of the road. There are well-maintained paved shoulders on both sides which have the opportunity to accommodate local and regional cyclists.

Recommendation:

Consider liaising with the Ministry of Transportation and Transport Canada to enable on-road cycling, which will provide a direct connection for residents to travel within the Mattawa Region. Providing a cycling infrastructure has also the potential to promote local tourism.



The Post Office is one of the main buildings on Main Street, attracting users from the whole Region. There is enhanced streetscaping treatment on the sidewalk and crosswalk adjacent to the building.

Recommendation:

Consider the installation of bike racks to encourage the use of cycling as a mode of transportation.



The Mattawa Municipal Office is located on Water Street off of Main Street, between the Veterans Memorial Park and the Mattawa Medical Centre. There are no sidewalks leading to this building.

Recommendation:

Access could be improved through better signage and pedestrian infrastructure including sidewalk or pathways through the Park.



The Mattawa Medical Centre is located on Water Street off of Main Street, next to the Municipal Office. There are no sidewalks leading to this building. Access could be improved through better signage and pedestrian infrastructure including sidewalk or pathways.

Recreation and Trails



The Mattawa Waterfront Park, located on 1st Street, on the west side of Mattawa River, includes a boat launch, a marina, the Mattawa Museum, and landscaped area for general recreational use. The Park offers impressive views of the Ottawa River and the mountains across the river. However, there is no direct pedestrian access to the Waterfront Park. Sidewalks are located on the south side of Highway 533, but there are no marked pedestrian crossings.

Recommendation:

Access could be improved through better pedestrian infrastructure including sidewalk or pathways and a crosswalk. In addition, consider promoting and facilitating cycling access with “share the road” signs on 1st Street and installing bicycle racks at the park. Cycling lanes should also be provided in both directions along Highway 533 to provide cyclists a connection to the Voyageur Multi-Use Trail System.





The Veterans Memorial Park is a community focal point and includes seating, picnic tables, shade trees and spectacular views of the Mattawa and Ottawa Rivers.



Recommendation:

Consider expanding walking paths to connect the Veterans Memorial Park with the Municipal Office. Also, consider installing bike racks to encourage the use of cycling.



Timmins Park, located on Water Street, across the Mattawa Medical Centre and the Municipal Office. This playground is in good condition, has play structures, a gazebo and a multi-use court. There are no sidewalks leading to this park.

Recommendation:

Access could be improved through better signage and pedestrian infrastructure including sidewalk or designated pathways.



The Mattawa Island Conservation Area, located on an island on the Mattawa River, Bissett Street, offers a diversity of recreational and sport opportunities. The area is in good condition, has ample parking and good lighting.

Recommendation:

Consider adding more signage leading to this park in order to orient local and regional users and promote tourism. Also, consider improving access through better pedestrian infrastructure leading to the park, including sidewalks or designated pathways and an on-road cycling route.



The Gordon Dufoe Park is located on the western edge of Bissett Street, adjacent to the residential neighbourhoods and a large seniors' community. There are no sidewalks, pathways or cycling in infrastructure leading to the park.

Recommendation:

Consider improving access through better pedestrian infrastructure, including a sidewalk or designated pathway and an on-road cycling route.



The Mike Rodden Arena and Community Centre is located on Hurdman Street. It offers sport activities such as hockey and skating. The community centre has a multi-purpose area used for a diverse range of recreational and community activities.

Recommendation:

Consider improving access through better signage and pedestrian infrastructure, including sidewalk or designated pathway and an on-road cycling route.



The Lion's National Park (baseball field) is located across the Mike Rodden Arena.

Recommendation:

Consider improving pedestrian and cycling access to the park through signage and pedestrian and cycling infrastructure, as appropriate.



Park Mattawan on Gorman Street. This park offers scenic views of the Mattawa River and is located near the core area of Mattawa. It includes a boardwalk, seating, and picnic benches.

Gorman Street and Mattawa Street offer magnificent views of the river.

Recommendation:

Consider implementing an on-road cycling route to attract residents and visitors that want to enjoy the scenic view while riding their bicycles. Providing cycling infrastructure has also the potential to promote local tourism.



The Voyageur Curling Club and the Fitness Centre share the same building. These private recreational/sport facilities are located in the outskirts of the Mattawa urban area, about 2 kilometers from the community centre point. Although there are sidewalks leading to this building, it is located far from most of the residential neighbourhoods.

