

Topic 7: Transportation and Pathways

In 20 Years, I want our plan to achieve:

Regular Bus service to area is needed. With gas prices we need this. The elderly are having difficulty getting around; we are trapped here. Young people need bus service to get to part time jobs; Way to visit family; Environmental benefits and opportunity to get rid of one car

Small bus – version smaller than big OC bus

Font bridges/bicycle bridges across the Jock River

More bike paths

Ensure there is enough capacity in road system to handle the new development

Recreational pathways to be extended

Second bridge at Ottawa Street to link to Barnsdale and 416.

This gives an opportunity for an alternative by-pass around the village

Development that is good for the community

Like to see the rail station used to get back and forth

Shuttle to get a regular route rather than a local bus through a lot of neighbourhoods

We are growing at a good pace now and we like the village.

Keep it small and quiet

By-pass road needed

Extend Joys Road to Garvin to Eagleson would give you an out

Cycle paths needed with recreational trails along Jock River

Take advantage of the nature and connect them

Perth Street to Soccer Field path needed and designated

Safe connections from neighbourhood to neighbourhood with lights and designated sidewalks

Multi season paths needed

Link with the original settlers – Richmond Landing

Rideau Trail is a destination attraction

Information/maps available for visitors to help people get around and what is here

Rightway to the River needed for boats and access

Jock is a treasure and it need to be emphasized

Sidewalks on street for senior

Linkages between points of interest

By-pass around the town

Improve and extend sidewalks that deter autos in the are of the schools

Sidewalks defined with a separate designated bike lanes

Improve Perth Street and Eagleson

Footbridge in east and wet end (end of Ottawa Street near high school)

Pathway accesses Jock River is a real ownership

Help the River along boat launch, canoe launch

Adequate bikes and pathways

Services and stores need to be viable and thrive

More pathways

Sidewalk along Huntley Road to Lions Park

Better service from OC Transpo

Pathway along Jock River
Put pathway in new subdivision
More bus service during the day or on weekend
Have connector service for bus
Stittsville – Fallowfield station
4 lane Perth to Hardware store
Repave Richmond Road from Eagleson to Twin Elm
4 lane Perth to Eagleson road
Sidewalks along the way
Transportation plan before development allowed
Walkways and roads
What the city plans for the roads that service Richmond, i.e. Huntley Road, Richmond Road, Shea Road
Mess of new Perth Street and Shea Road vision problem
Private bus service city unions won't allow
Not enough bus service driving the day
Bus service for students and seniors
Move bus service for seniors
Deregulate busses in Ottawa have private bus service shuttle busses to Stittsville etc.
Train to Fallowfield
Traffic on Perth Street at each end
Perth Street traffic lights at Huntley adding traffic to Murry Street
One size fits all solutions don't work in Richmond
Parking on Perth Street no parking meters
Parking on McBean ok – not on Perth Street
City transportation map wrong
Complete all u/g services before they do roads
Bridges over Jock River for pathways
If riders support it more bus services
New development should have their own street network and not affect existing streets
Perth Street isn't pedestrian friendly
More people, more crime if you bring main Hwy
Not enough police on Perth Street
Traffic on Perth Street
Bicycle paths in Richmond
North South traffic on side streets

Greatest Opportunity:

Extension of the 96-bus into Stittsville to transitway
Shuttle bus service to join the 96 or 97 or to Fallowfield
You will get development and glad that this is being discussed. No sense of stopping growth but do the best you can
Use existing rail station to access the via rail – double track and siding and station is still there
Great community, its small, the pace of growth
Now is the time to find an alternative route

Through traffic use to local businesses
There are some informal paths that can be formalized
Along Humphry, Shea, business streets to have path/sidewalks
The Rideau Trail is here
Native plants are unique here
Need a trail to the Legion. Legion is going through a renewal (2 acres)
Ottawa to Perth road North/South
Take traffic from Mattamy lands to south to avoid the core and Perth Street
Rideau Valley CA is looking at pathways eg west coast of Vancouver Island paths are good example
Street allowances that are wide enough you could provide a bike lane. City plans to pave the shoulder for bike lanes
McBean is wide enough and just needs repair. Parking could be resolved eg parking one side and bike path on the other side
This exercise is a fantastic opportunity to plan Richmond
River has great potential
There is a community access near high school
New road path to Ottawa like Terry Fox that by-passes the edge of the development
The drive-through by traffic is good for businesses
Put pathways in new subdivision
Put 4 lane roads in train tracks – have service to Fallowfield Street use existing tracks
Ottawa Street and Eagleson Road
Not too many homes in Richmond
Have an honest plan
Bus service not enough
Up grade outlying roads
Connect bus service with Stittsville – Barhaven
Ring road around Richmond
Jock River pathways
Have private bus community service not OC Transpo
Have train service to Fallowfield Station
Smaller busses to service Kanata, Barhaven, ect.
Bike paths to other communities
Bridges over Jock River on pathways
Grid style street plan
Street bridge on Ottawa Street over Jock River (20 yr plan)
By pass road around Richmond to control through traffic
Be able to have pathways along Jock River
Fortune Street busy street
Flat ground good for seniors and children pathways
South side of Jock River land owners won't let people on land
Grid street pattern and bridge on Ottawa Street
Path on both sides of the river
Move entrances and exits to subdivision (grid)

Greatest Challenge:

McBean Street and Perth is a challenge with additional development the volumes will and it may be difficult to make the turns.
Challenge is the cost of bus service and it may be prohibitive
Want to make sure that farm equipment can get down the Main Street
Need to continue to operate the farms and move equipment
Traffic bottleneck around the nursery. Need to get back and forth as farmers through the village
A by-pass would cut through farmland
Village hasn't increased that much but traffic has increased
Don't do what they did to Stittsville; roads are so bad there
When village grows there is no place for traffic too go. We are forgotten and are land locked
The entrance to the village on Perth Street is a joke. It doesn't work.
When the trees grow on the entrance feature you won't be able to see
Perth Street can't handle the traffic.
Not much room for snow clearance
Cottage country use Perth Street to come back on the weekend
Pathways are not connected or formal
Trail needs to be looked after
Ten roads are cut in half by River and the fields – the names of roads are same but not connected
More difficult for seniors to get around
Areas abused by teenagers
Ottawa street will get very busy
Need get traffic from Richmond into town
Ottawa and Fortune intersection is a challenge
A lot of housing goes back to the river (8 houses to 10+) properties owned and maintain the property to River
It will be difficult to get across the private land
Sidewalks are poor today
A new by-pass would such the life out of the core business
Access into Mattamy a key – something other than through community
Ditches on either side can be dangerous
Concern about increased traffic from new development
Traffic
Bus service days and weekends
Have train service to Richmond
Before they start building have all plans made for transportation
Floodplain mapping roads won't support development
Roads to service Richmond upgrade – 4 lanes?
More homes move traffic on Perth Street
Too much traffic on Main Street