Residential Neighbourhoods



Bissett Street, looking west towards the Mattawa Island Conservation Area. This street has no sidewalks and a very narrow shoulder, making difficult pedestrian or cycling circulation. The street is wide and has the potential to accommodate pedestrians, cyclists, and motorists.

Recommendation:

On-street cycling could be promoted and facilitated using “share the road” signs and pavement markings.



Residential streets are wide and most of them have un-paved shoulders. They have the potential to accommodate pedestrians, cyclists, and motorists.

Recommendation:

On-street cycling could be promoted and facilitated using “share the road” signs with pavement markings along key designated routes (e.g., Brydges Street and Bissett Street).



The residential streets leading to the school areas have signage and reduced speed limit aimed to enhance the safety of the kids walking to school. Most residential streets have no sidewalks.

Recommendation:

Consider improving access and connectivity to the schools through sidewalks or pedestrian paths as well as designating key streets as “cycling routes.”



The residential neighbourhoods north of the Mattawa River have an important concentration of senior citizens. There is a number of senior housing and the Algonquin Nursing Home.



Signage is provided adjacent to the Algonquin Nursing Home to alert motorists to be mindful of seniors crossing.

Recommendation:

Safe walking paths should be provided adjacent to the nursing home to provide a safe walking path for seniors to adjacent neighbourhoods to facilitate physical activity. Should this not be feasible, consider developing a walking route for seniors to safely participate in physical activity.



Mattawa Hospital is located on Turcotte Park Road, just outside of the 1,000 m radius from the community centre point. The hospital is in excellent condition and has pedestrian access. However, the street leading to the hospital does not have sidewalks.

Recommendation:

Consider improving access and connectivity to the hospital through sidewalks or pedestrian paths on Turcotte Park Road.

Mattawa Region



Highway 533 offers impressive scenic views. This route provides access to the Voyageur Multiuse Trail System.

Recommendation:

Consider liaising with MTO in order to designate Hwy 533 as a scenic route and implement a “share the road” program to encourage local, regional, and visitors cycling. As mentioned, providing cycling infrastructure has the potential to promote local tourism.



Highway 17 (Trans-Canada Highway) traverses the Municipality of Papineau-Cameron and the Town of Mattawa. The highway has wide paved shoulders that could be used for on-road cycling.

Recommendation:

Consider liaising with MTO in order to designate Highway 17 as a scenic route and implement a “share the road” program to encourage local, regional, and visitors cycling.



The Municipality of Papineau-Cameron has beautiful scenic routes that traverse farm lands and rural areas. There is a panoramic route for both cycling and driving from Bonfield to Mattawa, across the Municipality of Papineau-Cameron.

Recommendation:

Consider improving signage along the route and include this route within a regional cycling strategy to attract visitors to the Region and promote the local economy.



The Voyageur Multiuse Trail System has entrances along Highway 533 and Moosehead Road in Mattawan, far from the residential areas in Mattawa.

Recommendation:

Consider providing access to the trail through off-road cycling trails connecting to Mattawa in order to promote the use of the trail and attract more users.



There are some hiking trails in Mattawan that are accessed from Highway 533.

Recommendation:

Consider expanding the hiking trail network in the Region and provide infrastructure such as designated parking, lighting, and benches for rest. Also, consider improving access through signage.

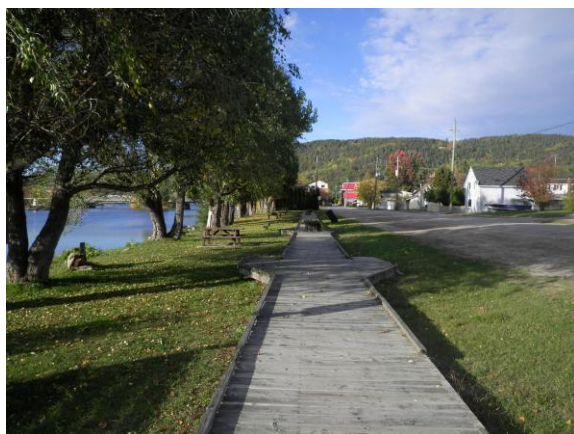
8.0 CONCLUSION

Based on the RALA, there are ample opportunities to improve physical activity in the Mattawa Region while improving community connectivity, social cohesion, and economic vitality. There are opportunities to support active living through enhancing existing physical infrastructure, improve road safety, maintain the upkeep of public places and private places and revitalize community destinations. On the other hand, there is a huge opportunity to develop the Region as a recreation destination through the implementation of a cycling strategy. It is recommended to undertake a Regional Active Transportation Plan and a Regional Recreation Master Plan in order to materialize the opportunities to create healthier communities while attracting visitors and improving the economies of the three municipalities.



The Town of Mattawa is a compact community that offers a range of uses, community services, amenities, and spaces within a small geographic area. The urban structure in Mattawa provides a strong foundation to support walking, cycling, and active living. Mattawa offers a variety of focal points and amenities within a 1,000m radius from the centre of the community on Main Street and Water Street. Mattawa's physical terrain includes mostly flat areas with some gently rolling hills, which create an opportunity to increase physical activity. Surrounded by the Ottawa River and traversed by the Mattawa River, the Town of

Mattawa offers ample opportunities for scenic views that can be taken advantage of through walking and cycling routes. Moreover, the community's semi-grid pattern enables its residents to quickly walk or cycle quickly and efficiently within the residential areas, from their homes to Main Street, and from their homes to the community's recreational areas (parks and arena). Traffic volumes are low and road widths are ample, enabling residents to walk or cycle on the shoulders. It is recommended to increase the opportunities for active living through the creation of more pedestrian and cycling connections, including sidewalks, pathways and cycling routes, between the residential areas and the key focal points in the town (i.e., Main Street, community parks, Conservation Area, Waterfront Park, schools, and sport facilities). Providing sidewalks on both sides of the street gives pedestrians a safe place to walk. Paved shoulders also increase motor-vehicle safety and decrease maintenance costs.



Mattawa has a base infrastructure to support active living. Sidewalks are built along its main streets (Main Street, Valois Drive, and McConnell Street) and along some key residential streets (Brydges Street, Gorman Street, and Mattawan Street). There is a range of recreational spaces and facilities for people of all ages to participate in both formal and informal spaces. Mattawa has a considerable number of parks and recreational areas compared to other small rural towns in Ontario. It is recommended to explore opportunities for increasing physical activity on these recreational spaces and

facilities through informal play, shade, and infrastructure that improve access for pedestrians and cyclists (e.g. paved loops, walkways, boardwalks, pedestrian paths, bicycle racks for storage, etc.).



Cycling infrastructure was not observed during the RALA audit. Mattawa is a compact community surrounded by rural, natural, and agricultural areas that should be enjoyed by its residents and visitors. Conversely, Mattawan and Papineau-Cameron are rural communities with very low population density, which offer vast opportunities for the creation of a network of trails and cycling routes. The Region should take advantage of both the beauty of Mattawa's core area and the scenic views and wilderness in Mattawan and Papineau-Cameron. In addition, the Region should take advantage of the proximity of prime summer touristic attractors, such as Algonquin Provincial Park and Samuel de Champlain Provincial Park.

Cycling should be encouraged and facilitated within the community, not only for local and regional residents, but for tourists and visitors as well. It is recommended to create a committee that includes members of the three municipalities, the MTO, the Health Unit, Share the Road Cycling Coalition, cycling enthusiasts, and other stakeholders, to create a cycling strategy for the Mattawa Region that will promote the Region as a cycling touristic destination. There are a number of bicycle facility designs that could be implemented in the Region, including shared roadways, bicycle lanes, cycle tracks, in-boulevard bicycle facilities, end-of-trip facilities, and additional bicycle facility design applications.



The benefits of using cycling as a touristic attraction has been demonstrated in many communities in Ontario, including those part of the Waterfront Regeneration Trust (Waterfront Trail along Lakes Erie and Ontario), Prince Edward County, and the Niagara Region, to name a few. It is recommended to facilitate cycling tourism experiences in the Mattawa Region and inter-modal cycling connections by working with partners to provide end-of-trip facilities, maps of existing cycling routes and way-finding applications. For convenience, end-of-trip facilities such as bike racks would ideally be located at community

destinations, including the Post Office, the grocery store, the Arena, the school, the library/municipal services building, and playgrounds. In addition, shared roadway signage and pavement markings should be considered within the residential areas to promote cycling, especially around the schools, recreational areas, and sport facilities.

The Region has a vast network of multiuse trails; however, these are not connected to the core urban area where people reside. It is recommended to develop a trail system that connects existing trails in Mattawan and Papineau-Cameron to the commercial corridor.

In summary, the following are the key recommendations for the Mattawa Region:

- Develop a Regional Active Transportation Plan and a Regional Recreation Master Plan in order to materialize the opportunities to create healthier communities while attracting visitors and promoting economic development of the three municipalities.
- Explore opportunities for increasing physical activity on these recreational spaces and facilities through informal play, shade, and infrastructure that improve access for pedestrians and cyclists (e.g. paved loops, walkways, boardwalks, pedestrian paths, bicycle racks for storage, etc.).
- Increase the opportunities for active living through the creation of more pedestrian and cycling connections, including sidewalks, pathways and cycling routes, between the residential areas and the key focal points in the town (i.e., Main Street, community parks, Conservation Area, Waterfront Park, schools, and sport facilities).
- Create a committee that includes members of the three municipalities, the MTO, the Health Unit, Share the Road Cycling Coalition, cycling enthusiasts, and other stakeholders, to create a cycling strategy for the Mattawa Region that will promote the Region as a cycling touristic destination.
- Facilitate cycling tourism experiences in the Mattawa Region and inter-modal cycling connections by working with partners to provide end-of-trip facilities, maps of existing cycling routes and way-finding applications.
- Locate end of trip facilities such as bike racks at community destinations, including the Post Office, the grocery store, the arena, schools, the library/municipal services building, and playgrounds.
- Place shared roadway signage and pavement markings within the residential areas to promote cycling, especially around the schools, recreational areas, and sport facilities.
- Develop a trail system within 10 minute walk or bicycle ride from home in order to connect to existing trails in Mattawan and Papineau-Cameron.



The results of the RALA provide an opportunity for the Mattawa Region to develop an integrated plan to support active living, community connectivity, and economic vitality. Improving connectivity into Mattawa Region supports safe and accessible travel for people residing in neighbouring areas while attracting visitors. The results captured in this report should provide a launch point for further discussion and action, as the details captured in the audit can provide a baseline for the municipality to develop implementation plans to address active transportation, active living, parks and recreation planning, and program delivery.

Appendix A: Assessment Methodology

WALKABILITY

Sidewalks, crosswalks and other pedestrian and bike-friendly features have an impact on a community's walkability.

Sidewalks

Choose one option that best describes the sidewalks in the segment: sidewalks are found on both sides of the street, one side of the street, intermittent (sidewalks exist along only parts of the roads), footpath only or none. Rate the overall condition of sidewalks using the following definitions:

- *1-Fair/Poor* – The sidewalks are generally not well maintained in this segment and are in fair or poor condition. There is apparent neglect and/or deterioration. Example:



- *2-Good/Excellent* - The sidewalks are generally well maintained in this segment and are in good or excellent condition. There is little or no apparent neglect and/or deterioration. Example:



Q12. Buffers and Shoulders

Check the appropriate boxes if most sidewalks in the segment have a sidewalk buffer strip separating them from the road and if the roads have a defined shoulder separating the traffic lanes from the edge

of the road. If neither of these features exists, check “none.” Rate the overall condition of sidewalks using the following definitions:

- *1-Fair/Poor* – The sidewalk buffer or shoulder are generally not well maintained in this segment and are in fair or poor condition. There is apparent neglect and/or deterioration. (e.g., is sand swept from the shoulders to allow for safer biking?). Example: Fair/Poor condition

Shoulder



Sidewalk Buffer

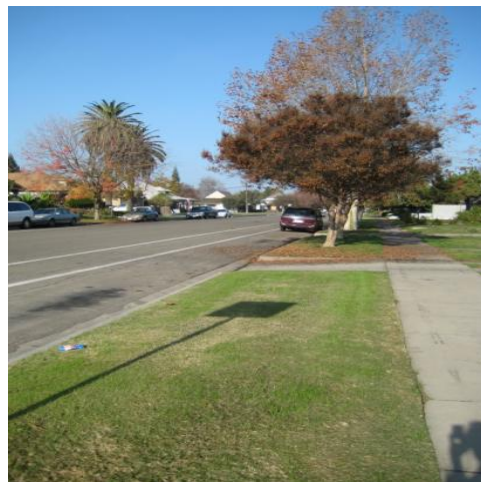


- *2-Good/Excellent* - The sidewalk buffer or shoulder are generally well maintained in this segment and are in good or excellent condition. There is little or no apparent neglect and/or deterioration. Examples: Good/Excellent condition

Shoulder



Sidewalk buffer



Q13. Crosswalks and Signage

Check the appropriate boxes regarding whether the segment includes crosswalks, crossing signals (“walk” and “don’t walk” lights), pedestrian signs, and children at play signs. If none of these features exist check “none.” Rate the overall condition of these features using the following

definitions:

- *1-Fair/Poor* – The crosswalks, signals and pedestrian signs are generally not well maintained in this segment, are hidden, and/or are in fair or poor condition. There is apparent neglect and/or deterioration (e.g., are the crosswalk lines brightly painted or otherwise made visible to drivers and pedestrians? Are crossing signals in working order? If you answer no to these questions, then the signs/signals are considered to be in poor or fair condition.) Examples: No photo available
- *2-Good/Excellent* - The crosswalks, signals and pedestrian signs are generally well maintained in this segment and are in good or excellent condition. There is little or no apparent neglect and/or deterioration. Examples: Good/Excellent condition

Crosswalk



Pedestrian Sign



Q14. Other Safety Features

Check off any other pedestrian friendly features available in the segment including traffic lights, stop signs, yellow school flashing lights, speed bumps and public lighting. If none of these features exist check “none.” Use the comment box to note other features or places where you might recommend improving safety features.

Q15. Road/Traffic Characteristics

Indicate all road types found in the segment including paved multi-lane roads (three or more lanes), paved single lane roads (one or two lanes) and unpaved roads.

Next indicate the road condition, either Poor/fair (roads are generally not well maintained in this segment. There is apparent neglect and/or deterioration) or Good/excellent (roads are generally well maintained in this segment. There is little or no apparent neglect and/or deterioration).

Note the posted maximum speed limits found in the segment. Indicate whether there is no speed limit posted.

Indicate what level of traffic volume you witness in the segment:

- *High traffic volume:* There is a steady stream of significant traffic traveling through the segment

- *Medium traffic volume:* There is noticeable, but not constant traffic traveling through the segment
- *Low traffic volume:* There is little or no traffic traveling through the segment

Q16. Barriers

Indicate any significant barriers to pedestrian and bike traffic in the segment, including a highway, train tracks, posted private property, industrial zone, natural features (e.g., a river, thick woods, steep terrain) or other obstacle. If no barrier or obstacle exists, check “none.”

Q17. Connectivity

Indicate whether non-vehicular routes such as sidewalks, bikepaths or trails connect this segment with other parts of community/attractions, including attractions such as schools, commercial districts and parks or with other segments or roads. If they are available in this segment, rate the overall condition of these connectors using the following definitions:

- *1-Fair/Poor* – The connectors are generally not well maintained in this segment and are in fair or poor condition. There is apparent neglect and/or deterioration.
- *2-Good/Excellent* - The connectors are generally well maintained in this segment and are in good or excellent condition. There is little or no apparent neglect and/or deterioration.

LAND USE

If there is any residential settlement in the segment, even if it is not the primary land use, please answer the following questions. If there are no homes in the segment, check “none.”

Q18. Residential

In the [first column](#) of question 14, please indicate how densely settled the segment is by checking one of the following options:

- *Densely settled* – Residences are located close to one another with little or no open space between each structure. It is possible to see several other structures from each residence. Example:



- *Moderately densely settled*- Residences are spaced out with moderate open space between each structure. It may be possible to see some other structures from each residence. Example:



- *Not densely settled (dispersed)* – Residences are located very far distances from one another with vast space between each structure. It is not possible to see other structures from each residence. Example:



In the [second column](#), please note the housing types present (single family detached, multi-family/apartments, mobile homes, other types, none) and in the third column select the overall condition of the homes in the segment using the following definitions:

- *1-Fair/Poor* – The homes are generally not well maintained in this segment and are in fair or poor condition. There is apparent neglect and/or deterioration. Example:



- *2-Good/Excellent* - The homes are generally well maintained in this segment and are in good or excellent condition. There is little or no apparent neglect and/or deterioration. Example:



Use the comment box to note other observations on residential patterns that may be relevant to activity-friendliness.

Q19. Public/civic

Please check off all of the public or civic buildings/offices/facilities located in the segment including:

- *Library*
- *Museum*
- *Community center*
- *Post office*
- *Community offices*

- *Courthouse*
- *Police station*
- *Fire station*
- *Church/religious building*
- *Hospital/health center*
- *Athletic fields/courts*
- *Playground*
- *Other (please specify)*
- *None*

In the **third column**, please select the overall condition of each building/office/facility that is present in the segment using the following definitions:

- *1-Fair/Poor* – The building/office/facility is generally not well maintained and is in fair or poor condition. There is apparent neglect and/or deterioration.
- *2-Good/Excellent* - The building/office/facility is generally well maintained and is in good or excellent condition. There is little or no apparent neglect and/or deterioration.

Q20. Commercial

Please check off all of the commercial buildings located in the segment including:

- *Restaurant/café*
- *Bar*
- *Food market*
- *Theater*
- *Gas station*
- *Convenience store*
- *Small retail store*
- *Big box retail store*
- *Fitness center*
- *Private medical office*
- *Private other office*
- *Office building*
- *Other (please specify)*
- *None*

In the **third column**, please select the overall condition of each commercial building that is present in the segment using the following definitions:

- *1-Fair/Poor* – The commercial building is generally not well maintained and is in fair or poor condition. There is apparent neglect and/or deterioration.
- *2-Good/Excellent* - The commercial building is generally well maintained and is in good or excellent condition. There is little or no apparent neglect and/or deterioration.

Q21. Schools

Please indicate whether there are any public, private or other schools located in the segment:

- *Elementary school (public)*
- *Middle school (public)*
- *High school (public)*

- *Private school*
- *University or campus*
- *Other (please specify)*
- *None*

In the **third column**, please select the overall condition of each school that is present in the segment using the following definitions:

- *1-Fair/Poor* – The school is generally not well maintained and is in fair or poor condition. There is apparent neglect and/or deterioration.
- *2-Good/Excellent* - The school is generally well maintained and is in good or excellent condition. There is little or no apparent neglect and/or deterioration.

Q22. Industrial/agricultural

Please check off if any significant industrial or agricultural areas are present in the segment including:

- *Light industrial area* – small industrial buildings/facilities that cover a limited land area that do not include significant smokestacks or other industrial features (e.g. small salt/granite/sand pits, small trucking/construction business, small electrical power substation, etc.). Example – Sand pit:



- *Heavy industrial area* – large industrial buildings/facilities or complex that cover a large area of land and include smokestacks or other industrial features (e.g. large chemical or manufacturing plant, large trucking facility, large power plant, etc.). Example:



- *Farmland area* – any agricultural, livestock, or other farmland area. Example:



- *Other* (please specify)
- *None*

In the [third column](#), please select the overall condition of each industrial/agricultural area that is present in the segment using the following definitions:

- *1-Fair/Poor* – The area is generally not well maintained and is in fair or poor condition. There is apparent neglect and/or deterioration.

- *2-Good/Excellent* - The area is generally well maintained and is in good or excellent condition. There is little or no apparent neglect and/or deterioration.

Q23. Stop Time

Please indicate at what time you completed the Segment Assessment.

Q24. Time to complete assessment

How long did it take you to complete the Segment Assessment?

SUBJECTIVE ASSESSMENT

Questions 25 and 26 are to gather your overall subjective opinion regarding the walkability and aesthetic quality of the segment. These questions should be answered **last**, that is, after the rest of the Segment Assessment tool has been completed in its entirety for the segment. Please check off how strongly you agree with each of the following statements (choose only one answer for each question – Strongly agree, Agree, Disagree, Strongly disagree):

Q25. How strongly do you agree with the following statement?

“This segment is walkable.”

Q26. How strongly do you agree with the following statement?

“This segment is aesthetically pleasing.”

For both subjective assessment questions, it may be of use to note any comments about the segment that you feel would be useful in the overall assessment of the segment.

GENERAL CONDITIONS

Questions 27-29 are meant to capture current environmental conditions when you completed the Street Segment Assessment. These conditions may impact some of the objective and subjective observations on this assessment.

Q27. *Season* – please check off whether it is currently Winter, Spring, Summer, or Fall

Q28. *Current weather conditions* – please indicate the temperature, whether it was sunny/clear, partly cloudy, overcast, raining, snowing or some other weather condition when you conducted the segment assessment.

Q29. *Day of week* – please indicate whether today is a weekday, weekend, or holiday.

*This completes the Street Segment Assessment portion of the RALA Tools. Please proceed to the next page for guidance on filling out the Program and Policy Assessment.
